Far North District Council

Te Kaunihera o Tai Tokerau ki te Raki

AGENDA

Strategy and Policy Committee Meeting

Tuesday, 22 March 2022

Time: **9:30 am**

Location: **Virtually via Microsoft Teams**

Membership:

Cr Rachel Smith - Chairperson
Cr David Clendon – Deputy Chairperson
Mayor John Carter
Deputy Mayor Ann Court
Cr Dave Collard
Cr Felicity Foy
Cr Kelly Stratford
Cr Moko Tepania
Cr John Vujcich
Member Belinda Ward

Far North District Council	**Authorising Body**	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	**Title**	Strategy and Policy Committee Terms of Reference
	Approval Date	19 December 2019
	Responsible Officer	Chief Executive

Purpose

The purpose of the Strategy and Policy Committee (the Committee) is to set direction for the district, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies, policies, and work programmes to achieve those goals.

In determining and shaping the strategies, policies and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the strategic outcomes of Council, being:

- Better data and information
- Affordable core infrastructure
- Improved Council capabilities and performance
- Address affordability
- Civic leadership and advocacy
- Empowering communities

The Committee will review the effectiveness of the following aspects:

- Trust and confidence in decision-making by keeping our communities informed and involved in decision-making.
- Operational performance including strategy and policy development, monitoring, and reporting on significant projects, including, but not limited to:
    - FN2100
    - District wide strategies (Infrastructure/ Reserves/Climate Change/Transport)
    - District Plan
    - Significant projects (not infrastructure)
    - Financial Strategy
    - Data Governance
    - Affordability
- Consultation and engagement including submissions to external bodies / organisations

To perform his or her role effectively, each Committee member must develop and maintain

his or her skills and knowledge, including an understanding of the Committee's responsibilities, and of the Council's business, operations, and risks.

Power to Delegate

The Strategy and Policy Committee may not delegate any of its responsibilities, duties, or powers.

Membership

The Council will determine the membership of the Strategy and Policy Committee.

The Strategy and Policy Committee will comprise of at least seven elected members (one of which will be the chairperson).

Mayor Carter
Rachel Smith – Chairperson
David Clendon – Deputy Chairperson
Moko Tepania
Ann Court
Felicity Foy
Dave Collard
John Vujcich
Belinda Ward – Bay of Islands-Whangaroa Community Board

Non-appointed Councillors may attend meetings with speaking rights, but not voting rights.

Quorum

The quorum at a meeting of the Strategy and Policy Committee is 5 members.

Frequency of Meetings

The Strategy and Policy Committee shall meet every 6 weeks but may be cancelled if there is no business.

Committees Responsibilities

The Committees responsibilities are described below:

Strategy and Policy Development

- Oversee the Strategic Planning and Policy work programme
- Develop and agree strategy and policy for consultation / engagement.
- Recommend to Council strategy and policy for adoption.
- Monitor and review strategy and policy.

Service levels (non-regulatory)

- Recommend service level changes and new initiatives to the Long Term and Annual Plan processes.

Policies and Bylaws

- Leading the development and review of Council's policies and district bylaws when and as directed by Council
- Recommend to Council new or amended bylaws for adoption

Consultation and Engagement

- Conduct any consultation processes required on issues before the Committee.
- Act as a community interface (with, as required, the relevant Community Board(s)) for consultation on policies and as a forum for engaging effectively.
- Receive reports from Council's Portfolio and Working Parties and monitor engagement.
- Review as necessary and agree the model for Portfolios and Working Parties.

Strategic Relationships

- Oversee Council's strategic relationships, including with Māori, the Crown, and foreign investors, particularly China
- Oversee, develop, and approve engagement opportunities triggered by the provisions of Mana Whakahono-ā-Rohe under the Resource Management Act 1991
- Recommend to Council the adoption of new Memoranda of Understanding (MOU)
- Meet annually with local MOU partners
- Quarterly reviewing operation of all Memoranda of Understanding
- Quarterly reviewing Council's relationships with iwi, hapū, and post-settlement governance entities in the Far North District
- Monitor Sister City relationships
- Special projects (such as Te Pū o Te Wheke or water storage projects)

Submissions and Remits

- Approve submissions to, and endorse remits for, external bodies / organisations and on legislation and regulatory proposals, provided that:
    - If there is insufficient time for the matter to be determined by the Committee before the submission "close date" the submission can be agreed by the relevant Portfolio Leaders, Chair of the Strategy and Policy Committee, Mayor and Chief Executive (all Councillors must be advised of the submission and provided copies if requested).
    - If the submission is of a technical and operational nature, the submission can be approved by the Chief Executive (in consultation with the relevant Portfolio Leader prior to lodging the submission).
- Oversee, develop, and approve any relevant remits triggered by governance or management commencing in January of each calendar year.
- Recommend to Council those remits that meet Council's legislative, strategic, and operational objectives to enable voting at the LGNZ AGM. All endorsements will take into account the views of our communities (where possible) and consider the unique attributes of the district.

Fees

- Set fees in accordance with legislative requirements unless the fees are set under a bylaw (in which case the decision is retained by Council and the committee has the power of recommendation) or set as part of the Long-Term Plan or Annual Plan (in which case the decision will be considered by the Long-Term Plan and Annual Plan and approved by Council).

District Plan

- Review and approve for notification a proposed District Plan, a proposed change to the District Plan, or a variation to a proposed plan or proposed plan change (excluding any plan change notified under clause 25(2)(a), First Schedule of the Resource Management Act 1991);
- Withdraw a proposed plan or plan change under clause 8D, First Schedule of the Resource Management Act 1991.
- Make the following decisions to facilitate the administration of proposed plan, plan changes, variations, designation, and heritage order processes:

- To authorise the resolution of appeals on a proposed plan, plan change or variation unless the issue is minor and approved by the Portfolio Leader District Plan and the Chair of the Regulatory committee.
- To decide whether a decision of a Requiring Authority or Heritage Protection Authority will be appealed to the Environment Court by council and authorise the resolution of any such appeal.
- To consider and approve council submissions on a proposed plan, plan changes, and variations.
- To manage the private plan change process.
- To accept, adopt or reject private plan change applications under clause 25 First Schedule Resource Management Act (RMA).

Rules and Procedures

Council's Standing Orders and Code of Conduct apply to all the committee's meetings.

Annual reporting

The Chair of the Committee will submit a written report to the Chief Executive on an annual basis. The review will summarise the activities of the Committee and how it has contributed to the Council's governance and strategic objectives. The Chief Executive will place the report on the next available agenda of the governing body.

STRATEGY AND POLICY COMMITTEE - MEMBERS REGISTER OF INTERESTS

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Hon John Carter QSO	Board Member of the Local Government Protection Programme	Board Member of the Local Government Protection Program		
	Carter Family Trust			
Rachel Smith (Chair)	Friends of Rolands Wood Charitable Trust	Trustee		
	Mid North Family Support	Trustee		
	Property Owner	Kerikeri		
	Friends who work at Far North District Council			
	Kerikeri Cruising Club	Subscription Member and Treasurer		
	Vision Kerikeri	Financial Member		
Rachel Smith (Partner)	Property Owner	Kerikeri		
	Friends who work at Far North District Council			
	Kerikeri Cruising Club	Subscription Member		
	Vision Kerikeri	Financial Member		
	Town and General Groundcare Limited	Director. Shareholder		
David Clendon (Deputy Chair)	Chairperson – He Waka Eke Noa Charitable Trust	None		Declare if any issue arises
	Member of Vision Kerikeri	None		Declare if any issue arises
	Joint owner of family home in Kerikeri	Hall Road, Kerikeri		
David Clendon – Partner	Resident Shareholder on Kerikeri Irrigation			
David Collard	Snapper Bonanza 2011 Limited	45% Shareholder and Director		
	Trustee of Te Ahu Charitable Trust	Council delegate to this board		
Deputy Mayor Ann Court	Waipapa Business Association	Member		Case by case
	Warren Pattinson Limited	Shareholder	Building company. FNDC is a regulator and enforcer	Case by case
	Kerikeri Irrigation	Supplies my water		No
	District Licensing	N/A	N/A	N/A
	Ann Court Trust	Private	Private	N/A

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Waipapa Rotary	Honorary member	Potential community funding submitter	Declare interest and abstain from voting.
	Properties on Onekura Road, Waipapa	Owner Shareholder	Any proposed FNDC Capital works or policy change which may have a direct impact (positive/adverse)	Declare interest and abstain from voting.
	Property on Daroux Dr, Waipapa	Financial interest	Any proposed FNDC Capital works or policy change which may have a direct impact (positive/adverse)	Declare interest and abstain from voting.
	Flowers and gifts	Ratepayer 'Thankyou'	Bias/ Pre-determination?	Declare to Governance
	Coffee and food	Ratepayers sometimes 'shout' food and beverage	Bias or pre-determination	Case by case
	Staff	N/A	Suggestion of not being impartial or pre-determined!	Be professional, due diligence, weigh the evidence. Be thorough, thoughtful, considered impartial and balanced. Be fair.
	Warren Pattinson	My husband is a builder and may do work for Council staff		Case by case
Ann Court - Partner	Warren Pattinson Limited	Director	Building Company. FNDC is a regulator	Remain at arm's length
	Air NZ	Shareholder	None	None
	Warren Pattinson Limited	Builder	FNDC is the consent authority, regulator, and enforcer.	Apply arm's length rules
	Property on Onekura Road, Waipapa	Owner	Any proposed FNDC capital work in the vicinity or rural plan change. Maybe a link to policy development.	Would not submit. Rest on a case-by-case basis.
Felicity Foy	Flick Trustee Ltd	I am the director of this company that is the company trustee of Flick Family Trust that owns properties Seaview Road – Cable Bay, and Allen Bell Drive - Kaitaia.		
	Elbury Holdings Limited	This company is directed by my parents Fiona and Kevin King.	This company owns several dairy and beef farms, and also dwellings on these farms. The Farms and	

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
			dwellings are located in the Far North at Kaimaumau, Bird Road/Sandhills Rd, Wireless Road/ Puckey Road/Bell Road, the Awanui Straight and Allen Bell Drive.	
	Foy Farms Partnership	Owner and partner in Foy Farms - a farm on Church Road, Kaingaroa		
	Foy Farms Rentals	Owner and rental manager of Foy Farms Rentals for dwellings on Church Road, Kaingaroa and dwellings on Allen Bell Drive, Kaitaia, and property on North Road, Kaitaia, one title contains a cell phone tower.		
	King Family Trust	This trust owns several titles/properties at Cable Bay, Seaview Rd/State Highway 10 and Ahipara - Panorama Lane.	These trusts own properties in the Far North.	
	112 Commerce Street Holdings Ltd	Owner of commercial property in Commerce Street Kaitaia.		
	Foy Property Management Ltd	Owner of company that manages properties owned by Foy Farms Rentals and Flick Family Trust.		
	Previous employment at FNDC 2007-16	I consider the staff members at FNDC to be my friends		
	Shareholder of Coastline Plumbing NZ Limited			
Felicity Foy - Partner	Director of Coastline Plumbing NZ Limited			
	Friends with some FNDC employees			
Kelly Stratford	KS Bookkeeping and Administration	Business Owner, provides bookkeeping, administration, and development of environmental management plans	None perceived	Step aside from decisions that arise, that may have conflicts
	Waikare Marae Trustees	Trustee	Maybe perceived conflicts	Case by case basis

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Bay of Islands College	Parent Elected Trustee	None perceived	If there was a conflict, I will step aside from decision making
	Karetu School	Parent Elected Trustee	None perceived	If there was a conflict, I will step aside from decision making
	Māori title land – Moerewa and Waikare	Beneficiary and husband is a shareholder	None perceived	If there was a conflict, I will step aside from decision making
	Sister is employed by Far North District Council			Will not discuss work/governance mattes that are confidential
	Gifts - food and beverages	Residents and ratepayers may 'shout' food and beverage	Perceived bias or predetermination	Case by case basis
	Taumarere Counselling Services	Advisory Board Member	May be perceived conflicts	Should conflict arise, step aside from voting
	Sport Northland	Board Member	May be perceived conflicts	Should conflict arise, step aside from voting
	He Puna Aroha Putea Whakapapa	Trustee	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	Kawakawa Returned Services Association	Member	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	Whangaroa Returned Services Association	Member	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	National Emergency Management Advisor Committee	Member		Case by case basis
	Te Rūnanga ā Iwi o Ngāpuhi	Tribal affiliate member	As a descendent of Te Rūnanga ā Iwi o Ngāpuhi I could have a perceived conflict of interest in Te Rūnanga ā Iwi o Ngāpuhi Council relations	Declare a perceived conflict should there appear to be one
	Te Rūnanga ā Iwi o Ngāti Hine	Tribal affiliate member	Could have a perceived conflict of interest	Declare a perceived conflict should I

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
				determine there is a conflict
	Kawakawa Business and Community Association	Member		Will declare a perceived conflict should there appear to be one
Kelly Stratford - Partner	Chef and Barista	Opua Store	None perceived	
	Māori title land – Moerewa	Shareholder	None perceived	If there was a conflict of interest, I would step aside from decision making
Moko Tepania	Teacher	Te Kura Kaupapa Māori o Kaikohe.	Potential Council funding that will benefit my place of employment.	Declare a perceived conflict
	Chairperson	Te Reo o Te Tai Tokerau Trust.	Potential Council funding for events that this trust runs.	Declare a perceived conflict
	Tribal Member	Te Rūnanga o Te Rarawa	As a descendent of Te Rarawa, I could have a perceived conflict of interest in Te Rarawa Council relations.	Declare a perceived conflict
	Tribal Member	Te Rūnanga o Whaingaroa	As a descendent of Te Rūnanga o Whaingaroa I could have a perceived conflict of interest in Te Rūnanga o Whaingaroa Council relations.	Declare a perceived conflict
	Tribal Member	Kahukuraariki Trust Board	As a descendent of Kahukuraariki Trust Board I could have a perceived conflict of interest in Kahukuraariki Trust Board Council relations.	Declare a perceived conflict
	Tribal Member	Te Rūnanga ā-Iwi o Ngāpuhi	As a descendent of Te Rūnanga ā-Iwi o Ngāpuhi I could have a perceived conflict of interest in Te Rūnanga ā-Iwi o Ngāpuhi Council relations.	Declare a perceived conflict

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
John Vujcich	Board Member	Pioneer Village	Matters relating to funding and assets	Declare interest and abstain
	Director	Waitukupata Forest Ltd	Potential for council activity to directly affect its assets	Declare interest and abstain
	Director	Rural Service Solutions Ltd	Matters where council regulatory function impact of company services	Declare interest and abstain
	Director	Kaikohe (Rau Marama) Community Trust	Potential funder	Declare interest and abstain
	Partner	MJ & EMJ Vujcich	Matters where council regulatory function impacts on partnership owned assets	Declare interest and abstain
	Member	Kaikohe Rotary Club	Potential funder, or impact on Rotary projects	Declare interest and abstain
	Member	New Zealand Institute of Directors	Potential provider of training to Council	Declare a Conflict of Interest
	Member	Institute of IT Professionals	Unlikely, but possible provider of services to Council	Declare a Conflict of Interest
	Member	Kaikohe Business Association	Possible funding provider	Declare a Conflict of Interest
Belinda Ward	Ward Jarvis Family Trust	Trustee		
	Kenneth Jarvis Family Trust	Trustee		
	Residence in Watea			
Belinda Ward (Partner)	Ward Jarvis Family Trust	Trustee and beneficiary		
	Kenneth Jarvis Family Trust	Trustee and beneficiary		
	Residence in Watea	Trustee		

Far North District Council
Strategy and Policy Committee Meeting
will be held in the Virtually via Microsoft Teams on:
Tuesday 22 March 2022 at 9:30 am

Te Paeroa Mahi / Order of Business

1 KARAKIA TIMATANGA – OPENING PRAYER

2 NGA WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Committee and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Team Leader Democracy Support (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

3 TE TONO KŌRERO / DEPUTATION

Sport Northland Ltd	Brent Eastwood (CEO) and Anna Markwick
John Sturgess	Submitter: Vehicles on Beaches provisions in the Road Use Bylaw

4 CONFIRMATION OF PREVIOUS MINUTES

4.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: **A3618562**

Author: **Marlema Baker, Meetings Administrator**

Authoriser: **Aisha Huriwai, Team Leader Democracy Services**

PURPOSE OF THE REPORT

The minutes of the previous Strategy and Policy Committee meeting are attached to allow the Committee to confirm that the minutes are a true and correct record.

RECOMMENDATION

That the Strategy and Policy Committee agrees that the minutes of the meeting held 8 February 2022 be confirmed as a true and correct record.

1) BACKGROUND

Local Government Act 2002 Schedule 7 Section 28 states that a local authority must keep minutes of its proceedings. The minutes of these proceedings duly entered and authenticated as prescribed by a local authority are prima facie evidence of those meetings.

2) DISCUSSION AND OPTIONS

The minutes of the meeting are attached. Far North District Council Standing Orders Section 27.3 states that no discussion shall arise on the substance of the minutes in any succeeding meeting, except as to their correctness.

Reason for the recommendation

The reason for the recommendation is to confirm the minutes are a true and correct record of the previous meeting.

3) FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision.

ATTACHMENTS

1. 2022-02-08 Strategy and Policy Meeting Minutes - A3579324

Compliance schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

Compliance requirement	**Staff assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications on Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences.	This report is asking for the minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

**MINUTES OF FAR NORTH DISTRICT COUNCIL
STRATEGY AND POLICY COMMITTEE MEETING
HELD AT THE VIRTUALLY VIA MICROSOFT TEAMS
ON TUESDAY, 8 FEBRUARY 2022 AT 9.30 AM**

PRESENT: Chair Rachel Smith, Cr David Clendon, Deputy Mayor Ann Court, Cr Dave Collard, Cr Felicity Foy, Cr Kelly Stratford, Cr John Vujcich, Member Belinda Ward.

APOLOGIES: Mayor John Carter (HWTM) and Cr Moko Tepania

IN ATTENDANCE: Shaun Clarke (Chief Executive Officer), William J Taylor, MBE (General Manager Corporate Services), Dean Myburgh (General Manager District Services), Andy Finch (General Manager Infrastructure and Asset Management), Darren Edwards (General Manager Strategic Planning and Policy)

1 KARAKIA TIMATANGA – OPENING PRAYER

Chairperson Smith commenced the meeting with a karakia.

2 NGĀ TONO KŌRERO / DEPUTATION

Tom Frost – Programme Manager - Nothing but Net introduced Spark representatives Riki Hollings, Fiona Matthews, and Tonie De Vries.

Representatives spoke to the following aspects of Spark's business:

- Spark's Māori Business Strategy
- 5g & Enabling Far North's Digital Future plan to increase capacity and reliability
- Community Engagement

Presentation provided at meeting

1 2022-02-08 Strategy and Policy - Spark Presentation - A3580333

3 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

RESOLUTION 2022/1

Moved: Chair Rachel Smith
Seconded: Cr Dave Collard

That apologies for absence be received from His Worship the Mayor and Councillor Tepania.

In Favour: Crs Rachel Smith, David Clendon, Ann Court, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward

Against: Nil

CARRIED

note: Cr Tepania joined the meeting from 10:08 am until 10:52 am.

4 CONFIRMATION OF PREVIOUS MINUTES

Attendance: Cr Tepania joined the meeting at 10.08 am.

4.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 4.1 document number A3562870, pages 16 - 17 refers.

RESOLUTION 2022/2

Moved: Cr John Vujcich
Seconded: Cr Kelly Stratford

That the Strategy and Policy Committee agrees that the minutes of the meeting held 24 November 2021 be confirmed as a true and correct record.

In Favour: Crs Rachel Smith, David Clendon, Ann Court, Dave Collard, Felicity Foy, Kelly Stratford, Moko Tepania, John Vujcich and Member Belinda Ward

Against: Nil

CARRIED

5 REPORTS

5.1 REVIEW OF THE EQUITY AND ACCESS FOR PEOPLE WITH DISABILITIES POLICY

Agenda item 5.1 document number A3479274, pages 21 - 29 refers.

RESOLUTION 2022/3

Moved: Cr Kelly Stratford
Seconded: Cr Dave Collard

That the Strategy and Policy Committee recommends that the Council:

a) **agree, the Access and Equity for People with Disabilities Policy should continue with amendment; and,**

b) **agree, a strategy is the most appropriate way to address access to Council services, facilities, and assets in the Far North**.

In Favour: Crs Rachel Smith, David Clendon, Ann Court, Dave Collard, Felicity Foy, Kelly Stratford, Moko Tepania, John Vujcich and Member Belinda Ward

Against: Nil

CARRIED

5.2 PARKS AND RESERVES POLICY DEVELOPMENT

Agenda item 5.2 document number A3518519, pages 41 - 48 refers.

MOTION

Moved: Chair Rachel Smith
Seconded: Cr Felicity Foy

That the Strategy and Policy Committee recommend that Council adopt the Parks and Reserves Policy.

AMENDMENT

Moved: Cr David Clendon
Seconded: Cr Kelly Stratford

~~Subject to an amendment to include "that Council commits to significantly reducing the use of herbicides in parks and reserves, in line with international and local best practice".~~

Cr Tepania left the meeting at 10.52 am and the meeting adjourned for a brief break at 10.52 to reconvene at 10.56 am

With the agreement of the mover and seconder, the above amendment was withdrawn.

AMENDMENT

Moved: Deputy Mayor Ann Court
Seconded: Cr Kelly Stratford

That the report Parks and Reserves Policy Development be left to lie on the table to enable staff to consider a reduction to the use of herbicides be captured in the policy.

In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward

Against: Nil

CARRIED

RESOLUTION 2022/4

Moved: Deputy Mayor Ann Court
Seconded: Cr Kelly Stratford

That the report Parks and Reserves Policy Development be left to lie on the table to enable staff to consider a reduction to the use of herbicides be captured in the policy.

In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward

Against: Nil

CARRIED

5.3 REVIEW OF CLASS 4 GAMING AND TAB VENUES POLICY

Agenda item 5.3 document number A3534272, pages 61 - 92 refers.

RESOLUTION 2022/5

Moved: Deputy Mayor Ann Court
Seconded: Cr Kelly Stratford

That the Strategy and Policy Committee recommends that the Council:

a) **note, under section 102 of the Gambling Act 2003 and section 97 of the Racing Industry Act 2020, the Class 4 Gaming and TAB Venue Policy has been reviewed regarding the social impacts of gambling in the Far North District**

b) **approve, under section 102 of the Gambling Act 2003, that the Class 4 venues policy component of the Class 4 Gaming and TAB Venue Policy continue with amendment to improve certainty**

c) **approve, under section 102 of the Gambling Act 2003, that the relocation policy component of the Class 4 Gaming and TAB Venue Policy continue with amendment to further align with the intent of the Class 4 gaming sinking lid policy**

d) **approve, under section 97 of the Racing Industry Act 2020, that the TAB venues policy component of the Class 4 Gaming and TAB Venue Policy be replaced by a sinking lid policy.**

In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward

Against: Cr Dave Collard

CARRIED

5.4 EASTER SUNDAY TRADING POLICY

Agenda item 5.4 document number A3534512, pages 93 - 98 refers.

RESOLUTION 2022/6

Moved: Chair Rachel Smith
Seconded: Deputy Mayor Ann Court

That the Strategy and Policy Committee recommends that Council approve, pursuant to section 5A of the Shop Trading Hours Act 1990, a new Easter Sunday Trading Policy be developed allowing shops to open on Easter Sunday across the whole of the Far North District.

In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward

Against: Nil

CARRIED

5.5 ON-SITE WASTEWATER DISPOSAL SYSTEMS BYLAW - RECOMMENDATIONS FOR MAKING NEW BYLAW

Agenda item 5.5 document number A3541770, pages 99 - 122 refers.

RESOLUTION 2022/7

Moved: Deputy Mayor Ann Court
Seconded: Cr John Vujcich

That the Strategy and Policy Committee recommend that Council:

a) Agree to the recommendations in the staff report on submissions and recommendation for consideration in attachment 1 that:

i) No changes are made to clauses 1, 2, 3, 4, 5, 9, and 10.

ii) Clause 6 is changed by:

1) Adding a new definition:

"Occupier means any person, other than the owner, who has a right to occupy the property, by virtue of a tenancy granted by lease, licence or other authority".

2) Changing the definition of on-site wastewater disposal system to include "grease trap"

iii) Under Part 2 Maintenance Requirements:

1) Adding a new 'related information box':

"If the council is satisfied an on-site wastewater disposal system is injurious to health or not sanitary, the council can use its powers pursuant to sections 29, 30 and 34 of the Health Act 1956 by including issuing a notice of offence or to enter a premise and abate the nuisance without notice to the occupier or owner".

2) Adding the words "or occupier" after the word "owner" in the 'related information box'.

iv) Clause 7 is changed by:

1) Adding the words "or occupier" after the word "owner" in the title, subclause (1) and subclause (2).

2) Adding the words "or the suitably qualified person verifies the system is functioning correctly" at the end of subclause (2).

v) Clause 8 (5) is change by adding the words "or occupier" after the word "owner".

b) Agree the On-site Wastewater Disposal System Bylaw in attachment 2:

i) is the most appropriate form of bylaw; and

ii) the bylaw provisions are considered reasonable limits on the rights in the New Zealand Bill of Rights Act 1990.

c) Under section 146 of the Local Government Act 2002, make the On-site Wastewater Disposal Systems Bylaw in attachment 2.

In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward

Against: Nil

CARRIED

5.6 REVIEW OF VEHICLES ON BEACHES BYLAW

Agenda item 5.6 document number A3542878, pages 123 - 151 refers.

RESOLUTION 2022/8

Moved: Chair Rachel Smith
Seconded: Deputy Mayor Ann Court

That the Strategy and Policy Committee recommends that the Council:

a) agree, under section 155(1) of the Local Government Act 2002, that a bylaw is the most appropriate way of addressing problems related to vehicles on beaches in the Far North District;

b) agree that the current Vehicles on Beaches Bylaw 2015 is not the most appropriate form, because it does not address problems with vehicles on beaches effectively;

c) agree that the most appropriate form of bylaw will be to include relevant provisions in:

the proposed Road Use Bylaw

a potential Reserves Bylaw

the Speed Limits Bylaw;

d) approve the inclusion of provisions regulating vehicles on beaches in the proposed draft Road Use Bylaw, to be made under section 22AB of the Land Transport Act 1998;

e) approve the Vehicles on Beaches Proposal in Attachment 2, including the provisions regulating vehicles on beaches in the proposed draft Road Use Bylaw, to be released for public consultation to meet the requirements of section 22AD of the Land Transport Act 1998 and section 156 of the Local Government Act 2002;

f) agree the period for making written submissions on the proposal will begin 25 February 2022 and end 24 March 2022;

g) agree the Strategy and Policy Committee will hear any people wanting to present oral submissions on Tuesday 22 March 2022 and agrees to delegate, to the Chair, the power to change the date of the oral submissions

h) **authorise the Chief Executive Officer to make minor changes to the Vehicles on Beaches Proposal to correct grammatical or spelling errors, or formatting.**

In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward
Against: Nil

CARRIED

6 INFORMATION REPORTS

6.1 STRATEGIC PLANNING & POLICY BUSINESS QUARTERLY OCTOBER - DECEMBER 2021

Agenda item 6.1 document number A3552062, pages 152 – 178 refers.

RESOLUTION 2022/9

Moved: Chair Rachel Smith
Seconded: Cr Kelly Stratford

That the Strategy and Policy Committee receive the report Strategic Planning & Policy Business Quarterly October - December 2021.

In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward
Against: Nil

CARRIED

6.2 STRATEGY AND POLICY ACTION SHEET UPDATE JANUARY 2022

Agenda item 6.2 document number A3562863, pages 179 - 190 refers.

RESOLUTION 2022/10

Moved: Chair Rachel Smith
Seconded: Cr Kelly Stratford

That the Strategy and Policy Committee receive the report Action Sheet Update January 2022.

In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward
Against: Nil

CARRIED

7 KARAKIA WHAKAMUTUNGA – CLOSING PRAYER

Chairperson Cr Smith closed the meeting with a karakia.

8 TE KAPINGA HUI / MEETING CLOSE

The meeting closed at 12.22 pm

The minutes of this meeting were confirmed at the Strategy and Policy Committee Meeting held on 22 March 2022.

.....

CHAIRPERSON

5 REPORTS

5.1 PARKING ON STATE HIGHWAYS BYLAW

File Number: **A3585204**

Author: **Briar Macken, Team Leader - Policy**

Authoriser: **Darren Edwards, General Manager - Strategic Planning and Policy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To make an amendment to the (proposed) Parking Bylaw to include the regulation of parking and stationary vehicles on sections of state highways in the Far North.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Waka Kotahi has delegated to Council power of control of parking and stationary vehicle offences on specified sections of state highways in Kawakawa, Paihia, Kaitaia and Kaikohe.
- Council must make a new bylaw under the Land Transport Act 1998 or amend an existing bylaw to enforce parking and stationary vehicle offences on state highways.
- On 20 May 2021, Council determined to make a new Parking Bylaw under the Land Transport Act 1998.
- The Parking Bylaw is the most appropriate policy instrument to regulate parking and stationary vehicle offences on state highways.
- The Parking Bylaw should be amended in accordance with the Waka Kotahi delegation to enforce parking and stationary vehicle offences on state highways.

TŪTOHUNGA / RECOMMENDATION

That the Strategy and Policy Committee recommends that the Council approve, that the Parking Bylaw, to be made under section 22AB of the Land Transport Act 1998, be amended to include the regulation of parking and stationary vehicle offences on State Highways as per the delegation given by Waka Kotahi.

1) TĀHUHU KŌRERO / BACKGROUND

On 20 May 2021, the Council determined to make a Parking Bylaw (Bylaw) under the Land Transport Act 1998 [resolution 2021/20 refers]. A draft Bylaw was released for public consultation in September 2021. Analysis of submissions received, and the final draft Bylaw will be presented to Council on 19 May 2022 for adoption.

The proposed Bylaw only regulates parking on ‘local’ roads and does not regulate parking on state highways as state highways are regulated by Waka Kotahi.

However, Waka Kotahi has since delegated to Council power of control of parking and stationary vehicle offences on state highways that run through urban areas in Kawakawa, Paihia, Kaitaia, and Kaikohe.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Increasing population growth and urbanisation of parts of the Far North District has resulted in more private motor vehicles travelling into, or through, the urban areas. This has then created:

- competition for the use of space in central business districts between private motor vehicles and other transport modes, or commercial or recreational activities
- congestion on the limited number of routes into and through central business districts at “peak” times.

An appropriate method to reduce congestion and competition for space is to regulate parking and stationary vehicles on roads in specific urban and central business areas. Identifying the specific regulation required (e.g., time limits) will require further research and engagement, and will form part of the broader parking policy work stream.

Waka Kotahi has delegated to Council the power of control of parking and stationary vehicle offences on the following areas of state highways (Refer to attachment 1 for a map showing approximate locations of delegation extent):

- Kawakawa SH01N,198,12535 to SH011,0,1133
- Paihia SH011,14,2892 to SH011,14,1254
- Kaitaia SH01N,104,5250 to SH01N,104,8343
- Kaikohe Between SH012,10,1062 and SH012,09,276 and SH015,9,1293

The delegations take effect on 01 March 2022 and expire on 30 June 2026. Council can renew the delegations with Waka Kotahi's agreement if required.

To regulate and enforce parking and stationary vehicle offences on the state highways, Council must make a bylaw under section 22AB of the Land Transport Act 1998 in accordance with the delegation.

The bylaw can be a separate standalone 'parking on state highways bylaw' or Council can amend an existing bylaw made under the Land Transport Act 1998 such as the proposed Parking Bylaw.

Option 1: Status Quo / Do Nothing: Do not make a new bylaw or amend an existing bylaw

Regulation of parking and stationary vehicles on state highways will not be able to occur.

Advantages and disadvantages of the status quo

Advantages	No change management process required.
	No implementation costs required.
Disadvantages	No ability to regulate parking and stationary vehicles on state highways.
	Competition for the use of space in central business districts between private motor vehicles and other transport modes continues to occur.
	Congestion on the limited number of routes into and through central business districts continues to occur.

Option 2: Make a new Parking on State Highways Bylaw

A new bylaw is made to regulate parking on state highways

Advantages and disadvantages of the status quo

Advantages	The regulation of parking and stationary vehicles can occur on certain sections of state highways as per the delegation from Waka Kotahi.
	Future planned reviews of the Parking Bylaw are not reliant on the Waka Kotahi delegations.
Disadvantages	Having separate bylaws for parking on local roads and state highways: • will require extra resources • will require separate consultation processes • may lead to an increased risk of the bylaws not being consistent • may lead to reputational risk as the public may not know which bylaw to reference.

Option 3: Amend the Parking Bylaw (recommended option)

The Parking Bylaw is amended to include state highways.

The current process to make the Parking Bylaw will not be affected as the Parking Bylaw must be made before the Parking and Traffic Control Bylaw automatically revokes on 22 June 2022.

The amendment to include regulation of parking and stationary vehicles will be presented to Council after the new Parking Bylaw has been adopted.

Advantages and disadvantages of the status quo

Advantages	The regulation of parking and stationary vehicles can occur on certain sections of state highways as per the delegation from Waka Kotahi.
	A combined bylaw regulating parking and stationary vehicles on both local roads and state highways is the most efficient use of resources.
	A combined bylaw regulating parking and stationary vehicles on both local roads and state highways ensures consistency of regulation across the district.
Disadvantages	Future planned reviews of the Parking Bylaw will be reliant on the Waka Kotahi delegations and amendments may be required if delegations are not renewed.

Take Tūtohunga / Reason for the recommendation

Amending the Parking Bylaw is the most appropriate way to regulate parking and stationary vehicles on state highways.

Next Steps

If Council agrees with the recommendation, draft amendments to the Parking Bylaw and a proposal for consultation will be presented to the Strategy and Policy Committee in the third quarter of 2022.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The costs of developing, consulting on, and implementing the bylaw amendment will be met within existing budgets.

ĀPITIHANGA / ATTACHMENTS

1. Map of Waka Kotahi delegation locations - A3590945

Hōtaka Take Ōkawa / Compliance Schedule:

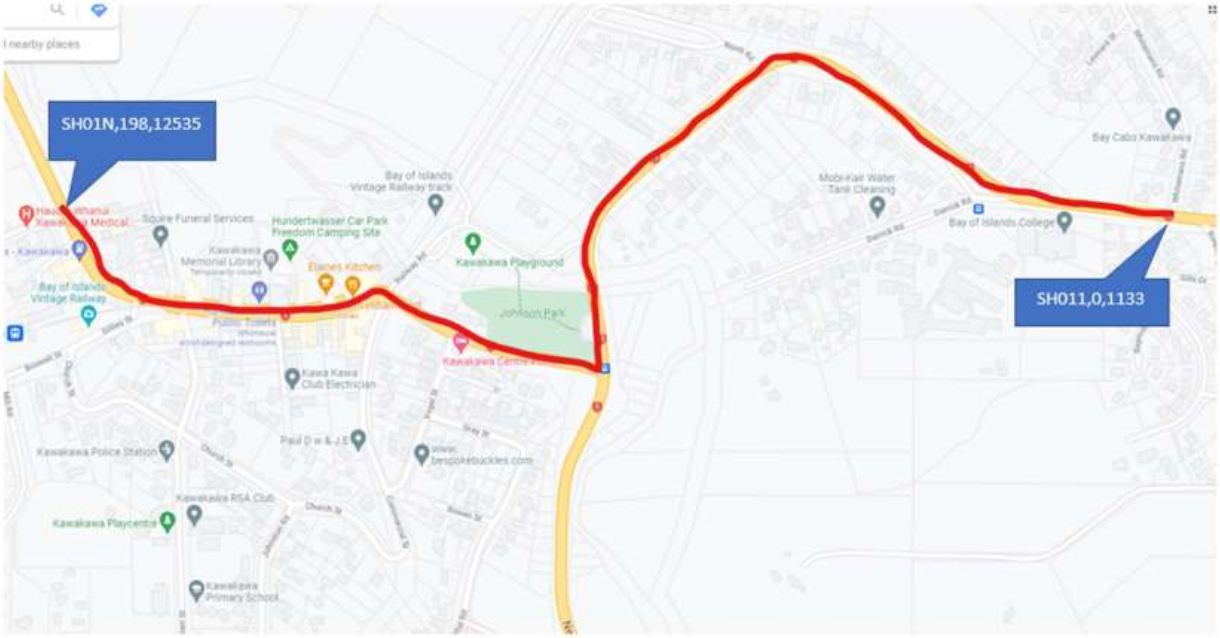
Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

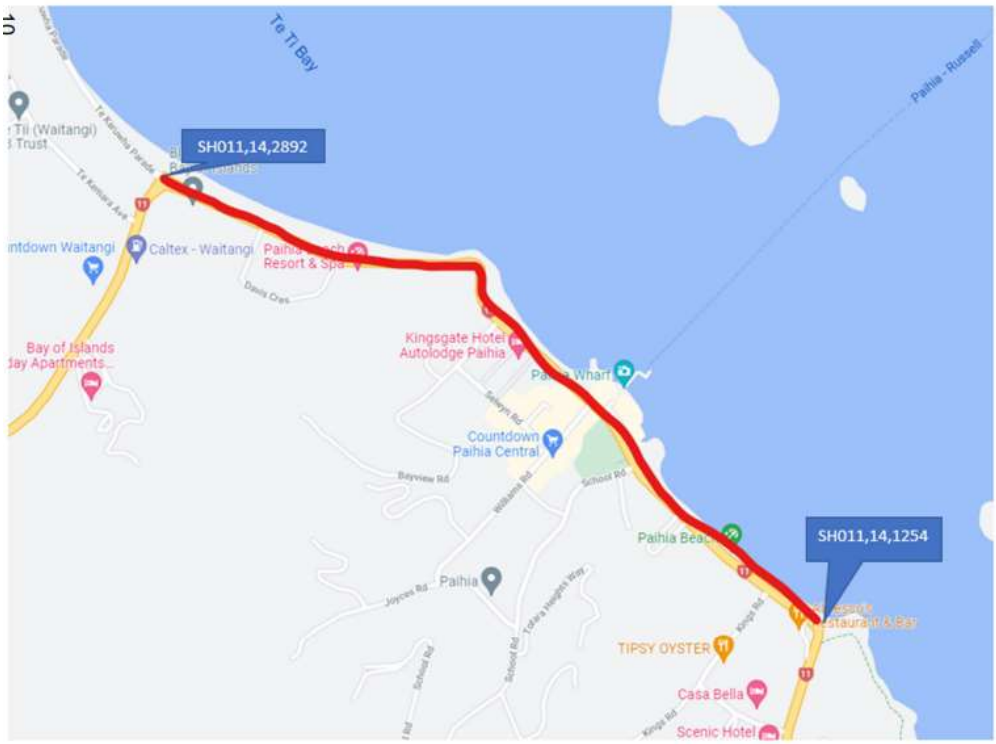
He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Regulating parking on the specific sections of state highways is likely to generate public interest for the affected communities. However, the amendment to the Parking Bylaw will not result in a change in the level of service, Council's assets, or operational expenditure. Therefore, according to the Significance and Engagement Policy, the level of significance is medium.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The decision will support the implementation of the Council's Integrated Transport Strategy. The decision complies with the Council's obligations under the Local Government Act 2002 and will make appropriate use of the Council's powers under the Land Transport Act 1998.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The proposal only applies to the specific sections of state highways in Kawakawa, Paihia, Kaikohe and Kaitaia. Community Board input will be integral to identifying the specific regulation of parking and stationary offences for these sections of state highways. Engagement with community boards will occur during the drafting stage of bylaw development.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	The decision in this report is not significant and does not relate to land or any body of water. The implications for Māori from the regulation of parking and stationary offences on specific sections of state highways are similar to the impacts on communities generally. Māori will have an opportunity to contribute during the consultation process.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Identification of affected and interested people will be completed in the next stage of the bylaw development process. However, at the initial stages of bylaw development, affected and interested parties include: • local business owners • Community Boards

	• Waka Kotahi • Northland Transportation Alliance • Motorists who use central business districts in Kawakawa, Paihia, Kaikohe and Kaitaia.
State the financial implications and where budgetary provisions have been made to support this decision.	Costs of the decision can be met within existing budgets.
Chief Financial Officer review.	This report has been reviewed by the Chief Financial Officer

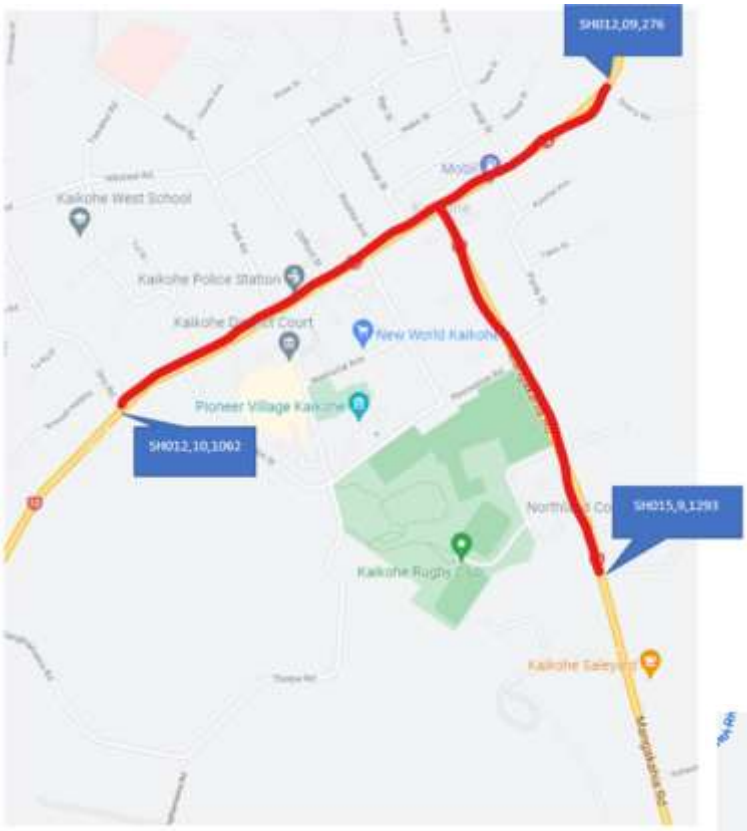
Maps showing approximate locations of delegation extent for parking and stationary offences from Waka Kotahi



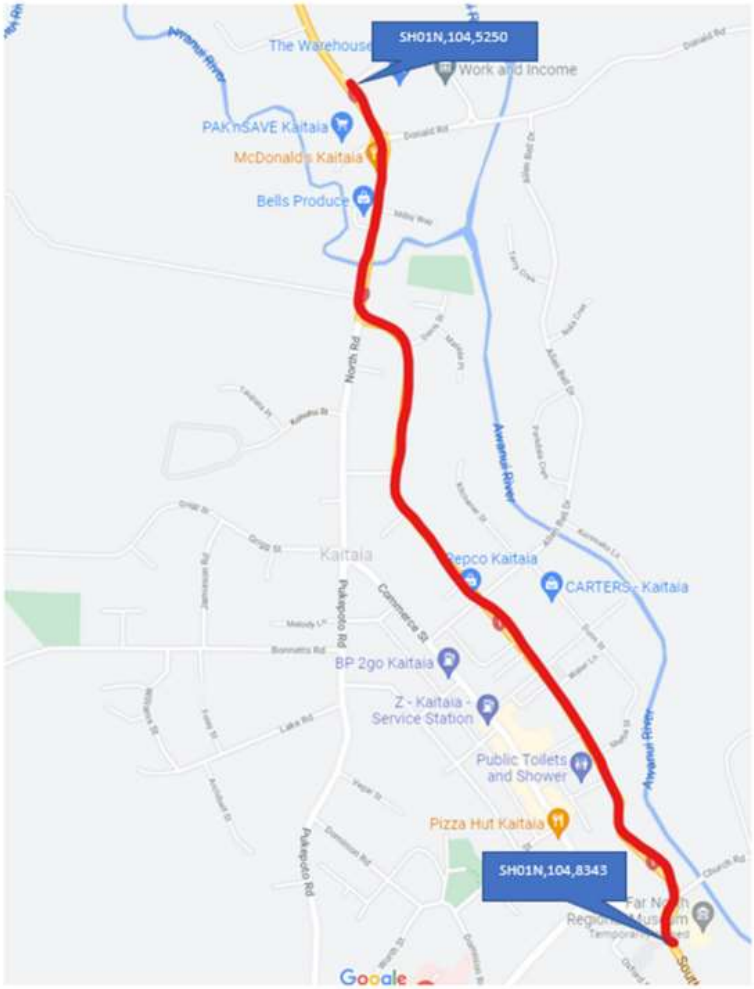
Kawakawa - Whitemans Rd to Rayner St



Paihia – Public toilets opposite Al Fresco's to the Bluff



Kaikohe – Quarry Rd to Orrs Rd & junction of SH12 and 15 to Quarry Rd



Kaitaia – Te Ahu to North Park Drive

5.2 ADOPTION OF THE REGIONAL CLIMATE CHANGE ADAPTATION STRATEGY

File Number: **A3594420**

Author: **Donald Sheppard, Sustainability Programme Coordinator**

Authoriser: **Darren Edwards, General Manager - Strategic Planning and Policy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

The Strategy and Policy Committee recommend that Council adopt the Te Taitokerau Climate Change Adaptation Strategy which was endorsed by the Joint Climate Change Adaptation Committee on 29 November 2021.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Climate change adaptation approaches and actions by Northland's councils need to be coordinated to be successful and efficient.
- On 20 August 2018, the Chief Executive Officers Forum endorsed the development of a draft climate change strategy for Northland.
- On 30 September 2021, feedback was sought from the Council on the draft Te Taitokerau Climate Change Adaptation Strategy (the Strategy).
- On 29 November 2021, the Joint Climate Adaptation Committee (the Joint Committee) endorsed the Strategy for adoption by the individual Northland local councils.
- It is recommended that Far North District Council adopts the Strategy to ensure a consistent approach to climate change adaptation across the region.

TŪTOHUNGA / RECOMMENDATION

That the Strategy and Policy Committee recommends that Council adopts the Te Taitokerau Climate Change Adaptation Strategy.

1) TĀHUHU KŌRERO / BACKGROUND

On 23 July 2018 representatives of Far North District Council, Kaipara District Council, Whangārei District Council, Northland Regional Council, and the Northland Transport Alliance agreed that a mandate was needed for a cross-council working group to be established to ensure the success of a regional approach on climate change adaptation

On 20 August 2018 the Chief Executive Officers Forum endorsed a Terms of Reference for a Climate Change Working Group, now known as Climate Adaptation Te Tai Tokerau (CATT) and appointed the Chief Executive Officer of Kaipara District Council as the project sponsor. Members of CATT include staff from the four Northland local authorities as well as iwi and hapū representatives. The purpose of CATT is to develop a collaborative regional approach to climate change adaptation planning for local government in Northland, including a draft climate change strategy for the region.

Along with other Northland councils, Far North District Council approved the formation of the Joint Climate Change Adaptation Committee (Joint Committee), consisting of elected members, and iwi and hapū representatives from the four Northland local authorities. This was approved by Council on 10 December 2020. The Joint Committee provides direction and oversight of the development and implementation of climate change adaptation activities by local government in Te Tai Tokerau, including the development of the regional Strategy.

On 30 September 2021, Council's elected members discussed the draft strategy and suggested several changes which were included in the Strategy, i.e. - including greater emphasis on the opportunities arising from climate change adaptation.

On 29 November 2021, the Joint Committee endorsed the Strategy for adoption by the individual local councils subject to two amendments:

1. implementation of Three Waters Reform to trigger a 'major' rather than a 'minor' review of the Strategy
2. text regarding the Aupōuri aquifer to be amended to refer to the uncertainty of the effects of climate change.

Council's Role regarding Climate Change Adaptation

A range of current legislation and government advice supports council actions to adapt to climate change:

- The **Local Government Act 2002**. As climate change will have many impacts on the "four well-beings" at the community level, council must play a key role of "prudent stewardship" in assisting communities adapt to climate change both in the present and for future generations
- The **Resource Management Act 1991 (RMA)**. Under the RMA, council is required to have "particular regard to the effects of climate change"
- The first **National Climate Change Risk Assessment**. The government released this Assessment in August 2020. This identified 43 risks that could have major or extreme consequences for New Zealand and noted that Māori will be disproportionately impacted by these risks
- The **New Zealand Coastal Policy Statement 2010** requires managing of coastal hazard risks "taking account of climate change". The associated advice, **Coastal Hazards and Climate Change: Guidance for Local Government 2017**, outlines an adaptive planning approach for council and communities to plan for the impacts of climate change on coastal communities. A priority action in the regional Strategy is to work with at risk coastal communities using this adaptive planning approach.

Relevant Planned Future Legislation

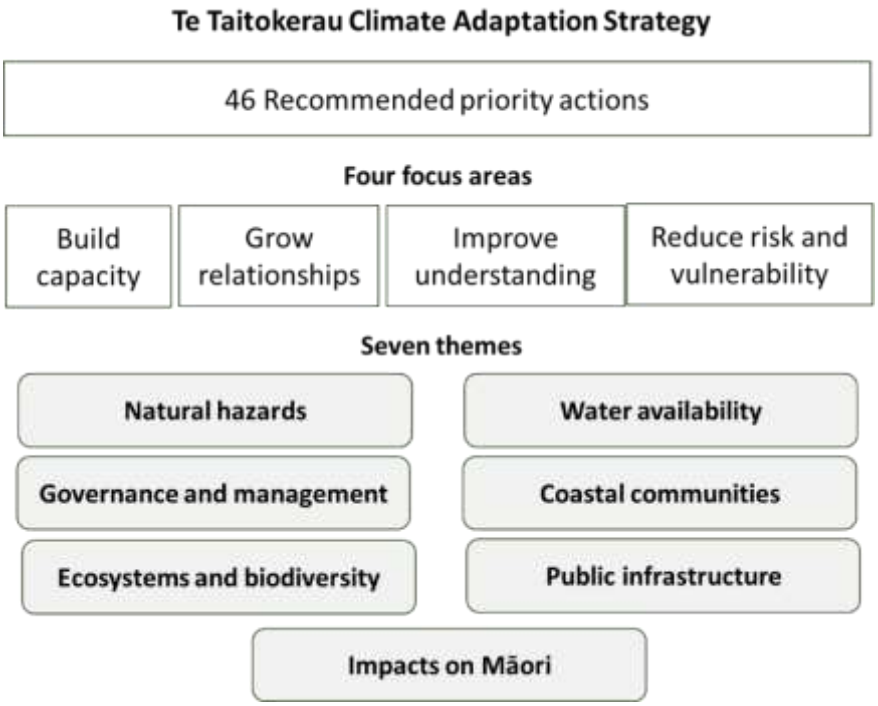
- A **Climate Change Adaptation Act** will be passed into law as part of RMA reforms. This Act will address the complex issues associated with managed retreat and the funding and financing of adaptation
- A **National Adaptation Plan** will be published in late 2022. It will address the risks identified in the National Climate Change Risk Assessment and will set out the government's objectives, strategies, policies, proposals, and timeframes regarding climate change adaptation.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Overview of the Strategy

The Strategy focuses on climate change adaptation (responding to and managing the effects of climate change) rather than on mitigation (reducing carbon emissions).

The content of the Strategy is summarised in the following diagram:



Objectives

Key objectives of the Strategy include:

- improving understanding of the risks of climate change to the Northland region by Northland councils
- clarifying adaptation needs and responsibilities in the region
- identifying opportunities to improve local government adaptation responses
- listing priority climate change adaptation actions for local government in Northland.

Principles

The Strategy lists ten climate adaptation principles which broadly align with the principles of Far North District Council's Climate Change Roadmap.

1	**Treaty of Waitangi and Te Tiriti o Waitangi**	Working collaboratively with Tangata Whenua
2	**Whanaungatanga**	Working together to build relationships and a sense of connection across the region
3	**Co-production of knowledge**	Alongside western science, enable mātauranga to help understand climate changes and inform decisions
4	**Considered**	Research-led, evidence-based, values-driven policy and decision-making
4	**Considered**	Research-led, evidence-based, values-driven policy and decision-making
5	**Ka mua, ka muri**	Balance present-day needs and responsibilities with the rights of future generations
6	**Transformative**	Use innovation to take advantage of opportunities
7	**Transition**	Align adaptation with emissions reductions and transition actions
8	**Equitable**	Ensure 'no one is left behind'
9	**Holistic**	Enhance the four wellbeing's
10	**Integrated**	Embed a climate change lens across all council activities

The Strategy is Designed as a Living Document

To stay up-to-date and relevant, the Strategy includes processes to respond to changing circumstances, such as emerging government legislation and learnings from adaptation projects.

Implementation of the Strategy

Far North District Council is responsible for the implementation of 32 of the 46 priority actions listed in the Strategy. Of these, 24 are already included in current Council work programmes. It is expected that these projects will gain momentum, with further funding requested in the 2024-2034 Long Term Plan.

If council adopts the Strategy, other listed priority actions which are not yet underway will be presented as business cases to Council with funding again sought in the 2024-2034 Long Term Plan. This is discussed further in section 3 of this report: Financial Implications and Budgetary Provision.

Implications for Māori

Climate change poses significant risks to Māori, with potentially disproportionate impacts as noted in the National Climate Change Risk Assessment.

The effects of climate change will have 'significant impacts in relation to land or a body of water'. As stated in section 77 of the Local Government Act 2002, council decisions must therefore "take into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, wāhi tapu, valued flora and fauna, and other taonga".

The Full Strategy document (attachment 1, page 23) discusses the impacts of climate change on Māori. Priority actions are also listed which relate directly to Māori (see attachment 2, actions 1,2,9, and 10).

Communication and Engagement

Anticipating that the Strategy will be adopted by the four individual councils, a Regional Climate Adaptation Communications Working Group has been established with oversight by the Joint Committee. This Group includes staff from the communications and engagement teams of each of the four Northland councils. The Group is developing a communications plan to assist the public release of the Strategy.

In line with Council's Significance and Engagement Policy, the level of significance for the Strategy is **low**, as the Strategy is consistent with Council's plans and policies. That said, effective community engagement is essential to the implementation of the strategy. Best practice principles of public participation will be applied as appropriate regarding specific priority actions.

Options Considered

No.	Option	Advantages	Disadvantages
1	Council adopts the regional Strategy	Effective and efficient use of council resources The Strategy provides a broad direction for climate change adaptation, while still allowing Far North District Council to tailor plans and programmes to specifically meet the needs of our communities within available resources Ensures a consistent 'joined up' approach to climate adaptation across the Northland Region Opportunities to learn from climate adaptation activities conducted by other Northland councils Supports the Northland Region as a whole Opportunity to lobby and seek funds from central government and from government agencies from a place of greater strength Spreading the financial load of climate adaptation work e.g. • As part of the Strategy, Whangārei District Council is funding development of the Te Ao Māori Climate Change Decision Making framework for the benefit of all four Northland councils • Northland Regional Council has budgeted to provide considerable funding to support local community adaptive planning in the Far North.	A 'joined up' regional Strategy may be perceived as not allowing Far North District Council to do what is best for its communities. *However, the Strategy is broad enough to allow Far North District Council to tailor plans and programmes to best meet the needs of its communities.*
2	Council does not adopt the regional Strategy	None	Relatively ineffective and inefficient use of council resources Council's approach will be inconsistent with other Northland local councils Reduced opportunity to learn from the activities of other Northland councils Less supportive of Northland as a whole A weaker position for Far North District Council when dealing with government Financial load for Far North District Council will be greater, as it will not be shared with other councils in the region

NB. A third possible Option, to amend the Strategy to better meet the needs of the district, is not included above, as council's elected members have already made suggestions to amend the draft

Strategy at the Strategy review workshop on 30 September 2021, and these suggestions were incorporated into the final Strategy documents which are up for adoption.

Recommended option: Option 1 - Council adopts the Regional Strategy.

Take Tūtohunga / Reason for the recommendation

The recommended option of adopting the Regional Strategy will:

- ensure effective and efficient use of resources in adapting to climate change
- help ensure a consistent approach to climate change adaptation across the Region, without limiting the ability of Council to tailor projects and programmes to best meet the needs of our communities
- provide opportunities for Far North District Council to learn from the climate adaptation work by other Northland councils
- enable Far North District Council to work together with other local councils for the good of Northland as whole
- provide a platform to engage with government from a position of greater strength
- spread the financial load of climate adaptation work for Far North District Council.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Climate change adaptation will come with considerable cost to Far North District Council and this is likely to increase substantially over successive Long Term Plan periods. To date, this work is in its initial stages (involving investigation and planning). In the future larger expenditure will occur as more projects are initiated and current projects move to the implementation phase.

NB. Adopting the Strategy **does not commit Council to specific expenditure amounts.** Flexibility is provided to allow Council to tailor projects to meet the needs of the community within available budgets and resources.

Currently, $974,976 is included in the 2021-2024 Long Term Plan period to cover climate change work (both adaptation and mitigation projects). The adaptation projects funded in the 2021-2031 Long Term Plan align with the priority actions in the Strategy listed in Attachment 2.

A small number of the 32 priority actions which FNDC will be responsible for have not yet been resourced or funded (these are noted in Attachment 2). It is anticipated that when the Strategy is adopted, business cases will be prepared for these projects requesting expenditure in the 2024 to 2034 Long Term Plan.

Some funding for the priority actions in the Strategy will come from external sources, for example:

- Northern Regional Council has a substantial budget to assist Far North District Council's climate adaptation work
- The Department of Internal Affairs has provided funding to assist the development of the Te Ao Māori Climate Change Decision-making Framework (see priority action 2 listed in Attachment 2)
- The Deep South Science Challenge has provided seed funding of $25,000 to the CATT group to help improve engagement with Tangata Whenua and has indicated that further funding of up to $300,000 may be available for this work (also for priority action 2).

ĀPITIHANGA / ATTACHMENTS

1. **Te Tai Tokerau Climate Adaptation Strategy Final Version 230222 - A3605452** ⇩
2. **Te Tai Tokerau Climate Adaptation Strategy Appendix One - Priority Actions - A3605971** ⇩

3. Te Tai Tokerau Climate Adaptation Strategy Appendix Two - Climate risk overview - A3605950 ⇩ 

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	The first test of whether a decision is of high significance is if it is **inconsistent with council plans and policies**. The decision to adopt the regional climate adaptation Strategy is **not inconsistent with council's plans and policies** which refer to climate change, such as: • The Climate Change Roadmap • The proposed District Plan • The Infrastructure Strategy 2021 • The Financial Strategy 2021 • Far North 2100 • The Climate Change Risk Register Therefore, this decision is **not a significant one**.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The Strategy is far-reaching and its principles, values, focus areas and priority actions are likely to affect a wide range of council policies, plans and projects (both internal and external) including: • Long Term Plans • Spatial Plans • The District Plan • Community Plans • The proposed climate assessment policy • Council's risk register and associated treatments • Climate change engagement strategy • The infrastructure Strategy • Asset management plans • Civil defence plans etc.

State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	As a District-wide and regional Strategy, the decision to adopt the Strategy is not a matter within the delegations of Community Boards. However, many of the priority actions in the Strategy will vitally affect local communities and in these areas Community Board involvement will be essential. Community Board involvement will therefore be on a project-by-project basis. For instance, when Council engages with threatened coastal communities to conduct adaptive planning, Community Board involvement will be vital.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	As noted in the body of this report, the Strategy will have a significant impact on iwi and hapū in the Far North. This is recognised throughout the Strategy document, particularly, in the section *Impacts on Māori* on page 23 (Attachment 1).
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Climate change is already affecting everyone in the Far North and its impacts are forecast to increase in frequency and severity. For example: • around 33 coastal communities in the Far North are predicted to be affected by coastal erosion and/or inundation associated with sea level rise • river flooding is predicted to increase, exacerbated by sea level rise and the increasing intensity of storms (warmer air has a greater capacity to hold water vapour) • farmers and orchardists will be affected as warmer weather affects growing conditions, with new agricultural pests a possibility • financial pressures are likely to increase as insurance companies either stop insuring properties in at risk areas or increase premiums. This will affect peoples' ability to obtain mortgages. The examples above indicate that the climate change adaptation projects listed in the Strategy must be very inclusive of all groups in the community.
State the financial implications and where budgetary provisions have been made to support this decision.	See the discussion of financial implications and budgetary provisions in the body of this report.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report

Te Tai Tokerau Climate Adaptation Strategy

Far North District Council
Te Kaunihera o Tai Tokerau ki te Raki

Northland Regional Council
Te Kaunihera ā rohe o Te Taitokerau

Whangarei District Council

Kaipara District

Table of Contents

Signatory page

Whangarei District Council

Whangārei hapū/iwi

Far North District Council

Far North hapū/iwi

Kaipara District Council

Kaipara hapū/iwi

Northland Regional Council

NRC hapū/iwi representatives

About the authors

This strategy was drafted in a collaborative process by Climate Adaptation Te Tai Tokerau, a joint working group made up of staff from all four Northland councils (Kaipara, Whangarei and Far North District councils, and Northland Regional Council), as well as hapū and iwi representatives. A key objective for the group is to align local government climate adaptation policy, information and methodologies, and pursue collaborative opportunities to enable effective regional adaptation planning.

This strategy has been produced as a collective effort between all Northland councils and has been endorsed by Northland's Joint Climate Change Adaptation Committee, a formal standing committee set up under the Local Government Act 2002. The committee comprises 50% elected members from all councils, and an equal number of tangata whenua representatives. Each council has independently contributed to, reviewed and formally adopted this strategy.

Executive summary

Our planet is on an undeniable climate change trajectory. We now know more about the causes and implications of climate change than ever before, and our timeframes have shifted from imminent to immediate. Effects are already being felt across Te Tai Tokerau. It is our responsibility to identify ways in which the councils can help communities adapt to the localised impacts of a changing climate.

The main, and most urgent, response to the causes of climate change is mitigation through reducing greenhouse gas emissions. While central government controls the main policy and economic levers to drive emissions reductions nationally, the councils can and should help the transition towards net-zero emissions. However, this will not resolve the need to address the impacts of climate change that are already locked in.

This strategy focuses on adapting to the impacts of climate change in Te Tai Tokerau. It is not a solution to climate change impacts and risks. It indicates the strategic and practical direction our local councils need to take to create equitable, lasting adaptation approaches that have positive outcomes for our communities and natural environment.

The strategy outlines the key ways climate change will affect council functions and services, lists some of the councils' current adaptation actions, and proposes future actions that are likely to be required. Affected council services cover a wide range of activities, and are presented as seven broad themes:

1. governance and management
2. impacts on Māori
3. coastal communities
4. water availability
5. natural hazards
6. ecosystems and biosecurity
7. public infrastructure.

The strategy also outlines a comprehensive programme of actions covering four areas where the councils can improve their response to climate change (see Part 5):

1. building stronger relationships and partnerships
2. improving how the councils understand climate impacts and the risks they pose to communities and the natural environment
3. taking concrete actions to reduce existing and projected risks
4. building capacity to respond.

These actions are divided into short-, medium- and long-term categories. Short-term actions are the immediate priority. Te Tai Tokerau is already experiencing the effects of a changing climate. These impacts will continue to increase in the coming decades. Some changes, such as sea level rise, will take centuries to slow or reverse, and some may be irreversible. Te Tai Tokerau councils need to understand and prepare for climate risks to reduce the impacts of these changes.

Climate impacts compound existing factors that reduce well-being and have a large and potentially disproportionate effect on Te Tai Tokerau's tangata whenua. Climate change affects their relationship with te taiao and ngā whenua (the natural world and the land), cultural and whānau values, and iwi/hapū taonga.

Tangata whenua hold evidence-based knowledge of Te Tai Tokerau's history, natural environment and communities, which is integral to addressing climate impacts. Developing strong and lasting partnerships with tangata whenua is key to a successful long-term response to climate change.

Councils have an important role to play to support the resilience of communities and natural systems as we adapt to climate impacts. They possess tools that can help address climate impacts, such as planning frameworks and the provision of infrastructure. Given the complexity of climate change's challenges, it is essential for the councils to work alongside iwi/hapū, communities and stakeholders to co-develop flexible solutions that address existing limitations on wellbeing, respond as the climate shifts, and recognise opportunities for betterment.

This strategy, including its recommended priority actions, is a living document. Our responses to climate change need to be dynamic, so significant changes in evidence, community context and legislation can inform how our adaptation approaches evolve. Ongoing engagement with tangata whenua and communities is likely to highlight new evidence and perspectives that may result in changes to how the councils approach, resource and implement adaptation.

There are also significant changes in government legislation currently in development, including Resource Management Act reform, a new Climate Change Adaptation Act, Three Waters Reform and the creation of a national adaptation plan. These will lead to a greater focus on climate change, and new tools for local government to carry out adaptation actions.

Case law is also developing apace. Councils are now being challenged in the courts on planning decisions, both for being overly restrictive and for not taking sufficient precautions. In addition, new law in Aotearoa requires the mandatory disclosure of financial risks associated with climate change by financial institutions. This new law is likely to affect local government, as insurance and banking organisations seek to reduce risk exposure.

Given this rapidly evolving physical, social, legislative and legal environment, councils need to be extremely attentive and agile in developing climate change programmes and policy. This strategy has an inbuilt review function that enables it to respond to changes as needed, allowing future adaptation approaches to progressively build on the foundations currently being developed.

The purpose of creating a regional strategy is to ensure the approach to climate change adaptation by Te Tai Tokerau councils is robust, consistent and coordinated. The Joint Climate Change Adaptation Committee and the Climate Adaptation Te Tai Tokerau working group provide a platform to support this coordinated approach and ensure the effective use of resources. While this is a team effort, each council will need to take responsibility for individual actions as part of realising the joint approach.

If councils, iwi/hapū and communities work together flexibly across Te Tai Tokerau, we can be resilient in the face of climate change.

Foreword

There is no longer any doubt our climate is changing – we are facing a climate crisis. The question now is what will the impacts be, and how can we best prepare our people, places and industries?

New Zealand's government declared a climate emergency on 2 December 2020, and holds the lead responsibility for Aotearoa's transition to a low-emissions society and economy. Local government has a supporting role in this climate change mitigation mahi, to assist and enable the required transitions in districts and regions.

Climate change adaptation, however, must be led by councils, iwi, hapū, industry stakeholders and the wider community. This strategy represents a first step by Northland councils towards a collaborative, region-wide response to the impacts of climate change. We are already living with the effects of a changing climate, and many communities in Te Tai Tokerau have been using their own resources and networks to develop plans to prepare and adapt. Through this strategy, Northland councils and tangata whenua are building on these plans, seeking integration and alignment across the region, and working to create meaningful partnerships to help us all adapt together.

This strategy is the foundation that sets out our commitment to taking action, to aligning with our communities, to listening, understanding, and working together. We expect the strategy will evolve and actions will change as this adaptation kaupapa progresses and our understanding grows.

Through this strategy, we are asking these important questions of ourselves and of Te Tai Tokerau. What do our communities need to effectively adapt to the impacts of our changing climate? What can councils do to support local initiatives? Where are the areas that are most at risk, who are the most vulnerable? What information should we be guided by and what flow-on effects should we be planning for? How does the climate change kaupapa fit with tangata whenua whakaaro, and how can councils integrate and honour that whakaaro in future planning cycles?

These questions need to be carefully worked through; bringing representatives from Northland councils and tangata whenua to the same table to develop this strategy has been an important first step. The scale and complexity of the climate challenges ahead provide an opportunity for inclusive, progressive and creative solutions. Our actions and decisions from now must be focused on the future we want for our children's children.

Together, we can adapt and thrive.

Amy MacDonald – Chair

"If fear is on one end of the scale, then complacency is on the other."

– Delaraine Armstrong, Te Orewai hapū of Ngāti Hine, Deputy Chair of Climate Adaptation Te Tai Tokerau

As a tangata whenua descendent of 31 generations from Kupe arriving in Aotearoa, through my earliest Ngāpuhi whakapapa to Rahiri, to a further 20 more generations till I feature, I am anchored firmly to Te Ao Māori through my Ngāti Hinetanga, through the hapū of Te Orewai. As such, I am typically representative of iwi Māori.

Before Kupe, we tātai through the cosmic creation of the universe, to the creation of ngā Atua followed by the common physical world where tangata have evolved. Change is dynamic in this holistic world view. The view and responsibility for tangata whenua and climate change is physical, spiritual and social across generational relationships from the long past and into the distant future.

The ethnocentric lens of Te Ao Māori is fundamentally different to the dominant cultural view of the natural world in which tangata whenua live and interact. The differences between the indigenous world view and the prevailing world view creates systemic differences which divide us and, in many instances, create inequities for tangata whenua, including and beyond climate change. The definition of tangata whenua, as people of the whenua, personifies the spiritual relationship between tangata whenua and the natural world. This world view is difficult to capture and genuinely have regard for in the current structural practice and implementation of local government bureaucracy, including climate change adaptation.

We must work hard to rebalance the systemic framework, and co-design new, relevant tools and practices to ensure tangata whenua are resourced to work in genuine partnership to reduce the gaping inequities for Māori communities who are kaitiaki of the previous generations of sovereign rights and responsibilities over wahi tapu, whenua Māori and the broader landscape of Aotearoa. The concept of property rights is in direct conflict with tangata whenua relationships to the whenua, ngā awa, ngā maunga, te ngāhere. This is the challenge confronting the development of climate adaptation and the many other reforms that are interactive in addressing natural resource management in the future.

The rhetoric of tangata whenua involvement must be genuinely enabled and supported. However, this responsibility doesn't sit only with non-Māori. Tangata whenua must step into the space we demand and provide clear advice and structural options for a new framework to work with councils. The beginning of this journey in Tai Tokerau is reflective of the willingness to do that, but far more resource is needed to build capability and capacity with tangata whenua, communities and workforces.

Delaraine Armstrong – Deputy Chair

Foundations

WHAKATAUKĪ

Te amorangi ki mua, te hapai o ki muri.

The leader at the front and the workers behind the scenes.

This is about everyone having a role, playing a part. It is a reference to marae protocol where the speakers are at the front of the meeting house and the workers are at the back making sure everything is prepared and that the guests are well looked after. Both jobs are equally important, and without one, everything would fail.

SCOPE AND PURPOSE

Mitigating climate change through emissions reduction and carbon removal is the urgent, primary response we must adopt to address climate change. Central and local governments have roles in mitigation, providing information and support, setting rules and policy, and making operational decisions. All Northland councils are working on reducing greenhouse gas emissions through complementary strategies and plans.

Given a certain amount of warming is locked in, the necessary, secondary council response to climate change is to implement measures that ensure our people and environment can adapt to current and future climate impacts. This can include limiting the exposure to climate hazards and increasing resilience and adaptive capacity.

This strategy is intended to ensure positive long-term outcomes for Northland. We can do this by embracing a robust, collaborative approach to developing local government adaptation responses to the impacts of climate change. Building a foundation for effective local action also involves acknowledging the need to remain agile in a changing legislative environment.

Vision

The people and the environment of Te Tai Tokerau thrive and are resilient in a changing climate.

Mission statement

Across Te Tai Tokerau, we work together with iwi/hapū partners, communities and stakeholders to proactively understand, plan for, and respond to the impacts and opportunities of climate change.

Principles

- **Treaty of Waitangi and Te Tiriti o Waitangi:** work collaboratively with tangata whenua, demonstrating the principles of partnership, participation and protection.[1]

[1] Local government has responsibilities under the LGA and RMA in relation to the Treaty of Waitangi. The Treaty is referenced as 'the Treaty of Waitangi (Te Tiriti o Waitangi)' in the definition of the RMA and has the same definition as in the Treaty of Waitangi Act 1975, being that the **'Treaty** means the Treaty of Waitangi as set out in English and in Māori in Schedule 1 *(of the Act)*'. For hapū in Te Tai Tokerau, He Whakaputanga o nga Rangatira o Nui Tireni and Te Tiriti o Waitangi need to be read together and Te Tiri o Waitangi forms the basis for the relationship between hapū and local government.

- **Whanaungatanga:** work together to build relationships and a sense of connection across the region, enabling sincere partnerships and collaborative working relationships.
- **Western science and mātauranga Māori:** alongside Western science, enable mātauranga Māori (Māori knowledge) to help understand climate change and inform decisions.[2] The right answers for the future are best found by first understanding the mātauranga left to us by our tūpuna.[3]
- **Equitable:** empower communities and ensure 'no one is left behind' through fair and tika processes, resourcing and outcomes.
- **Considered:** use research-led, evidence-based, values-driven policy and decision-making to proactively manage risks and identify opportunities.
- **Ka mua, ka muri:** walking backwards into the future – balance present-day needs and responsibilities with the rights of future generations, learning from the past using guidance from our ancestors.
- **Transformative:** use innovation to take advantage of opportunities to build a better future.
- **Transition:** address and reduce transition risks.
- **Holistic:** strengthen the four wellbeings – enhancing social wellbeing, regenerating mauri and environmental systems, supporting cultural values, and promoting economic resilience.
- **Integrated:** embed a climate change lens across all council activities and align adaptation with emissions reduction.

Objectives

- Improve and broaden our understanding of the risks of climate change in Te Tai Tokerau, especially in relation to local government activities.
- Clarify adaptation needs and responsibilities.
- Identify opportunities to improve local government adaptation responses.
- Recommend priority actions for local government.
- Outline a process by which the strategy will be responsive to feedback and changing circumstances.

The principles and objectives of this strategy align with the vision of all four councils, and iwi and hapū member reference groups.[4] The objectives and priority actions also align with the strategic goals identified by Northland Regional Council's Te Tai Tokerau Māori and Council Working Party that relate to climate change (goals 10, 11 and 12).

What are we doing and why is it important?

Climate change will increasingly affect Northland's wellbeing

A changing climate affects our social and cultural wellbeing, our businesses and economy, our homes, buildings and infrastructure, and the ecosystems and natural world that surround us. We are seeing and experiencing effects on these realms now. From a te ao Māori perspective, the environment can be understood as the

[2] Te Iwi o Ngātiwai, Iwi Environmental Policy Document, 2007.

[3] Ngāti Hine, Ngā Tikanga mo te Taiao o Ngāti Hine: Ngāti Hine Iwi Environmental Management Plan, 2008.

4 Far North District Council's Climate Change Roadmap, Kaipara District Council's Kaipara Ki Tua: Climate Smart Strategic Framework, Whangarei District Council's Sustainability Strategy and Climate Action Plan, and Northland Regional Council's climate change strategy *Ngā Taumata o te Moana*.

embodiment of generations of whakapapa from ngā atua.[5] Hapū and iwi report that the realms of ngā atua and kaitiaki are degraded, mauri has been destroyed and there is potential for detrimental environmental, cultural and social effects.[6] Generations to come will continue to experience the impacts of climate change.

Adaptation is the response to change. Adaptation helps us cope with the effects of climate change and reduces potential negative impacts. When we adapt, we reduce our exposure and vulnerability. We grow capacity in our communities, economies, and natural environment so we can keep adapting to whatever climate impacts are on the horizon.

Most importantly, adaptation offers opportunities for betterment. The legacy of our ancestors and the lives of our future generations are linked to the relationship we have with the natural environment. Adaptation is an opportunity to improve this relationship.

In meetings with elected members, opportunities such as the following were identified:

> "What does going proactive on carbon banking look like?"
>
> "What does it mean for tourism when we really become the winterless north? We keep telling people we are when actually we're not."
>
> "You can sell a product and have a carbon negative label on it."

Responding to climate change impacts will affect how local government operates

Northland councils have an important role to play in adaptation, including providing education and advice, as well as planning and implementing adaptation responses at a local and regional level. Together with hapū and iwi partners, our communities and central government, Northland councils need to plan for and manage impacts on the things we value to help local communities become more resilient.

This is a new, challenging space for Northland councils and for many communities. To best facilitate adaptation and assist communities, Northland councils will continually work to improve our information and approaches.

This strategy sets out a vision for how Northland councils can improve their ability to prepare for and adapt to the impacts of climate change. It sets out clear steps to position Northland councils to respond to climate change, and to support community responses as well as possible. Adaptation will increasingly be part of our core business.

A strategy that evolves

Climate change is dynamic, and our understanding of its causes and consequences continues to evolve. Likewise, this strategy needs to be a living document so it can develop and adapt as Northland does. We will update this

[5] Patuharakeke Te Iwi Trust Board, Patuharakeke Hapū Environmental Management Plan, 2014. Pg 12, 13.

[6] Te Iwi o Ngātiwai, Iwi Environmental Policy Document, 2007. Pg 11.
Ngāti Hau, Hapū Environmental Management Plan, 2016.
Ngāti Hine, Ngā Tikanga mo te Taiao o Ngāti Hine: Ngāti Hine Iwi Environmental Management Plan, 2008.
Te Uri o Hau Settlement Trust Environs Holdings, Te Uri o Hau Kaitiakitanga o te Taiao, 2011.

strategy as required, to respond to new evidence from mātauranga Māori and Western science, the changing needs of communities and iwi/hapū partners, and changes in the legislative and legal environment.

Upcoming legislation, including the Climate Change Adaptation Act, may change the legal landscape and the tools the councils use to implement adaptation. There is some uncertainty around the details, but leading legal research[7] suggests councils should continue to follow best practice to ensure we are acting on our knowledge of climate impacts. The express aim of this strategy is to identify gaps and take advantage of opportunities to improve the councils' current capacity for adaptation decision-making, in preparation for new legislation.

This strategy also needs to respond to the voices of our communities and of tangata whenua. As Northland councils continue on this journey, feedback from iwi and hapū partners, communities, businesses and other stakeholders will continue long after the first version of this strategy is published. In particular, engagement with tangata whenua has so far been limited to feedback from iwi and hapū partner representatives. Actions within this strategy include a process to expand engagement across iwi and hapū to marae and whānau, to better reflect the understanding, experiences and aspirations of tangata whenua.

The strategy has six parts:

Part 1. 'Background and context' explains the rationale and context for the strategy.

Part 2. 'Key adaptation issues, responses and opportunities' provides detail on issues of concern, including governance and management, impacts on Māori, coastal communities, water availability, natural hazards, ecosystems and biosecurity, and public infrastructure.

Part 3. 'Enabling effective adaptation' outlines four areas for action to help improve adaptation responses in Northland: 1) improving knowledge and understanding, 2) growing relationships, 3) reducing risk and vulnerability, and 4) building capacity.

Part 4. 'An evolving strategy' outlines how the strategy will develop over time, in response to feedback and legislative changes.

Part 5. 'Priority actions' contains a list of 46 recommended actions for the councils.

Part 6. 'Climate risk overview' (technical report) provides an overview of different perspectives on climate change impacts and implications in Northland, and approaches to risk management.

[7] Iorns, Catherine and Stoverwatts, J, Adaptation to Sea-Level Rise: Local Government Liability Issues (July 1, 2019). Victoria University of Wellington Legal Research Paper No. 62/2020, Available at SSRN: https://ssrn.com/abstract=3685492 or http://dx.doi.org/10.2139/ssrn.3685492

Enviroschools planting at Lake Waiporohita. See https://enviroschools.org.nz/

Part 1. Background and context

The need for adaptation

Adaptation is about responding to the impacts of climate change. Adaptation does not replace the need for urgent greenhouse gas emissions reductions; it acknowledges that the climate is changing and that, in the words of the United Nations, we need to "develop adaptation solutions and implement actions to respond to the impacts of climate change that are already happening, as well as prepare for future impacts".[8]

Adaptation is a key component of the long-term global response to climate change, to protect people, livelihoods and ecosystems. Regardless of the success or speed of programmes to reduce global emissions, greenhouse gases already in the atmosphere have a 'locked in' warming potential. Additional warming is 'virtually certain'[9] to keep exacerbating climate change and its impacts in coming decades.

The Climate Change Adaptation Technical Working Group, established by central government,[10] described effective adaptation as reducing the risks of climate change on two fronts:

- reducing the exposure and vulnerability of our social and cultural systems, natural and built environment (including physical assets), and economy
- maintaining and improving the capacity of our social, cultural, environmental, physical and economic systems to adapt.

There is an urgent need to understand, prepare for and respond to present-day and projected climate impacts. While local government will play a prominent leading role, we will also learn with and from our communities and mana whenua partners. Local knowledge, support and leadership will be vital for successful adaptation responses.

Understanding and communicating about climate change

The impacts and implications of climate change are complex and can be challenging to understand and communicate. Different knowledge systems, perspectives, objectives, worldviews and values can bring very different approaches for engaging with climate risks and framing the issues. While these different ways of understanding the impacts of climate change can be complementary, they can also be confusing and can get in the way of developing solutions that work for everyone.

This strategy attempts to use a systems approach to draw on both a Western scientific understanding of climate impacts (which tends to compartmentalise issues, then look at relationships between them), as well as Māori perspectives (guided by the core principle of whanaungatanga connecting everything[11]). The Climate Risk Overview in Part 6 of this strategy (which is a technical report) explores this in more detail.

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[8] https://unfccc.int/topics/adaptation-and-resilience/the-big-picture/what-do-adaptation-to-climate-change-and-climate-resilience-mean

[9] IPCC AR6 Climate change 2021 - the physical science basis. https://www.ipcc.ch/report/ar6/wg1/#SPM

[10] https://environment.govt.nz/publications/adapting-to-climate-change-in-new-zealand-stocktake-report-from-the-climate-change-adaptation-technical-working-group/

[11] Te Uri o Hau Settlement Trust Environs Holdings, Te Uri o Hau Kaitiakitanga o te Taiao, 2011.

In thinking about risks from climate change, the National Climate Change Risk Assessment for New Zealand[12] report adopted a Western scientific approach. It grouped societal values into five broad value domains (natural environment, built environment, human, economy and governance domains). Value domains of this nature can be a practical way to create high-level summaries of climate change impacts from multiple hazards, but can also compartmentalise and separate social values.

This framing of climate risks into separate domains can create practical problems when trying to develop adaptive solutions for interacting or compounding climate hazards that cut across different value domains. The systems approach for mapping climate risks, which is explored in the Climate Risk Overview (in Part 6), attempts to overcome this issue by using a causal diagram to show interactions between hazards and affected areas of society and the environment. Nonetheless, neither approach reflects or incorporates Māori values, and ongoing work is needed to build a shared understanding of climate risks.

From a te ao Māori perspective, the environment can be understood as the embodiment of generations of whakapapa from ngā atua.[13] Whanaungatanga describes genealogical relationships between people, between people and natural resources, even between related bodies of knowledge. Relationships of importance in mātauranga Māori are explained through kinship. Māori relationships with the cultural landscape are explained through whakapapa. The first step in understanding the Māori relationship with the landscape is to understand that descent from it is an essential Māori belief.[14]

What is whanaungatanga and why is it important?

Whanaungatanga: the principle of kinship. As explained in Ko Aotearoa Tenei, "In te ao Māori, all of the myriad elements of creation – the living and the dead, the animate and inanimate – are seen as alive and inter-related. All are infused with mauri (that is, a living essence or spirit) and all are related through whakapapa. Thus, the sea is not an impersonal thing but the ancestor-god Tangaroa, and from him all fish and reptiles are descended. The plants of Aotearoa are descendants of Tāne-mahuta, who also formed and breathed life into the first woman, and his brother Haumia-Tiketike. The people of a place are related to its mountains, rivers and species of plant and animal, and regard them in personal terms. Every species, every place, every type of rock and stone, every person (living or dead), every god, and every other element of creation is united through this web of common descent, which has its origins in the primordial parents Ranginui (the sky) and Papa-tu-ā-nuku (the earth). This system of thought provides intricate descriptions of the many parts of the environment and how they relate to each other. It asserts hierarchies of right and obligation among them."

Pūrākau (stories, legends) and mātauranga passed down through generations describe the relationships with and between ngā atua, which help tangata whenua understand what practices need to be followed to tiaki (protect) the environment, to understand why certain effects and changes occur, and to identify the responses needed to address or adapt to the effects. Pūrākau also remind us that tūpuna (ancestors) Māori faced similar situations.

[12] https://environment.govt.nz/publications/national-climate-change-risk-assessment-for-new-zealand-main-report/

[13] Ngati Hau, Hapū Environmental Management Plan, 2016

[14] Waitangi Tribunal Report, *Ko Aotearoa Tenei: A Report into Claims Concerning New Zealand Law and Policy Affecting Māori Culture and Identity*, 2011.

Discussing climate risks from these starting points could be more relevant for Māori communities, and the solutions that are identified may offer options for application in other locations.

Central and local government adaptation: roles and responsibilities

Central and local government have different roles in adapting to climate change. Central government responsibilities are primarily delivered through functions set out in the Climate Change Response Act; and the key tools for adaptation are National Climate Change Risk Assessments and National Adaptation Plans. Once developed, these will set out government priorities and strategies for adaptation. The first national climate change risk assessment is complete, and the first National Adaptation Plan will be delivered before the end of 2022. Both are likely to have implications for local government, and influence adaptation at a regional and district level. We will need to review this strategy once the National Adaptation Plan is available.

Central government has also signalled its intention to reform the resource management system. This includes repealing New Zealand's core planning law, the Resource Management Act 1991 (RMA), and replacing it with three new statutes. Among the reform's key objectives are to better prepare for adapting to climate change and risks from natural hazards, and to better mitigate emissions contributing to climate change. The government has indicated that climate change adaptation and mitigation will be central themes in all three new statutes developed through the reforms.

The reforms will affect local government and could change the functions and roles of the councils in climate change adaptation. It is very likely, though, that there will remain a strong role for local government in planning for and implementing adaptation at community and regional levels. This will include undertaking risk assessments for council-owned and maintained community assets.

New climate change legislation

The Ministry for the Environment is currently drafting new legislation and guidance as part of the RMA reform, which includes a Climate Change Response Act. These will change how local government is able to respond to climate change impacts.

Items specifically related to climate change include:

- Climate Change Adaptation Act: to address the legal and technical issues associated with managed retreat and adaptation.
- Adaptation funding mechanism: creating a national funding mechanism for proactive adaptation and risk mitigation.
- National Adaptation Plan: to determine the approach for climate change, including the measures and indicators required.

In response, we will need to review this strategy. A review process is laid out in Part 4 – 'An evolving strategy'.

The Waitangi Tribunal report following Wai 262, the most comprehensive of all government claims, included recommended changes to the Crown's laws, policies and practices – including but not limited to intellectual property, indigenous flora and fauna, resource management, conservation, science, education and health. The objective of many of the proposed reforms was to establish genuine partnerships.[15] In response, central government is aiming to develop a whole-of-government approach to consider the issues raised by claimants and the Waitangi Tribunal in the Wai 262 enquiry. Direct and indirect changes for local

[15] Te Pae Tawhiti: Wai 262 (tpk.govt.nz)

government are likely to result from this approach. These will need to be embedded in local government responsibilities, including climate change adaptation responses.

At a local government level, regional and district councils have different roles in adaptation which reflect their different functions. The Local Government Act 2002 states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities, and (b) to promote the social, economic, environmental and cultural wellbeing of communities in the present and for the future.

Regional councils are primarily concerned with environmental and coastal resource management and planning, flood management, water quality and quantity, pest control, and public transport. District councils (also known as territorial authorities) are responsible for a wide range of local services, including district planning, roads, stormwater, water reticulation, sewerage and refuse collection, libraries, parks, recreation services, cemeteries, local regulations, and community and economic development.

Councils need to plan for adaptation to manage the risks posed by climate change. Much of this responsibility relates to managing risks from natural hazards (such as coastal erosion or flooding) under the Resource Management Act 1991. Responsibility also extends to providing and managing infrastructure, obtaining technical information, managing natural resources and facilitating community adaptation processes. Adaptation, especially as it relates to increasing risks posed by natural hazards and climate change, is necessarily 'local' – hazards and values vary widely, as do response options.

Climate change mitigation (managing greenhouse gas pollution by reducing emissions and carrying out activities that capture and store carbon) is also a responsibility of local government. In New Zealand, the main mechanisms to enable broad emissions reductions lie with central government through the Climate Change Response Act 2002 and the Emissions Trading Scheme. However, the councils should work to reduce their own organisational emissions, and help enable the reduction of district and regional emissions through activities such as urban planning and public transport. Beginning in 2022, regional consents must also consider greenhouse gas emissions under the RMA.

As decision-making authorities delegated by the Crown, local government has a responsibility to uphold Treaty guarantees. Local government has legislated Treaty of Waitangi/Te Tiriti o Waitangi[16] (Treaty) responsibilities that are applicable in all our activities, including responding to climate change and local government's adaptation responsibilities. A Waitangi Tribunal precedent signals local government requirements and the enforcement of Treaty duties. While there are no Waitangi Tribunal claims specifically related to climate change adaptation, there are claims such as Wai 262 and enough relevant cases to demonstrate that Treaty principles of "active protection and partnership, especially the facilitation of consultation, will apply no matter what the process is".[17]

[16] Local government has responsibilities under the LGA and RMA in relation to the Treaty of Waitangi. The Treaty is referenced as 'the Treaty of Waitangi (Te Tiriti o Waitangi)' in the definition of the RMA and is stated to have the same definition as in the Treaty of Waitangi Act 1975, being that the 'Treaty *means the Treaty of Waitangi as set out in English and in Maori in Schedule 1 (of the Act)*'.
The LGA does not provide an interpretation or definition of the Treaty, but it does reference responsibilities to meet commitments from other enactments, which of course includes the RMA. The absence of the LGA specifically referring to one text or the other does not give us the option of choosing which text we think it is referring to – but in any case, the contra proferentem principle applies and the indigenous language text takes preference.

[17] Ioms Magallanes, 2019, p.62. Deep South Challenge, *Treaty of Waitangi duties relevant to adaptation to coastal hazards from sea-level rise* research is the most comprehensive and up-to date work covering coastal hazards adaptation and Treaty duties.

What can the councils do?

While the legislated functions of local government for managing the risks of natural hazards and providing infrastructure are well established, Northland councils are at an early stage in developing focused climate change adaptation responses. To date, these responses have broadly focused on capacity and relationship building, information gathering and analysis, and preparation and planning.

Councils have an important function in developing knowledge by investigating and collating locally relevant information on current and future climate change risks, and by undertaking ongoing monitoring and evaluation. They provide adaptation support to communities through leadership and guidance; and they can help enable co-designed solutions through community engagement and adaptation planning. Councils also manage climate risks, such as through land-use planning rules, providing public infrastructure, supporting emergency responses, and enhancing the resilience of natural systems.

While councils face many challenges as they begin climate adaptation journeys, there are many areas of strength and opportunity. Northland councils have developed strong inter-council working relationships and have background knowledge and information to support an ambitious works programme. All four councils and our hapū and iwi partners have collaborated to establish a joint governance committee on climate change adaptation. This group's existence is a milestone, and demonstrates the energy, commitment, knowledge, trust and networks characterising the partnership.

A growing awareness of climate change's significance and increasing support from council leadership enables the councils to take a stronger stand on adaptation planning. Widespread community buy-in and a desire for action to address climate change impacts also contribute to this approach. Public feedback through Long-Term Plan consultation processes has supported all four councils to significantly increase climate change adaptation funding in their 2021–2031 Long-Term Plans.

Tangata whenua have a strong interest in climate change adaptation. There is a significant opportunity for the councils and tangata whenua to build on the existing relationships formed at governance and staff levels, to partner in this mahi and achieve outcomes that everyone desires. Within hapū and iwi planning documents, reports to the councils and other government reporting, hapū and iwi within Tai Tokerau have articulated the challenges that local government processes and decision-making have created within the taiao (natural world) and their relationship with the taiao.[18] Engagement with tangata whenua has highlighted the need to consider legacy relationship challenges between local government and tangata whenua, as well as issues and other socio-economic drivers when understanding and planning for climate risks with Māori communities. Te Tai Tokerau councils have committed to working- and governance-level relationships with hapū and iwi in this mahi. This is positive, and reflects a shift in council thinking to heal relationships and work towards genuine partnership.

Te Tai Tokerau councils can also support other highly affected communities, such as our farming communities, to build resilience and plan for adaptation. We can build on existing local government and community initiatives and carry out targeted engagement to identify needs and opportunities unique to agriculture and horticulture. These opportunities extend beyond responsibilities specific to local government but are important for the wider

[18] Patuharakeke Te Iwi Trust Board, Patuharakeke Hapū Environmental Management Plan, 2014.
Waitangi Tribunal Report, *Ko Aotearoa Tenei: A Report into Claims Concerning New Zealand Law and Policy Affecting Māori Culture and Identity*, 2011.
Chetham, J, Cooper J, Tautari R, *Tane Whakapiripiri: Lifting Nga Hapū o Whangārei Capacity to Engage with Local Government in Regard to Environmental Protection and Management*, 2019.

economic and social wellbeing of Northland's places and people and add momentum to the positive work already underway.

Part 2 of this strategy explores the key local government activities that are affected by climate change, what the current local government adaptation responses are, and highlights where opportunities have been identified as future actions by the four Northland councils. While the focus is on local government, we acknowledge a whole-of-community response to climate change will include activities and initiatives that are the responsibility of other agencies and parties. This could mean some local adaptation responses are led by non-council parties, such as iwi/hāpu or community groups.

Part 2. Key adaptation issues, responses and opportunities

A wide range of issues regarding local government's response to climate change risks have been raised by iwi and hapū, elected members, council staff, and community members. These issues involve seven themes:

1. Governance and management
2. Impacts on Māori
3. Coastal communities
4. Water availability
5. Natural hazards
6. Ecosystems and biosecurity
7. Public infrastructure

The seven themes are discussed in detail here, with insight into relevant issues, current responses, and future opportunities specific to local government. The insights in this section also inform Part 3 – 'Enabling effective adaptation' which outlines future directions and areas for action. Reference is made within this section to related actions in Part 5 – Priority actions'.

While the grouping of the issues makes sense in a local government context, it may not align with the integrated and interconnected approach of Māori. There are other more relevant groupings to Māori such as the four pou: wai (from which everything emerges[19]), kai, whenua and whare (as used by Te Hau Ora o Ngāpuhi and others in the health sector). It is likely that the four pou will be a more effective approach to engage with Māori communities.

1. Governance and management

WHAT ARE THE KEY ISSUES?

Councils across Northland have started to acknowledge their role in developing climate change adaptation responses in recent years. There are still opportunities to improve. There are external and internal risks for the councils relating to governance and management of climate change adaptation. External risks include those arising from the uncertainty of climate projections and the lack of clear guidance from central government. Internal risks include those arising from inadequate internal council policies, processes and capabilities.

Despite these risks, not doing anything to adapt to climate change is considered to be the biggest risk of all.

[19] Ngāti Hine, Ngā Tikanga mo te Taiao o Ngāti Hine: Ngāti Hine Iwi Environmental Management Plan, 2008.

External issues

Effective adaptation by local government is inhibited by external barriers. For example, the complexity of climate impacts, and the uncertainty in projections of those impacts, can lead to hesitancy to take action. National policy and guidance can be poorly defined or non-existent, which makes it challenging to align local government responses. Existing legislation does not enable pre-emptive actions to reduce climate risks. It provides only partial guidance for local government on how to integrate complex adaptation plans into local regulations. At the time of writing, central government is working on new legislation that may help to address these issues.

Internal issues

Local government approaches to adaptation can be fragmented. There is often a lack of clarity about roles, responsibilities, and legal obligations. Internal policies and strategies can be poorly aligned. There is a risk that council responses to climate change will remain ad hoc, inconsistent, siloed, and potentially deferred. This could result in inadequate and inconsistent policy and strategic direction, leading to inappropriate infrastructure planning and poor community outcomes. For example, government approaches to environmental management are based on Euro-centric perspectives, which exclude Māori values. There is a risk that maintaining environmental management based on these perspectives may result in continued worsening environmental outcomes. This is expanded on in the next focus area, Part 2 – Impacts on Māori.

The relationships between the councils and communities is complex. In some places the two are disconnected or strained by historic issues. This is particularly evident in council relationships with Māori communities. The need for sincere engagement is acknowledged as a high priority. There are many opportunities for the councils to nurture ongoing relationships and incorporate a wider range of community views in decision-making processes. To be effective, adaptation planning will require building trust with communities. This will involve purposeful and resource-intensive engagement with communities across a range of areas.

Capacity to undertake effective adaptation actions will be an ongoing issue for the councils. There will be pressure on staff resourcing because there is a limited pool of adaptation expertise in the country and hiring and developing staff skills can be challenging. Furthermore, operational costs are high for risk assessments and adaptation planning, and funding of adaptation implementation actions is not secured.

Climate change adaptation requires shared understanding of climate risks across the organisation(s). At present there is no consistent approach to the integration of adaptation objectives into the councils' planning processes. For example, climate risk assessments in infrastructure asset management plans are not standardised. This is due to the emerging nature of the issue and the fact there is no policy to require consistent consideration of climate change in planning and decision-making. Climate change risks may not be sufficiently acknowledged, monitored, or disclosed. The ownership of mitigation actions is not clearly reflected in organisational KPIs across departments or articulated in job descriptions.

Implementation of adaptation actions can be expensive and contentious. The Hawke's Bay councils' experience with adaptation implementation illustrates the costs and complexities involved in proactively managing risks.[20] There is currently no central government or EQC funding for pre-emptive climate change risk reduction, and communities may not be willing or able to fund the costs of adaptation. Roles and responsibilities for

[20] https://environment.govt.nz/publications/challenges-with-implementing-the-clifton-to-tangoio-coastal-hazards-strategy-2120-case-study/

management and funding of adaptation responses between district and regional councils are also unclear, which impedes implementation.

WHAT ARE THE CURRENT RESPONSES?

Councils are building the foundations for the necessary leadership, relationships, internal processes, knowledge base, capability and capacity, and required funding to plan and implement effective adaptation actions.

The Joint Climate Change Adaptation Committee is a governance group comprising elected members from each council and equal tangata whenua representation from each council boundary (as distinct from hapū and iwi boundaries). This Committee has been established to provide governance oversight and consistency between Northland councils. It is supported by the joint staff group Climate Adaptation Te Tai Tokerau, which has been collaborating since 2018 to develop shared approaches and resources to enable a consistent adaptation response. All Northland councils have recently committed funds to support adaptation planning activities, by creating new staff positions and/or allocating operational funding in their Long-Term Plans.

Priority action 2 is to embed Māori values in council processes. This involves co-design with iwi and hapū representatives of a decision-making framework for Northland councils based on Te Ao Māori concepts and values. It is hoped this framework will assist council staff to understand and consider mātauranga Māori when making decisions on projects, policies or plans that may impact on the cultural values of iwi and hapū. It is also proposed that the decision-making framework will support Māori and technical specialists to better understand council systems and processes in the context of decision-making. The framework must recognise that there are regional and local differences within Te Tai Tokerau that affect how local authorities operate.

The process of developing the framework is an opportunity to build better relationships between the councils and hau kainga, marae, hapū, iwi and Māori practitioners. The framework will be developed by engaging with those on the ground within Māori communities. Relationships built through this work could form the foundations for the community adaptation planning that the councils intend to start over the next 12 months, within priority action 1.

The councils have yet to review their policies to understand the gaps and conflicts between internal documents and adaptation needs. These reviews are in the planning stage at each council. A proposal for a regionally consistent climate change policy is in development.

Current council adaptation funding allows for a small number of community adaptation planning pilot projects to be delivered across the region in the next three years. Existing funds will also support a small number of iwi/hapū-led adaptation planning projects. Investigation into some priority issues, such as the impacts of climate change on biosecurity and biodiversity, are not yet funded.

There is poor understanding of, or planning for, the capital infrastructure funding required to reduce climate risks such as coastal hazards and flooding. There are already places where the current flood management infrastructure does not provide adequate protection for the required planning horizon. For example, some property owners in Ruawai are unable to obtain resource or building consents because they are located within a mapped hazard zone. This is causing widespread community concern. Central government is working on funding mechanisms for climate change adaptation, but the details and timeframes remain unclear. Many infrastructure costs will continue to be the responsibility of local government and communities for the foreseeable future.

WHAT ARE SOME FUTURE ADAPTATION OPPORTUNITIES?

Our adaptation approach must be comprehensive and consistent. This requires coordination between the councils, and across council departments (e.g. civil defence, strategy, infrastructure, community engagement, RMA planning and consents teams). Such coordination requires leadership, dedicated staff, appropriate management structures and internal capacity-building. This should be supported by consistent internal strategies and policies. Many of the priority actions recommended in this strategy are designed to improve region-wide consistency.

Better processes to disclose climate risk, including the setting of KPIs and targets, will assist the councils to establish clear priorities for actions and risk reduction (priority action 40). A 'climate change maturity assessment' of policies will inform an improvement programme to support alignment and consistency within the councils. The development of an overarching regional policy framework will embed consideration of climate change impacts in council processes. Regular review and alignment with changes to central government legislation and guidance will be necessary. These issues are addressed in priority actions 38 and 39.

Priority actions #38 and #39

38 Joint climate change policy framework

Aim:	Ensure consistent consideration of climate change issues across individual councils.
Description:	Develop consistency between climate change policies that embed consideration of climate change impacts and adaptation responses in all council decision-making (which may also include council emissions reduction). This framework should define approaches and principles on data/information, definitions, reporting, standards and criteria.

39 Policy review and improvement plan

Aim:	Embed climate change objectives across individual council policies, strategies, plans and processes.
Description:	1) Identify improvement opportunities by undertaking a maturity assessment for each council of all relevant policies, strategies, plans and processes (may also include council emissions reduction), and 2) develop and deliver a climate change policy improvement plan that outlines a programme of policy updates to embed climate change objectives within a defined timeframe.

We will increase interaction with central government initiatives, such as input into the National Adaptation Plan or nationwide forums such as the Iwi Chairs Forum climate workstream. This will help us share resources and knowledge and improve alignment between national and regional/local scales. Ongoing advocacy and engagement to ensure Northland's voice is heard in the development of new government legislation or funding streams is essential. Where there are multiple agencies and organisations addressing adaptation issues (e.g.

drought response), better coordination between funding avenues and supporting agencies will make the process simpler and more efficient, with improved outcomes. This is addressed in priority actions 4–6 and 36.

Priority actions #4, #5, #6 & #36

4 Advocacy

Aim: Promote Northland's voice in central government policy and legislation development.

Description: Targeted advocacy with central government, regarding the development of new funding mechanisms and legislation.

5 Central government engagement

Aim: Ensure Northland has input into central government adaptation policy and legislation development.

Description: Prioritise engagement and advocacy with MfE on development of new legislation including RMA reform, the National Adaptation Plan and the Climate Change Adaptation Act.

6 National partnerships

Aim: Develop partnerships and knowledge sharing with regional and sector groups.

Description: Contribute to collaborative projects and partnerships, and leverage existing knowledge from other regions and internationally.

36 Water resilience funding coordination

Aim: Improve coordination between agencies/organisations to improve water resilience outcomes.

Description: Improve coordination between agencies to build collaborative, aligned water resilience responses including: tangata whenua, CDEM, district councils (Four Waters Advisory Group), and agencies (FENZ, MPI, TPK, DIA).

Reducing greenhouse gas emissions is not the focus of this strategy. However, the transition to a zero-carbon society is important to Northland communities. The risks associated with this transition may need to be considered at the same time as adaptation planning. This is an opportunity for the councils to develop models that integrate transition risks (associated with emissions reductions and the move to a zero-carbon economy) with climate risk assessments and planning, including at the community scale. This consideration is likely to influence a number of priority actions (e.g. 9, 10, 16, 23, 24 and 39). Further participation in national research initiatives will enhance the councils' abilities to address transition risks (priority action 24). Northland Regional Council is planning a regional multi-sector approach to support the transition to a zero-carbon economy in Northland.

Effective adaptation requires ongoing investment in staff resources, training, operational funding and implementation. We could establish and resource a climate change management structure, with identified teams and roles, to develop organisational resilience and capacity. We could also work with hapū or iwi to develop

partnership structures to support the emerging requirements of climate change adaptation. Priority actions 43, 44 and 46 address these matters.

Priority actions #43, #44 & #46

43 Climate change teams

Aim:	Establish appropriate portfolio, programme and project governance and management structures to build organisational capacities.
Description:	Establish appropriate teams to deliver organisation-wide climate change implementation at each council, reporting to an appropriate level of management and given sufficient support.

44 Staff resources

Aim:	Ensure sufficient staff resourcing and capacity.
Description:	Ensure sufficient staff resources are allocated to enable ongoing organisation-wide climate change response, including climate change focused roles and professional development and training.

46 Inter-council collaboration

Aim:	Continue to develop collaborative inter-council programmes and shared services.
Description:	Continue to support and invest in the regional collaborative adaptation work programme, including establishing a process for sharing of resources between councils on specific projects, acknowledging the significant benefits and efficiencies of collaboration. Expand group to include Northland Transport Alliance.

Councils need to identify funding opportunities for the implementation of adaptation plans. These plans will be varied and may involve activities such as large infrastructure projects, nature-based solutions, changes to planning rules, property purchases, and increases in monitoring requirements. Potential funding options could include targeted rates, lease-back arrangements, low-interest loans, private-public partnerships, or alternative revenue streams. As the experience from Hawke's Bay shows, it is essential to define the adaptation management and funding responsibilities between the councils prior to implementation. Councils will need to identify existing funding streams and advocate for new, external sources, such as government grants and philanthropic trusts. Developing 'shovel-ready' infrastructure projects ahead of time allows the councils to take advantage of intermittent funding opportunities. Priority actions 4, 42 and 45 are relevant responses.

Priority actions #4, #42 & #45

4 Advocacy

Aim: Promote Northland's voice in central government policy and legislation development.

Description: Targeted advocacy with central government, regarding the development of new funding mechanisms and legislation.

42 Alignment of adaptation plans

Aim: Ensure community adaptation planning processes are aligned with council funding processes.

Description: Develop processes to ensure alignment of community adaptation plans with council plans and policies, including long-term plans, infrastructure strategies and financial plans.

45 Adaptation funding

Aim: Identify and pursue adaptation funding avenues.

Description: Investigate and prioritise potential funding opportunities to enable the implementation of adaptation responses.

2. Impacts on Māori

Conversations about climate change between the councils and Māori are beginning to yield shared understanding and agreements. However, as the councils listen more closely to the voices of iwi and hapū, knowledge and insights about the real impacts of climate change from a Māori perspective will emerge. It is vital for the success of adaptation in Northland that the strategy evolves in an ongoing manner in response to insights from Māori.

WHAT ARE THE KEY ISSUES?

Hapū report that the realms of ngā Atua are degraded, the mauri has been destroyed and there is potential for detrimental environmental, cultural and social effects.[21] Some contend that local government decision-making (based on Euro-centric perspectives) has contributed to this environmental degradation.[22] Environmental management practices have not required the restoration of mauri, which is necessary for survival and a key part of future adaptation responses.

[21] Iwi and Hapū Environmental Management Plans: Patuharakeke, Ngāti Wai, Ngāti Hine, Ngāti Hau, Ngāti Kurī (2018), Ngāti Rēhia (3rd ed, 2018) Whatitiri Resource Management Plan, Te Uriroroi Hapū Environmental Management Plan & Whatitiri Hapū Environmental Plan, 2016. Te Uri o Hau Settlement Trust Environs Holdings, Te Uri o Hau Kaitiakitanga o te Taiao, 2011.

[22] Patuharakeke Te Iwi Trust Board, Patuharakeke Hapū Environmental Management Plan, 2014. pg 21. Royal, Te Ahukaramu Charles (Ed), *The Woven Universe: Selected Writings of Rev. Maori Marsden*, 2003. Ngāti Hine, Ngā Tikanga mo te Taiao o Ngāti Hine: Ngāti Hine Iwi Environmental Management Plan, 2008. Chetham, J, Cooper J, Tautari R, *Tane Whakapiripiri: Lifting Nga Hapu o Whangarei Capacity to Engage with Local Government in Regard to Environmental Protection and Management*, 2019.

Iwi and hapū representatives say their ability to successfully adapt is intimately connected with how local government decision-making over current and future environmental management takes place, and whether Māori are partners in that decision making.[23] Currently, local government decision-making does not give sufficient voice to the specific needs of tangata whenua.[24] There is inequity in the information local government relies on, from whom the information is sought, the resourcing of data collection, and how the information is valued. If we do not address how local government makes decisions, council responses to climate change may limit the ability of tangata whenua to adapt to climate change. If the ability of tangata whenua to participate in decision making is limited there is increased risk of maladaptation; and a perpetuation of existing inequalities and breaches of Treaty obligations.

For some time, iwi and hapū representatives and kaimahi have highlighted the pressure on their capacity to participate within local government processes and operations,[25] although the aspiration and necessity remains. The need to be involved in climate change responses by local government adds further pressure. There is an opportunity to build relationships between the councils and Māori and to enable tangata whenua to take the lead on adaptation planning for Māori communities. The complex and sometimes strained relationship between Māori and the councils creates a playing field that is not equal between Māori and Pākehā. This work presents a real opportunity for Māori to participate in council decision-making processes.

For many Māori, climate change is not an isolated risk but one that is intrinsically connected to other issues such as social development needs, housing, environmental degradation, and poverty. We have heard from hapū that climate change poses an existential risk and may result in an inability to enjoy the customary use of their whenua. Climate impacts on ecosystems have implications for spiritual connection to taonga and to whakapapa, as well as for practical issues such as food security.

Some hapū say climate change could exacerbate inequalities already faced by Māori and is likely to have disproportionately large impacts on Māori cultural values and community wellbeing.[26] This is because many Māori communities are exposed to physical climate effects, both geographically and economically. As expressed by Ngāti Rēhia, "the economic future of Ngāti Rēhia is linked inextricably to our natural and heritage resources."[27]

Exposure

There are many factors which indicate high levels of exposure for Māori communities. Due to land confiscation, land remaining in Māori ownership often has some form of natural hazard limiting development potential and increasing risk. Many hapū have strong cultural and historic affiliations with coastal areas projected to be impacted by climate change. This means that flooding, coastal erosion, storm surge and regular tidal inundation may disproportionately affect Māori communities. There are likely to be impacts on cultural infrastructure such as marae and urupā, places for food gathering such as mahinga mataitai, and places of cultural significance such

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23 Climate Adaptation Te Taitokerau Risk Assessment Workshops with Māori, Feb 2020.

24 Chetham, J, Cooper J, Tautari R, *Tane Whakapiripiri: Lifting Ngā Hapū o Whangarei Capacity to Engage with Local Government in Regard to Environmental Protection and Management*, 2019.
Whatitiri Resource Management Plan, Te Uriroroi Hapū Environmental Management Plan & Whatitiri Hapū Environmental Plan, 2016.

25 Key issue raised in the Te Karearea Standing Committee of Whangarei District Council
Chetham, J, Cooper J, Tautari R, *Tane Whakapiripiri: Lifting Ngā Hapū o Whangārei Capacity to Engage with Local Government in Regard to Environmental Protection and Management*, 2019.
Thomas Hohaia and Delaraine Armstrong, Climate Adaptation Te Tai Tokerau meeting, 4 November 2021.

26 Patuharakeke Te Iwi Trust Board, Patuharakeke Hapū Environmental Management Plan, 2014. pg 37.

27 Ngāti Rēhia, 3rd ed, 2018

as wāhi tapu and archaeological sites.

Climate change will impact people's homes and incomes. Housing unaffordability and global pandemics contribute to greater numbers of whānau returning to their tūrangawaewae from other regions and nations, increasing the number of people exposed. Adaptive responses may be limited under current regulatory provisions because of natural hazard notations or high amenity notations, such as Significant Natural Areas, over land most suitable within their rohe for retreat.

Rural Māori are often not connected to reticulated secure and safe drinking water supplies and can be more susceptible to the effects of drought. Other less-visible effects may involve health impacts in rural areas; for example, an increase in mosquito-borne pathogens due to higher temperatures.

Indirect economic impacts may affect hapū and iwi. There may be changes to agricultural productivity. There is likely to be a loss of transport connectivity for settlements serviced by roads at risk of regular inundation due to sea level rise. In Whangaruru, for example, some school children are frequently unable to attend school because of flooding. The impacts this has on their education has been raised with elected members by local schools and by the children themselves.

Sensitivity and vulnerability

Iwi and hapū in Te Tai Tokerau are vulnerable to climate change from a socio-economic and infrastructure services perspective. Across Tai Tokerau, Māori experience significant disparities in incomes and public services received. This disparity increases for Māori communities/whānau living in more geographically isolated places. Income disparity can reduce Māori communities' capacity to afford the costs of protecting against, avoiding, and recovering from droughts and extreme weather events. In terms of infrastructure vulnerability, services in outlying areas are more often affected by drought or weather events. For example, transport infrastructure in outlying areas tends to be more prone to flooding and slips.

Māori in Te Tai Tokerau are also largely employed in primary industries, a sector which is affected by weather extremes. Projected climate impacts such as extended droughts, fluvial flooding, salinisation of water tables, and tidal inundation of coastal land are likely to have direct impacts on the incomes of many whānau.

Risks related to the transition to a low-carbon economy are not often discussed alongside adaptation. However, emissions reduction policies have the potential to disproportionately affect Māori in Northland. Councils need to keep this in mind when working with Māori communities on adaptation planning, and should aim for the integration of adaptation, emissions reduction and carbon removal goals together.

Finally, climate change impacts are likely to threaten the taonga and natural systems that iwi and hapū whakapapa to. The inseparable links between Māori and the environment will mean that projected climate change impacts on natural systems, including on individual species, biodiversity, invasive pests and pathogens, ecosystem function, waterways, and coastal systems, will have cultural and personal impacts on Māori.

WHAT ARE THE CURRENT RESPONSES?

For Māori, mātauranga was developed from the need to live sustainably and in harmony with the environment and seasons to avoid 'severe and drastic consequences'.[28] Successful management was reliant on the strength of whānau and hapū to work together for the collective good. It was reliant on the relationships forged by whanaungatanga and kotahitanga. These are relevant starting points for discussions with Māori communities so they can draw on their kōrero tuku iho, or traditions, to guide their pathways planning.

Hapū and iwi aspire to reaffirm their mātauranga, tikanga and pūrākau – their own frameworks of reference – as they consider and plan for climate change.[29]

Hapū and iwi are well-known for intergenerational thinking when planning – looking to the guidance of their ancestors to plan for the wellbeing of their mokopuna and generations not yet born. This is reflected in how indigenous knowledge systems adapt to the changing world. Further to that, hapū and iwi environmental planning documents articulate the expectations that hapū and iwi have of local government responses to climate change.[30] These include:

- not increasing vulnerability and risk through council operations
- planning for and providing adequate infrastructure to cope with climate change (community-based, minimal-impact design solutions being preferred)
- ensuring communities are prepared for the negative impacts of climate change and doing effective adaptation planning, while being placed to take advantage of the opportunities
- recognising the impacts of climate change that will affect hapū and iwi, and incorporating that into strategic planning
- moving toward an integrated catchment-based management approach
- providing resourcing to enable hapū planning and responses
- incorporating mātauranga into local government strategies and plans.

Hapū and iwi are also taking action themselves. They use mechanisms such as iwi and hapū management plans to present policy positions and work with regional councils, crown research institutes, government departments, universities and other organisations to contribute to regional, national and international climate change policies and processes.

Northland councils want to listen to, and learn from, iwi and hapū to reach agreement on respectful and appropriate ways to be guided by Māori perspectives in adaptation responses, both at a strategic governance level and operationally. Hapū and iwi have indicated support for the collaborative adaptation approaches being developed. At the time of writing, a hapū-based kairangahau (researcher) is reviewing examples of successful adaptation engagement processes with Māori across the country. This work will add to the repository of information and tools that support hapū and iwi adaptation responses and assist the councils to engage with Māori communities in meaningful ways when planning.

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[28] Ngāti Rēhia, 3rd ed, 2018

[29] Patuharakeke Te Iwi Trust Board, Patuharakeke Hapū Environmental Management Plan, 2014. pg 37.

[30] Patuharakeke Te Iwi Trust Board, Patuharakeke Hapū Environmental Management Plan, 2014. pg 39; Ngāti Hine Environmental Management Plan, 2008. Page 82; Ngāti Rēhia, 3rd ed, 2018; Te Aupōuri (DRAFT)(2018).

In section 2.1 – 'Governance and management' we refer to the development of a decision-making framework for local government that is based on Te Ao Māori, which addresses priority action 2. The intention is to build an understanding of cultural differences into council climate change adaptation processes. The framework will be accompanied by a suite of tools to support its implementation.

Relationships between the councils and iwi and hapū are at different stages of maturity. Influences include the quality of legacy relationships, multiple overlapping hapū and iwi interests where Treaty Settlement processes add complexity, and the quality of current relationships with staff and leadership.

Priority actions #1 & #2

1 Tangata whenua involvement

Aim:	Ensure tangata whenua are appropriately involved in adaptation decision-making.
Description:	Ensure inclusive processes for tangata whenua representation at all stages of adaptation decision-making, including providing appropriate resourcing, supporting training and developing targeted programmes.

2 Embed Māori values in council processes

Aim:	Ensure Māori values and worldviews are included in council processes and decision-making relating to climate change.
Description:	Co-design with iwi and hapū representatives of a decision-making framework based on Te Ao Māori concepts and values. The framework will include implementation tools and will recognise that there are regional and local differences within Te Tai Tokerau that inform how local authorities operate.

The establishment of the Joint Climate Change Adaptation Committee is a significant step forward in collaborative co-governance, with equal numbers of elected and tangata whenua representatives from each council. Te Ao Māori decision-making frameworks draw on kōrero tuku iho and pūrākau to guide engagement with Māori communities. This work responds to priority actions 1 and 2 and should enable stronger foundations to undertake other priority actions, including 7–10 and 32–36.

Through whakapapa and whanaungatanga, the close social ties and cultural networks of Māori communities enable whole-of-community responses to build resilience, such as those shown during the Covid-19 response. In terms of kaitiakitanga, kotahitanga and whanaungatanga, some hapū see opportunities for collaboration within and between hapū for the collective good.[31] These values, and priority actions 9 and 10, will support Māori-led adaptation responses.

[31] Ngāti Rēhia, 3rd ed, 2018

WHAT ARE SOME FUTURE ADAPTATION OPPORTUNITIES?

For Te Tai Tokerau councils to address the consequences of climate change, we must acknowledge issues specific to Māori. The stresses and hazards climate change bring are part of a changing array of challenges threatening Māori cultural integrity and continuity. Councils need to work alongside Māori to develop a response to climate change that respects the diverse needs and aspirations of Māori. This might be through establishing inclusive structures and processes to enable co-design of adaptation planning programmes, as well as supporting Māori communities to develop their own responses. We understand that for some Māori communities, there is anticipation and openness toward the opportunities that climate change might present, as their histories tell examples of their tupuna successfully adapting to and using change for their betterment.[32]

Priority actions #9 & #10

9 Māori adaptation impact assessment

Aim: Improve bi-cultural understanding of climate risks and consequences.

Description: Work with tangata whenua to undertake iwi- and hapū-focused risk assessments, including communicating risks from Te Ao Māori perspectives, identifying risks associated with climate hazards, impacts of adaptation responses and limits to Māori adaptive capacity. This may include direct impacts on cultural values such as wāhi tapu; as well as compounding risks, such as interactions between councils and government legislation resulting in unintended consequences, or barriers for Māori adaptation responses.

10 Iwi/hapū-focused adaptation

Aim: Enable iwi/hapū-led adaptation planning at appropriate scales.

Description: Work with tangata whenua to develop a programme to facilitate hapū or iwi-led holistic climate change adaptation plans to integrate multiple climate risks as well as other community objectives. Draw on approaches to adaptation engagement with Māori that have been successful in the past. This may include provisions to support iwi/hapū with risk assessments and technical analysis as well as enabling data sovereignty.

Locally appropriate risk assessments underpinned by tikanga Māori will enable Māori perspectives on change, risks, vulnerabilities and consequences to be incorporated into adaptation decisions. Councils also need to acknowledge the role of planning rules and connecting infrastructure (e.g. roads and water networks) to enable successful adaptation for Māori communities. These are outside the control of iwi and hapū. Better involvement of Māori in infrastructure planning would help to bridge this gap.

At different stages of developing this strategy, hapū and iwi reiterated the need for tools to consider climate risks and impacts on resources, papakāinga, and marae under threat. They want to be able to develop appropriate responses that navigate a changing legislative environment. As part of the wider programme of adaptation, we

[32] Ngāti Hine Environmental Management Plan, 2008. Page 81. Patuharakeke Hapū Environmental Management Plan, 2014. Page 37.

should develop a toolkit and resources to enable hapū-led adaptation at the local scale. This will help communicate climate risk in meaningful ways to Māori communities. Councils can work with local knowledge-holders to combine Western science and risk analysis with indigenous knowledge, and apply this in appropriate planning contexts. There is opportunity to support iwi and hapū to develop their own adaptation plans with tools, hazards advice and other support, while ensuring data sovereignty. Councils could support the development of these tools and their application in priority actions 9 and 10.

The inability to fund implementation of adaptation plans or other adaptation responses is an ongoing issue. The impact of this is exacerbated in small rural Māori communities, which may be unable or unwilling to pay for the costs of the long-term measures required to protect community values exposed to climate hazards. Advocacy and engagement with central government is essential to secure funding for equitable and proactive adaptation measures. Addressing the inability of smaller Māori communities to finance adaptation measures is essential, and alternative approaches such as philanthropic or international funding may be an option.

3. Coastal communities

WHAT ARE THE KEY ISSUES?

Northland has a coastline of over 3,200km. Many towns, settlements and cultural sites are located on the coastal fringe.

Sea level rise is projected to result in ongoing permanent loss of land, through coastal erosion and tidal inundation. It will also increase the frequency and severity of periodic storm surge events.

An initial coastal hazard risk screening study identified about 70 towns and localities where properties and assets are projected to be significantly affected by coastal flooding, erosion, and permanent inundation due to sea level rise. Both Māori and non-Māori coastal communities will be highly impacted. Many Māori communities, particularly in the Far North, occupy land nearby or on coastal floodplains, with several Marae projected to be directly impacted by coastal hazards. Farming communities will be highly impacted as a significant amount of agricultural and horticultural land is in low-lying, coastal flood areas. There are also rural areas under pressure from development within coastal hazard zones.

Council infrastructure such as roads, water supply, stormwater and wastewater networks, and coastal stopbanks, will be impacted by sea level rise. In many places the road network is located on estuarine fringes, such as in the Hokianga. Road connectivity will be increasingly impacted by inundation at high tide. The location of large council infrastructure, such as wastewater treatment plants, within the coastal environment will be increasingly impacted by rising groundwater levels. This will impact on the effectiveness of land disposal systems.

Coastal protection infrastructure operated by the councils, such as sea walls, will become increasingly difficult and expensive to maintain. In some places, sea walls and stopbank systems have been funded privately or directly by communities, and the increasing cost to maintain and/or upgrade them is becoming unaffordable. Higher tidal boundaries mean that the impact of river flooding is exacerbated, resulting in more days where roads are impassable. This impact is already being experienced in places like Punuruku and Panguru.

Most coastal communities do not have town water supplies, with households relying on tanks and shallow bores. Both of these sources of water will come under pressure with climate change due to increased drought and sea level rise. These communities are also often reliant on septic systems. Rising groundwater levels could impact on the effectiveness of waste disposal systems. Sea level rise will impact coastal agricultural areas as groundwater salinity impacts the ability to draw water for stock or irrigation, and low-lying land is affected by salinity.

Tasman Heights, Ahipara

WHAT ARE THE CURRENT RESPONSES?

There is a comprehensive programme of mapping coastal inundation and completing erosion hazard assessments across the region. These are being used to develop climate risk assessments and plan adaptation programmes. Councils are working together to develop an aligned region-wide programme, working with communities to develop local adaptation plans in at-risk areas (see 'Coastal adaptation programme' in the box below).

Coastal adaptation programme (see priority actions 29 and 30)

Northland councils are developing a work programme to address climate change risks to coastal communities. The programme will set out guidance on ways councils, communities, tangata whenua and key stakeholders can co-develop community adaptation plans.

The preferred, best-practice engagement and decision-making approach to be used in the coastal adaptation programme is adaptive pathways planning, which is described in the 2017 Ministry for the Environment document 'Coastal hazards and climate change guidance for local government'. This process enables communities to be intimately involved in developing adaptation plans for their own communities through a structured process. It uses community panels to collaboratively determine adaptive pathways using risk assessments, engineering designs, options assessments, and prioritisation processes.

The result will be a flexible, long-term adaptation plan for each community, signed off by a governance body and the relevant councils. While this approach will be appropriate for larger communities, we will also work with smaller communities to develop and implement community-led adaptation plans at the local or hapū scale. Funding for pilot community engagement projects has been allocated in the 2021–31 Long-Term Plans for all Northland councils.

Following the endorsement of community adaptive pathways plans, councils will be responsible for monitoring environmental indicators and delivering actions when specific trigger points are reached, such as changing land-use zoning or delivering new infrastructure. To ensure the plans are consistent with other organisational activities, councils will also need to embed community adaptive pathways plans into Long-Term Plan funding models, work programmes, statutory plans and strategies.

Current responses to coastal erosion and inundation by councils are guided by the New Zealand Coastal Policy Statement 2010, which states a preference for nature-based solutions. Private landowners are responsible for building and maintaining coastal protection for their individual properties, which can give rise to a patchwork of consented and unconsented coastal management approaches. Sea walls are generally only constructed by councils where infrastructure is at risk from coastal erosion, although there are situations where councils have constructed coastal protection on behalf of private landowners. Beach nourishment has been undertaken at a small number of sites, including recent work at Matapouri. Nature-based solutions, such as the Northland Regional Council's CoastCare coastal restoration programme, can help reduce the immediate risk of coastal erosion while providing additional biodiversity benefits.

WHAT ARE SOME FUTURE ADAPTATION OPPORTUNITIES?

There is an opportunity to develop an integrated approach to coastal management to ensure the long-term success of coastal adaptation responses. If we improve knowledge of coastal hazards and processes, particularly in complex systems like estuaries and agricultural drainage areas, we will improve our ability to understand and plan for future coastal impacts.

Working with coastal communities to plan how to reduce the risks posed by climate change is an emerging role for local government. The ways the councils work with communities, tangata whenua and key stakeholders to develop community adaptation plans will evolve. Community coastal adaptation plans are flexible plans that outline short-, medium-, and long-term actions and transitional pathways for the coastal community area. An adaptive pathways approach, similar to the 'dynamic adaptive policy pathways' (DAPP) process suggested in government guidance[33], is our preferred engagement, decision-making and planning approach. The programme of region-wide coastal adaptation planning is included in priority actions 29 and 30.

Priority actions #29 & #30

29 Coastal adaptation programme

Aim:	Develop a programme of coastal adaptation planning projects aligned with community needs.
Description:	Develop a region-wide coastal adaptation programme, identifying key locations, timeframes and engagement methodologies, using recommended considerations in *Coastal Community Profiles* and *Adaptation Engagement Framework* reports.

30 Coastal adaptation planning projects

Aim:	Enable flexible, planned adaptation responses to coastal hazards by co-developing adaptation plans with communities.
Description:	Deliver projects in the coastal adaptation programme. Undertake community pre-engagement to confirm site selection and appropriate engagement methodology. Work alongside communities to understand, plan and implement adaptation responses by co-developing community adaptation plans in at-risk areas, following the recommendations in *Coastal Community Profiles* and *Adaptation Engagement Framework* reports.

The resulting community adaptation plans will need to integrate with council processes and the regulatory environment. Implementation of these plans may challenge existing council processes. Councils will need to assess integration issues when the adaptation actions are identified, and the preferred pathways are decided. For example, some adaptation actions may require rules and policies to enable land-use planning changes or to provide for or change infrastructure. Where climate change risks require changes to operational council activities (such as infrastructure plans or environmental management programmes) the implementation of adaptation

[33] Ministry for the Environment (2017) https://environment.govt.nz/publications/coastal-hazards-and-climate-change-guidance-for-local-government/

plans will need to be embedded in each council's Long-Term Plan funding models, financial and infrastructure strategies, and work programmes.

4. Water availability

WHAT ARE THE KEY ISSUES?

Climate projections indicate that periods of low rainfall combined with high temperatures and evapotranspiration rates[34] are likely to result in droughts of increasing regularity and severity in Northland. Reductions in spring and winter rain are also likely to impact communities and the primary sector.

Fifty per cent of Northlanders are not connected to a municipal water supply (in the Kaipara this is closer to 70%, and in the Far North this is around 65%). Many homes and marae also have outdated or poorly functioning water collection, storage, and treatment facilities. Some council water supply networks are vulnerable to extended dry periods, especially those that rely on run-of-river sources or shallow bores. Climate change-related reductions in the reliability of summer rainfall will impact the already limited water resilience of affected properties. Increased volumes of rain falling during high-intensity weather events will also make it more difficult to catch and store water offline, as a larger holding capacity will be required. Heavy rainfall can create sedimentation and erosion issues, impacting on the quality for both rural and town water supplies.

Surface water and groundwater extraction is already highly- or over-allocated in several catchments, with little head room for increased water takes by the primary sector or by industry. Competing interests for water, such as new horticulture, alongside new minimum environmental flow requirements and allocation limits, mean that opportunities to extract freshwater from natural systems for use by the primary sector and by industry will become increasingly limited. Some groundwater supplies, such as the Aupōuri aquifer, are now supplying large quantities of bore water for horticulture crops – the science to support allocation of water from such sources can be very complex and this is compounded by the uncertainty around future effects of climate change.

In many coastal communities water is supplied via rainwater tanks with back-up bores which are reliant on shallow aquifers over summer. The impact of over-extraction during dry periods already creates significant salinity issues in shallow bores. With drier conditions and increased demand, water availability limits are likely to be reached more often. This effect also applies in places where irrigation is affected by groundwater salinity.

WHAT ARE THE CURRENT RESPONSES?

Water flow monitoring is conducted across the region as part of resource consent and state of the environment monitoring. Drought forecasting models have been developed to help predict drought in the near-term. As an emergency response, civil defence teams may provide backup water supplies in the event of droughts. Iwi and hapū networks have provided essential services by supplying emergency water to outlying communities.

District councils are responsible for the provision of drinking water to communities. Town water supplies have varying levels of reliability under drought conditions. Some supplies, such as Whangārei, have large storage facilities, dedicated catchments and plans in place for alternative supply options. However, other town supplies which rely on river takes or bores experience water shortages more regularly under drought conditions. While

[34] Evapotranspiration is the process where water held in the soil is gradually released to the atmosphere through a combination of direct evaporation and transpiration from plants (NIWA, https://niwa.co.nz/climate/information-and-resources/drought/charts).

the Three Waters Reform process will significantly change the management arrangements for water supply (and wastewater), the risk of prolonged drought conditions under climate change scenarios is unresolved.

Building long-term water resilience for communities outside areas with council water supplies has been largely uncoordinated. Numerous government agencies provide funding assistance, including the Ministry of Business Innovation and Employment (MBIE), the Ministry for Primary Industries (MPI) and the Department of Internal Affairs (DIA), as well as philanthropic trusts. Many of these agencies assist with funding for improved water collection, storage and treatment facilities at the household or marae scale. Northland Regional Council has allocated funding to help improve water resilience at the household level by funding improvements to private water collection, storage and treatment. More must be done. A government-funded programme is also operating that will see the construction of at least two large reservoirs to enable irrigation for horticultural use.

WHAT ARE SOME FUTURE ADAPTATION OPPORTUNITIES?

There is an opportunity to support early drought responses and long-term water resilience by providing better information, and through the use of models such as drought forecasting. We could include research on the interaction between population growth, water extraction demand, groundwater recharge, and sea level rise to improve understanding of water availability in coastal townships and agricultural regions. Ongoing investments in infrastructure to improve the reliability of town water supplies will be necessary to mitigate drought risk. In addition, demand reduction measures, including community education, are likely to be required.

Drought, Takou Bay area

It is a priority to assist rural communities and marae to establish water resilient infrastructure. Existing efforts to enable appropriate and equitable water supply solutions will be more effective with better coordination of multiple funding sources. These actions relate to priority actions 23, 35 and 36.

Priority actions #23, #35 & #36

23 Community drought adaptation opportunities

Aim:	1) Improve understanding of the impacts of drought on rural and community water supplies, and 2) identify opportunities to support community adaptation to drought.
Description:	Collate data on drought vulnerability, and develop community vulnerability assessments. (N.B. The responsibility for this item may be impacted by the Three Waters Reform process.) Investigate priority hapū and community needs and existing adaptation/water resilience programmes/actions; and clarify opportunities for the Councils to add value in facilitating adaptation planning.

35 Water tank assistance

Aim:	Improve community water resilience through water tank programmes.
Description:	Provide assistance to communities to install water collection, storage and treatment with a focus on community resilience, e.g. NRC's water tank programme.

36 Water resilience funding coordination

Aim:	Improve coordination between agencies/organisations to improve water resilience outcomes.
Description:	Improve coordination between agencies to build collaborative, aligned water resilience responses including: tangata whenua, CDEM, District Councils (Four Waters Advisory Group), and agencies (FENZ, MPI, TPK, DIA).

Councils may be able to assist primary producers through water supply. Potentially, they can support research and provide advice on alternative, drought-resilient crops and livestock, and on incorporating alternative irrigation designs and additional supportive land-use practices. This support could involve targeted engagement and seeking external funding with farming communities and primary industries stakeholders to identify opportunities. Kaipara District Council's Kaipara Kai and Kaipara Water projects (resourced by MBIE's Provincial Growth Fund) are examples of these opportunities in action.

If rural fires become more commonplace, it is likely that increased volumes of dedicated firefighting water storage will be needed on rural properties.

5. Natural hazards

WHAT ARE THE KEY ISSUES?

Flooding due to heavy rain is one of the region's most commonly experienced natural disasters. Climate change projections indicate that heavy rain events are likely to become more frequent and intense, potentially resulting in increased damage to homes, properties and livelihoods. Flood management infrastructure is largely managed by the councils, including urban stormwater systems, river flood protection works such as stopbanks and spillways, and agricultural flood management schemes. All of these services will be impacted by increases in heavy rainfall events, effectively reducing the levels of service provided, and requiring further investment in risk management responses.

Sea level rise will also exacerbate river flooding in coastal communities, and future coastal protection works may create drainage problems behind coastal structures. Other hazards that may be influenced by climate change, that we have very little information for, include extreme windstorms and tomados, geotechnical stability and slips, and wildfire.

Landslides and slips regularly have major impacts on regional transport routes, with a number of key state highways cut due to slips in recent years (e.g. Mangamuka Gorge and Kawakawa). Projected higher intensity rainfall is likely to result in higher likelihoods of geotechnical failures, as were seen following the July 2020 floods across Northland.

While few serious wildfires have impacted Northland in recent years, future climate projections show an increased likelihood of fire weather due to the combination of prolonged drought, extended high temperatures and heatwaves, high pressure systems and strong winds. Northland's exposure to risk from wildfires may be increasing due to the expansion in fire-prone land-uses such as exotic forestry, alongside urban expansion into at-risk areas.

WHAT ARE THE CURRENT RESPONSES?

Flood risk has been modelled and mapped across the entire region using new LiDAR data. This can be used to understand risk, help prioritise work programmes, and inform land-use planning rules. Local flood models are being developed to inform stormwater planning and long-term adaptation infrastructure, such as the Whangārei Blue/Green Network Strategy. Flood warnings are informed by river monitoring data and flood models, with emergency responses coordinated by civil defence teams.

The district councils manage urban and road flooding through the provision of stormwater infrastructure. When planning and designing new or replacement infrastructure, design specifications need to factor in the climate change projections for rainfall and sea level rise. However, additional solutions to address shortfalls in existing infrastructure will be required if climate projections are realised.

A large flood management programme will increase flood protection for priority at-risk townships including Kaitāia, Ōtiria/Moerewa, Kawakawa, Kāeo and Whangārei. The programme involves community consultation,

and the planning, designing, and construction of river management structures such as stopbanks, flood walls and spillways.

Priority actions #18 & #19

18 River flood risk assessment

Aim: Improve understanding of river flood risk under climate change and plan future river flood management programmes.

Description: Undertake risk assessments for communities exposed to flooding using region-wide flood model projections, and use this information to prioritise future flood management programmes. Ensure all river flood models include consistent climate change factors, including rainfall intensity and sea level rise.

19 Coastal hazards

Aim: Improve understanding of coastal hazards under climate change scenarios.

Description: Continue to improve coastal hazards assessments, including methods for understanding impacts, considering the combination of river and coastal flooding, sea level rise and ex-tropical cyclones, and coastal erosion.

The Northland Transport Alliance is working on a transport resilience project to identify key sections of the roading network at risk from slips and landslides. This will inform forward work programmes to reduce risk at sites across the region.

WHAT ARE SOME FUTURE ADAPTATION OPPORTUNITIES?

Using risk assessments to better understand flood risk to communities across the region will help the councils to plan future work programmes for river flood management. We also need to better understand the interaction of river and coastal flooding in estuaries to anticipate the potential impacts of ex-tropical cyclones (priority actions 18 and 19).

There are opportunities to reduce exposure to flood risk by adopting different approaches, such as 'making room for the river' and ensuring floodplains are free from inappropriate urban development. In some areas, investment in river management infrastructure will be required to reduce flood risk to existing communities (priority action 33). For large urban areas such as Whangārei, a multi-hazard, strategic approach will be required to address coastal inundation and river flooding concurrently. This might be achieved by working together to implement the Blue-Green Network Strategy (see priority action 34).

Priority actions #33 & #34

33 River flood management

Aim:	Reduce flooding risk to communities through river management.
Description:	Continue to deliver prioritised river flood management projects, and plan and secure funding for future flood management implementation across the region.

34 Coordinated flood risk management

Aim:	Improve coordination between the District and Regional Councils in pluvial and fluvial flood management.
Description:	Work together to promote projects with multiple partners and co-benefits (e.g. the Blue-Green Network involving WDC and NRC).

We can improve our ability to reduce risks and improve community resilience by building a more comprehensive database of hazards (e.g. landslides and wildfires) under climate change scenarios (priority actions 20 and 21). We can use downscaled national models (such as the Crown Research Institute Scion's assessment of wildfire risk under climate change scenarios) to enable more detailed assessment of potential exposure and key sites of concern. This can support setting of informed policy (e.g. vegetation setbacks, fire-fighting access, and water storage on properties) alongside emergency preparedness and planning with Fire and Emergency New Zealand. Close work with civil defence teams can also help bridge the gap between forward adaptation planning and hazard event responses (priority action 31).

We will work with Fire and Emergency New Zealand to manage increased wildfire risk.

Priority actions #20, #21 & #31

20 Land hazard data

Aim: Improve understanding of land hazards under climate change scenarios.

Description: Collate existing information on geotechnical instability and slips in a common spatial database; and look for research partnerships (e.g. GNS, Waka Kotahi, NTA) to further develop information and data.

21 Wildfire hazard data

Aim: Improve understanding of wildfire risk under climate change scenarios.

Description: Collate information on projected fire hazards and at-risk landscape information into a common spatial database; and look for research partnerships (e.g. FENZ, Scion) to further develop information and data.

31 Civil defence

Aim: Integrate civil defence and community adaptation planning objectives.

Description: Ensure alignment of civil defence response plans, climate risk assessments and adaptation planning.

6. Ecosystems and biosecurity

WHAT ARE THE KEY ISSUES?

It is expected that a shift towards a more extreme, hotter climate will bring profound and lasting changes to the ecological composition and character of Northland's natural environment. Northland's indigenous ecosystems have not evolved to cope with projected environmental changes such as extreme heat, drought, and wildfire. The resulting impacts on endemic temperature-sensitive species, such as altitude-limited plants and animals, may result in localised extinctions in the absence of human intervention. The rate of change also means species have limited ability to adapt, migrate or evolve response mechanisms.

Past environmental degradation worsens the impacts of these changes. The resilience and mauri of the indigenous ecosystems has deteriorated for generations due to wetland and swamp drainage, deforestation and vegetation clearance, intensifying coastal development and invasive species damage.

In 2020, the Department of Conservation released a five-year Climate Change Adaptation Action Plan[35], alongside a supporting science plan[36]. The science plan notes the paucity of data to assist understanding and

[35] https://www.doc.govt.nz/our-work/climate-change-and-conservation/adapting-to-climate-change/

[36] https://www.doc.govt.nz/globalassets/documents/our-work/climate-change/climate-change-adaptation-science-plan.pdf

planning for climate impacts on natural heritage: "There are significant gaps in knowledge that limit our ability to both adapt our management and understand how climate change will affect the resources we manage. This is both in terms of current state, but also future risk. Amongst other effects, this includes how climate change will alter native species distributions, timing of phenology, prevalence and distribution of animal and plant pests...".

Specific impacts of climate change on ecosystems in Northland are not well documented in the scientific literature. The resulting scientific uncertainty makes it difficult to prioritise adaptation responses such as monitoring, pest control and conservation interventions, given the burden of existing biosecurity and conservation threats and the limited resources available. While there is an urgent need to protect and restore remaining habitat, there is a corresponding need to be aware of future threats. We must prioritise our efforts to ensure future risks are managed alongside current issues.

Other relevant policies and plans addressing the impacts of climate change on ecosystems and biodiversity include the upcoming National Policy Statement on Indigenous Biodiversity, and the New Zealand Biodiversity Strategy Te Mana o te Taiao (2020)[37]. The latter includes actions to ensure that potential impacts from climate change have been integrated into ecosystem and species management plans and strategies. It also calls for improved understanding of the potential for carbon storage from the restoration of indigenous ecosystems. While the Department of Conservation (DoC) has a central role to play, regional councils will have an important function to implement and monitor actions, particularly for ecosystems that fall outside the national conservation estate. Northland councils will also need to improve understanding and set strategic direction around support for ecosystem restoration under their respective emissions mitigation and carbon sequestration targets and work programmes.

Biosecurity

Being at the northern tip of an island nation means many species of indigenous flora and fauna are likely to migrate southwards to cooler climates, leaving voids that may be filled by exotic invasive species. These pests are likely to expand via new overseas introductions and the expansion of existing ranges. Impacts may include terrestrial (e.g. heat- and drought-tolerant invasive plants, insects and other animals, and pathogens), aquatic (e.g. aquatic weeds, parasites of native fish) and coastal/marine ecosystems (e.g. invasive crustacea and smothering algae). Climate-induced reduction in species resilience may also see a rise in the impacts of plant and animal pathogens, parasites, and insect infestations.

Coastal

Northland's coastal ecosystems are unique in the country. They are sensitive to climate impacts such as atmospheric and marine heatwaves, disturbance events from coastal storms and rising sea levels. Intertidal species have been shown to suffer high mortality in heatwaves, such as the massive shellfish die-offs seen in recent summers. These events are projected to increase in frequency. Marine heatwaves are likely to have significant impacts on near-shore habitats such as coral reefs and macroalgal communities.

Open coast areas are likely to suffer increased storm damage. This is already an issue for vulnerable ground-nesting birds such as fairy terns. Northland also hosts important migratory bird nesting sites including the sandy Eastern beaches and numerous estuarine and harbour environments, including the Kaipara and Rangaunu harbours. These coastal floodplains are likely to see a gradual change in vegetation and ecology due to sea level

[37] doc.govt.nz/nature/biodiversity/aotearoa-new-zealand-biodiversity-strategy/

rise, affecting available habitat for birds such as the Australasian bittern. Higher rates of sedimentation due to higher intensity rain events will impact estuarine and near-coast habitats, as well as freshwater systems.

Coastal squeeze is a real issue for Northland's coastal habitats. In many cases the need for ecological communities to migrate landward due to sea level rise may be restricted by existing land uses and coastal stopbanks. It is likely that the construction of new coastal protection structures and floodgates will further prevent re-establishment of coastal ecosystems such as mangroves, saltmarsh and tidal habitats, including inanga spawning sites on private land. Many of these ecosystems play critical roles as habitats and are important carbon sinks.

Freshwater

Northland freshwater ecosystems are extremely sensitive to climate change, given the current state of water quality and ecological health. Freshwater and riparian habitats are already extensively degraded, with water extraction during dry periods, eutrophication, high summer temperatures and high sediment loads currently affecting ecological communities. These impacts are expected to worsen given projected increases in mean temperatures, the frequency of heatwaves, and extended dry periods. Stratification[38] of water bodies can lead to extreme oxygen cycles, which can lead to ecological shifts from macrophyte to cyanobacterial/algal dominated communities. This is made worse by eutrophication caused by runoff from surrounding land use, impacting a wider range of ecological communities. More high intensity rainfall events could also worsen the impacts of sedimentation, which is already one of the region's most serious water quality issues.

Wetland habitats in Northland are adapted to periodic dry conditions. However, the increasing frequency and severity of drought is likely to place additional pressures on species which require permanent moisture. Wetland habitats are currently restricted by existing pressures from grazing and land conversion. This reduces resilience to weather events. Northland's diverse dune lakes are also threatened, and many of these host rare species which are especially vulnerable to changes in temperature and rainfall patterns.

Forests

New climatic conditions are likely to have significant impacts on forest ecosystems, including taonga species like kauri. The impacts of drought have been documented to affect kiwi food foraging and kauri snail mortality. However, measures to improve the resilience of native forests through control of browsing pests are reported to reduce the impact of drought on vegetation. This results in better food access for kiwi than in forests with higher pest loads.

The southwards migration of many indigenous forest species due to gradual mean temperature rise is likely to occur. This will lead to changes in ecosystem dynamics and open the way for a shift in ecological composition, favouring exotic and invasive species. Vegetation communities limited to higher altitudes may face localised extinction due to the limited availability of cool mountain climates to migrate toward.

[38] When water bodies, such as lakes, 'divide' into different layers of density due to differing temperatures.

Disturbance events through wildfire and severe windstorms may accelerate the shift in forest community composition, with fast-growing warm-adapted exotic species potentially dominating. An increase in extended dry periods and wildfires is also likely to impact the distribution of species and may ultimately affect the composition of vegetation communities.

Creating resilient Kiwi habitat through pest control

A Whangārei Heads biosecurity programme helped create a positive outcome for its resident kiwis. During the 2020 drought, when many kiwi populations elsewhere in Northland were suffering due to poor foraging conditions, kiwi in a Whangārei Heads reserve showed improved foraging and access to water. This shows that improving the resilience of our forests through pest control will provide direct, positive benefits for native fauna.

WHAT ARE THE CURRENT RESPONSES?

Councils already face huge challenges managing and monitoring existing pressures on ecosystems. There is a need to provide better resourcing to investigate, plan for, and deliver programmes to address climate impacts on the environment.

While climate change risks to the natural environment are acknowledged as being regionally significant, little is known of the detailed impacts on specific habitats and ecosystems. This knowledge gap means we do not have pre-emptive monitoring programmes in place to assess ongoing changes due to climate impacts. Nonetheless, existing environmental monitoring programmes such as state of the environment reporting, targeted monitoring of water quality, flow regimes in rivers and aquifers, and assessments of wetlands and coastal habitats all provide important data to assess long-term trends.

Northland has a well-established biosecurity programme that monitors and responds to ongoing threats. However, little is known of potential biosecurity risks under future climate change scenarios for terrestrial, freshwater or marine environments. In some open ecosystems such as marine environments, border controls are difficult or impossible to impose, making monitoring and control challenging.

Existing regional and district planning aims to reduce further environmental degradation and ensure the gradual restoration of natural values. However, the current planning structure does not effectively address the threats to natural values due to climate change.

WHAT ARE SOME FUTURE ADAPTATION OPPORTUNITIES?

Investigations and research will improve the baseline understanding of climate change risks to the natural environment and ecosystems. This will reduce uncertainty and assist the councils in prioritising at-risk species and developing intervention plans. Possible investigations include the identification of potential biosecurity threats, hotspots and key indicator species. This would enable the development of targeted monitoring and early interventions (priority action 16). Investigations are required to identify at-risk species and ecosystems to help develop monitoring and response plans across a wide range of ecosystems (priority action 17). Modelling of potential impacts on the ecological parameters of at-risk species is needed to understand which species are likely to face increasing threats due to climate change. This would enable the councils to build ecological resilience and protect and establish refuge locations which will be critical to threatened species. In extreme cases in the future, it may be necessary to translocate species and establish genetically viable populations in southern locations.

Priority actions #16 & #17

16 Biosecurity risk assessment

Aim:	Improve understanding of climate change-driven biosecurity threats and develop monitoring and response programmes.
Description:	Undertake preliminary high-level investigations into future biosecurity threats (both sleeper and offshore), aligned with national research programmes and information from agencies (e.g. MPI and MoH). The scope may include: human pathogens, primary industry pests and pathogens (agriculture, horticulture and aquaculture) and environmental pests (freshwater, terrestrial and marine). Develop prioritised monitoring and response programmes for relevant target species.

17 Ecosystem and biodiversity risk assessment

Aim:	Improve understanding of climate change impacts on biodiversity and ecosystem function and develop monitoring and response programmes.
Description:	Undertake preliminary high-level investigations identifying major at-risk species and ecosystems, followed by targeted research into key ecosystems. Develop monitoring and response plans for key species, habitats and ecosystems, including wetland/peat, terrestrial, marine, freshwater, lakes, coastal dunes, and foreshore and estuarine ecosystems.

Increased use of nature-based solutions to address coastal erosion is an example in which ecological and aesthetic co-benefits can occur while achieving short and medium-term hazard mitigation. The existing Northland Regional Council CoastCare programme supports communities to undertake dune restoration in places subject to coastal erosion, while protecting the nesting habitat of migratory birds. Alignment of these projects with adaptation plans using recent coastal erosion data would help improve adaptation outcomes (priority action 32).

Better understanding of potential species migration requirements would assist planning of landscape-scale management such as establishing habitat corridors. Improved use of spatial planning tools may assist with the development of planning rules to build the resilience of natural systems; for example, land-use rules to maintain viable populations of saltmarsh habitat where this is threatened by coastal squeeze (see priority action 26).

Priority actions #26 & #32

26 Spatial planning

Aim:	Embed climate change risks and adaptation planning into strategic spatial plans.
Description:	Undertake region-wide spatial planning to highlight risks and opportunities for strategic land-use planning that enables adaptation responses and enhances wellbeing. (N.B. RMA reforms will impact this item and review may be required.)

32 Nature-based solutions

Aim:	Promote nature-based solutions as interim hazard-reduction options for coastal impacts.
Description:	Continue to support community dune restoration and enhancement projects such as the Coast Care programme in line with regional adaptation planning, and as alternative interim measures in place of hard protection structures.

The carbon-storage function of coastal blue carbon ecosystems (mangroves, saltmarsh and seagrass) also needs to be considered, with the potential for habitat expansion and restoration to be funded through carbon credits (Northland Regional Council has an action to investigate this in its climate change strategy).

Northland councils can develop clear policy on how to account for the carbon-storage and offset potential of ecosystem restoration activities to guide decision-making and encourage nature-based solutions. Where coastal stopbanks impede the landward migration of coastal habitat, infrastructure adaptation planning should consider habitat and carbon storage values in options assessments.

7. Public infrastructure

WHAT ARE THE KEY ISSUES?

Public infrastructure managed by the councils provides many of the basic functions that enable our communities to function. It includes a wide range of built assets such as: stormwater, wastewater and water supply (e.g. reticulation, storage, pump stations, treatment plants, devices and ponds); roads, culverts and bridges; flood management schemes and assets; agricultural drainage schemes; and coastal management structures. Other associated 'natural assets' include open drains, waterways, buffering, receiving environments and protective reserves. Non-council-owned infrastructure such as electricity distribution and supply networks form an essential part of the supply chain for some council assets such as pump stations and wastewater treatment plants.

Significant climate change hazards and stressors which are likely to impact infrastructure include: increased rainfall intensity, higher temperatures/heatwaves, permanent tidal inundation and groundwater salinity due to sea level rise, coastal erosion, coastal flooding, severe windstorms, and increased drought frequency and severity. Impacts can also compound across hazards and infrastructure types, creating further unexpected issues. An example of this is the impact of high sedimentation on water treatment plants due to high intensity rainfall after drought.

The level of the councils' understanding of climate change impacts on infrastructure varies between infrastructure types and hazards. There are many opportunities for improvement. In some cases there is good information on climate hazards, but the consequences are poorly understood (e.g. the impact of higher tides with sea level rise on stormwater drainage). Where there is uncertainty in the hazard data (e.g. the relationship between increased rainfall intensity and the geotechnical stability of roads) understanding is further limited.

Requirements for infrastructure upgrades to address climate change projections can be difficult to calculate given the high levels of uncertainty. This makes it difficult to develop cost projections. Balancing future planning requirements against the need to maintain current levels of service and replace aging infrastructure can be challenging in the absence of adequate climate risk information and planning tools.

Key risks for some major infrastructure groups are described below.

Water supply

Northland traditionally has a high mean annual rainfall spread over the entire year with a peak in winter, which allows urban water supplies to rely on consistent rainfall to maintain dam storage and extraction from river flows. Under climate projections, seasonal variations and increases in the frequency and severity of drought conditions are expected to create issues for water supply infrastructure.

A demonstration of Northland's sensitivity to prolonged periods without significant rainfall occurred in the 2020 drought, during which all three Northland districts imposed restrictions, and emergency water provisions were required in the Far North, including in the towns of Kaitāia and Kaikohe. Following the flooding events that broke the drought, large amounts of sediment entered water treatment plants, resulting in cuts to water supplies in some areas. Drought can also affect non-council supplies, with many households running out of tank or spring water during the 2020 drought, resulting in prolonged waiting times for rural tanker supplies. Marae and rural communities were particularly affected, and a coordinated effort was required to provide emergency water supplies to communities.

Coastal communities relying on shallow groundwater to supplement tank supply (e.g. Matapouri and Russell) have experienced saline intrusion due to high levels of extraction during low rainfall periods, and limited groundwater recharge. Sea level rise is likely to exacerbate this occurrence and could potentially render the groundwater permanently undrinkable in some areas. Continued impacts on communities without council water supplies may result in increased requirements to provide a reticulated supply, or to improve emergency supply facilities.

Wastewater, stormwater and flood management

As rainfall intensity increases with climate change, what are currently infrequent minor flooding events are projected to become more regular events. This will affect councils' ability to provide expected levels of service for stormwater and wastewater. Other impacts related to rainfall intensity include the increase in sediment entering stormwater networks, causing pipe blockages, and an increase in the frequency of stormwater ingress into wastewater pipes systems, causing overloading of networks and exceeding the capacity of treatment systems.

While climate change projections are built into specifications for new assets, the existing stock of aging infrastructure is unlikely to be able to cope with the combined pressures of climate change, population growth and urban redevelopment. Retrospective upgrades of urban wastewater and stormwater networks to meet future needs are often prohibitively expensive.

Turntable Hill flooding

Stormwater services are also impacted by sea level rise. In some Northland townships (e.g. Whangārei and Dargaville), stormwater networks are located on low-lying coastal plains, with tidal tailwater conditions restricting drainage even at current day high tides. This can result in surface flooding at high tide, causing significant damage to property, which will be worsened with sea level rise. In townships where coastal flood protection is required, investment in stormwater pumping infrastructure may be necessary to remove ponded stormwater behind stopbanks. Ongoing investment in short to medium-term adaptation solutions such as sea walls can create the risk of incentivising development in areas that face future exposure to sea level rise. This may result in higher long-term risk for communities.

Raupo land drainage scheme

Since 1905 the Raupo land drainage scheme and stopbank system in Kaipara District has managed river and coastal flooding and catchment drainage for 8,200ha of highly productive land, including the township of Ruawai and settlements of Raupo and Naumai. Once Kahikatea and Kauri forests and swampland, the majority of this land is well below sea level. The drainage scheme consists of 130 kilometres of drains, 70 kilometres of stopbanks, 52 saltwater floodgates, three flood detention dams, and one pumping station (as the system relies mostly on gravity). Management of the scheme is predominantly funded by a targeted rate for farmers and residents residing in the drainage district.

Even with the flood management and drainage system in place, coastal hazards mapping shows extreme exposure for Ruawai, Raupo and Naumai residents and for public infrastructure. A high proportion of the roading network, wastewater systems, and water reticulation systems is exposed to 50 year and 100 year coastal flooding and permanent tidal inundation. Kaipara District Council and the Ruawai community are limited in their ability to fund future costs to upgrade the stopbanks and drainage systems to continue to manage coastal flooding, river flooding and permanent tidal inundation.

Most Northland councils operate flood management and/or agricultural drainage schemes that may be affected by increased rainfall intensity and sea level rise. For example, Kaipara District Council operates and maintains 30 drainage districts. Major schemes in Northland include the Raupo land drainage scheme (Kaipara District Council), the Hikurangi flood management scheme (Whangarei District Council), and the Awanui flood protection scheme and coastal stopbanks (Northland Regional Council). The ability of these schemes to continue functioning efficiently in future climate scenarios is poorly understood. Climate change impacts will likely make overtopping events more regular, which reduces the economic value of the schemes and requires investment. Urban flood protection schemes (e.g. Whangārei, Kaitāia and Kāeo) will also be impacted, with further infrastructure likely to be required to maintain current levels of service.

Roading

Northland's roads are already affected by hazards such as river flooding (e.g. SH1 Whakapara), slips and geotechnical instability (e.g. SH1 Mangamuka gorge), coastal erosion (e.g. SH12 Ōpononi) and frequent coastal flooding (e.g. West Coast Rd, Panguru). In some areas local roads are also affected by tidal inundation, which impedes drainage from rain events (e.g. Punuruku).

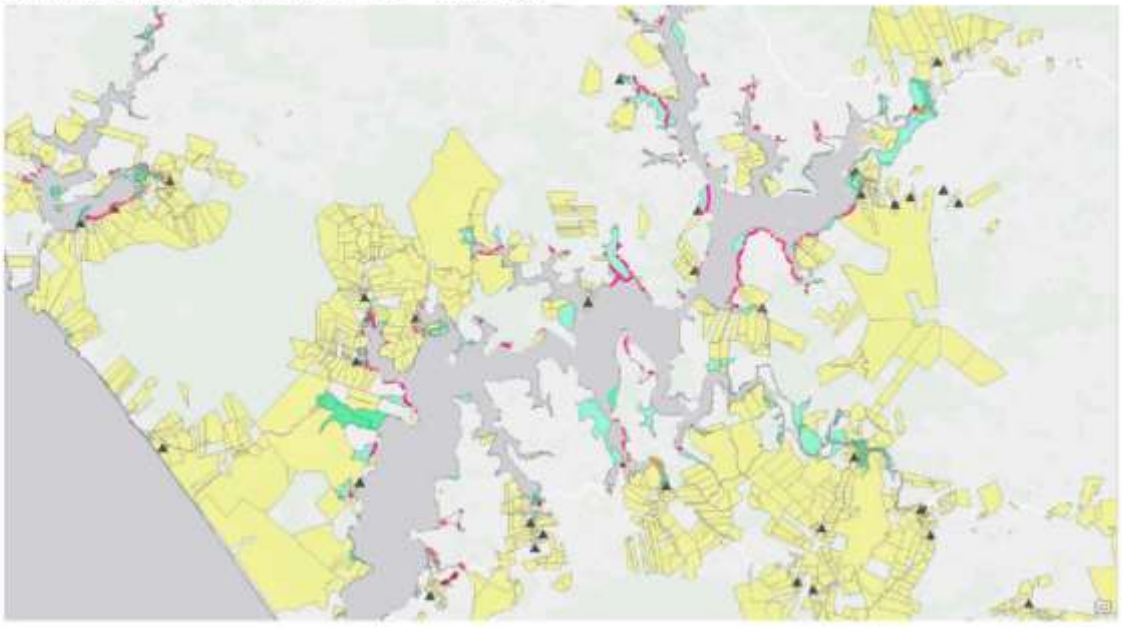
Climate projections indicate that these impacts will all increase in frequency and severity over time. A 2019 study by NIWA showed that Northland has around 10% of the total length of roads across New Zealand which are

projected to be exposed to coastal flooding under sea level rise scenarios[39]. Analysis of existing roads in the northern Kaipara using recent modelling shows that up to 80km of roads could be inundated by regular high tides due to sea level rise by 2130. In a 100-year coastal flooding event, nearly 100km of roads are projected to be flooded to a depth of more than one metre. This indicates that interruptions to road connectivity, especially in outlying areas, are likely to become more regular and prolonged.

Mapping of permanent tidal inundation with sea level rise shows that many sections of Northland's roads will require raising or relocation. In some areas such as the Hokianga, roads are already affected by spring tides, so the projected impacts of sea level rise will affect the connectivity of communities over time. The costs of implementing effective adaptation solutions may be unaffordable for the councils, and poses a risk that these communities, which have high Māori populations, are likely to be disproportionately affected.

Waste disposal

Road inundation due to sea level rise – Hokianga



The map above shows Māori freehold land (yellow) and marae (black triangles), overlaid by projected extents of high-tide inundation by 2130 – land (green) and roads (pink/orange). Connecting infrastructure (such as roading) is likely to play a major part in climate adaptation responses for remote communities in this and similar areas.

[39] https://deepsouthchallenge.co.nz/wp-content/uploads/2021/01/Exposure-to-Coastal-Flooding-Final-Report.pdf

There are several landfill sites in Northland that may be subject to coastal or river flooding and erosion. These include both formal landfills (often operated and maintained by the councils) and informal sites (e.g. illegal or ad-hoc dumps), as well as unidentified sites. While some obvious coastal sites such as Pohe Island (Whangārei Harbour) are assessed to have a low risk, a number of historic landfills have been mapped as higher risk due to their proximity to areas prone to coastal hazards.

WHAT ARE THE CURRENT RESPONSES?

Information and planning

Detailed region-wide and catchment-specific models and information on river flooding and coastal hazards have been developed and are continually refined by Northland Regional Council. This information helps inform the specifications for new infrastructure, such as road levels and drainage requirements for subdivisions. The district councils are investing in models to help understand climate risks. For example, Whangarei District Council is developing a stormwater network model that will enable the development of engineering adaptation options. This information will aid community adaptation planning for the delivery of the Blue-Green Network Strategy, which aims to reduce river and coastal flood risk and provide transport connectivity and waterway restoration outcomes.

Councils are now using hazard information to undertake high-level climate risk assessments on infrastructure assets. The coastal adaptation programme (which is currently being developed) uses recent coastal hazard assessments to document at-risk three waters and roading infrastructure in coastal communities. The Northland Lifelines group is conducting a lifelines infrastructure risk assessment, and the Northland Transport Alliance is developing resilience assessments for roads. Nonetheless, infrastructure risk assessments in Northland largely remain at a relatively low ('risk screening') level of resolution. Mostly they do not consider multiple hazards, impacts on network connectivity, differential consequences across infrastructure types, or estimated costs of mitigation or risk management.

Risk management actions

Engineering designs for new council infrastructure generally incorporate design guidance requiring allowance for climate change, for instance stormwater drainage capacity (extreme rainfall), or tailwater levels and road surface height (sea level rise). Adaptation responses for existing infrastructure are generally limited to improvements during asset replacements and upgrades, such as bridge soffit levels.

Water supply infrastructure is in different stages of adaptation maturity. In Whangārei district, an adaptive planning approach has been taken to anticipate future drivers of demand for the city's water supplies. While this has largely been to address anticipated population growth, demand level indicators have been used to trigger different programme requirements. These include increasing efficiency of the current system, demand management, planning for future needs through engineering assessments, and obtaining resource consents for water takes and land purchases for water storage. In other areas, the focus has been on addressing immediate needs and reducing the risk of water shortages. The Three Waters Reform process should address some of the existing shortfalls in water supply infrastructure.

The region has a 30-year programme of river flood management work, focusing on priority at-risk locations (e.g. Awanui catchment/Kaitāia, Moerewa, Kāeo and Whangārei). The programme will reduce risk for communities through the design and construction of stopbanks, spillways, benching and stream maintenance. Continuing this programme into the future is vital to reduce risks to communities at risk from flooding under climate change scenarios (priority action 33).

Priority action #33

33 River flood management

Aim:	Reduce flooding risk to communities through river management.
Description:	Continue to deliver prioritised river flood management projects, and plan and secure funding for future flood management implementation across the region.

Risk mitigation of coastal flooding and erosion includes the use of sea walls, rock revetments and stopbanks. In general, the councils do not build coastal protection unless council-owned assets are at risk, and the adoption of nature-based solutions, like those promoted by Northland Regional Council's CoastCare programme, are often favoured due to the many co-benefits provided. In some areas such as Ruawai and Awanui, flood management schemes originally designed for agricultural purposes protect small rural townships from regular coastal inundation, although coastal hazard assessments indicate that the level of protection will not continue with future sea level rise.

Tangowahine flooding

WHAT ARE SOME FUTURE ADAPTATION OPPORTUNITIES?

Information and planning

Infrastructure planning is a significant council responsibility that has a major role in enabling communities to adapt. It is essential that infrastructure climate response plans are developed in alignment with community needs and adaptation aspirations (priority actions 15 and 28).

Priority actions #15 & #28

15 Infrastructure planning

Aim:	Ensure consideration of climate change impacts in infrastructure planning.
Description:	Develop and implement processes/policy to ensure consideration of climate change impacts in infrastructure planning, activity management plans and infrastructure strategies, including a monitoring and evaluation plan. This should include consistent application of climate risk assessments and adaptive management approaches. (N.B. This should also include emissions reductions considerations – see priority actions 11 and 12.)

28 Embed community adaptation plans

Aim:	Ensure community adaptation plans are embedded in regulatory instruments.
Description:	Investigate and develop methodologies to embed adaptive pathways plans into planning regimes, including using environmental cues to trigger changes to planning rules. (N.B. RMA reforms will impact this item and review may be required.)

There is an opportunity for the councils to invest in regionally consistent infrastructure climate risk assessments using improved information on climate hazards and infrastructure assets. High resolution data, such as stormwater pipe invert levels, can enable the development of accurate models that inform engineering options assessments and forward planning. Good understanding of the impacts of climate change hazards and stressors on assets will help asset planners develop potential infrastructure solutions under climate change scenarios, which are aligned with community needs and other socio-economic factors (e.g. population growth).

A good first step will be to develop aligned climate risk assessments across all infrastructure departments that demonstrate expected costs and damage loss assessments (priority actions 11–14). Further investigations into the interactions of multiple hazards and stressors on infrastructure is also required.

Priority actions #11, #12, #13 & #14

11 Consistent infrastructure risk assessment criteria

Aim: Improve consistency and quality of climate risk assessments for council assets and infrastructure.

Description: Develop consistent standards and processes for undertaking risk assessments for council assets and infrastructure (e.g. agreed criteria, hazard scenarios and damage functions).

12 Infrastructure risk assessments

Aim: Improve knowledge of climate risk for council assets and infrastructure.

Description: Undertake infrastructure climate risk assessments for each council and include documented climate risks in infrastructure and financial strategies.

13 Roading risk assessments

Aim: Improve understanding of long-term climate risks to roading infrastructure.

Description: Develop a regional roading network resilience plan, assessing critical roads at risk from landslides and slips, with the potential for future assessment of flooding and coastal hazards under climate change scenarios.

14 Lifelines risk assessments

Aim: Improve understanding of long-term climate risks to lifelines infrastructure.

Description: Develop a lifelines utilities infrastructure risk assessment, working with Northland Lifelines Group members' spatial data.

Planning appropriate infrastructure to cope with climate impacts will require a focus on risk management approaches for existing infrastructure. This requires scenario planning to anticipate future needs and avoid over-investment in short-term solutions. For example, this could involve moving from a risk elimination strategy (e.g. coastal stopbanks with stormwater pumping) towards a risk acceptance and avoidance strategy (e.g. long-term changes to land use, reduced levels of service and/or managed infrastructure withdrawal). Infrastructure planning approaches should limit reactive or business-as-usual investments that ignore long-term trends due to climate change. This is particularly relevant when climate hazards are experienced as rare events, such as coastal flooding due to cyclones.

Risk management actions

Once a reasonable understanding of risks is achieved, pre-feasibility investigations for cultural, engineering, and consenting limitations, alongside cost analyses, can help inform options analyses. These can be used in community engagement for decision-making, either through a community adaptation planning process or on a project basis.

Improved funding models will help embed adaptation in infrastructure planning. These models should include the benefits of proactive risk management in business cases and allow for flexibility in timing of implementation. Improved processes for cost forecasting and inclusion in financial and infrastructure strategies will also be required. Better understanding of the risks to infrastructure will improve the councils' ability to disclose their financial risks and better consider climate change when developing funding applications and business cases (priority actions 40 and 41).

Priority actions #40 & #41

40 Climate risk disclosure

Aim:	Ensure transparent monitoring and reporting of climate risks and responses.
Description:	Clear disclosure and reporting of climate risks, policy maturity, and progress on response actions in alignment with the recommendations of the Taskforce on Climate-related Financial Disclosure. This may include actions such as ensuring climate change is included in council risk frameworks, financial reports and infrastructure strategies; regularly reporting to auditors; and establishing KPIs for senior managers and CEOs.

41 Climate change in business cases

Aim:	Embed climate change considerations in business cases and procurement policies.
Description:	Ensure disclosure of climate change risks in business cases, proposals and procurement documents, including long-term risks such as sea level rise.

Examples of future infrastructure adaptation planning projects may include the following.

Roading

- Develop options to resolve long-term permanent tidal inundation issues, including a prioritisation plan/methodology and costings for road relocation or raising.
- Complete a comprehensive coastal erosion assessment detailing required protection for hotspots, and likely impacts on cultural, community and environmental values.
- Determine requirements for bridge and culvert upgrades, considering the impact of sea-level rise on coastal floodplains.

Wastewater

- Research the impact of higher temperatures on wastewater treatment, especially open ponds (including methane emissions).
- Investigate the impacts of increases of higher intensity rainfall on network and treatment plant capacity.

Stormwater and flooding

- Develop models to show the impact of tidal inundation on drainage in urban areas.
- Improve the integration of compound coastal and river flooding data, including a worst-case cyclone flooding model.
- Undertake better modelling of increased rainfall intensity on urban stormwater networks.

Coastal slip at Kerikeri Basin, below pā site

Part 3. Enabling effective adaptation

Future directions

Responding to the impacts of climate change will affect many activities the councils carry out, so it is vital to have widespread commitment and alignment across (and between) organisations. Climate change acts as a 'risk multiplier' and will likely create the need for different types of adaptation responses, depending on a wide range of activities. Some responses, such as regulatory policy development and environmental management programmes, may require major changes or entirely new activities. Others, such as infrastructure planning, will need to adjust risk management settings.

We have assessed adaptation needs across council activities with the aim of prioritising adaptation actions based on a) the level of understanding of climate risk and impacts, and b) the level of responsibility for the councils to manage the risk. The assessment highlighted areas that urgently required further investigation (such as impacts on biosecurity and biodiversity, and infrastructure assessments); areas where the councils need to do planning and engagement, such as coastal adaptation planning and impacts on Māori; and areas where continued action is required, such as river flood management works.

One recurring theme in adaptation is the need to bring communities along on the journey. This is consistent with the purpose of local government. Developing good relationships and trust with communities is a necessary condition for doing adaptation planning work, particularly where the impacts on communities may be big, or perceived negatively – for example, where adaptation involves progressively restrictive planning rules, or large costs to pay for infrastructure. Using appropriate community engagement processes, as well as decision-support tools that enable community ownership of the process, can help resolve complex and controversial issues.

Working collaboratively with Māori as tangata whenua – and demonstrating the principles of partnership, participation and protection – at all stages of adaptation is vital for the councils. Co-developing holistic adaptation responses to climate change presents an opportunity for the councils to work with Māori on a broad range of environmental, social and cultural issues, across many council functions.

Four areas of action

We have identified priority actions to enable local government to carry out effective adaptation in Northland. These are grouped into four areas:

1. Grow relationships (priority actions 1–8)
2. Improve knowledge and understanding (priority actions 9–24)
3. Reduce risk and vulnerability (priority actions 25–36)
4. Build capacity (priority actions 37–46).

Recommended actions are summarised below, and are described in detail in Part 5 – 'Priority actions', with additional information on lead organisations, delivery timeframes and funding status.

1. Grow relationships

- Partner with tangata whenua at all stages of adaptation planning, ensuring Māori voices are included in decision-making, including supporting hapū and iwi to lead local adaptation planning.
- Facilitate collaborative planning with local communities, by developing trust and long-term relationships and by helping residents and businesses pursue opportunities for resilience.
- Communicate with communities about adaptation information and processes, and listen to their feedback, particularly from farming and coastal communities.
- Work across departments in each council to integrate climate change priorities and ensure alignment between activity areas.
- Continue to coordinate adaptation programmes between the councils and share resources.
- Work together across different levels of government, and sectors including Māori, communities, businesses and research institutes.
- Advocate and engage with central government agencies on adaptation funding, legislation, policy and support.

2. Improve knowledge and understanding

- Identify key knowledge gaps and develop targeted investigations and research.
- Expand the existing knowledge base through research, assessments and investigations.
- Work with iwi and hapū to enable Māori traditional knowledge to guide the councils' climate change approaches.
- Work with communities to understand risks and the range of potential solutions, and to pursue current and future opportunities.
- Monitor, evaluate and report on climate risks, community vulnerability and environmental indicators.
- Develop research partnerships with institutes and collaborate on externally funded research.

3. Reduce risk and vulnerability

- Pre-emptively plan adaptation responses at the local scale, working with communities, tangata whenua, infrastructure providers, government agencies and stakeholders, using appropriate engagement processes and decision-support tools.
- Use adaptation planning engagement and education processes to empower communities to proactively pursue new opportunities, increase resilience and build adaptive capacity.
- Develop rules and policies that reduce risk and enable appropriate and flexible adaptation responses.
- Plan for, and invest in, long-term risk management infrastructure and solutions for a wide range of climate risks.
- Adopt appropriate nature-based responses and interim measures.

4. Build capacity

- Demonstrate leadership through effective and collaborative governance.
- Build internal staff capacity and resources, through specialist teams and across/between organisations.
- Develop consistent climate change policy between the councils, and integrate climate change objectives across council policies, strategies and processes.
- Provide sufficient funding for adaptation activities, including investigations, planning, engagement, and implementation where appropriate.
- Identify collaborative and external funding opportunities.

Riparian planting by a dune lake

Part 4. An evolving strategy

The need to respond to change

This strategy needs to be a living document to remain flexible and responsive to new information, feedback, and changes in the legislative and legal environments, or other major events.

We acknowledge that engagement with tangata whenua and our communities will take time. As we have wider and deeper conversations with those affected by climate change, our understanding of the consequences of climate change and the challenges of adaptation will improve. Updates to the strategy and projects in Part 5 – 'Priority actions' will need to be made as required.

The strategy will also need to be reviewed after the release of new government legislation or guidance, such as the upcoming National Adaptation Plan and RMA reform, including the Climate Change Adaptation Act, or other major changes such as local government reform. New scientific evidence or case law may also prompt the need for a review, as might regular updates aligned with the councils' long-term planning processes. Changes could range from minor alterations to major overhauls, and these will require different approaches.

Review process

Below we outline an ongoing process for the strategy and priority actions to be updated in response to changing needs. Reviews are grouped into three categories.

1. **Technical:** new technical reports or updates to existing reports.
2. **Minor:** operational and minor updates to the strategy and/or priority actions.
3. **Major:** substantive review and major changes to the strategy and/or priority actions.

Reviews can be triggered by different events or requests, with varying levels of permitted changes, and corresponding engagement and approval processes as needed. At a minimum, the strategy will be reviewed at three-yearly intervals prior to Long-Term Plan consultation. Other reviews will occur in response to feedback, legislative change and other events. Updates to the priority actions will be made as required. Where possible, reviews will be combined for efficiency.

Below is an anticipated timeframe for required reviews.

YEAR	TRIGGER	REVIEW TYPE
As required	New technical reports or changes to existing ones	Technical reports
As required	Updates and additions to priority actions	Minor
As required	Tangata whenua and community feedback	Minor
		Major
2022	National Adaptation Plan	Minor
2023–24 (estimated)	Climate Adaptation Act Built and Natural Environments Act Spatial Planning Act	Major
2024	Long-Term Plan review	Major
2024 (estimated)	Three Waters Reform	Major
2026	Second National Climate Change Risk Assessment	Major
(Uncertain)	Local government reform/amalgamation	Major
2027	Long-Term Plan review	Major
2028	Second National Adaptation Plan	Minor

Details of the three review types are listed in the table below.

1. Technical reports	
Intent:	Provide new technical reports or updates to existing technical reports
Triggers:	Iwi/hapū or community feedback
	Joint committee requests
	Staff recommendation (e.g. new information)
Changes permitted:	Updates as and where required
	New technical reports and data
Out of scope:	Changes impacting scope, intent or direction of strategy and priority actions
Engagement required:	Relevant tangata whenua representatives
	Must be evidence based
Approval:	Approval by relevant sponsoring GMs
	Presentation to Joint Committee
2. Minor updates	
Intent:	Operational and minor updates to strategy and/or priority actions
Triggers:	Iwi/hapū or community feedback
	Joint committee requests
	Staff recommendation
	New or updated information (strategy)
	Changes in project scope, details or timeframes, additional funding for new projects (priority actions)
Changes permitted:	Minor editorial changes
	Addition of paragraphs, sentences or other minor elements (strategy)
	Alterations to details in descriptions or timeframes (priority actions)
	Addition of new projects (priority actions)
Out of scope:	Removal of actions
	Alterations to structure or foundational elements
Engagement required:	Relevant tangata whenua representatives
Approval:	Approval by relevant sponsoring GMs
	Presentation to Joint Committee (approval by individual councils not required if changes are operational)
3. Major review	
Intent:	Allow for substantive review and major changes to strategy and/or priority actions
Triggers:	Long-Term Plan process
	New government legislation or guidance
	New case law
	Additional scientific or other evidence
	Local government reform
	Three Waters reform
	Iwi/hapū or community feedback
	Joint committee request
	Staff recommendation
Changes permitted:	Major editorial changes
	Alteration to structure or foundational elements

3. Major review (cont.)	
Changes permitted contd:	Addition of new sections and headings Addition of new text, diagrams, photos Removal or alteration of existing text
Out of scope:	N/A
Engagement required:	Wide engagement with tangata whenua (initially via representative groups, but in some cases wider engagement may be required) LTP review to be completed in year prior to LTP adoption, in conjunction with community consultation Elected members of all councils Relevant council staff and management
Approval:	Approval of review process by joint committee required Approval by sponsoring GMs of all councils Endorsement by joint committee Adoption by all Northland councils All exceptions to be noted in strategy and priority actions

Reporting

Governance

Progress on priority actions will be reported at each Joint Climate Change Adaptation Committee meeting. Progress will also be reported to individual councils and committees where relevant.

Iwi and hapū

Reporting to iwi and hapū will be via existing council representative groups, unless otherwise requested. A process for iwi and hapū engagement will be developed as part of priority actions 1, 2 and 10.

Public communications

A joint regional communications group has been formed to help support the ongoing, public-facing nature of the strategy and the collaborative adaptation work programme. A communications plan for the strategy, as well as for ongoing region-wide adaptation, is being developed as part of priority actions 7 and 8.

Te Tai Tokerau Climate Adaptation Strategy Appendix One

Part 5 – Priority actions by Tai Tokerau Councils

The Priority Actions list below sets out Northland council actions. It is important to note that there will be other parties involved, who may sometimes lead the delivery of actions. This could include our hapū and iwi partners, government agencies and other sectoral groups such as farmers, insurance providers, civil defence teams, social support providers and landowners.

A number of resourcing commitments have already been made by Northland councils, which address the majority of actions. This is indicated by the term 'Existing funding' in the Funding status column below. Funding decisions will be made by individual Councils where actions need more resourcing. Timeframes are an indication of urgency and relative priorities, reflecting interdependencies between activities. Priority statuses are subject to review pending external community engagement through the Long Term Plan and Annual Plan processes.

'Indicative resources required' column shows estimated total cost per annum (p.a.) and staff resourcing.
Estimated total costs p.a.: $=<$10k, $$=$10-100k, $$$=$100-500k, $$$$=$500k-1M, $$$$$=$1M+
Staff resourcing: P =low, PP=moderate, PPP=large staff effort required

Key area	Topic		Title	Aim	Description	Council involvement	Start	End	Indicative resources required	Funding status
Grow Relationships	Tangata whenua	1	**Tangata whenua involvement**	Ensure tangata whenua are appropriately involved in adaptation decision-making.	Ensure inclusive processes for tangata whenua representation at all stages of adaptation decision-making, including providing appropriate resourcing, supporting training and developing targeted programmes.	All Councils collaboration	In progress	Ongoing	$$ P	Additional funding/resourcing may be required
		2	**Embed Māori values in council processes**	Ensure Māori values and worldviews are included in council processes and decision-making relating to climate change.	Co-design with iwi and hapū representatives of a decision-making framework based on Te Ao Māori concepts and values. The framework will include implementation tools and will recognise that there are regional and local differences within Te Tai Tokerau that inform how local authorities operate.	Led by Whangarei District Council	In progress	Mar 2022	$$ P	Existing funding
	Governance	3	**Clarify funding responsibilities**	Clarify adaptation management and funding responsibilities between councils.	Develop shared understanding on clear responsibilities for the funding and management of adaptation responses, especially between regional and district councils (e.g. for coastal structures).	Joint Climate Change Adaptation Committee	Feb 2022	End 2022	P	Existing funding
		4	**Advocacy**	Promote Northland's voice in central government policy and legislation development.	Targeted advocacy with central government, regarding the development of new funding mechanisms and legislation.	Joint Climate Change Adaptation Committee	Feb 2022	Ongoing	P	Existing funding
	Nation-wide engagement	5	**Central government engagement**	Ensure Northland has input into central government adaptation policy and legislation development.	Prioritise engagement and advocacy with MfE on development of new legislation including RMA reform, the National Adaptation Plan and the Climate Change Adaptation Act.	Individual Councils	In progress	Ongoing	P	Existing funding
		6	**National partnerships**	Develop partnerships and knowledge sharing with regional and sector groups.	Contribute to collaborative projects and partnerships, and leverage existing knowledge from other regions and internationally.	Individual Councils	In progress	Ongoing	P	Existing funding
	Communications	7	**Community awareness**	Ensure widespread community awareness and interaction on adaptation issues.	Develop a communications and engagement plan to address the needs of the Te Tai Tokerau Adaptation Strategy, including media releases, publication of key documents, and internet and social media presence.	All Councils collaboration	In progress	End 2021	P	Existing funding
		8	**Public access to adaptation documentation**	Improve public access to adaptation planning processes, information and documents.	Establish a facility to enable community access to adaptation information, such as reports, research, interactive maps, strategy documents, programme details, community meeting minutes, etc.	All Councils collaboration	Jan 2022	End 2022	$ P	Existing funding
Improve knowledge and understanding	Impacts on Māori	9	**Māori adaptation impact assessment**	Improve bi-cultural understanding of climate risks and consequences.	Work with tangata whenua to undertake iwi- and hapū-focused risk assessments, including communicating risks from Te Ao Māori perspectives, identifying risks associated with climate hazards, impacts of adaptation responses and limits to Māori adaptive capacity. This may include direct impacts on cultural values such as waahi tapu; as well as compounding risks, such as interactions between councils and government legislation resulting in unintended consequences, or barriers for Māori adaptation responses.	All Councils collaboration	May 2022 depending on tangata whenua capacity	TBA	$$ PP	Additional funding/resourcing may be required

Key area	Topic		Title	Aim	Description	Council involvement	Start	End	Indicative resources required	Funding status
		10	**Iwi/hapū-focused adaptation**	Enable iwi/hapū-led adaptation planning at appropriate scales.	Work with tangata whenua to develop a programme to facilitate hapū or iwi -led holistic climate change adaptation plans to integrate multiple climate risks as well as other community objectives. Draw on approaches to adaptation engagement with Māori that have been successful in the past. This may include provisions to support iwi/hapū with risk assessments and technical analysis as well as enabling data sovereignty.	All Councils collaboration	Dec 2021	Ongoing	$$ P	Existing funding (NRC – but additional funding may be required from other councils)
	Public infrastructure	11	**Consistent infrastructure risk assessment criteria**	Improve consistency and quality of climate risk assessments for council assets and infrastructure.	Develop consistent standards and processes for undertaking risk assessments for council assets and infrastructure (e.g. agreed criteria, hazard scenarios and damage functions).	All Councils collaboration	Jun 2022	Dec 2022	$ P	Additional funding/resourcing may be required
		12	**Infrastructure risk assessments**	Improve knowledge of climate risk for council assets and infrastructure.	Undertake infrastructure climate risk assessments for each council and include documented climate risks in infrastructure and financial strategies.	Individual Councils	Aug 2021	TBA	$$ PP	Additional funding/resourcing may be required
Improve knowledge and understanding	Public infrastructure	13	**Roading risk assessments**	Improve understanding of long-term climate risks to roading infrastructure.	Develop a regional roading network resilience plan, assessing critical roads at risk from landslides and slips, with the potential for future assessment of flooding and coastal hazards under climate change scenarios.	Northland Transport Alliance	In progress	Jun 2022	$$ P	Existing funding
		14	**Lifelines risk assessments**	Improve understanding of long-term climate risks to lifelines infrastructure.	Develop a lifelines utilities infrastructure risk assessment, working with Northland Lifelines Group members' spatial data.	Northland Lifelines Group	Aug 2021	Mar 2022 (?)	$ P	Existing funding
		15	**Infrastructure planning**	Ensure consideration of climate change impacts in infrastructure planning.	Develop and implement processes/policy to ensure consideration of climate change impacts in infrastructure planning, activity management plans and infrastructure strategies, including a monitoring and evaluation plan. This should include consistent application of climate risk assessments and adaptive management approaches. (N.B. This should also include emissions reductions considerations – see priority actions 11 and 12.)	Individual Councils	TBA	Medium-term	$ PP	Existing funding
	Natural environment	16	**Biosecurity risk assessment**	Improve understanding of climate change-driven biosecurity threats and develop monitoring and response programmes.	Undertake preliminary high-level investigations into future biosecurity threats (both sleeper and offshore), aligned with national research programmes and information from agencies (e.g. MPI and MoH). The scope may include: human pathogens, primary industry pests and pathogens (agriculture, horticulture and aquaculture) and environmental pests (freshwater, terrestrial and marine). Develop prioritised monitoring and response programmes for relevant target species.	Northland Regional Council	TBA	Medium-term	$$ P	Additional funding/resourcing may be required
		17	**Ecosystem and biodiversity risk assessment**	Improve understanding of climate change impacts on biodiversity and ecosystem function and develop monitoring and response programmes.	Undertake preliminary high-level investigations identifying major at-risk species and ecosystems, followed by targeted research into key ecosystems. Develop monitoring and response plans for key species, habitats and ecosystems, including wetland/peat, terrestrial, marine, freshwater, lakes, coastal dunes, and foreshore and estuarine ecosystems.	Northland Regional Council	TBA	Medium-term	$$ P	Additional funding/resourcing may be required
	Natural hazards	18	**River flood risk assessment**	Improve understanding of river flood risk under climate change and plan future river flood management programmes.	Undertake risk assessments for communities exposed to flooding using region-wide flood model projections, and use this information to prioritise future flood management programmes. Ensure all river flood models include consistent climate change factors, including rainfall intensity and sea level rise.	Northland Regional Council	In progress	Ongoing	$$$ PP	Existing funding
		19	**Coastal hazards**	Improve understanding of coastal hazards under climate change scenarios.	Continue to improve coastal hazards assessments, including methods for understanding impacts, considering the combination of river and coastal flooding, sea level rise and ex-tropical cyclones, and coastal erosion.	Northland Regional Council	In progress	Ongoing	$$ P	Existing funding
		20	**Land hazard data**	Improve understanding of land hazards under climate change scenarios.	Collate existing information on geotechnical instability and slips in a common spatial database; and look for research partnerships (e.g. GNS, Waka Kotahi, NTA) to further develop information and data.	Northland Regional Council	Jun 2022	Dec 2022	$ P	Existing funding
		21	**Wildfire hazard data**	Improve understanding of wildfire risk under climate change scenarios.	Collate information on projected fire hazards and at-risk landscape information in a common spatial database; and look for research partnerships (e.g. FENZ, Scion) to further develop information and data.	Northland Regional Council	Jun 2022	Dec 2022	$ P	Existing funding
	Water resilience	22	**Coastal aquifers**	Improve understanding of the impacts of sea level rise on coastal aquifers.	Further develop groundwater models to predict aquifer responses to sea level rise and over extraction from coastal aquifers.	Northland Regional Council	TBA	Medium-term	$$ P	Additional funding/resourcing may be required

Key area	Topic		Title	Aim	Description	Council involvement	Start	End	Indicative resources required	Funding status
	Water resilience	23	**Community drought adaptation opportunities**	1) Improve understanding of the impacts of drought on rural and community water supplies, and 2) identify opportunities to support community adaptation to drought.	Collate data on drought vulnerability, and develop community vulnerability assessments. (N.B. The responsibility for this item may be impacted by the Three Waters Reform process.) Investigate priority hapū and community needs and existing adaptation/water resilience programmes/actions; and clarify opportunities for the Councils to add value by facilitating adaptation planning.	All Councils collaboration	Feb 2022	Dec 2023	$$ PP	Additional funding/resourcing may be required
	Research	24	**Research participation**	Improve local adaptation knowledge through local programmes and national and international research.	Support and participate in adaptation research programmes, and collate relevant information to enhance local understanding and adaptation response options.	Individual Councils	In progress	Ongoing	PP	Existing funding
Reduce risk and vulnerability	Resource management planning and policy	25	**District plans**	Avoid increasing risk from new development and redevelopment in areas exposed to projected hazards.	As required by legislation, ensure new river and coastal hazard maps are included in district plans, with adequate rules and policies to avoid increasing risk associated with new development and redevelopment. (N.B. RMA reforms may impact this item and review may be required.)	Individual Councils	In progress	End 2022	PP	Existing funding
		26	**Spatial planning**	Embed climate change risks and adaptation planning into strategic spatial plans.	Undertake region-wide spatial planning to highlight risks and opportunities for strategic land-use planning that enables adaptation responses and enhances wellbeing. (N.B. RMA reforms will impact this item and review may be required.)	All Councils collaboration	2024	ongoing	$ PP	Existing funding
		27	**Region-wide coastal management policy**	Ensure integrated coastal management and adaptation objectives are met in region-wide policy.	Investigate and apply a coordinated and integrated approach to coastline management in regional policy. For example, include a requirement to develop adaptation plans where significant hard coastal protection works, major development or infrastructure is being considered, (N.B. RMA reforms will impact this item and review may be required.)	All Councils collaboration	2024??	Long-term	P	Existing funding
		28	**Embed community adaptation plans**	Ensure community adaptation plans are embedded in regulatory instruments.	Investigate and develop methodologies to embed adaptive pathways plans into planning regimes, including using environmental cues to trigger changes to planning rules (N.B. RMA reforms will impact this item and review may be required.)	All Councils collaboration	2024	ongoing	P	Existing funding
	Coastal communities	29	**Coastal adaptation programme**	Develop a programme of coastal adaptation planning projects aligned with community needs.	Develop a region-wide coastal adaptation programme, identifying key locations, timeframes and engagement methodologies, using recommended considerations in the *Coastal Community Profiles* and *Adaptation Engagement Framework* reports.	All Councils collaboration	In progress	Mid 2022	P	Existing funding
		30	**Coastal adaptation planning projects**	Enable flexible, planned adaptation responses to coastal hazards by co-developing adaptation plans with communities.	Deliver projects in the *coastal adaptation programme*. Undertake community pre-engagement to confirm site selection and appropriate engagement methodology. Work alongside communities to understand, plan and implement adaptation responses by co-developing community adaptation plans in at-risk areas, following recommendations in the *Coastal Community Profiles* and *Adaptation Engagement Framework* reports.	Individual Councils	2022	ongoing	$$$ PPP	Existing funding
		31	**Civil defence**	Integrate civil defence and community adaptation planning objectives.	Ensure alignment of civil defence response plans, climate risk assessments and adaptation planning.	All Councils collaboration	In progress	Mid 2022	P	Existing funding
		32	**Nature-based solutions**	Promote nature-based solutions as interim hazard-reduction options for coastal impacts.	Continue to support community dune restoration and enhancement projects such as the Coast Care programme in line with regional adaptation planning, and as alternative interim measures in place of hard protection structures.	Northland Regional Council	In progress	Ongoing	$$ PP	Existing funding
	River flooding	33	**River flood management**	Reduce flooding risk to communities through river management.	Continue to deliver prioritised river flood management projects, and plan and secure funding for future flood management implementation across the region.	Northland Regional Council	In progress	Ongoing	$$$$$ PPP	Existing funding
		34	**Coordinated flood risk management**	Improve coordination between the District and Regional Councils in pluvial and fluvial flood management.	Work together to promote projects with multiple partners and co-benefits (e.g. the Blue-Green Network involving WDC and NRC).	Individual Councils	In progress	Ongoing	PP	Existing funding
	Water resilience	35	**Water tank assistance**	Improve community water resilience through water tank programmes.	Provide assistance to remote communities to install water collection, storage and treatment with a focus on community resilience, e.g. NRC's water tank programme.	All Councils collaboration	Early 2022	Ongoing	$$$$ PP	Additional funding/resourcing may be required
		36	**Water resilience funding coordination**	Improve coordination between agencies/organisations to improve water resilience outcomes.	Improve coordination between agencies to build collaborative, aligned water resilience responses including: tangata whenua, CDEM, District Councils (Four Waters Advisory Group), and agencies (FENZ, MPI, TPK, DIA).	All Councils collaboration	In progress	Ongoing	P	Existing funding
Build capacity	Governance	37	**Communication to elected members**	Enable governance focus and oversight of climate change issues.	Ensure clear reporting of organisational and regional climate change risks and progress on adaptation/response actions to decision-makers, including mandatory disclosure of climate change implications to elected members in reports.	Individual Councils	In progress	Ongoing	P	Existing funding

Topic		Title	Aim	Description	Council involvement	Start	End	Indicative resources required	Funding status
Internal policy and processes	38	**Joint climate change policy framework**	Ensure consistent consideration of climate change issues across individual Councils.	Develop consistency between climate change policies that embed consideration of climate change impacts and adaptation responses in all council decision-making (which may also include council emissions reduction). This framework should define approaches and principles on data/information, definitions, reporting, standards and criteria.	All Councils collaboration	2022??	2023	PP	Existing funding
Internal policy and processes	39	**Policy review and improvement plan**	Embed climate change objectives across individual council policies, strategies, plans and processes.	1) Identify improvement opportunities by undertaking a maturity assessment for each council of all relevant policies, strategies, plans and processes (which may also include council emissions reduction), and 2) develop and deliver a climate change policy improvement plan that outlines a programme of policy updates to embed climate change objectives within a defined timeframe.	Individual Councils	2023	TBC	PP	Additional funding/resourcing may be required
Internal policy and processes	40	**Climate risk disclosure**	Ensure transparent monitoring and reporting of climate risks and responses.	Clear disclosure and reporting of climate risks, policy maturity, and progress on response actions in alignment with the recommendations of the Taskforce on Climate-related Financial Disclosure. This may include actions such as ensuring climate change is included in council risk frameworks, financial reports and infrastructure strategies; regularly reporting to auditors, and establishing KPIs for senior managers and CEOs .	Individual Councils	2022	2023	P	Existing funding
	41	**Climate change in business cases**	Embed climate change considerations in business cases and procurement policies.	Ensure disclosure of climate change risks in business cases, proposals and procurement documents, including long-term risks such as sea level rise.	Individual Councils	2022	2023	P	Additional funding/resourcing may be required
	42	**Alignment of adaptation plans**	Ensure community adaptation planning processes are aligned with council funding processes.	Develop processes to ensure alignment of community adaptation plans with council plans and policies, including long-term plans, infrastructure strategies and financial plans.	Individual Councils	2022	Ongoing	PP	Existing funding
Organisational capacity	43	**Climate change teams**	Establish appropriate portfolio, programme and project governance and management structures to build organisational capacities.	Establish appropriate teams to deliver organisation-wide climate change implementation at each council, reporting to an appropriate level of management and given sufficient support.	Individual Councils	In progress	Ongoing	$ P	Additional funding/resourcing may be required
	44	**Staff resources**	Ensure sufficient staff resourcing and capacity.	Ensure sufficient staff resources are allocated to enable an ongoing organisation-wide climate change response, including climate change focused roles and professional development and training.	Individual Councils	In progress	Ongoing	$$$	Additional funding/resourcing may be required
	45	**Adaptation funding**	Identify and pursue adaptation funding avenues.	Investigate and prioritise potential funding opportunities to enable the implementation of adaptation responses.	All Councils collaboration	In progress	Ongoing	PP	Existing funding
	46	**Inter-council collaboration**	Continue to develop collaborative inter-council programmes and shared services.	Continue to support and invest in the regional collaborative adaptation work programme, including establishing a process for sharing of resources between the Councils on specific projects, acknowledging the significant benefits and efficiencies of collaboration. Expand group to include Northland Transport Alliance.	All Councils collaboration	In progress	Ongoing	PP	Existing funding

Te Taitokerau Climate Adaptation Strategy

Appendix Two
Technical report
Climate risk overview

Version: 2.2
Date: 23 September 2021
Author: Climate Adaptation Te Taitokerau

Climate risk overview

Climate risks

Climate change effects

Driven by increased concentrations of greenhouse gases in the atmosphere and oceans, climate change **effects** first manifest in the physical environment as hazards and stressors, such as increased mean temperatures, longer periods without rain, higher intensity rainfall events and sea level rise. Effects of climate change already detected in New Zealand include increases in mean temperature, marine heatwaves, sea level rise and more extreme weather events. These have consequences for people, property, taonga, the natural environment and eventually our entire society.

Scientific evidence for climate change and its impacts continues to accumulate and increase in certainty. The release of the Intergovernmental Panel on Climate Change Sixth Assessment Report IPCC AR6 report documents widespread scientific consensus that climate change impacts will continue to increase into the foreseeable future, with the level of change depending on the rate at which greenhouse gases continue to be released into the atmosphere globally. A certain amount of further warming of the planet is almost certain to occur regardless of global emissions reductions efforts, and is likely to bring widespread disruption to Northland's climate and weather.

Climate change impacts and implications

Climate change effects on physical systems result in consequences for the environment and people. Te Taitokerau is likely to experience physical **impacts** from climate change such as increases in coastal inundation and erosion, more regular river flooding and sedimentation, extended periodic dry periods, increased fire danger weather, and alterations to seasonal weather conditions such as frosts and spring rainfall decline. These will increasingly create **implications** for our region, by disrupting our water, land and ecosystems, our people, culture and economy, and will fundamentally influence the way local government provides services to the community.

We have heard from **Māori** that climate change impacts have the potential to create an existential threat to their cultural taonga and values.[1] We have heard from **hapū** that their ability to successfully adapt is intimately connected with how local government decision making over current and future environmental management takes place and whether Maori are partners in that decision making.[2] Some hapū have expressed that climate change could exacerbate inequities already faced by Maori.[3]

Sea level rise, storm events and flood risk combined with historic patterns of occupation and existing patterns of land ownership mean in some places, traditional uses of the land will come under increased pressure. In other places, whakapapa and whanaungatanga, close social ties and cultural networks will help Māori communities develop adaptation responses and improve resilience.

Our **ecosystems** are vulnerable and currently degraded. Being at the northern tip of an island nation means many of our indigenous taonga species and habitats will naturally move southwards to cooler regions, leaving voids that are likely to be filled by invasive exotic species. Our marine habitats are ranked as being among the best in the world, and the impact of warmer waters may threaten taonga like the Poor Knights reef ecosystems. Coastal ecosystems and habitats for endemic species are likely to experience increased disturbances from heatwaves and flood events as well.

[1] Ngā Hapū o Te Wahapū o Te Hokianga nui a Kupe (Ngāti Wharara & Te Pouka) (2008); Te Aupōuri (DRAFT) (2018); Te Roroa (last reviewed 2011)
[2] Climate Change Adaptation Workshop – Maori and Climate Risk, February 2020.
[3] Patuharakeke Hapu Environmental Management Plan, 2014. Page 37.

Northland **communities** are particularly exposed to climate change. Many of our settlements, town centres and roads sit on coastal floodplains, exposed to sea level rise and increased flooding. Some communities, already isolated, will face further pressure from frequent river and coastal flooding. Droughts, already a significant issue for Northland, are projected to become more frequent and severe. Negative human health impacts due to climate change will also affect our communities. Council infrastructure that supports community well-being and connectivity, such as roading assets and three waters infrastructure which provides drinking water and manages stormwater and wastewater may be at risk.

Our **economy** relies on primary-industry exports that are susceptible to drought, floods, pests and diseases. Water supply systems are vulnerable to prolonged droughts, which are predicted to become more common and more extreme with climate change.

Table 1. Climate change projections for Northland[4]

CLIMATE CHANGE PROJECTIONS AND EFFECTS *(based on* ***high emissions scenario RCP8.5)***	
Temperature increase	***Average temperature will rise*** • 0.7 to 1.1°C by 2040 • Up to 3.1°C hotter by 2090 ***More very hot days (greater than 25°C)*** • 30 more 25°C+ days per year by 2090 (+120%) • Worst case 74 more hot days by 2090 (+260%)
Changing seasons	***Seasonal change in temperature*** • Greatest temperature increase in northern part of Te Taitokerau in summer and autumn • Worst case scenario warming is uniform across region although winters in southwest experience more warming ***Fewer frosts per year*** • reduction in number of days with frost to 1 day in 10 years
Rainfall decline	***Seasonal Change in Rainfall patterns.*** • No clear signal for change in total rainfall • Up to 20% less rainfall for eastern parts in spring • 10% increase in summer and autumn ***Longer dry periods*** • More intense and frequent drought (increase in frequency by up to 10% by 2090) • Increase in drought risk greatest on east and west coasts and southern inland areas
Extreme rainfall and storms	***Extreme rainfall*** • No clear signal for change in total rainfall • more frequent and more extreme rainfall events ***Cyclones*** • Increase in severity (and possibly frequency) of ex-tropical cyclones reaching Northland - likely to bring heavier downpours coinciding with storm surge and damaging winds ***Wind*** • Regular wind speeds are likely to increase by up to 10% by 2100
Changes to sea level and coastal hazards	***Permanent Sea level rise:*** • 0.6m by 2080 and up to 1.5m by 2130 • Expansion of areas inundated by high tides ***Saltwater intrusion*** • saline intrusion into coastal aquifers • expansion of salt-water wedge further upstream in rivers and tidal floodplains ***More frequent storm surge*** • more frequent and intense coastal flooding • Increase in coastal erosion events
Marine effects	***Ocean chemistry*** • Increasing acidification of the ocean ***Ocean heating*** • Gradual increase in sea temperature. • More intense and frequent marine heatwaves

[4] NIWA (2017) https://www.nrc.govt.nz/media/i3qnkklo/northland-region-climate-change-projections-and-implications-summary-report_niwa.pdf; also see NIWA (2016) https://www.nrc.govt.nz/media/lr3e1fxc/northlandregionclimatechangeprojectionsandimplicationself16102niwa.pdf

Different perspectives on climate risk

Climate change impacts and implications are complex and can be challenging to communicate. Depending on one's perspective or objectives, different approaches for engaging with climate risks bring different types of meaning or insight. Three approaches are presented below, each appropriate for different purposes.

The overview presented above adopts a **value domain** approach, as was used in the National Climate Change Risk Assessment (REF MfE 2020). This approach groups societal values into five domains (natural environment, built environment, human, economy and governance domains). Value domains can be a practical way to create high-level summaries of climate change impacts from multiple hazards, but tend to compartmentalise and separate social values, and has shortcomings from a risk management perspective (due to the grouping of disparate hazards and stressors) and does not reflect Māori values.

Māori perspectives see the world in a very different light to Pākehā, and climate impacts on Māori are felt on a Wairua (spiritual) level. Te Ao Māori, a Māori worldview, is often underpinned by the interconnectedness to the natural world through whakapapa to Ranginui and Papatuanuku and multi-generational perspectives based on responsibility to their tūpūna and generations yet to be born. Māori perspectives are also defined by relationships, and in terms of working with councils on addressing the consequences of climate change, are underpinned by legacy issues relating to colonisation, loss of land and the at times fractured relationships with the crown and councils (some hapū in Northland do not recognise the authority of the crown or councils).

The 'Impacts on Māori' section in Part 2 of the strategy explores these issues further.

Using **systems diagrams** is a way to conceptualise climate risks that can help show the connectivity between different climate impacts and 'value domains'. Local government is tasked with managing a large range of activities that will potentially require adaptation to climate impacts, requiring an understanding of how climate risks will propagate across value domains and hazards. Systems diagrams can illustrate cascading and accumulating interactions of risks, showing some of the complexity driven by feedback loops that needs to be considered when making risk management decisions. Systems diagrams were used to collate the rich textual data collected in a series of workshops with council staff and hapū representatives (p8) in February 2021.

As our understanding of the complexities of climate change develop, our conceptual models of climate impacts will need to evolve and improve. We need to remember that climate risks accumulate over time, achieving critical thresholds beyond which current approaches to risk management will no longer work. Climate risks can also be non-linear in their onset or consequences, or have surprising interactions with other risks, increasing uncertainty and making time-bound projections of impacts extremely challenging.

In addition, adaptation responses themselves can carry risks, and developing plans and policy requires nuanced foresight to anticipate unintended consequences. Uncertainty in the form of knowledge gaps also limits our ability to accurately describe and respond to climate risks.

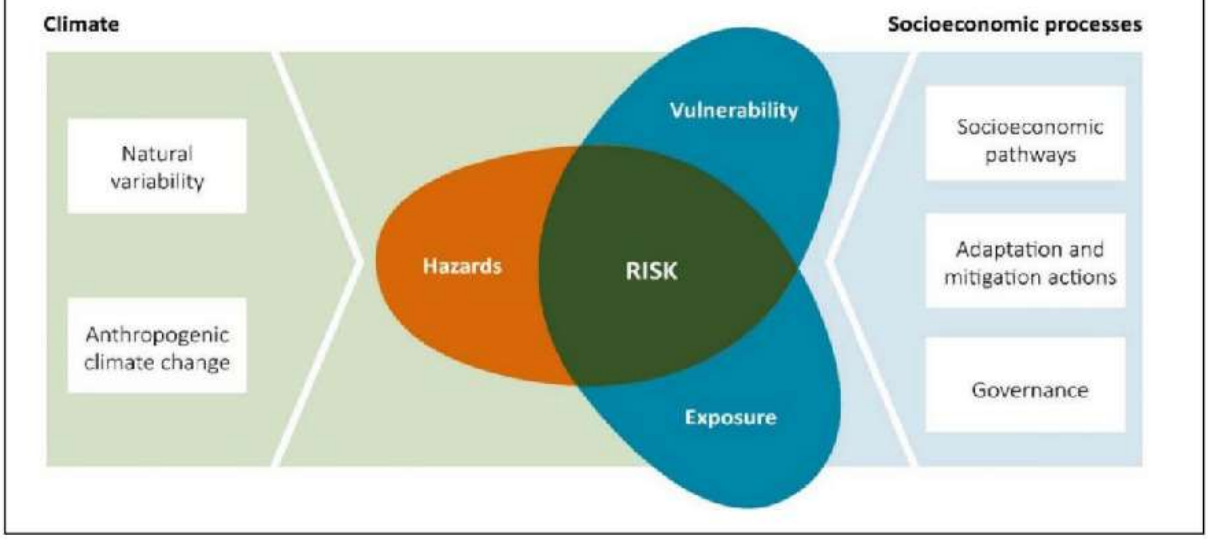
Managing climate risks

Risk management

Effective adaptation means good risk management, requiring planning which draws on the knowledges from our past that we have available to us, responds to the changing portfolio of risks facing our region and works with the needs of both current and future generations. Different approaches to managing climate change risks need to consider the three factors contributing to risk: a) hazard, b) exposure and c) vulnerability (see Fig 1). These might include a) consequences of a hazard or stressor, and if the risk is due to a slow-onset stressor (e.g. tidal inundation), or an episodic hazard event (e.g. flood); b) how likely and widespread the exposure is; and c) the vulnerability of the community or ecosystem being impacted.

A key challenge of managing climate change risks is that risks are constantly changing, creating uncertainties in our ability to project accurate timeframes, for instance the rate of sea level rise, the frequency and severity of drought, or the spread of novel environmental pests. This requires councils to develop programmes that are responsive to changing risks and flexible in the type and timing of risk management responses and do not commit to a particular irreversible course of action.

Figure 1. Climate change risks as the confluence of three drivers (based on IPCC 2014)



Risk management explained

Risk avoidance approaches are used where exposure to potential climate risks can be circumvented. This could be where exposure to risks has not yet occurred, such as rules restricting new development and infrastructure in high-risk hazard zones, or preventing the establishment of new invasive pest species.

Where exposure already exists, **risk elimination** may be possible, for example through the planned relocation of services and infrastructure, managed retreat of urban areas from coastal hazard areas, or the translocation of temperature-sensitive species to cooler climates.

However, in some instances climate risks will be unavoidable. **Risk reduction** actions can help minimise the probability or consequences of exposure to hazards or stressors. This might include interventions such as providing flood or erosion protection for properties in coastal or river hazard zones, changing to less vulnerable land uses, or by improving the reliability of local water supplies during drought.

While some interventions may not eliminate risk altogether, they may enable the current system to operate until the risks become too large to manage. **Improving** the **resilience**, or ability of communities or ecosystems to continue functioning and prepare to adapt, is another risk management approach where exposure to risk is inevitable. This might involve improving the ability of a native ecosystem to cope with drought by managing pollution or pests, or by helping develop community response plans to enable towns to recover quickly following floods.

Finally, situations exist where it is necessary to **accept risks** and adapt to change. Such approaches might include adopting different building practices (e.g. flood shutters to deal with regular flood events), acknowledging a lower 'level of service' will be provided by infrastructure, or by managing populations of established invasive species.

Climate impact diagrams

Climate risks are likely to interact in complex ways, creating compound effects that cascade between and across our environment, society and economy over time. A systems approach is useful to appreciate and communicate the complexity of interacting and cascading elements when trying to understand climate impacts.

Describing the web of potential risks can be difficult due to difficulties in communicating complicated related climate impacts that traverse different ways of understanding risk and value, including cultural, social, financial, economic, biological and engineering perspectives. In addition, as the number of logical steps increases, so does the degree of uncertainty involved in the assessment. of risk.

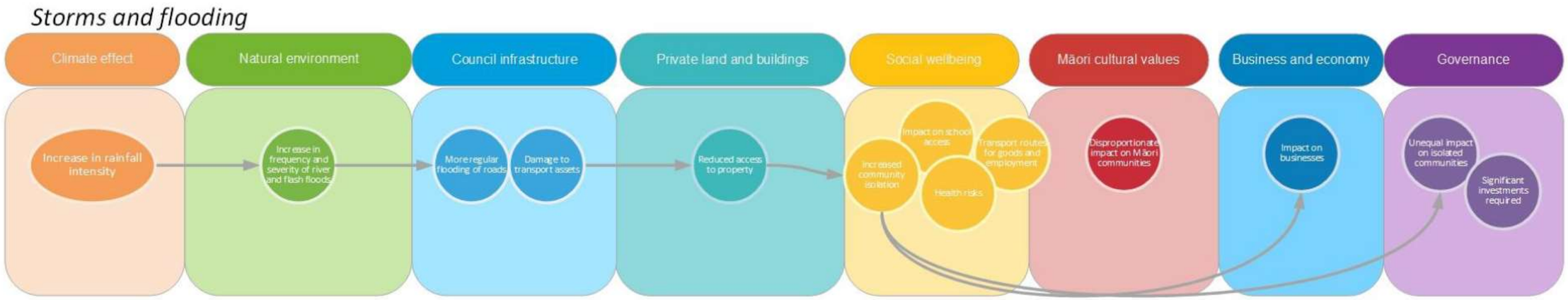
Climate impact diagrams are a type of 'systems map' that attempt to show the complex inter-relationships between the effects of climate change hazards and stressors on the things we value (value elements). Interconnecting arrows show the flow of causality between value elements, and how impacts cascade across different groups of elements. In this case we have used value domains to group 'value elements', but other groupings could be used, such as those developed with hapū or local communities.

Methodology

Perceived climate impacts on local government activities were discussed during a series of six participatory workshops held with local government staff and Tangata whenua representatives during February 2020. Workshop attendees discussed and brainstormed climate risks to local government responsibilities and Māori cultural values based on their areas of expertise. Attendees acknowledged the difficulty in separating out different hazards and elements of concern and were encouraged to use creative means to document their thoughts. A variety of methods were used in the workshops including lists, pictures and systems diagrams.

Information from the workshops was collated in tables, arranged with climate hazard and stressor categories in the vertical axis, and 'value domains' in columns. We used impact chain diagrams to display the causal interaction of climate impacts across the different value domains. Using this technique, we could summarise multifaceted information from the workshops into a straightforward diagram and avoid large sections of text.

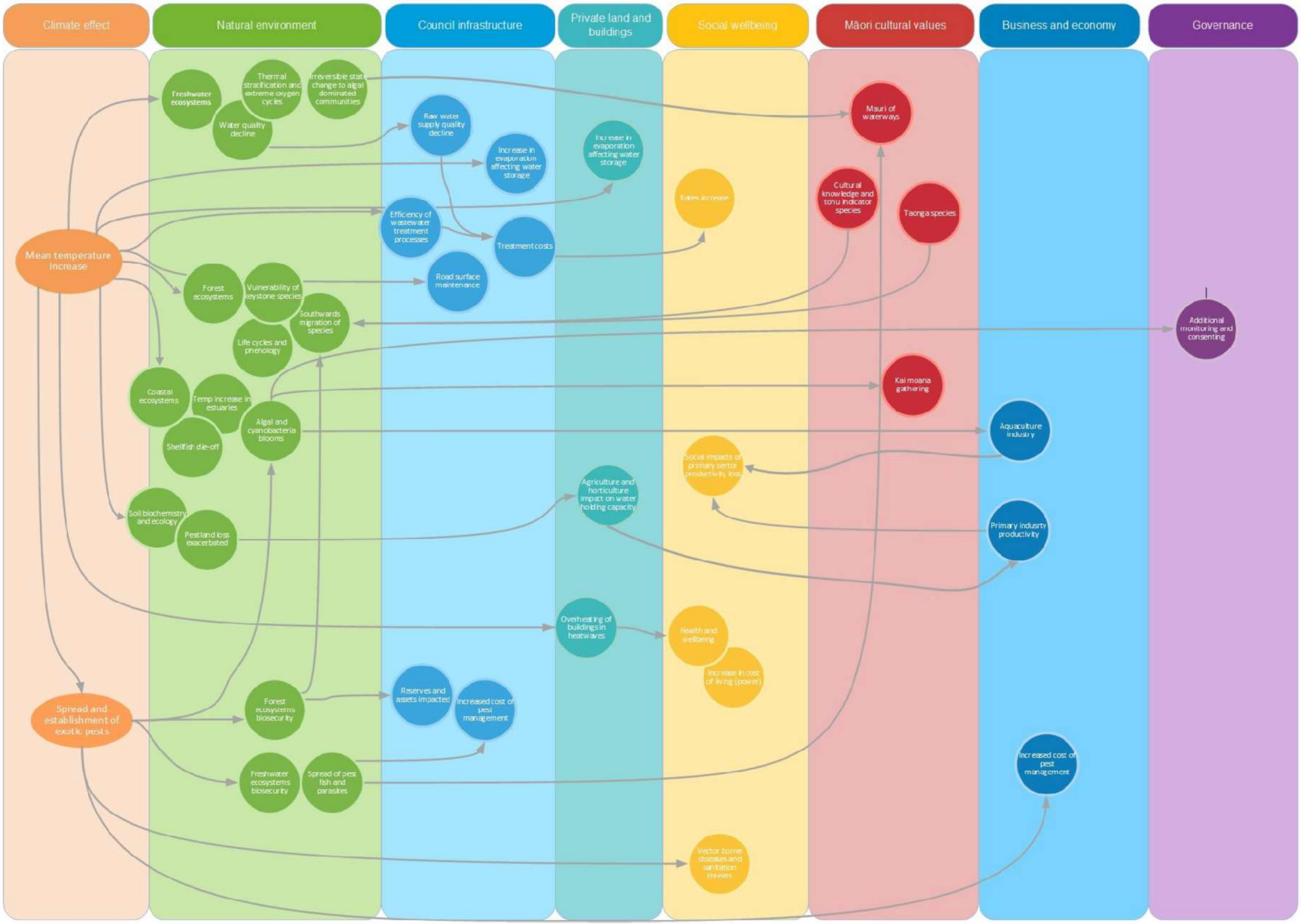
An example of the logic of a simple impact chain diagram is shown below:



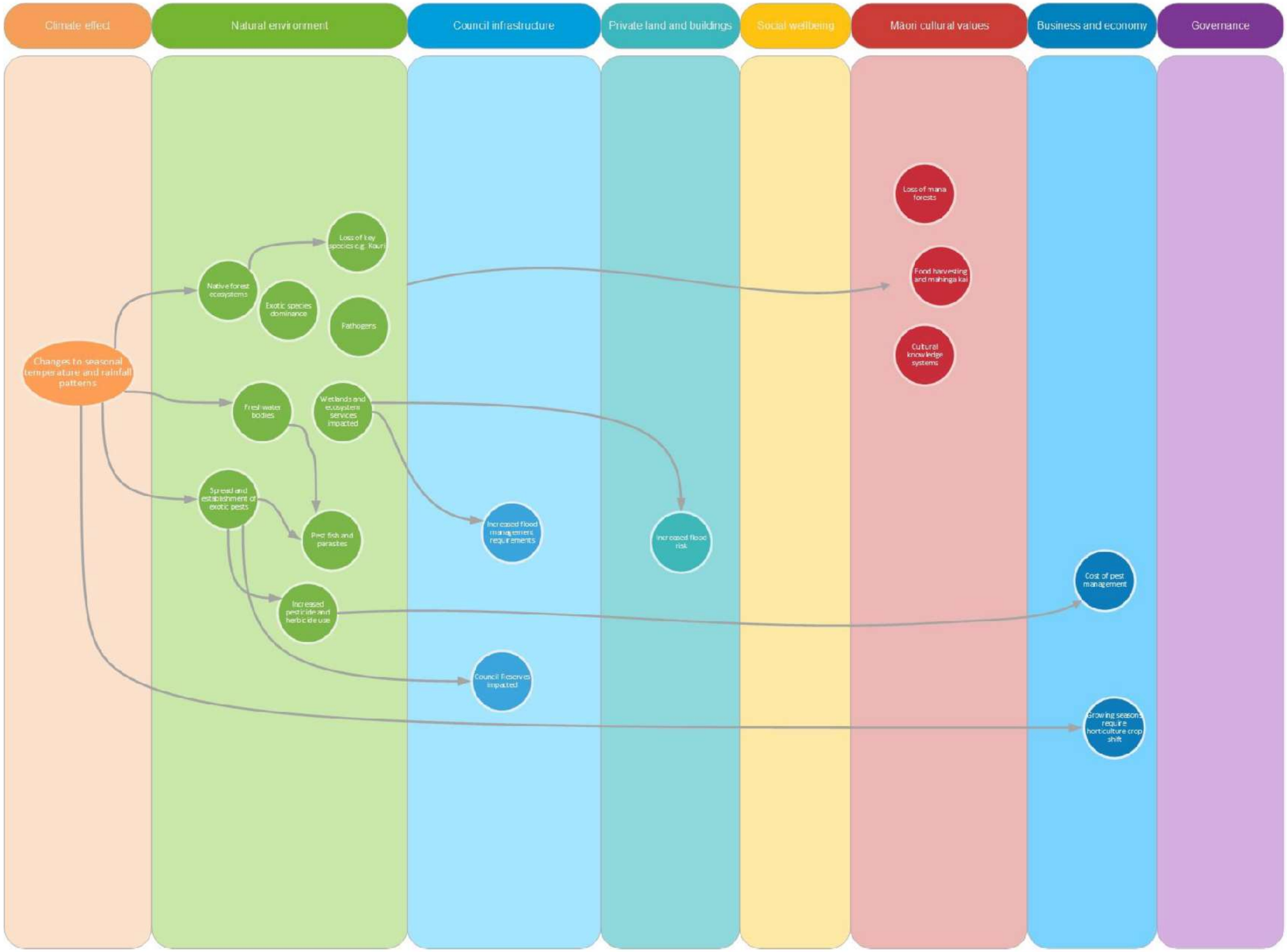
Impact chain diagrams are grouped by climate hazard and presented below as A3 foldouts:

1. Mean temperature increase and heatwaves (p.9)
2. Changing seasons (p.10)
3. Drought and mean rainfall decline (p.11)
4. Wildfire (p.12)
5. Extreme rainfall and storms (p.13)
6. Coastal flooding and erosion (p.14)
7. Permanent tidal inundation due to sea level rise (p.15)
8. Marine impacts (p.16)

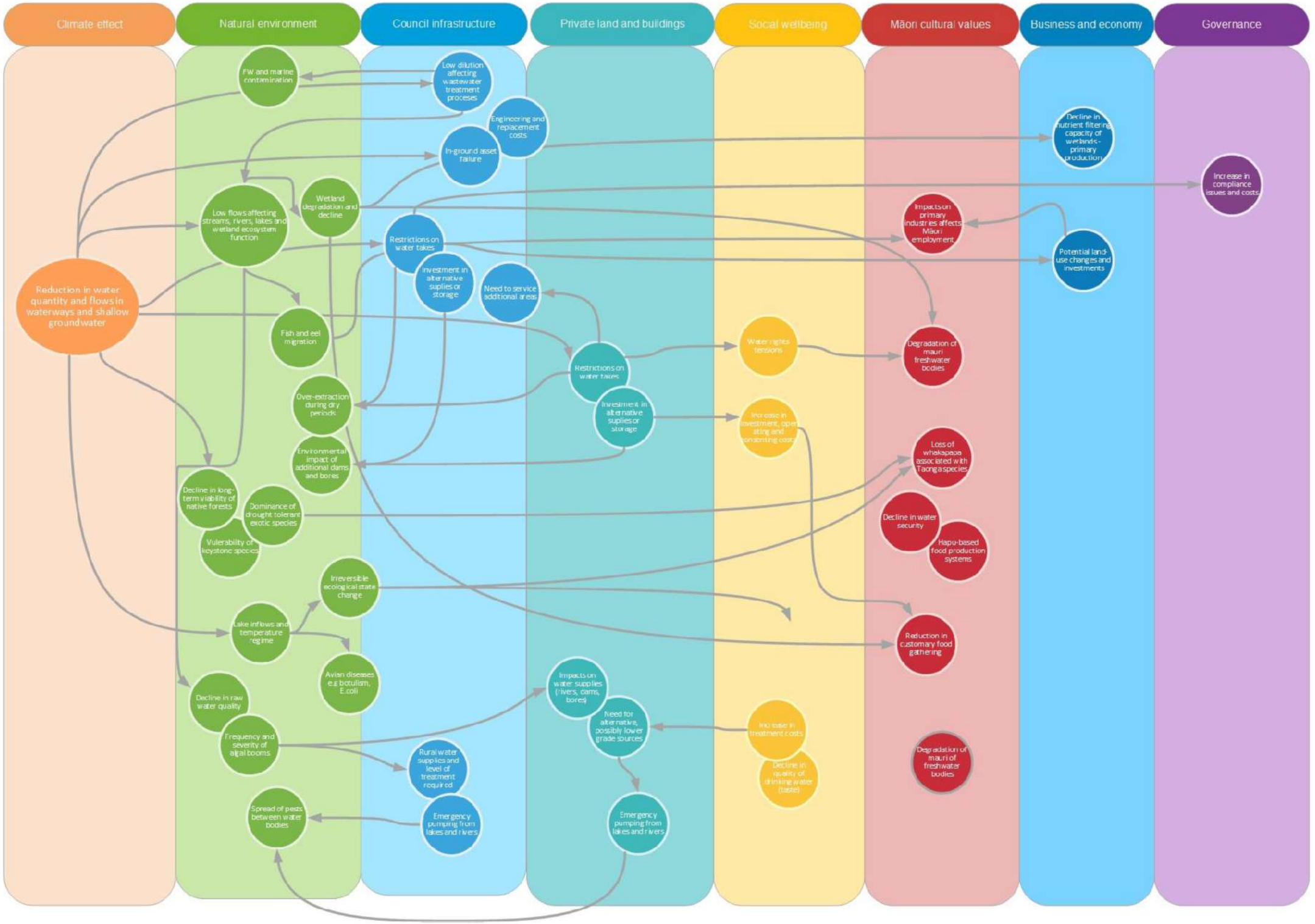
Mean temperature increase and heatwaves

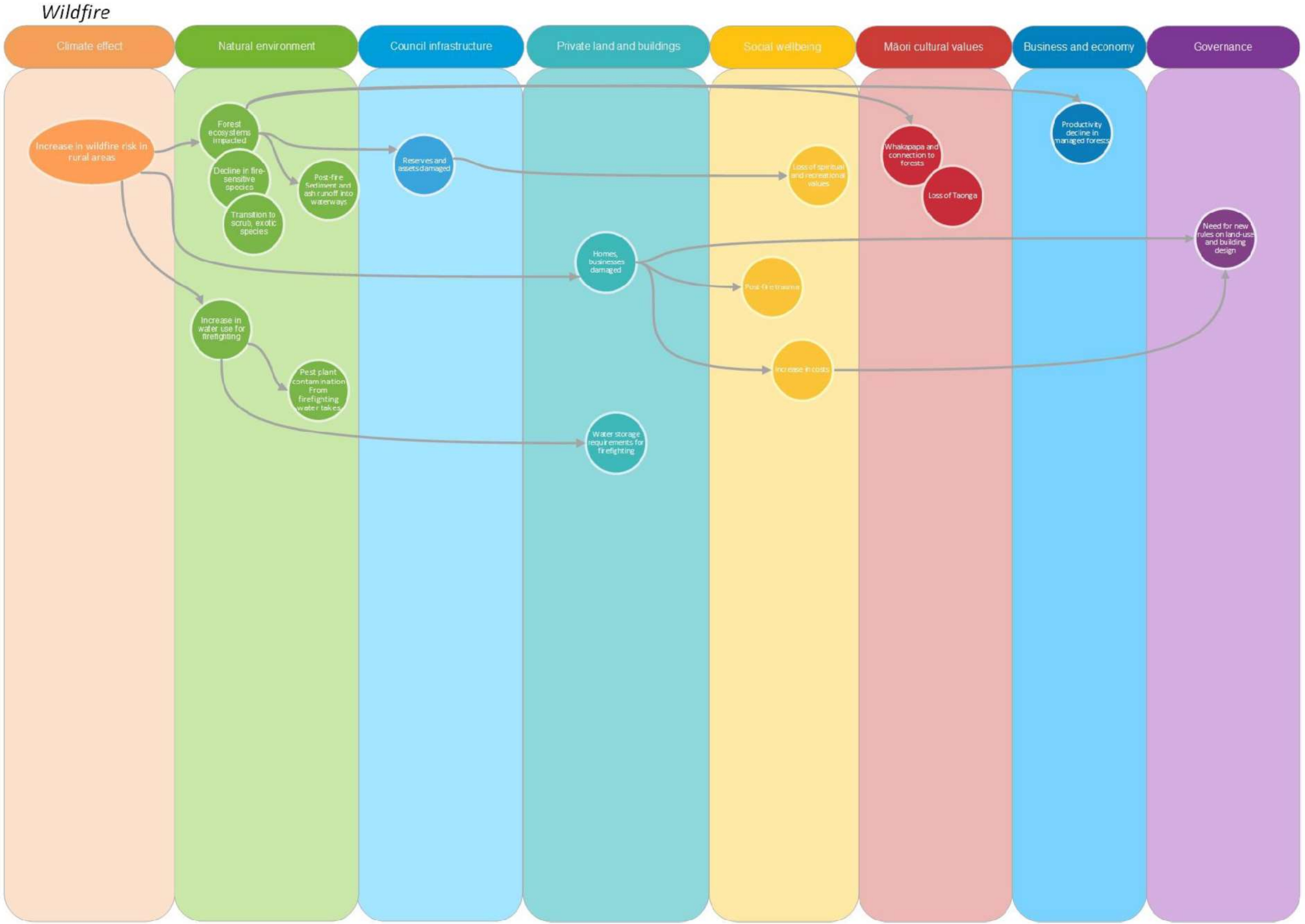


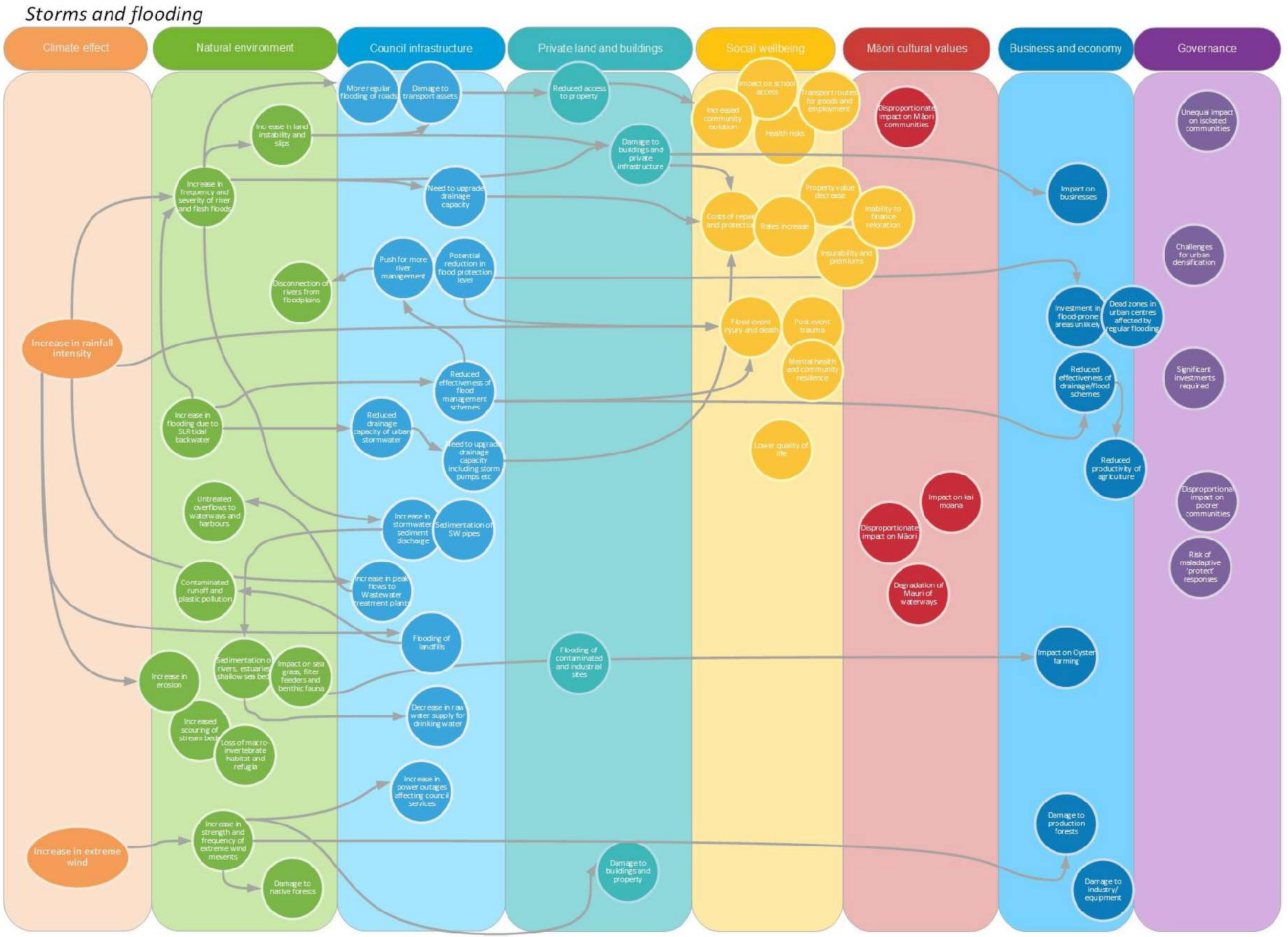
Changing seasons



Drought and mean rainfall decline

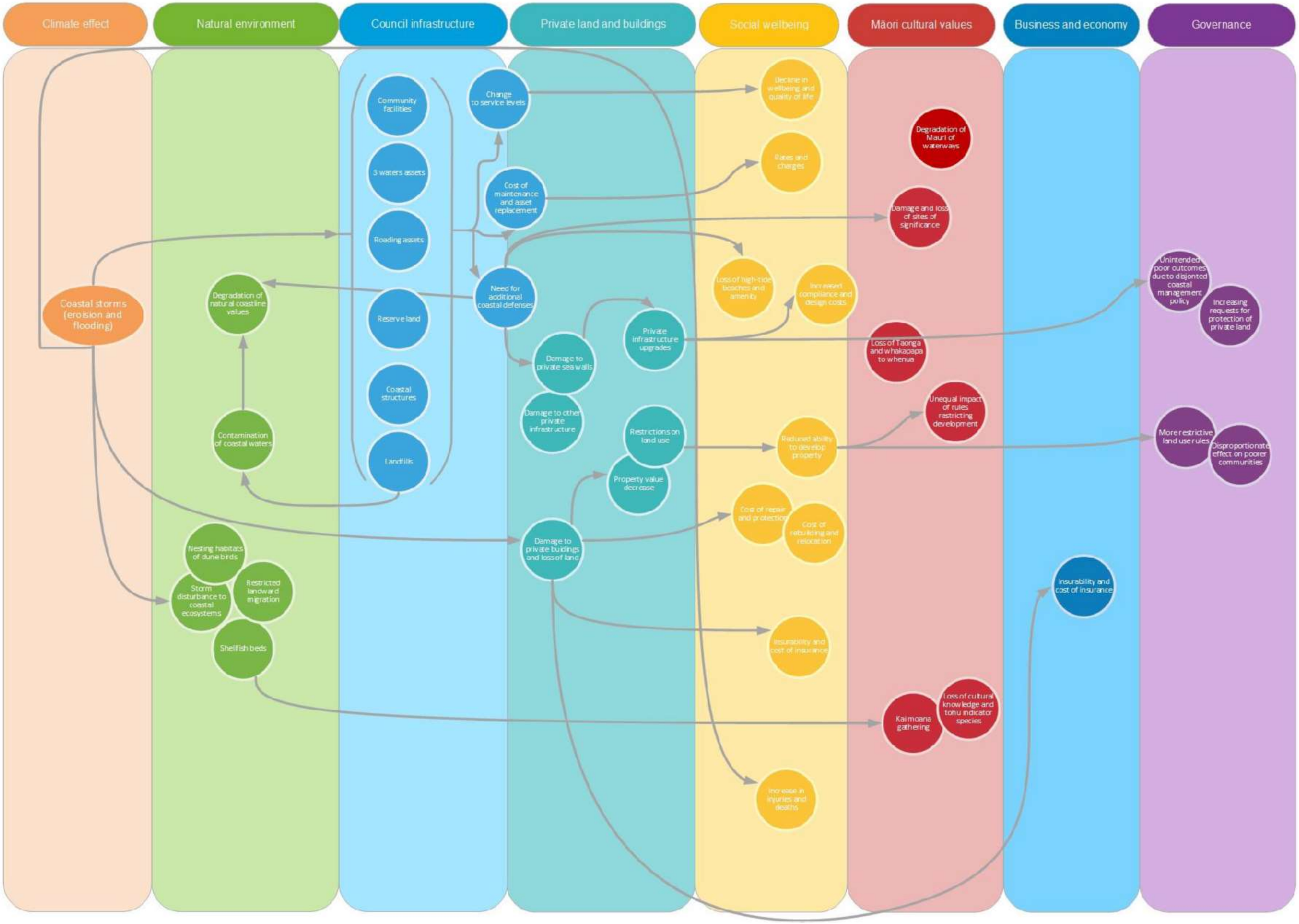



Wildfire
Climate effect
Natural environment
Council infrastructure
Private land and buildings
Social wellbeing
Māori cultural values
Business and economy
Governance
Increase in wildfire risk in rural areas
Forest ecosystems impacted
Decline in fire-sensitive species
Transition to scrub, exotic species
Post-fire Sediment and ash runoff into waterways
Reserves and assets damaged
Loss of spiritual and recreational values
Whakapapa and connection to forests
Loss of Taonga
Productivity decline in managed forests
Need for new rules on land-use and building design
Homes, businesses damaged
Post-fire trauma
Increase in costs
Increase in water use for firefighting
Pest plant contamination From firefighting water takes
Water storage requirements for firefighting

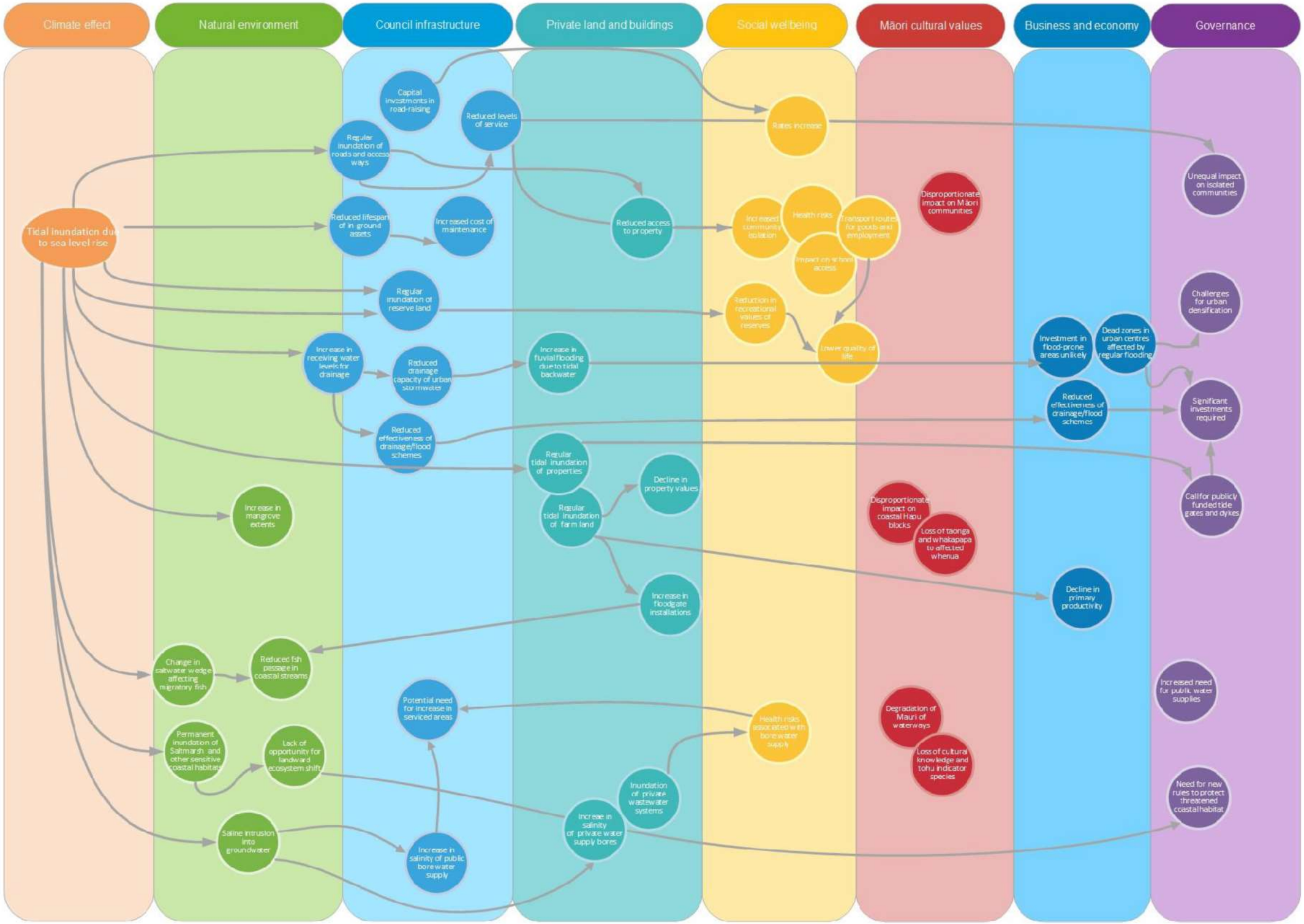

Storms and flooding
Climate effect
Natural environment
Council infrastructure
Private land and buildings
Social wellbeing
Māori cultural values
Business and economy
Governance
Increase in rainfall intensity
Increase in frequency and severity of river and flash floods
Increase in land instability and slips
More regular flooding of roads
Damage to transport assets
Reduced access to property
Damage to buildings and private infrastructure
Need to upgrade drainage capacity
Disconnection of rivers from floodplains
Push for more river management
Potential reduction in flood protection level
Increase in flooding due to SLR tidal backwater
Reduced effectiveness of flood management schemes
Reduced drainage capacity of urban stormwater
Need to upgrade drainage capacity including storm pumps etc
Untreated overflows to waterways and harbours
Increase in stormwater sediment discharge
Sedimentation of SW pipes
Contaminated runoff and plastic pollution
Increase in peak flows to Wastewater treatment plants
Flooding of landfills
Increase in erosion
Sedimentation of rivers, estuaries, shallow sea bed
Impact on sea grass, filter feeders and benthic fauna
Increased scouring of stream beds
Loss of macro-invertebrate habitat and refugia
Decrease in raw water supply for drinking water
Increase in power outages affecting council services
Increase in extreme wind
Increase in strength and frequency of extreme wind events
Damage to native foress
Damage to buildings and property
Flooding of contaminated and industrial sites
Impact on school access
Transport routes for goods and employment
Increased community isolation
Health risks
Flood event injury and death
Post-event trauma
Mental health and community resilience
Costs of repair and protection
Rates increase
Property value decrease
Inability to finance relocation
Insurability and premiums
Lower quality of life
Disproportionate impact on Māori communities
Impact on kai moana
Disproportionate impact on Māori
Degradation of Mauri of waterways
Impact on businesses
Investment in flood-prone areas unlikely
Dead zones in urban centres affected by regular flooding
Reduced effectiveness of drainage/flood schemes
Reduced productivity of agriculture
Impact on Oyster farming
Damage to production forests
Damage to industry/ equipment
Unequal impact on isolated communities
Challenges for urban densification
Significant investments required
Disproportional impact on poorer communities
Risk of maladaptive 'protect' responses

13

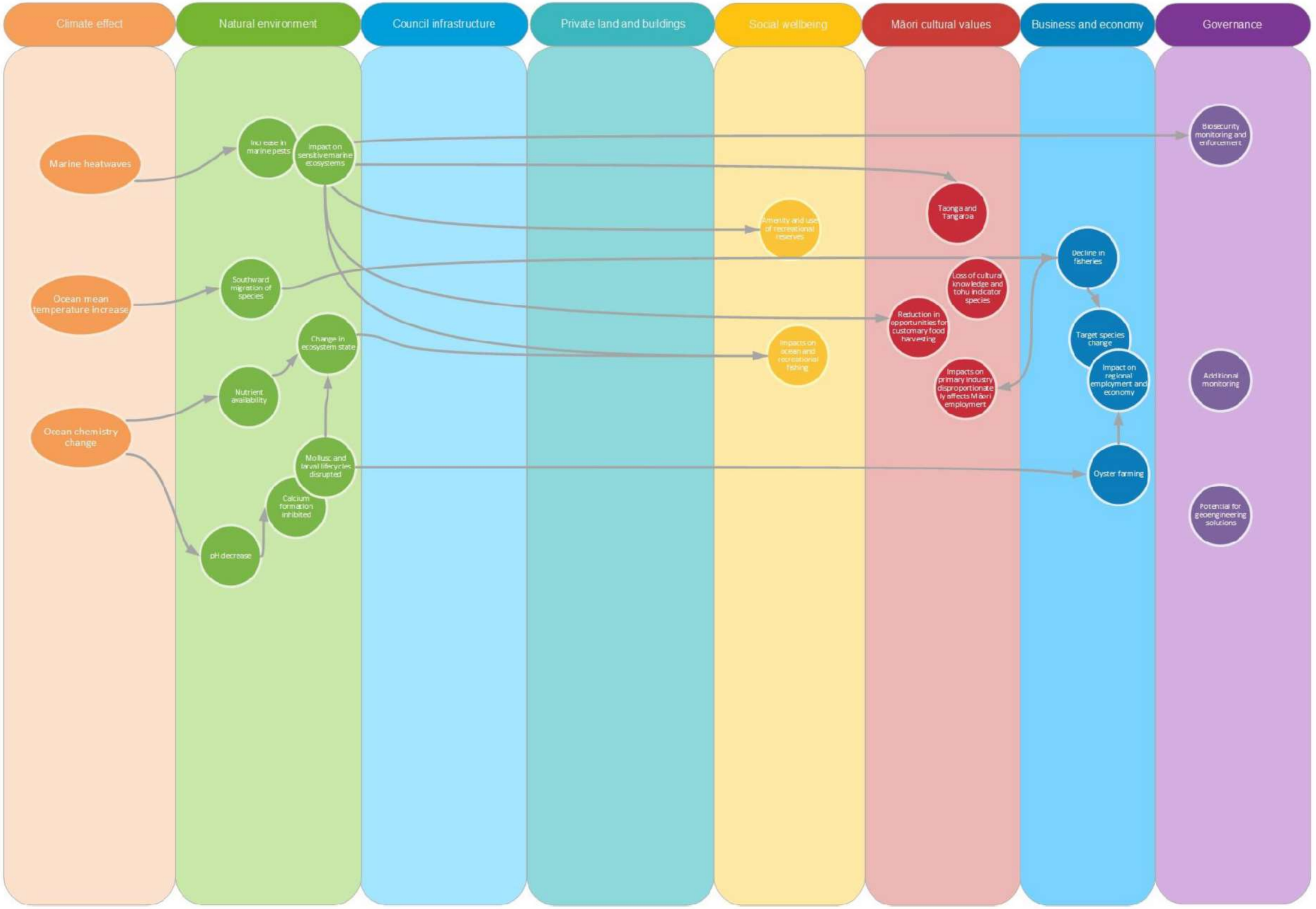
Coastal flooding and erosion



Permanent tidal inundation due to sea level rise



Marine


Climate effect
Natural environment
Council infrastructure
Private land and buildings
Social wellbeing
Māori cultural values
Business and economy
Governance
Marine heatwaves
Ocean mean temperature increase
Ocean chemistry change
Increase in marine pests
Impact on sensitive marine ecosystems
Southward migration of species
Change in ecosystem state
Nutrient availability
Mollusc and larval lifecycles disrupted
Calcium formation inhibited
pH decrease
Amenity and use of recreational reserves
Impacts on ocean and recreational fishing
Taonga and Tangaroa
Loss of cultural knowledge and tohu indicator species
Reduction in opportunities for customary food harvesting
Impacts on primary industry disproportionately affects Māori employment
Decline in fisheries
Target species change
Impact on regional employment and economy
Oyster farming
Biosecurity monitoring and enforcement
Additional monitoring
Potential for geoengineering solutions

5.3 REVIEW OF MARITIME FACILITIES AND MOORING CHARGES BYLAWS

File Number: **A3602441**

Author: **Briar Macken, Team Leader - Policy**

Authoriser: **Darren Edwards, General Manager - Strategic Planning and Policy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To approve the development of a new Maritime Facilities Bylaw.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- The Maritime Facilities Bylaw and Mooring Charges Bylaw (Bylaws) are both due for review.
- The purpose of the Bylaws is to protect Councils assets from damage and misuse and to impose fees on users of maritime facilities.
- The Bylaws are largely unenforced.
- A bylaw is still the most appropriate way to address the regulation of maritime facilities in the Far North.
- The Bylaws are no longer an appropriate form of bylaw because the Bylaws are not certain (clear) and are not consistent with relevant laws and legislation.
- The Maritime Facilities Bylaw and Mooring Charges Bylaw should be replaced by a new single Maritime Facilities Bylaw

TŪTOHUNGA / RECOMMENDATION

That the Strategy and Policy Committee recommend that Council approve the development of a new Maritime Facilities Bylaw, under section 145 and 146 of the Local Government Act 2002.

1) TĀHUHU KŌRERO / BACKGROUND

The Maritime Facilities Bylaw and the Mooring Charges Bylaw were both made on 02 August 2002 under the Northland Regional Council and Far North District Council Vesting and Empowering Act 1992. There is no legal requirement to regularly review these bylaws.

However, best practice is to review all bylaws at least every 10 years. Therefore, the Maritime Facilities Bylaw and Mooring Charges Bylaw are due for review.

When reviewing a bylaw Council should determine whether the bylaw:

- is still the most appropriate way of addressing the perceived problems with respect to maritime facilities and mooring charges
- is still the most appropriate form of bylaw
- gives rise to any implications under the New Zealand Bill of Rights Act 1990.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Problems to be addressed

The Determination Report (27 May 2002) stated that a user pays system was required to self-fund the *mooring pool* and boat ramp facilities. A bylaw was the most appropriate method to collect fees for moorings and users of boat ramps.

A bylaw was also required to protect maritime facilities from misuse and damage.

Recently, commercial entities have been using recreational maritime facilities in a way that is in direct competition with recreational users and limits the availability of these maritime facilities for local residents, visitors, and recreational boat users. One example of this tension is the availability and use of the boat ramp at Ōpito Bay, east of Kerikeri, where the activities of commercial oyster farmers has angered some residents.

Review findings

Council staff engaged Allen + Clarke to undertake a review of the Maritime Facilities Bylaw and Mooring Charges Bylaw. The Allen + Clarke report is attached (attachment 1). An overview of the review findings is outlined below.

The review identified that a bylaw is still the most appropriate way to address perceived problems regarding maritime facilities as there is no other regulatory instrument or method with which Council could use to manage and regulate the maritime facilities under its jurisdiction. However, the review identified that the form of both bylaws is no longer appropriate.

The Mooring Charges Bylaw sets a fee of $25 per pile or swing mooring and the Maritime Facilities Bylaw includes a schedule of fees for recreational and commercial use of maritime facilities. The collections of fees have been largely disregarded and unenforced. A new bylaw regulating maritime facilities made under section 145 and 146 of the Local Government Act 2002, would allow for enforcement opportunities.

The report in attachment 1 discusses options for the most appropriate form of bylaw for regulating the safe and equitable use of maritime facilities in the Far North.

Criteria for assessing regulatory methods regarding maritime facilities

An assessment of potential options for updating and improving the bylaws was undertaken based on the following criteria:

1. The option facilitates an appropriate balance of recreational and commercial use of local maritime facilities.
   The bylaw must enable and ensure an appropriate balance between users who have commercial operations (fishermen, charter boats, etc) and those using the facilities for recreational purposes, particularly local ratepayers, who reside in the District specifically to take advantage of the access to water.
2. Financial benefits for Council.
   Changes to the bylaw should introduce the possibility of revenue collection for the FNDC. Currently, Council generates very little revenue from maritime assets that are in high demand and suffer significant “wear and tear”. While other territorial authorities charge for using maritime facilities, Council is not currently maximising the popularity of maritime assets among recreational and commercial users alike.
3. Community endorsement and satisfaction.
   An imbalance between recreational and commercial activities at some sites has created tensions between residents, visitors, and commercial operators. The revised bylaw must reconcile competing interests in such a way that ratepayers and the community are satisfied that there is an appropriate balance of different activities across maritime facilities throughout the district.

The review recommended amalgamating the Maritime Facilities Bylaw and Mooring Charges Bylaw into a single Maritime Facilities Bylaw:

- made under the Local Government Act 2002
- that includes a sliding scale fees system for both commercial and recreational users
- that includes the establishment of pre-specified commercial and recreations maritime facilities (zones).

Option One: Make a new Maritime Facilities Bylaw (recommended option)

A new bylaw is developed which amalgamates both the Maritime Facilities Bylaw and Mooring Charges Bylaw into a single Maritime Facilities Bylaw made under the Local Government Act 2002.

The new Maritime Facilities Bylaw should include:

- a sliding scale fees system for both commercial and recreational users
- the establishment of pre-specified commercial and recreations maritime facilities (zones).

Further engagement is required to draft the most appropriate form of bylaw.

Advantages and disadvantages of making a new Maritime Facilities Bylaw	
Advantages • Bylaw will align with relevant laws and legislation • Bylaw will allow for easier enforcement of provisions • Bylaw will have improved clarity and certainty • Bylaw will facilitate an appropriate balance of recreational and commercial use of maritime facilities • Bylaw will support the ongoing maintenance and long-term improvements required for maritime facilities • Having one bylaw relating to maritime facilities is an efficient and effective use of Council resources and will further support clarity regarding the regulation of maritime facilities.	Disadvantages None.

Option Two: Continue both the Maritime Facilities Bylaw and Mooring Charges Bylaw with amendments

Both bylaws stay in force and amendments are made to ensure the bylaws:

- are made under the Local Government Act 2002
- are clear and certain
- allow for enforcement opportunities
- have an appropriate sliding scale fees system for both commercial and recreational users.
- include the establishment of pre-specified commercial and recreations maritime facilities (zones).

Further engagement will be required to draft the most appropriate form of bylaw.

Advantages and disadvantages of continuing both the Maritime Facilities Bylaw and Mooring Charges Bylaw with amendments	
Advantages • Bylaws will align with relevant laws and legislation • Bylaws will allow for easier enforcement of provisions • Bylaws will have improved clarity and certainty • Bylaws will facilitate an appropriate balance of recreational and commercial use of maritime facilities • Bylaws will support the ongoing maintenance and long-term improvements required for maritime facilities.	Disadvantages • Having two bylaws relating to maritime facilities is not an efficient and effective use of Council resources and may lead to public confusion regarding the regulation of maritime facilities.

Option Three: The Maritime Facilities Bylaw and Mooring Charges Bylaw continue without amendment

The Bylaws stay in force with no changes

The current form of both bylaws does not effectively address the perceived problem and is therefore not a viable option.

Option Four: Revoke both the Maritime Facilities Bylaw and Mooring Charges Bylaw and not make a new bylaw

There is no other regulatory instrument or method with which Council could otherwise manage and regulate the maritime facilities under its jurisdiction. Not having a bylaw in place would leave the maritime assets open to physical neglect and potentially inappropriate and hazardous use. For this reason, having no bylaw at all is not considered an option.

Take Tūtohunga / Reason for the recommendation

A bylaw is still the most appropriate way of addressing the perceived problems regarding maritime facilities.

A new form of bylaw is required to ensure the bylaw:

- is consistent with relevant laws and legislation
- allows for easier enforcement of provisions
- is certain (clear).

Next steps

If Council agrees with the recommendation, a new form of bylaw will be drafted and is planned to be presented to the Strategy and Policy Committee third quarter 2022.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The cost of developing a new bylaw will be met from existing operation budgets.

ĀPITIHANGA / ATTACHMENTS

1. **Allen + Clarke Maritime Facilities Bylaw Options Paper - A3603852** ⇩
2. **Maritime Facilities Bylaw 2002 - A2674402** ⇩
3. **Mooring Charges Bylaw 2002 - A2674471** ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	In line with the Significance and Engagement policy the recommendation to make a new bylaw is consistent with existing plans and policies. Therefore, the level of significance is low.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The Local Government Act, section 145, 146 and 155 apply to the decision recommended in this report.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The bylaw recommended in this report has District wide relevance. However, the perceived problems regarding maritime facilities that the bylaw is aiming to address affect local communities. Community Board involvement will be essential during the next stage of bylaw development.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	Seeking the views and input of iwi in the development of bylaws is integral. Access to maritime facilities plays a part in ensuring the wellbeing of tangata whenua. Māori will be given an opportunity to contribute during the engagement and consultation stage of the bylaw development process.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Affected and interested parties will be given an opportunity to share their views and preferences during the engagement stages of bylaw development. A full stakeholder analysis will be undertaken before engagement occurs. At this early stage of bylaw development affected and interested parties include: • local residents affected by maritime facility use

	• commercial and recreational users of maritime facilities • Far North Holdings Ltd. • Northland Regional Council
State the financial implications and where budgetary provisions have been made to support this decision.	The cost of developing a new bylaw will be met from existing operation budgets.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report.

Far North District Council

Review of Bylaws for Maritime Facilities and Mooring Charges

Options Paper

22 December 2021

(revised February 2022)

ALLEN+CLARKE

ACKNOWLEDGEMENTS

We would like to acknowledge the time taken by staff at the Far North District Council, Far North Holdings Ltd., Northland Transport Alliance, and by a local commercial fishing operator to participate in structured interviews about the use of maritime facilities and to share their perspectives.

Founded in 2000, *Allen + Clarke* is an established and respected consultancy with offices in Melbourne and Wellington. *Allen + Clarke* is managed by two Managing Partners, Matthew Allen (based in our Wellington office), and Paul Houliston (based in our Melbourne office) who share ownership with six senior staff. We have more than 100 staff, and work with a large number of partners with either specialist or sector knowledge. Our areas of work cover policy, regulatory and business change services; evaluation and research services; and governance, secretariat and programme management services.

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Proof read:	Babitha Gnanakumar	
Formatting:	Babitha Gnanakumar	
Final QA check and approved for release:	Stuart Beresford	

CONTENTS

1. BACKGROUND

The Far North District Council (FNDC) is seeking to revise relevant bylaws to help resolve issues that have arisen in the management of maritime facilities (such as wharves and boat ramps) and to ensure that these assets, for which there is high demand, are being used appropriately. In recent times it has become evident that commercial entities have been using recreational maritime facilities in a way that restricts access to, and limits the availability of, these maritime facilities for local residents, visitors, and recreational boat users. One example of this tension is the availability and use of the boat ramp at Ōpito Bay, east of Kerikeri, where the activities of commercial oyster farmers has angered some local residents. However, as it stands, these commercial operators are not breaking any rules under the existing Maritime Facilities Bylaw 2002 and the Mooring Charges Bylaw 2002.

The Council has engaged *Allen + Clarke* to conduct a review of their Maritime Facilities Bylaw 2002 (MFB) and their Mooring Charges Bylaw 2002 and to provide advice and options for how these bylaws could be amended, or amalgamated, to assist the FNDC in finding a practicable solution for regulating and managing the use of maritime facilities within the Far North District. This review builds on *Allen + Clarke's* 2020 review of the FNDC's policies and bylaws in relation to the use of public places.

2. ASSESSMENT UNDER THE LOCAL GOVERNMENT ACT 2002

Under Section 155 of the Local Government Act 2002 a local authority

- must, before commencing the process for making a bylaw, determine whether a bylaw is the most appropriate way of addressing the perceived problem; and
- if a local authority has determined that a bylaw is the most appropriate way of addressing the perceived problem, it must, before making the bylaw, determine whether the proposed bylaw is the most appropriate form of bylaw.

Considering that there is no other regulatory instrument or method with which the FNDC could otherwise manage and regulate the maritime facilities under its jurisdiction, a bylaw can be considered the most appropriate way of addressing the tensions that have arisen in relation to their recreational and commercial use. To dispense with such a bylaw altogether would be equivalent to leaving the FNDC's maritime assets open to physical neglect and to the potential for inappropriate and hazardous use. For this reason, having no bylaw at all is not considered an option.

Over the years, neither of the existing bylaws (MFB 2002 and the Mooring Charges Bylaw 2002) has been effectively enforced and most of their key provisions have fallen into disuse. For this reason, maintaining the status quo (i.e. two separate and, for the most part, disregarded bylaws) was not considered a viable or feasible option either, especially in consideration of the current tensions which the status quo has largely brought about.

The options discussed in this paper are intended to show the *most appropriate form of bylaw* for regulating the safe and equitable use of maritime facilities in the FNDC's district. In the spirit of Section 77(1) of the Local Government Act 2002, the following sections seek "to identify all reasonably practicable options" for effectively regulating of the use of maritime assets and "to assess the options in terms of their advantages and disadvantages." These options were presented to the FNDC at their meeting held on 15 December 2021.

3. CRITERIA FOR ASSESSING OPTIONS

In November 2021 an assessment of potential options for updating and improving the FNDC's current MFB was undertaken based on the following criteria:

1. **The option facilitates an appropriate balance of recreational and commercial use of local maritime facilities:** the bylaw must enable and ensure an appropriate balance between users who have commercial operations (fishermen, charter boats, etc) and those using the facilities for recreational purposes, particularly local rate-payers, who may have bought property in the District specifically to take advantage of the access to water.
2. **Financial benefits for Council:** changes to the MFB should introduce the possibility of revenue collection for the FNDC. Currently, the FNDC generates very little revenue from maritime assets that are in high demand and suffer significant "wear and tear". While other territorial authorities charge for using maritime facilities, the FNDC is not currently maximising the popularity of maritime assets among recreational and commercial users alike.
3. **Community endorsement and satisfaction:** an imbalance between recreational and commercial activities at some sites has created tensions between local residents, visitors and commercial operators. The revised MFB must reconcile competing interests in such a way that ratepayers are satisfied that there is an appropriate balance of different activities across maritime facilities throughout the district.

We identified the following four options for the design of a revised MFB:

- Option 1: Introduce a sliding scale fees system that covers both commercial and recreational users
- Option 2: Make no change in principle to the MFB drafted in 2017, but fast-track the approval and roll-out process so this becomes the active bylaw, replacing the 2002 MFB
- Option 3: The establishment of pre-specified commercial and recreational maritime facilities (zones), and – within these zones – a fees schedule for operators in commercial areas that is based on tonnage of catch.
- Option 4: On the basis of the draft 2017 MFB, combine elements of Options One and Three (a 'hybrid' option).

4. OPTIONS

4.1. OPTION 1: Introduce a sliding scale fees system that covers commercial and recreational users

Under this option, the FNDC would introduce a differentiated "user-pays" system that would generate revenue to help cover the maintenance costs and ongoing of development of maritime facilities. This system could feature a permit coupled with a sliding scale of fees that could be comprised of a nominal flat fee for recreational users, for example, and a higher fee for commercial users determined by the scale and duration of their operations at the site.

Currently, the FNDC does not apply a fees schedule for any particular use of maritime facilities in the Far North District nor does it collect a single fixed fee or flat rate, regardless of whether the

activity is recreational or commercial. The FNDC's 2002 Mooring Charges Bylaw (which sets a fee of $25 per pile or swing mooring) has been largely disregarded and unenforced over the years. Other territorial authorities in New Zealand, by contrast, operate "user-pays" schemes for their maritime facilities. One advantage of these kinds of schemes is that they would reduce the FNDC's reliance on rates alone to cover maintenance costs. For example, the Thames-Coromandel District Council explains that, by issuing permits and charging fees for the use of the boat ramp at Whangamatā, they can "*ensure that the general Whangamatā rate payer, and 'non-boaties', are not subsidising this service. All revenue from the permits goes back into operating and maintaining the facility*".

A number of maritime assets within the Far North District (including the Ōpito Bay boat ramp) are in average to poor condition. Ramps and wharves with evident maintenance needs can pose health and safety risks to their users. Continued maintenance (and upgrading where necessary) ensures that maritime assets have sufficient capacity and ease of access to meet increasing demand from both recreational and commercial users – particularly in peak seasons.

The introduction of permits and fees is not intended to disincentivise or deter the use of maritime facilities, but to prevent them from being overused and to control and balance the levels of (recreational and commercial) activities at the respective sites. The fees schedule should be neither exorbitant nor prohibitive but should reflect an appropriate level of contribution from users towards maintaining the facilities, rather than allowing their ongoing use to occur at the expense of local ratepayers (some of whom may not ever use these facilities themselves).

If a schedule of fees and charges were to be introduced and enforced, the FNDC would need to ensure that it clearly communicates to the community how this revenue will be used to maintain and develop the maritime infrastructure. Users are very accustomed to being able to access and use these facilities for free.

Assessment criteria	Option 1: Introduce a sliding scale fees system that covers both commercial and recreational users
Facilitate an appropriate balance of recreational and commercial use of maritime facilities:	• By issuing permits and charging fees for particular types of use of the facilities, the FNDC is in better position to maintain oversight and to control appropriate levels of recreational and commercial activity. • Fees for recreational use will be low (e.g. for trailer boat launching), while user fees for commercial use could be calculated on the basis of an assessment of the scale, frequency and duration of the proposed commercial operations.
Financial benefits for the FNDC:	• A sliding scale of fees according to activity type will generate revenue for the ongoing maintenance of the facilities and reduce the level of reliance on rates. • In order to maximise revenue collected and create tangible benefits, there should be a focus on creating a simple, easy-to-manage system for issuing permits and collecting fees (e.g. an e-permit, an automated payment and collection system) • Monitoring and enforcement could be undertaken from the water, (e.g. on the basis of existing Harbourmaster infrastructure and activity).

Assessment criteria	Option 1: Introduce a sliding scale fees system that covers both commercial and recreational users
Community endorsement and satisfaction	• While there is general resistance within the local community towards the idea of having to buy permits and pay penalties in relation to the (authorised or unauthorised) use of facilities (including parking and maritime facilities), there is are tensions so a general sense of frustration at the lack of clear management of the facilities as well as their general level of maintenance. • Fee and permits will better enable the FNDC to control and balance the extent of commercial operations at specific sites and enhance the community (i.e. rate-payer) access for recreational activities. • Consideration could need to be given to the possibility of exempting ratepayers and charging visitors only.

4.2. OPTION 2: Make no changes in principle to the draft 2017 MFB, but fast-track the approval and roll-out process to replace 2002 version

Significant work to improve the current MFB has already taken place, and a draft of an updated bylaw was discussed and approved by the FNDC in 2017, although it has yet to be finalised and implemented. Under this option, the draft MFB 2017 would replace the current bylaw.

The justification for this option is relatively straightforward: the vast majority of the "leg work" required for this option has already been completed; and the draft MFB 2017 was written in full and was accepted and endorsed by the FNDC at the time, although no resolution was made Council meeting 22 June 2017).

A particular feature of the draft MFB 2017 is its incorporation of the mooring of vessels, rendering an additional and separate bylaw for mooring unnecessary. Further enhancements could be made by revising and updating the definitions in Section 3 "Interpretation" and extending this Section to include other key terms (such as 'berthing' and 'wharfing', for example). Similarly, clauses 6.5. and 6.6 could be revised and extended to include clearly articulated approaches to charging fees and issuing permits (as outlined in Option 1 above). The draft MFB 2017 also acknowledges the inherent tension in striking a balance between recreational and commercial activities, as typified by the situation at the Ōpito Bay boat ramp.

However, to ensure the support and endorsement of local ratepaying boat-owners, an amendment will need to be made to Paragraphs 17.1 and 17.2 which currently require *all* owners *"of any vessel using any launching facility"* to purchase a maritime facilities licence against a fee prescribed by the FNDC.

Assessment criteria	Option 2: Make no change in principle to the Maritime Facilities Bylaw drafted in 2017, but fast-track the approval and roll-out process so this becomes the active bylaw, replacing the Maritime Facilities Bylaw 2002
Facilitate an appropriate balance of recreational and commercial use of local maritime facilities:	• Clauses 6.5 and 6.6 of the MFB addresses the need for a balance of availability for asset use, explicitly differentiating the permissions of recreational and commercial users on different facilities.

Assessment criteria	Option 2: Make no change in principle to the Maritime Facilities Bylaw drafted in 2017, but fast-track the approval and roll-out process so this becomes the active bylaw, replacing the Maritime Facilities Bylaw 2002
	• The MFB outlines the freedom of recreational users on those facilities categorised as "recreational", but also specifies that commercial activity can only take place on these facilities following a completion of an application to the FNDC, alongside the payment of an (unspecified) fee. • Creating pre-specified recreational facilities will assist in the management of "pinch-point" assets such as the Ōpito Bay boat ramp, where commercial and recreational users currently have equal standing in terms of the right of use. • The enforcement of the draft's rules remains an issue. While the draft MFB 2017 is an improvement on the 2002 version, it still does not have the "teeth" necessary to exact and enforce charges and penalties.
Financial benefits for Council:	• As the draft MFB 2017 has already been largely written and has obtained FNDC approval, this option is relatively low cost in terms of the internal resourcing required to complete its development. • The inclusion of a mention of (unspecified) fees and charges in the draft MFB 2017 represents a revenue generating opportunity that has yet to be explored and realised in detail (the current 2002 version includes a defunct schedule of fees).
Community endorsement and satisfaction	• Ratepayers are frustrated with the unrestricted commercial use of local maritime facilities for which there is an increasingly high recreational demand. The draft MFB 2017 could serve as a basis for achieving a more appropriate balance of activity. • Ratepayers are also dissatisfied with the four-year delay in finalising and implementing the draft MFB 2017. Revising, finalising and implementing the draft MFB 2017 would restore ratepayers' confidence in the FNDC's ability and commitment to address their concerns. • The revised draft should omit paragraphs 17.1 and 17.2.

4.3. OPTION 3: The establishment of pre-specified commercial and recreational maritime facilities (zones), and a fees schedule for commercial operators

Under this option, the FNDC would model management systems and mechanisms applied by other territorial authorities, designing their own unique combination of requirements for commercial operators' use of its maritime facilities.

Categorising all maritime assets according to permissible activity types would allow the FNDC to set clear parameters on what kind of activities can take place at individual sites (such as at Ōpito Bay, for example) and create revenue streams. This revenue can be reinvested into the maintenance and improvement of maritime facilities and help inform its wider infrastructure planning.

The establishment of designated commercial and recreational zones would benefit both groups, as recreational users would be able to use their local, smaller boat ramps uninterrupted, while commercial operators can use designated commercial zones (under agreed conditions relating to duration, noise, pollution, etc. etc.). Neither group would be restricting access to any other users.

This option would require significant consultation with groups such as FNHL to ensure that commercial and residential zones are identified according to predominant use, capacity, and convenience. It is suggested that commercial zones and facilities would generally include more substantial infrastructure, with greater capacity for higher levels of traffic and larger vessels and vehicles.

Charging these commercial operators at a rate calculated according to their total catchment would provide the FNDC with revenue. Operators should be willing to pay considering the currently untouched profit they are making as a result of their operations that would not be possible without the use of Council infrastructure. The charging rate would not need to be substantial, as the FNDC could approach this charge with a low-cost, high-volume approach, or explore calculating charges depending on an operator's commercial fishing licence, quota, or annual catch entitlement. Much like the user-pays scheme discussed in Option 1, this revenue could be set aside to be directly reinvested into the maintenance and improvement of local maritime facilities (both commercial and recreational). In terms of a fees schedule, local examples such as Tutukaka Marina (Whangārei) offer useful guidance as to establishing reasonable rate for charging wharfage and berthage [https://www.tutukaka.co.nz/#Welcome] .

Limiting commercial operations to these commercial facilities would also assist in guaranteeing the longevity of recreational facilities, as there should be less extensive "heavy" use from medium-to-large scale commercial activities.

This option will result in an increased need for allocated resources to ensure enforcement of both appropriate use of commercial and recreational facilities, and payments from commercial users in accordance with their catchment. Given the nature of the required enforcement (largely on-site at these facilities), it may not be feasible or practical for the FNDC to manage this enforcement. Instead, we suggest that expanding the remit of the local harbourmaster be considered: in this way enforcement could be ensured more effectively and directly from the water.

Assessment criteria	Option 3: The establishment of specified commercial and recreational maritime facilities (zones), and – within these zones – a fees schedule for operators in commercial areas that is based on tonnage of catch.
Facilitate an appropriate balance of recreational and commercial use of local maritime facilities:	• Creating designated commercial zones for commercial operations in the region would ensure that both residential and commercial users could access the relevant maritime facilities for their activities without restriction. • Commercial operators may feel aggrieved that they have to pay for their use and recreational users do not. However, this will only be a charge based on catchment (if they do not catch anything, there will be no charge). Also, the profit generated from their operations may allay frustration that will come with the payment of a nominal fee. • Residents and recreational users of sites such as Ōpito Bay would benefit significantly from this change, as access to their small, local boat

Assessment criteria	Option 3: The establishment of specified commercial and recreational maritime facilities (zones), and – within these zones – a fees schedule for operators in commercial areas that is based on tonnage of catch.
	ramp would not be compromised by commercial activity taking place in these largely unsuitable facilities. • Most notably, this option would result in the most noticeable change for these concerned residents, who are currently dealing with significant commercial activity on facilities that are not designed for that kind of work.
Financial benefits for Council:	• Given that commercial operators would not be able to make nor increase their profits without access to Council facilities, FNDC can justifiably charge a fee per catchment to generate revenue which, in turn, would be reinvested in the continued maintenance, and potential future development, of maritime facilities. • An independent review of the state of the FNDC's maritime facilities stated that the current maintenance costs of these facilities is relatively low. However, the same review suggests that many of these facilities are not in a state fit for a continued level of operation. Revenue generated through charges to commercial operators would therefore be available to allocate to the long-term improvement of these facilities, rather than maintaining the status quo of the condition of the ramps and wharves.
Community endorsement and satisfaction	• This option would offer a practical solution to the residents of sites such as Ōpito Bay, which would offer an immediate change and improvement in the form of increased and prioritized access to their local maritime facility. • The key frustration from residents that came to light following both our own research and the findings of the FNDC was that recreational use of maritime facilities was being limited or impeded through commercial occupation of maritime facilities. This option would ensure that this will not continue. • Some facilities may be within commercial zones and still have recreational use. However, these facilities would be of the size and capacity that would allow for dual use without either party's access being restricted. • This option has no foreseeable negative affect on recreational users of maritime facilities in the region, and subsequently it is assumed that this would be met with satisfaction and approval. Residents would be able to access their local maritime facilities with less commercial traffic, with no trade-off for these recreational users.

4.4. OPTION 4: A 'hybrid' solution drawing on Options One, Two and Three

After discussing the three options above with Council staff it was agreed that the best elements of each could be combined into one 'hybrid' option: given the strength and quality of the existing

draft MFB 2017 (Option 2) it should form the basis for combining a sliding scale of fees (Option 1) and the zoning of particular maritime facilities (Option 3).

As it currently stands, the draft MFB 2017 does not set out a fees schedule for the use of facilities. In relation to our criteria for assessing option, applying a fees schedule and designating commercial and recreational zones within the draft MFB 2017 would –

a) create legislation that regulates and manages a balance between commercial and recreational activities and interests;

b) generate revenue for the FNDC which would flow back into the reinvestment in the maintenance and improvement of maritime facilities; and.

c) meet with community satisfaction insofar as recreational users would be on the lower end of any sliding scale of fees (and would also have exclusive access to facilities that are categorised as solely "recreational") and the facilities themselves would be held in optimal condition.

4.4.1. Use of Launching Facilities

Clauses 6.5 and 6.6 of the draft MFB 2017 offer a platform for introducing fees and designating and managing commercial and recreational zones. These clauses, which will effectively replace the separate Mooring Charges Bylaw2002, represent a positive intention from the FNDC to better manage commercial and recreational activities. The proposed addition of a sliding scale for fees and commercial zoning will further improve the effectiveness and enforcement capabilities of these clauses.

> ***6. Use of Launching Facilities***
> [...]
> *6.5 The freely permitted use of recreational launching facilities listed in the Schedule is limited to recreational users only.*
> *6.6 Commercial operators may be permitted to use recreational launching facilities if approved by Council or its agent and will be subject to:*
> *- completion of an application to Council;*
> *- fees as specified by resolution of Council;*
> *- health and safety and traffic management plans approved by Council if required*
> *- annual review by Council;*
> *- any other local conditions specified in a letter of approval.*

4.4.2. Adding Commercial Zoning to the draft Maritime Facilities Bylaw 2017

In order to maximise the intention of clause 6.5, the inclusion of commercial and recreational zones as discussed in Option 3 above should be considered.

The draft MFB 2017 contains a schedule of boat ramps and wharves, grouping them according to their intended use (i.e. recreational or commercial). These groupings could serve as a basis for creating recreational and commercial zones.

Consideration will need to be given to how designated zones are monitored for appropriate use. One possible approach could involve the local harbourmaster's office which would patrol and monitor the use of maritime facilities from the water, ensuring that no unauthorised commercial, activity is occurring in recreational zones in addition to any hazardous or reckless behaviours. In

this context, the imposition of penalties for inappropriate use will be necessary: otherwise the provisions for zoning risk being 'toothless'.

4.4.3. Including Fees: A Sliding Scale

The draft Maritime Facilities Bylaw 2017 does not contain a schedule of fees for the commercial or recreational use of marine facilities. We suggest including a schedule of fees for users of maritime facilities in the district, with the level of fee varying depending on a number of factors. Some options could include the following:

a) The payment for the issue of a parking permit for recreational and commercial users alike (which would tie into the FNDC's new parking bylaw). This would enable the FNDC to manage the numbers and *types* of vehicles and trailers parked at sites at any given time.

b) Permits that are required for commercial operators and *visiting* recreational boats only. In this way local recreational users would be exempt from having to pay for the use of facilities which they may have actually built themselves, and for which their rates will contribute to ongoing maintenance costs.

c) Fees for all users: commercial operators would pay a rate calculated as proportion of the catchment/value of their operations on the water; recreational users would pay a flat rate.

While there will be other sliding scale options for the payment of fees for the use of maritime facilities, the revenue generated from these fees should be clearly and transparently earmarked for the maintenance (and potential improvement) of the facilities to ensure ratepayer satisfaction.

For recreational users, one practical and enforceable option for charging a fee would be through the parking bylaw, as this would not require monitoring from the water. Parking permits, or special "coastal amenities parking" permits, could be purchased and presented on a car windscreen / boat-trailer parked at the facility while users are boating. The FNDC would need to create at least one additional FTE for monitoring, patrolling and enforcement. This option may have advantages for local residents who live close to the water's edge and who could simply put their boat into the water and then return their vehicle and trailer to their nearby home, thereby evading the cost of parking.

Setting charges and fees for commercial operators would require careful consultation While fees charged by other territorial authorities can be used as a useful guide refer to Appendices One and Two), it will be important to take into account the unique characteristics and expectations of residents of the Far North District. There will be little appetite or willingness to pay fees that are equivalent to those of districts where rates and living costs are generally much higher.

Considering that commercial operators develop their business while using the necessary Council facilities for free, charging them on the basis of their catch (e.g. amount per tonne of fish / shellfish) may be an alternative approach to charging them (although not readily enforceable).

5. CONSIDERATIONS FOR IMPLEMENTING OPTION FOUR (THE PREFERRED OPTION)

At their meeting held on 15 December 2021 the FNDC decided in favour of Option Four above. This section explores operational considerations relating to the possible implementation of this preferred option, drawing mainly on examples from other territorial authorities.

5.1. Comparisons with other Territorial Authorities

The consideration of similar bylaws of other territorial authorities is a useful tool for forming a practical, feasible and beneficial approach. The challenge of reconciling competing interests in maritime facilities is not unique to the Far North District. For example, in 2020 the Tauranga City Council described a similar problem in relation to their maritime facilities:

> *Tauranga experiences conflict and competing demands for harbour access both in the commercial sector and in the recreational sector. Conflict can be expected at peak recreational times such as long weekends during the summer months. The type and location of conflict varies but is often centred around Tauranga's premier boat ramps.*[1]

As a result, the Tauranga City Council reconsidered the way in which marine activity within its district was funded through a split of 30% user fees (berthage fees) and 70% general rates:

> *Council is seeking to investigate revenue opportunities that increase the amount of funding from direct users and therefore, reduce the portion provided from general rates. This activity has high value assets, with high maintenance costs and the existing funding model is not sustainable in the long term. [...] The Tauranga Marine Precinct*[2] *is currently 90-100% funded by user charges.*

The FNDC is in a position now also to reconsider its current funding ratios in relation to maritime facilities. For parking, this ratio is currently set in the Far North at 80%-89% general rates and 10%-11% user charges. This could be adjusted to ensure sufficient revenue is generated to maintain facilities and also support monitoring and enforcement (e.g., of issued permits). The concept of the sliding scale of fees (Option One) could be applied in principle to the ratio of rates and user pays for specific types of Council services. For example, while a split of 89% general rates to 11% user charges may apply to parking, a different ratio may apply to the commercial use of a maritime facility such as 11% general rates and 89% user charges.

5.2. Managing Commercial Zones

The collection and management of charges and penalties represent a significant operational dimension to the FNDC's preferred option. As an example of effective practice, the Tasman District Council administers a fees system for commercial zones that is reasonable to the users, and also

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[1] Tauranga City Council, October 2020: *Approach to develop a Marine Facilities Strategy and Marine Facilities Development and Management Plan*
https://www.tauranga.govt.nz/Portals/0/data/future/marine-facilities/files/marine-facilities-strategy-report.pdf

[2] The Tauranga Marine Precinct (Vessel Works) is a purpose-built marine servicing hub catering for commercial and recreational vessels large and small: https://www.vesselworks.co.nz/

enforceable for the FNDC (refer to Appendix Two). At Port Tarakohe within the Tasman District, for example, activities at commercial zones are monitored through CCTV camera surveillance, effectively reducing the workload for the FNDC's monitoring and enforcement team. All fees and charges are payable in advance, and interest is applied to any overdue payments (at a rate of 1% per month). Alongside berthage and wharfage charges for commercial zones, there is an additional charge based on an operator's total catch. The rate is fixed at $23.59 per tonne and covers "all marine animals".

Managing and enforcing fees based on total catch for commercial operators would place a greater strain on monitoring. However, the revenue generated from this work would be lucrative for the FNDC and could contribute to not only the maintenance and improvement of the marine facilities that are being used, but also fund the FTEs required to enforce the fees. The number of FTEs required for appropriate enforcement could also be reduced through the installation of CCTV cameras.

5.3. Managing Recreational Zones

Much like the management and enforcement of commercial zones, managing recreational maritime zones could be made easier through investment and implementation of technology. As part of our preferred option, recreational users could pay a small fee (with options for a one-off or annual permit) to access and use recreational maritime facilities. This fee would not be substantial, but it would be implemented to capitalise on the extensive use of these facilities (particularly during the holiday periods) and fund the maintenance and potential future improvement of these commonly community-built facilities. We think that these permits would be most effective if they took the form of a parking permit for boat-trailers, as this is a key "pinch-point" for these small, recreational maritime facilities. A fee in the form of a parking permit, or "coastal amenity parking" permit, would also minimise the impact on locals who can continue to use their "neighbourhood" wharf or ramp to put their boat in the water and take the trailer back to their property. Those purchasing a parking permit would be visitors and tourists to the area.

In order to avoid creating additional burden for the monitoring and enforcement team, the use of common technology could assist in enforcing the payment of permits. For example, a simple parking barrier – much like that at an airport or in an inner-city parking building – could present users with a ticket upon entry. If these users are locals who are dropping their boat and returning their cars, then the time elapsed would not result in required payment. If the vehicles stayed within the carpark for a certain amount of time, however, payment would be required. There could also be a pass that usurps the single use ticket if the FNDC desired to make annual passes a possibility – particularly useful for locals who may use facilities regularly but are not able to leave their trailers at their residences. Another option for the region is using the same system as that which is used at Lake Taupō, where the Harbourmaster and the Department of Internal Affairs (DIA) administer an online boat ramp permit solution. An "E-permit" can be purchased and presented upon request to show that the use of the boat ramp has been paid for.

While this offers convenience for the users of the boat ramps, this solution would require increase coordination with Council monitoring staff and/or local Harbourmasters' offices to monitor, as it would require the presence of staff (either permanent or random) to check that all users either have a physical or "E" permit for use of the maritime facility.

5.4. Importance of consistency across the District

It is important that any policy or system changes encompasses all maritime facilities within the Far North District. Although the catalyst for this work may have been the situation at one particular site, issues arising from steadily increasing demand, limited parking, and maintaining a balance between recreation and commercial activities, are present in most if not all maritime facilities in the district to varying degrees. For this reason, it will be important to categorise all maritime assets (boat ramps and wharves) carefully according to the appropriate and desired use and manage them accordingly. As part of revising the draft MFB 2017's schedule of launching facilities, it may therefore be worthwhile to refer to the excellent and comprehensive Far North Boat Ramp Feasibility Study commissioned through the Tourism Infrastructure Fund in 2019. This study provides individual profiles for boat ramps throughout the district on the basis of which commercial and recreational use could be determined.

5.5. Potential collaboration with the Harbourmaster

References to the harbourmaster have been made above in our discussion of options (see sections 4.1, 4.3, and 4.4.2). As explained to us by key stakeholders with whom we consulted on our presented options, there is potential for the harbourmaster to reinforce the FNDC's monitoring and enforcement activity based on his existing general powers and infrastructure: the monitoring of the use of maritime facilities is more effective and practicable from the water than from the land. Although not within the scope of this review, it may be of interest to the Council to explore the possibility of reaching a memorandum of understanding with the Northland Regional Council about how the harbourmaster can contribute to enforcing the MFB. Section 33F of the Maritime Transport Act 1994[3] and Section 8 of the Northland Regional Council and Far North District Council Vesting and Empowering Act 1992[4] could provide a legislative basis for agreeing such an extension of the harbourmaster's powers.

[3] https://www.legislation.govt.nz/act/public/1994/0104/latest/DLM5689793.html
[4] https://www.legislation.govt.nz/act/local/1992/0002/4.0/whole.html#DLM80193
(N.B the Local Government Act 1974 is superseded by the Local Government Act 2002).

APPENDIX 1: COMPARATIVE FEE SCHEDULES

Listed below are a range of fees for both commercial and recreational users of maritime facilities in other territorial authorities. There is a noticeable range of fees and charges, so it is important that FNDC considers what level of fee will be most appropriate for the kind of activities that are taking place and the expectations of both residents and commercial operators.

Territorial Authority/Marina	Fees for Recreational Users	Fees for Commercial Users
Christchurch City Council	$42 berthage (per night)	Less than 10m in length: $522 (seasonal) Less than 10m in length: $818 (annual)
Queenstown Lake District Council	$5 Ramp Permit (24hrs) $50 yearly permit July 2017-June 2018	$5 Ramp Permit (24hrs) $70 yearly permit July 2017-June 2018
Thames Coromandel Council	$10 Trailer parking permit (casual) $90 Trailer parking permit (annual) $30 Casual berthage	$75 per metre/per annum
Tutukaka Marina (Northland District Council)	10m berth size: $40 daily, $605 monthly	10m berth size: $40 daily, $605 monthly

APPENDIX 2: FULL FEE SCHEDULES OF OTHER TERRITORIAL AUTHORITIES

Tutukaka Marina

All rates GST and NRC Bio-fouling / Navigation fees inclusive.

ALL FEES ARE APPLICABLE BEGINNING OCTOBER 1ST, 2021

Berth Size	Monthly	Daily
10m/32.75ft	$605.00	$40.00
12m/39.5ft	$730.00	$49.00
14m/46ft	$860.00	$58.00
16m/52.5ft	$990.00	$67.00
18m/59ft	$1120.00	$76.00
20m/65.6ft	$1255.00	$85.00
Inside Pile Berth	$405.00	$25.00
Pile Berth	$405.00	$25.00
Commercial Wharf	N/A	$55.00

PRICES: All prices are inclusive of GST & All monthly Fees are to be paid in advance.
Monthly live aboard fee = $40.00 Inc GST.

Christchurch Pt. 1

Recreation Boats	
Per night	$42.00
Private vessels, not used commercially, requiring temporary overnight berthage. Maximum stay of 7 nights. During daylight hours, vessels are only permitted to lay alongside the wharf for a maximum of 1 hour, unless undertaking maintenance.	

Christchurch Pt. 2

Commercial Operators	
Boat Length less than 10m – Seasonal	$522.00
Boat Length less than 10m – Annual	$818.00
Boat Length greater than 10m – Seasonal	$818.00
Boat Length greater than 10m – Annual	$1,151.00
Includes fishing, passenger, service vessels. Rate applies to those vessels with access to a swing mooring. Rate provides for set down of catches. Maximum time alongside wharf of 1 hour, apart from maintenance periods. Seasonal rate applies for up to 6 months consecutive usage. Council reserves the right to negotiate rate depending on the size of the vessel and/or the number of passenger visits or length of use.	

Thames Coromandel

All fees and charges are inclusive of GST.

Harbours	Units	2021/2022
Coromandel-Colville		
Recreational Boat Launching / Trailer Parking **Annual** Permit.	Per permit	$90.00
Recreational Boat Launching / Trailer Parking **Daily** Permit.	Per permit	$10.00
Annual wharf use permit for mooring holders.	Per permit	$10.00
Commercial Wharfage	Per metre/per annum	$75.00
Slipway Grid (Emergency Maintenance only - Te Kouma)	Per berth/per day	$65.00
Boat Sheds	Per shed	$350.00
Slipways	Per slipway	$550.00
Passenger Fee (Ferries and Charter Boats)	Per passenger over 5 years of age. Charged per embarkment and disembarkment.	$1.00
Casual Berthage	Per berth/per day	$30.00
Commercial advertising/signage at Hannafords Jetty and Coromandel Wharf	Annual fee	$50.00
Whangamata		
Recreational Boat Launching / Trailer Parking **Annual** Permit.	Per permit	$80.00
Recreational Boat Launching / Trailer Parking **Daily** Permit.	Per permit	$10.00
Annual wharf use permit for mooring holders.	Per permit	$65.00
Commercial Berthage	Per metre/per annum	$38.00
Casual Berthage	Per berth/per day	$30.00
Mercury Bay		
Recreational Boat Launching / Trailer Parking **Annual** Permit where applicable	Per permit	$80.00
Recreational Boat Launching / Trailer Parking **Daily** Permit where applicable	Per permit	$10.00
Annual wharf use permit for mooring holders.	Per permit	$65.00
Commercial Wharfage	Per metre/per annum	$48.00
Casual Berthage	Per berth/per day	$30.00
Service Vehicles (High)	Per annum	$687.00
Service Vehicles (Low)	Per annum	$490.00
Tairua/Pauanui		
Commercial Wharfage	Per metre/per annum	$48.00
Casual Berthage	Per berth/per day	$30.00
Thames		
Commercial Wharfage	Per metre/per annum	$48.00
Berthage	Per metre/per annum	$150.00
Casual Berthage	Per berth/per day	$30.00

Queenstown

Schedule 1 – Fees

(1) the fees for permits issued under this bylaw are prescribed as follows:

Ramp Permit for any Ramp in district and Launch Permit for specified Launch Facilities in district		
Valid Period	**Fee per Non-Commercial Craft ($)**	**Fee per Commercial Craft ($)**
Up to 24 hours	5.00	5.00
1 October 2014 – 30 June 2015	40.00	60.00
1 July 2015 – 30 June 2016	50.00	70.00
1 July 2017 – 30 June 2018	50.00	70.00

Maritime Structure Permits (Non-commercial)	
Valid Period 12 months commencing 1 July and ending 30 June	**Fee Per Maritime Structure ($)**
Application fee and permit renewal fee	120
Fee per size of maritime structure	
Up to 15m²	115
15m² up to 28m²	230
28m² up to 56m²	460
56m² up to 84m²	750
84m² and over	920

Tauranga

Base rates are set out in the table below. The webpage provides details on r

https://www.tauranga.govt.nz/council/forms-fees-and-payments/fees-and-charges/marine-facilities-fees

Wharf Licences	Charges
All wharf berthage charges are calculated on a per metre of vessel length (overall vessel length not waterline).	Daily Rate (or part day)
Bridge Wharf (more than 7 days)	$2.10 per metre
Bridge Wharf (less than 7 days or used as work berth)	$2.30 per metre
Fisherman's Wharf	$1.80 per metre
Railway Wharf	$1.80 per metre
Cross Road Wharf (Vessels over 18m)	$50.00 per hour
Cross Road Wharf (Vessels under 18m)	$35.00 per hour
Wharfage	$3.00 per tonne
Wharfage Fees are adjusted from time to time and published on the vessel works website. Rates for single occupancy and single hull vessels. Wider vessels priced upon application.	

In Tauranga, the commercial use of larger marine infrastructure is managed by Council-owned organisation VesselWorks

https://www.vesselworks.co.nz/about/

https://www.vesselworks.co.nz/facilities/#commercial-vessel-ramp (with price list by metre with minimum vessel length charged at 15 metres)

Tasman District Council

Down the road from Nelson at the at Tasman District Council, there is quite a detailed schedule of fees and charges, including a rate based on catch volume:

Wharfage	Charges from 1 July 2021 Incl. GST
Fish and shellfish	
Includes all marine animals	$23.59/tonne

https://www.tasman.govt.nz/my-region/transport/ports-and-wharves/

Although the economies of scale at Port Tarakohe are different to the maritime facilities in the Far North District, some of the (quite strict) terms and conditions for the commercial use of the wharf facilities could be adapted for your Council's purposes, for example –

- *Port Tarakohe has cameras located around the Port to monitor activity, health & safety and security risks. The footage from these cameras will be used to support enforcement of charges for the use of facilities at the port.*
- *All charges for berths, moorings, storage and leased areas are payable in advance. For any overdue payments a penalty interest charge of 1% per month will be payable. All other payments are due on the 20th of the month following on standard commercial trade terms.*
- *All berth, mooring, storage and leased area users are required to sign a current port user agreements when requested by the Port Manager. Any users that refuse to sign a current port user agreement, will vacate their berth, mooring, storage or leased area within 48 hours.*
- *An administration charge of 10% per annum may be added to any charges paid by instalments during the year.*
- *Visitors and users that do not notify the Port Manager 24 hours before arrival to pre-arrange berthage requirements, will be charged a penalty fee of $100 (including GST).*
- *No storage is permitted on wharf structures unless specifically authorised by the Port Manager in writing. Storage rates apply after 24 hours of cargo/material arriving (allowance to be made for extenuating circumstances such as bad weather).*

Nelson

Nelson charges recreational boat harbour annual licencing and mooring fees, including special rates for visitors:

http://www.nelson.govt.nz/services/facilities/nelson-marina/marina-fees-and-forms/

Marina Berths - Visitor Rates

	Visitor rates
Boat length	**Fee (incl GST)**
Less than 18 metres	$32.30 per day *
18 metres - 20 metres	$48.70 per day *
More than 20 metres	$4.90 per metre of vessel per day
Multi-hulls will be charged at 1.5 - 2.0 x single berth Visitor Rate inc GST.	
* A surcharge of $5 per person, per day, will apply where a vessel is carrying more than two persons over the age of ten years. The surcharge will apply only to the additional persons carried.	

Commercial operations may take place in Nelson waters provided they do not interfere with recreational activities, and *"preserve the District's reputation as a safe and enjoyable place for tourism and for boating and watersports in general."*

http://www.nelson.govt.nz/council/bylaws/bylaw-218-navigation-safety/commercial-vessel-operation/

LICENCE REQUIRED

In order to operate a commercial service, scheduled, non-scheduled or offering rental services, a licence must first be obtained from Council.

Licences will only be issued when Council is satisfied that the operation:

- will not diminish the level of safety of other activities in the vicinity;
- will not cause congestion or any unsafe practice at points of embarkation or disembarkation, or at any place en route.

The requirement is not currently applied to genuine commercial fishing vessels and genuine workboats that do not carry passengers or frequent the more popular parts of the coastline.

Taupō - E-permits

For the Lake Taupō Harbourmaster the DIA administers an online boat ramp permit purchasing solution.

"A friendly reminder that there is zero tolerance if you are unable to produce a valid ramp permit when using an Internal Affairs Lake Taupō boat ramp. Hardcopy permits can still be purchased from a number of agents around Lake Taupō."

https://www.dia.govt.nz/Lake-Taupo-Boat-Ramps#ePermit

https://ramp-permit-taupo.dia.govt.nz/

https://www.boprc.govt.nz/living-in-the-bay/boating-in-the-bay/being-safe/harbourmaster-team

	Fee from 1 November 2019
24 hours	$6.00
2 weeks	$43.00
12 months	$110.00

Mooring fee options

	Fee from 1 November 2019
Monthly	$91.00
Annual	$232.00

Temporary berthing permit fee options (any Crown facility)

	Fee from 1 November 2019
24 hours	$40.00
Weekly	$200.00
Monthly	$400.00

THE FAR NORTH DISTRICT COUNCIL

MARITIME FACILITIES BYLAW 2002

Issued:	02 August 2002
To come into force as from:	10 August 2002
Amended May 2013	Resolution of Council 23 May 2013 and publically notified 9th July 2013
For the purpose of:	regulating the use of wharves and other landing places, grids, pontoons, and trailer-boat launching ramps, either owned by The Far North District Council, or controlled by The Far North District Council under a management agreement with the person or persons owning or leasing such land or facilities

1. INTRODUCTION

1.1 This bylaw is made by The Far North District Council in accordance with the provisions of the Northland Regional Council and Far North District Council Vesting and Empowering Act 1992, section 16 of the Local Government Amendment Act (No 2) 1999, and every other enabling power and authority. ***Statutory authority for Bylaw.***

1.2 The short title of this bylaw is "The Far North District Council Maritime Facilities Bylaw 2002". ***Short Title.***

1.3 The purpose of this bylaw is to enable the regulation of the use of wharves and other landing places, grids, pontoons, and trailer-boat launching ramps, either owned by The Far North District Council, or controlled by The Far North District Council under a management agreement with the person or persons owning or leasing such land or facilities. ***Purpose of Bylaw.***

1.4 This bylaw comes into force on the 10th day of August 2002. ***Effective date.***

1.5 This bylaw applies to those facilities and places described in the First Schedule hereto. ***Scope of Bylaw.***

2. INTERPRETATION

2.1 "Agent" means any person or company appointed by the Far North District Council to collect charges on behalf of the Far North District Council. ***Interpretation***

"Authorised person" means any person authorised in writing by The Far North District Council or by the Council's Chief Executive Officer, to carry out and enforce the obligations and requirements of this Bylaw.

"Commercial wharf" means any commercial wharf listed in the First Schedule hereto.

"Commercial operator" means a person who operates a vessel for hire or reward of any kind whatsoever.

"Commercial vessel" means any vessel used to produce income.

"Council" means The Far North District Council.

"East Coast wharf" means any wharf other than a wharf located within the Hokianga Harbour.

"Fees" includes any due, fee, or charge payable or leviable under this Bylaw.

"Goods" includes wares and merchandise of every description and all chattels, livestock, and other articles.

"Grid" means any grid listed in the First Schedule hereto.

"Master" means the person, not being a pilot, having command or charge of any ship.

"Non-commercial vessel" means any vessel other than a commercial vessel.

"Non-commercial wharf" means any non-commercial wharf listed in the First Schedule hereto.

"Pilot" means any person not belonging to a ship who has the conduct thereof.

"Publicly notified" means notified or published in some newspaper circulating at or near the wharf or place in relation to which that expression is used.

"Ship" includes every description of vessel.

"Trailer-boat launching ramp" means any trailer-boat launching ramp listed in the First Schedule hereto.

"Vessel" means a ship, boat, hovercraft, or any other description of vessel used or designed to be used in navigation.

"Wharf" means all wharves listed in the First Schedule hereto.

3. VESSELS COMING ALONGSIDE WHARVES

3.1 The master of any vessel coming alongside any wharf shall be responsible for the proper and safe berthing of that vessel, and the master and owner of the vessel shall be responsible for any damage done to any wharf in connection with that vessel. The Council may repair any such damage and charge the cost of doing so against the master or owner of the vessel doing the damage, and the Council may recover that cost from the master or owner by action in the appropriate court.

Master/owner responsible for damage.

4. DIRECTIONS AS TO BERTHING

4.1 The master of any vessel requiring to berth at any wharf shall obey the instructions of the Council or any authorised person, as to where that vessel is to be berthed.

Council instructions to be obeyed.

4.2 No vessel shall remain berthed at any wharf longer than is necessary to load or discharge passengers or goods, provided that no vessel shall remain berthed at any wharf for more than 30 minutes unless the prior permission of the Council or any authorised person has been obtained and the prescribed fee has been paid.

Berth time limited to 30 minutes.

4.3 Any master required by the Council or any authorised person to move any vessel from any wharf must do so immediately.

Vessel to be moved immediately.

5. USE OF WHARVES AND LANDING PLACES

5.1 No person shall make fast any vessel to any wharf or part of any wharf set aside for the use of commercial vessels or rental vessels or allow any vessel to be so near to any wharf as to obstruct the approach of other vessels, or allow any vessel to lie alongside any wharf or any part of any wharf required for landing or embarking passengers except as otherwise provided in this Bylaw. ***No obstruction permitted.***

5.2 No person shall fish from any part of any wharf while that part is in use for the purpose of embarking or landing passengers or while any vessel is approaching or departing from such part of any wharf. ***No fishing permitted while wharf is in use.***

5.3 No person shall commit a nuisance on, under or about any wharf; or engage in any activity or unsafe practice on, under or about any wharf, that is likely to cause injury to any person or damage to any property. ***No nuisance.***

5.4 No person shall swim or engage in any underwater swimming or underwater activity from or near any wharf without permission from the Council or any authorised person. ***No swimming without permission.***

5.5 No person shall leave on or near any wharf or ramp any vessel trailer or motor vehicle so as to obstruct the reasonable use of such wharf or ramp by any other person. ***No obstruction by vessel, trailer, or motor vehicle.***

5.6 The master or owner of every commercial fishing vessel wishing to load or unload fish shall only use a commercial facility owned or leased by Far North Holdings Ltd or Paua (Te Pua) and Opononi wharves for that purpose and then only upon payment of the prescribed fee as set out in the Second Schedule. ***Loading and unloading of fish***

5.7 In relation to any vessel the master or owner thereof shall seal all waste water discharge seacocks with the exception of bilge, refrigeration and engine cooling system discharge points and shall permit officers of the Northland Regional Council, Far North District Council or their agents to board vessels at any time to inspect the vessel and/or to check any discharges. ***Masters/owners to comply with Marine Pollution Regulations***

6. CLEANING WHARVES

6.1 Before any vessel is removed from any wharf the master shall ensure that all dirt and rubbish is cleared from that part of the wharf occupied by the vessel and deposited as directed by the Council or any authorised person. ***Wharf to be cleaned.***

7. ANIMALS ON WHARVES

7.1 No person shall permit any animal to remain on any wharf for any time longer than is necessary for loading or unloading that animal. ***Animals not permitted other than for loading.***

8. DANGEROUS GOODS ON WHARVES

8.1 Any person landing or causing to be landed from any vessel on to any wharf any explosives, kerosene, motor spirits, fuel, oil or goods of a dangerous or flammable character shall cause the same to be removed from the wharf immediately on being landed, and any omission to do so constitutes an offence. ***Dangerous goods to be removed promptly.***

8.2 No person shall load any explosives, kerosene, motor spirits, fuel, oil or goods of a dangerous or flammable character on to any vessel from any wharf other than in sealed containers unless prior approval has been obtained from the Council or any authorised person. ***Sealed containers required.***

9. GOODS LANDED ON WHARVES

9.1 All goods landed or loaded at any wharf shall be at the risk of the person loading the goods or causing the goods to be landed, and the Council shall be under no responsibility to deliver the goods to the consignee. ***Goods landed at owners risk.***

9.2 Any goods placed on any wharf shall be placed there at the consignor's own risk, and the consignor shall be responsible for the safety of the goods until accepted by the master, owner or agent of the vessel on which they are to be shipped. ***Goods placed for shipment at consignors risk.***

9.3 Goods shall not be left unattended on any wharf.

10. VEHICLES ON WHARVES

10.1 No person shall move any vehicle on any wharf at a speed exceeding 5km per hour. ***Vehicles to proceed at walking pace.***

11. OBSTRUCTION ON WHARVES

11.1 No person shall in any way obstruct or impede traffic on any wharf. ***No obstruction of traffic.***

11.2 No person shall park a vehicle on any wharf other than in accordance with instructions of the Council or any authorised person. ***Parking vehicles***

12. POWERS OF COUNCIL OR ANY AUTHORISED PERSON

12.1 The Council or any authorised person shall have power to close all or part of any wharf whenever it is considered advisable to do so, and no person shall enter upon any wharf so closed without the consent of the Council or authorised person.

Authorised person may close wharves.

12.2 Any authorised person may require the owner or master of any vessel to comply with this bylaw. If the owner or master of such vessel does not comply as required or cannot readily be located, an authorised person may authorise the removal of the vessel to another place of reasonable safety provided that neither the Council nor the authorised person shall be responsible for any loss of or damage to such vessel or its equipment sustained for any reason during the course of or subsequent to its removal. Any expense incurred by the Council during such removal may be recovered from the owner or master in the appropriate court.

Authorised person may require compliance.

13. CLAIMS AGAINST COUNCIL

13.1 No person shall be entitled to claim against the Council for the loss of any goods landed or placed on any wharf or in any wharf shed, but nothing in this clause shall relieve the Council from liability for negligence on the part of any servant of the Council acting within the scope and in the course of his or her employment.

No entitlement to claim against Council.

14. REMOVAL OF GOODS

14.1 Where any goods remain on any wharf for more than 4 hours, or where any such goods hinder the loading or unloading of any vessel, or are an impediment to the approaches of any wharf, the Council or any authorised person may have the goods removed at the expense of the owner, and the cost of removal shall be payable by the owner before taking receipt of the goods.

Goods may be removed.

15. POWER TO SELL GOODS

15.1 In default of payment of any fees or payment due in respect of any goods under clause 14, the Council or any authorised person may sell the goods.

Council may sell goods.

16. USE OF GRIDS AND TRAILER-BOAT LAUNCHING RAMPS

16.1 No person shall use any grid or trailer-boat launching ramp otherwise than in accordance with the requirements of this Bylaw.

Use of grids and trailer-boat launching ramps

17. FEES PAYABLE

17.1 The master or owner of every vessel using any wharf, landing place, pontoon, grid, or trailer-boat launching ramp, shall pay such fees as are listed in the Schedules to this Bylaw or are prescribed by the Council from time to time by resolution publicly notified. ***Fees payable***

17.2 Upon payment of the prescribed fee the Council or Agent shall issue a maritime facilities licence to the master or the owner of the vessel. The licence shall be carried by the master or owner whenever the vessel uses any wharf, landing place, pontoon, grid, or trailer-boat launching ramp, and shall either be displayed in a visible position or shown to any Council agent or authorized person upon request. ***Licence to be available upon request***

18. OFFENCES AND PENALTIES

18.1 Every person commits an offence against this Bylaw who: ***Offences committed***

(a) Refuses to carry out the lawful instructions of the Council or any authorised person; or

(b) Permits the remains of fish offal or other offensive matter to be placed on or about any wharf; or

(c) Without the consent of the Council or any authorised person, uses any wharf for a purpose other than embarking or disembarking passengers or loading or unloading goods; or

(d) Does any act in contravention of or fails to comply with any provision of this Bylaw.

Any person who commits an offence against this Bylaw is liable to the penalty prescribed by the Local Government Act 1974, that is to say a fine not exceeding $500 and where the offence is a continuing one, to a further fine not exceeding $50 for every day or part of a day during which the offence continues.

19. CHANGES TO SCHEDULES

19.1 The Council may from time to time by resolution publicly notified make additions to, deletions from, or alterations to the various Schedules to this Bylaw. ***Changes to Schedules***

20. REPEALED BYLAW

20.1 The Far North District Council Wharves Bylaw 1998 is hereby repealed. ***Repealed bylaw***

FIRST SCHEDULE

GRIDS, TRAILER-BOAT LAUNCHING RAMPS, AND WHARVES (INCLUDING PONTOONS), TO WHICH THESE BYLAWS APPLY

Those grids situated at :

Mill Bay, Mangonui Harbour (adjacent to the trailer-boat ramp)
Rawene, Hokianga Harbour
Unahi Wharf grid, Rangaunu Harbour

Those trailer-boat launching ramps situated at:

Russell, Bay of Islands
Tapeka, Bay of Islands
Kaimarama Bay (Te Rawhiti), Bay of Islands
Opito Bay, Bay of Islands
Rangitane, Bay of Islands
Waipapa, Bay of Islands
Te Haumi, Bay of Islands
Ratcliffe Bay, Whangaroa Harbour
Totara North, Whangaroa Harbour
Mill Bay, Mangonui Harbour
Taipa, Taipa River
Hihi Beach, Doubtless Bay
Kohukohu, Hokianga Harbour
Horeke, Hokianga Harbour
Opononi, Hokianga Harbour
Rawene, Hokianga Harbour
Omapere, Hokianga Harbour
Waitapu, Hokianga Harbour
Houhora Heads, Houhora
Unahi ramp, Rangaunu Harbour

Those "commercial" wharves situated at:

Paua (Te Pua), Parengarenga Harbour
Opononi, Hokianga Harbour

FIRST SCHEDULE (continued)

Those "non-commercial" wharves situated at:

Kerikeri, Bay of Islands
Waipapa, Bay of Islands
Whangaroa (Clansman), Whangaroa Harbour
Whangaroa (Marlin), Whangaroa Harbour
Mill Bay, Mangonui Harbour
Mangonui Jetty, Mangonui Harbour
Te Hapua, Parengarenga Harbour
Tangaoke Landing, Parengarenga Harbour
Kohukohu, Hokianga Harbour
Horeke, Hokianga Harbour
The Narrows, Hokianga Harbour
Rawene, Hokianga Harbour
Rawene Pontoon, Hokianga Harbour
Te Karaka, Hokianga Harbour
Mangungu, Hokianga Harbour
Omapere, Hokianga Harbour
Motuti Walkway, Hokianga Harbour
Unahi wharf, Rangaunu Harbour

SECOND SCHEDULE

Fees payable for the period from 10 August 2002 to 30 June 2003 and for subsequent years (unless altered by Council resolution):

Fees - Commercial Vessels/ Commercial Operators

A. Commercial passenger vessels/operators (other than fishing vessels) - use of wharves (including pontoons) and trailer-boat launching ramps

Annual facility fee for loading and unloading	Fee exclusive of GST
Fee based on the maximum surveyed passenger numbers as stated on the safe ship management certificate Fee per passenger	 $69.00

Casual facility fee for loading/unloading or maintenance	Fee exclusive of GST
Per loading/unloading	$100.00

B. Commercial fishing vessels- use of wharves (including pontoons) and trailer-boat launching ramps

Annual facility fee for loading and unloading	Fee exclusive of GST
Fee based upon catch landed, collected by the Licensed Fish Receiver and forwarded to Far North Holdings Ltd	Wet fish 1.2 cents/kg $12/tonne Crayfish 5.2 cents/kg $52/tonne Scallops 4.0 cents/kg $40/tonne Mussels 0.5 cents/kg $5/tonne

Casual facility fee for loading/unloading and maintenance	Fee exclusive of GST
Per loading/unloading	$100.00

C. Commercial Vessels/Operators Not Otherwise Described-Use of wharves (including pontoons) and trailer-boat launching ramps

Annual facility fee for loading and unloading and maintenance	Fee exclusive of GST
Fee based on size of vessel: less than 6 metres 6 metres and over	 $250.00 per annum $250.00 plus $50.00 per metre

D. Commercial Vessels-All Categories- Casual Berthage/Use of Facilities For Maintenance

Casual Use of facilities for Berthage and Maintenance	Fee exclusive of GST
By arrangement with the facilities manager, Far North Holdings Ltd	$30.00 per 24 hours or part thereof

THIRD SCHEDULE

Fees payable for the period from 10 August 2002 to 30 June 2003 and for subsequent years (unless altered by Council resolution):

Fees- Non-Commercial Vessels

B Non-commercial vessels- use of wharves (including pontoons) and trailer-boat launching ramps

Annual facility fee	Fee inclusive of GST
Maritime facilities licence to be issued by the facilities manager, Far North Holdings Ltd upon payment of the annual fee	$25.00 per annum

B Non-commercial vessels- use of wharves (including pontoons) and trailer-boat ramps

Casual facility fee-maintenance of vessels	Fee exclusive of GST
Use of facilities for vessel maintenance (by arrangement) with facilities manager Far North Holdings Ltd	$30.00 per 24 hours or part thereof.

FOURTH SCHEDULE

Fees payable for the period from 10 August 2002 to 30 June 2003 and for subsequent years (unless altered by Council resolution):

Fees-All Vessels- Use Of Inter-Tidal Grids At Mill Bay and Rawene

Casual facility fee for use of grid	Fee exclusive of GST
Use of facility by arrangement with the facilities manager Far North Holdings Ltd	$15.00 per day

FIFTH SCHEDULE

Fees payable for the period from 23 May 2013and for subsequent years (unless altered by Council resolution):

Fees – Unahi Wharf, Ramp, Pile, Grid and Hardstand

A. Commercial fishing vessels- use of Unahi wharf (including pontoons) and trailer-boat launching ramps

Annual facility fee for loading and unloading	Fee exclusive of GST
Fee based upon catch landed, collected by the Licensed Fish Receiver and forwarded to Awanui Progressive & Ratepayers Association	Wet fish 1.2 cents/kg $12/tonne Crayfish 5.2 cents/kg $52/tonne Scallops 4.0 cents/kg $40/tonne Mussels 0.5 cents/kg $5/tonne

Casual facility fee for loading/unloading and maintenance	Fee exclusive of GST
Per loading/unloading	$100.00

B Non-commercial vessels- use of wharves (including pontoon)

Casual facility fee-maintenance of vessels	Fee exclusive of GST
Use of facilities for vessel maintenance (by arrangement) with Awanui Progressive & Ratepayers Association	$30.00 per 24 hours or part thereof.

C. All vessels- use of Unahi wharf maritime facilities (including piles, grid, hardstand and trailer-boat launching ramps)

Fees are to be collected by Awanui Progressive & Ratepayers Association as "agent" and "authorised person".	Fee inclusive of GST
Pile Mooring	$500/annum
Pile mooring [casual]	$20/day
Ramp use [trailer boat]	$2/day
Ramp use [trailer boat]	$40/annum
Ramp use [large boat]	$40/haul out & $40/return
Hardstand parking of boats	$20/day
Grid fee	$50/24 hours

THE FAR NORTH DISTRICT COUNCIL

MOORINGS CHARGES BYLAW 2002

Issued:	02 August 2002
To come into force as from:	10 August 2002
For the purpose of:	imposing charges payable by persons who use or have the right to use pile or swing moorings within any coastal marine area that adjoins the district of The Far North District Council

MOORINGS CHARGES BYLAW 2002

BYLAW of The Far North District Council made in pursuance of the powers and provisions contained in the Northland Regional Council and Far North District Council Vesting and Empowering Act 1992, the Local Government Act 1974, and every other enabling power and authority.

PART 1

1. SHORT TITLE

The short title of this bylaw shall be The Far North District Council Moorings Charges Bylaw 2002.

2. EFFECTIVE DATE

This bylaw shall come into force on the 10th day of August 2002.

3. INTERPRETATION

In this bylaw the following words and phrases shall have the meaning hereby assigned to them, unless there is something in the subject matter or in the context inconsistent with such meaning:

"Agent" means any person or company appointed by the Far North District Council to collect charges on behalf of the Far North District Council:

"Coastal marine area" means a coastal marine area as defined in section 2 of the Resource Management Act 1991:

"District Council" means The Far North District Council:

"Mooring" means any weight or article placed in or on the foreshore, or the bed of a harbour, navigable lake, navigable river, or the sea for the purpose of securing a vessel, raft, aircraft, or floating structure; and includes any wire, rope, buoy, or other device attached or connected to such weight or article, but does not include an anchor which is normally removed with a vessel, raft, aircraft, or floating structure when it leaves a site or anchorage:

"Regional Council" means The Northland Regional Council:

PART 2

MOORINGS CHARGES

4. The District Council imposes the charges set out in the First Schedule to this Bylaw, such charges being payable by persons (other than the District Council or Regional Council) who use or have the right to use any pile or swing mooring within any coastal marine area that adjoins the district of the District Council. The District Council may alter these charges from time to time by resolution publicly notified.

5. Any such charges may be collected by an agent on behalf of the District Council; and the agent shall specify in its invoices that the charges are being collected on behalf of the District Council.

6. Upon receipt of the charges specified in the First Schedule the District Council or its Agent will issue to the mooring user an appropriate receipt as proof of payment.

7. Where any such charges are collected an agent on behalf of the District Council pursuant to clause 5 of this Bylaw then the agent shall be entitled to retain an amount as may be agreed from time to time, as an administration charge.

8. The charges imposed under the authority of this bylaw shall be applied by the District Council for the purpose of wharf, jetty or pontoon maintenance, or the provision or maintenance of facilities or services that are or will become available for the use of persons using vessels entitled to use the moorings, and not for any other purposes.

9. The list of facilities whose costs shall be taken into account in determining the moorings charges shall be as follows:

Clansman Pontoon	Whangaroa Harbour
Marlin Pontoon	Whangaroa Harbour
Marlin Wharf	Whangaroa Harbour
Mill Bay Jetty	Mangonui Harbour
Waipapa Jetty	Bay of Islands
Kerikeri Jetty	Bay of Islands

10. In determining the amount of such charges the Council shall have particular regard to section 122F of the Local Government Act 1974.

FIRST SCHEDULE

The charges payable pursuant to clause 4 of this Bylaw shall be as follows:

For the period from 10 August 2002 to 30 June 2003 and for subsequent years (unless altered by Council resolution):

$25.00 (GST inclusive) per pile mooring or swing mooring.

The Far North District Council made the foregoing bylaw by resolution passed on the 2nd day of August 2002, and ordered to come into force on the 10th day of August 2002.

THE COMMON SEAL OF THE)
FAR NORTH DISTRICT COUNCIL)
WAS HERETO AFFIXED IN THE)
PRESENCE OF:)

_____
(Mayor)

_____
(Chief Executive Officer)

5.4 FNDC SPEED LIMIT REVIEWS - RECOMMENDED SPEED LIMITS

File Number: **A3604276**

Author: **Briar Macken, Team Leader - Policy**

Authoriser: **Darren Edwards, General Manager - Strategic Planning and Policy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To confirm new speed limits as set out in the Regional Speed Limit Review - Kaitāia-Awaroa-Broadwood-Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach Recommendations Report (Attachment 1).

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- This Agenda and Attachments set out all the matters that a Road Controlling Authority must consider when setting a new speed limit, including the results of consultation and recommended speed limits to be implemented.
- The information provided meets the requirements of the Setting of Speed Limits Rule 2017; Land Transport Act 1998; and Local Government Act 2002 to enable Council, in its capacity as a Road Controlling Authority to confirm the new speed limits.
- This Agenda recommends the confirmation of proposed speed limits to enable contracts and maintenance schedules to be agreed for the installation of new signage and completion of any other physical works prior to changes in the Bylaw being made. Amendments to the Bylaw, including identification of the operative date will be the subject of a separate Agenda and Report.

TŪTOHUNGA / RECOMMENDATION

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.

1) TĀHUHU KŌRERO / BACKGROUND

Council is a Road Controlling Authority (RCA) within the Far North District and has a statutory role in managing the district's local roads (other than State Highways), including the setting of speed limits. This statutory role as an RCA is set out under the Land Transport Act 1998, which also enables Council to make a bylaw that fixes the maximum speed of vehicles on any road for the safety of the public, or for the better preservation of any road (*Section 22AB(1)(d)*).

As part of the Road to Zero National Road Safety Strategy, Far North District (Council) is undertaking a rolling review of speed limits across the district. This review is part of a region wide speed review programme, led by the Northland Transportation Alliance (NTA).

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 Recommendations Report (Attachment 1) have been prepared, having considered the submissions received; the road environment; national speed management guidance; the matters set out in the Setting of Speed Limits Rule 2017; and current and future planned development.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The report in Attachment 1 summarises the public submissions and makes recommended changes to proposed speed limits. If the Strategy and Policy Committee recommends that Council adopt the Recommendations Report, NTA staff advise that they will be able to commence the procurement process to implement the new speed limits. Prior to the unveiling of new signage, the Committee will be asked to make the required amendments to the Speed Limits Bylaw in a separate agenda item.

Recommendations Report

The Recommendations Report provides an overview of:

- The setting of speed limits process
- Consultation undertaken
- Feedback received and responses to that feedback
- Specific changes to speed limits on a road-by-road basis, including maps.

Technical Report

The Regional Speed Limit Review Technical Report – Kaitāia-Awaroa-Broadwood-Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach (Attachment 2) sets out all matters that must be considered by the Road Controlling Authority when setting a speed limit. When considered together, the Recommendations Report and the Technical Report address all the matters that must be considered under the Setting of Speed Limits Rule 2017.

Implementation

Speed limit signage must match the operative speed limits set out in the Speed Limits Bylaw to ensure that the new speed limits are legally enforceable. To achieve this, NTA takes a two-stage approach to implementing new speed limits:

- Stage 1 – confirming recommended speed limits to enable final detailed design, procurement, and installation of new signage. Adopting the Recommendations Report and receiving the Technical Report is stage 1 of the implementation process.
- Stage 2 – making changes to the Speed Limit Bylaw and identifying an operative date. Changes to the Bylaw will be made in a separate agenda item when the installation is nearing completion and an unveiling (of new signage) date is established with contractors.

In addition to signage, some engineering work may also be required to ensure that the adopted speed limit is self-explaining. In many cases, this additional engineering work is not required for speed limit enforceability; but is required to ensure maximum compliance with the new speed limits and to maximise the road safety benefits. This is a key principle in the Speed Management Guidance and the Setting of Speed Limits Rule 2017.

Take Tūtohunga / Reason for the recommendation

The recommendations are consistent with the outcome of a public consultation process undertaken in accordance with Section 156 of the Local Government Act 2002.

The two-stage process of confirming proposed speed limits first, then making amendments to the Bylaw at a later stage ensures that all legal requirements to make the Bylaw enforceable (including signage) can be co-ordinated appropriately.

Next Steps

If the Recommendations Report is adopted, NTA staff will commence the final detailed design and procurement process to install the required signage. This work will be incorporated into existing operational budgets.

Once there is certainty that all signage will be completed, an additional Agenda Item will be put before Council requesting that appropriate amendments to the Bylaw be made, including a date when the new speed limits come into force.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The costs to implement the amended bylaw will come from existing operational budgets.

Completion of some recommended engineering work to ensure a high level of compliance with new speed limits may require new LTP funding.

ĀPITIHANGA / ATTACHMENTS

1. **FNDC Recommendations Report Kaitaia Awaroa for Agenda - A3605043** ⇩
2. **Technical Report Kaitäia - Awaroa - Broadwood - Moerewa urban and Te Oneroa-a-Töhe Ninety Mile Beach - A3605045** ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	**Aromatawai Kaimahi / Staff Assessment**
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	In line with the Significance and Engagement Policy the recommendation to amend the bylaw is consistent with Council's plans and policies and will have little effect on financial thresholds, ratepayers, specific demographics, or levels of service. Therefore, the level of significance is low.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The following legislation, rules, and national strategies apply to the decisions recommended in this report. • Land Transport Act 1998 • Setting of Speed Limits Rule 2017 • Section 156 of the Local Government Act 2002 New Zealand Road Safety Strategy 2020-2030
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	There is a District wide relevance in changing speed limits. Draft proposals were presented to all Community Boards prior to notification. All proposals were approved through Council prior to public notification.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	The decision in this report includes recommended changes to speed limits on Te Oneroa-a-Tōhe Ninety Mile Beach, consistent with the Beach Management Plan. The proposed changes were presented to and discussed at a Te Oneroa-a-Tōhe Board meeting, who were also directly notified when submissions were sought. Marae within the review areas were directly notified and provided the opportunity to contribute during the consultation process. This decision implements Action A:38 of the Te Oneroa-a-Tōhe Beach Management Plan, which is an outcome of the Treaty Settlement process.
Identify persons likely to be affected by or have an interest in the matter, and	A public consultation process was undertaken in accordance with Section 156 of the Local Government

how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Act 2002. Consultation and the outcomes of that consultation are set out above and in the attached reports.
State the financial implications and where budgetary provisions have been made to support this decision.	The costs to implement the amended bylaw will come from existing operational budgets.
Chief Financial Officer review.	This report has been reviewed by the Chief Financial Officer.

NORTHLAND TRANSPORTATION ALLIANCE

Regional Speed Limit Review
Kaitaia-Awaroa: Kohukohu-Broadwood:
Moerewa Urban:
Te Oneroa-a-Tōhe Ninety Mile Beach

Recommendations Report

NORTHLAND TRANSPORTATION ALLIANCE

Table of Contents

1 Overview

Far North District Council (Council) is a Road Controlling Authority (RCA) within the Far North District and has a statutory role in managing the district's local roads (except State Highways), including the setting of speed limits. This statutory role as an RCA is set out under the Land Transport Act 1998, which also enables Council to make a bylaw that fixes the maximum speed of vehicles on any road for the safety of the public, or for the better preservation of any road (*Section 22AB(1)(d)*).

The Far North District Speed Limits Bylaw 2019 sets the speed limits on all local roads within the district, with the schedules and maps in that Bylaw identifying the enforceable speed limits and where they apply.

Council undertook community consultation on proposed new speed limits within the following areas:

- 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 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. Both Hearing sessions were live streamed on Council's Utube channel.

This Report brings together all the information that must be considered under Section 4.2(2) of the Setting of Speed Limits Rule 2017, including:

- Community feedback and recommendations (main body of Report)
- Recommended Speed Limit Maps (Appendix 1)
- Technical Information to be considered (Appendix 2 as a separate attachment)
- Traffic Notes 37 and 56 (Appendix 3)

In addition to this Recommendations Report, it should be noted that all submissions were formally read and received by Council at the Hearings and were attached to the agenda item for that meeting.

1.1 Purpose and Scope

The purpose of this Report is to make recommendations to Council on new speed limits within the identified review area. The recommendations arise from an assessment of all the information that the RCA is required to consider when setting speed limits under Section 4.2(2) of the Setting of Speed Limits Rule 2017.

The detailed technical information that was collated and considered when proposing new speed limits for public notification and community feedback forms part of the decision-making process and is appended to this Report (Appendix 2).

This report meets the requirement of the Local Government Act (2002): Principles of Consultation (Section 82 and 82A). The report provides:

- A summary of the feedback received.
- A discussion of the issues raised by submitters, either individually; or collectively where there are similar themes.

- The recommendations arising from the feedback, including the reasons for the recommendations.

Feedback is acknowledged in this report; but individual submissions may not be specifically referenced within the body of this report due to the similarity of the decisions requested, reasons given, and the volume of submissions received.

1.2 Implementation of recommended speed limits

There are a number of factors that are required to ensure that a speed limit is legally enforceable:

- The Speed Limit must be set in accordance with the Setting of Speed Limits Rule 2017. This has been achieved through the speed limit review process (including associated consultation); and
- New speed limits signage must be installed in accordance with Setting of Speed Limits Rule 2017 and relevant standards; and
- Speed limit signage must match the operative speed limits set out in the Speed Limits Bylaw

Given the physical works required to ensure the enforceability of proposed new speed limits, Council will be requested to debate and adopt the recommendations in this Report. Once signage has been installed, staff will undertake the required processes to make the new speed limits operative and legally enforceable. This may include an additional decision by Council.

1.3 National Speed Limit Register

The Far North District Speed Limits Bylaw currently sets the speed limits on all local roads within the district. The schedules and maps in the Bylaw identify the enforceable speed limits and where they apply.

All Speed Limit Bylaws are currently in the process of being migrated to a National Speed Limit Register (NSLR). The NSLR will become the legal instrument by which all speed limits are enforced. In effect, once the NSLR goes "live" for the Far North District, The Far North District Speed Limits Bylaw will be superseded.

The timing of the change-over has not yet been determined as the required legislation is yet to pass through Parliament. However, the current proposed timing will coincide with the implementation of this speed limit review. The proposed change will not impact on the implementation of the adopted recommendations, but implementation of the legal instrument (Bylaw) to enforce the new speed limits may change.

The change in legal instrument from Bylaw to NSLR does not change the Far North District Council's role as a Road Controlling Authority. Speed limits are still set, in accordance with the Setting of Speed Limits Rule 2017 (and its amendments). The matters that must be considered when setting a Speed Limit does not change under the new system.

2 Delegations

Speed Limits within the district are set by the RCA. The RCA is responsible for decisions relating to feedback on proposed speed limits. The Speed Limits Bylaw is made under Section 22AB(1)(d) of the Land Transport Act.

3 Community Consultation Process

The Far North District Speed Limits Bylaw is made pursuant to the Land Transport Act 1998. Section 22AD (1) of the Land Transport Act 1998 states that Section 156 of the Local Government Act 2002 applies. Section 156 (LGA) sets out the consultation requirements when making or amending a Bylaw.

- The Local Government Act 2002 provides the process for consultation.
- The Land Transport Act 1998 and the Setting of Speed Limits Rule 2017 identifies who must be consulted.

The proposed changes to the Speed Limits Bylaw were assessed against the requirements of Section 156 of the LGA 2002. This assessment determined that the proposed changes would; or would likely to have; a significant impact on the public. The significance relates to the wide-ranging proposals to change speed limits within the affected catchment area. The proposed changes would have the potential to impact on all road users to some degree.

Given the significance of the proposed changes, it was determined that consultation should be undertaken in accordance with Section 83 of the LGA 2002 – Special Consultative Procedures.

3.1 Notification

A Statement of Proposal was prepared in accordance with the requirements of the LGA 2002 and notified in local media and on Council's website. In addition:

- The full Statement of Proposal and supporting technical information was made available on Council's website.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Key Stakeholders and Statutory Consultees were notified directly, including all Marae within the review area, where contact details were available.
- Information, including the Statement of Proposal and Technical Information was made available at Council offices and service centres.
- Information and community "drop in" sessions, attended by key staff was held at the following locations:
    - Moerewa School
    - Ahipara School
    - Broadwood A&P Hall
    - Kohukohu Volunteer Fire Brigade Hall

In addition, a community meeting was held at the Roma Road Marae in Ahipara, at the request of the Marae.

3.2 Hearings

Section 83(1)(d) and (e) of the LGA 2002 requires the Local Authority provide an opportunity for persons to present their views to the local authority in a manner that enables spoken (or New Zealand sign language) interaction between the person and the Local Authority, or any representatives to whom an appropriate delegation has been made.

The community was provided with an opportunity to provide written submissions between 12th July and 24th August 2021. All submitters were asked to indicate if they wished to be heard in person to support their submission.

All submitters that indicated that they wished to be heard in support of their submission were contacted by both email and telephone to confirm whether they still wished to be heard.

A total 18 submitters presented their submissions at a formal hearing. Given the geographic nature of the review area, two hearings were arranged. Hearing dates were 26th October and 2nd November. Hearings were originally scheduled to be held in Moerewa and Kaitaia. Due to a change in Covid-19 alert levels and restrictions, both Hearings were transferred to an online format. Far North District Council governance team provided assistance to submitters to ensure that they could present their views to Council.

The Hearing was attended by the Strategy and Planning Committee as delegated by Council. Key Northland Transportation Alliance Staff, who are responsible for recommending decisions to the RCA were also in attendance.

3.3 Hearing Summary

The Strategy and Planning Committee received all written submissions at the commencement of the Hearing on 26th October 2021.

A range of issues were expanded upon by submitters at the hearing. Most of those issues have been addressed throughout this Report in some detail. A full copy of each submission is available in the Council Hearing Agenda for 26th October 2021, with presentations also available on councils Utube channel.

There were 9 submitters that presented at the Hearing on 26 October 2021.

Doug Jane (Submitter 012) questioned what it is that Council is trying to achieve from the speed limit reviews. Mr Jane considered that lowering the speed limit will not have an impact on lowering the road toll. Mr Jane considered that the major issue was the condition of the roads. Mr Jane raised the example that Waka Kotahi had done little maintenance on State Highways.

Mr Jane felt that the best thing that could be done to lower the road toll would be to install a barrier between opposing lanes. In his opinion, Mr Jane believed that lowering the speed limit may only achieve perhaps a 2% lowering of the road toll. Installing barriers would lower the road toll anywhere from 50% to 100%. Installing barriers may require widening of the road in some places. Mr Jane noted that significantly lower speed limits on unsealed roads will still be relatively dangerous.

Mr Jane stated that people may not abide by the new speed limit.

Michael Drayton (Submitter 076). Mr Drayton is the Secretary of the Ohaeawai Taiamai Residents Association and raised issues relating to Ohaeawai. Ohaeawai is located on State Highway 1 and is not within the current review area. Mr Drayton raised concerns that submissions to Waka Kotahi on State Highways do not always gain traction. Mr Drayton suggested that Council produce a submission to Waka Kotahi on the issues that he raises about Ohaeawai.

Currently there is a 60kph speed limit in Ohaeawai. Mr Drayton stated that the community is seeking a 50kph speed limit on the State Highway within Ohaeawai, with a 70kph buffer and appropriate signage and physical works.

Mr Drayton raised concerns that vehicles often exceed the current speed limit, making it dangerous when turning out of some roads. Other issues raised included the location of a current 60kph speed limit sign; the need for footpaths to the rugby club and pre-school; improved school bus drop-off and pick-up; and improved sight lines.

Steve Westgate (Submitter 089) represents the Automobile Association, who are a statutory submitter. The Automobile Association submission is set out and addressed in detail in Section 4.3.1 of this Report. Mr Westgate provided additional notes.

Mr Westgate noted that changes to speed limits constitute only a small part of the Road to Zero Strategy. Speed limit changes on their own will only have a minor effect on lowering the overall DSI (Death and Serious Injury). Improvements to infrastructure and enforcement are also needed.

Mr Westgate stated that AA members were receptive for targeted changes to speed limits. However, there needs to be much better information about the relationship between crashes and the speed limit. Mr Westgate questioned how many crashes may have been avoided with a lower speed limit, particularly where many crashes were occurring because the driver was not driving to conditions. Mr Westgate stated that 66% of AA members believed that an

attitudinal change of drivers was the most important matter to drive down death and serious injury crashes.

Mr Westgate believes that for high-risk drivers, lowering the speed limit would not change their behaviour. Mr Westgate generally supported most of the proposed speed limits, but not all.

The AA now supports a 60kph for most unsealed roads as this has now been adopted in other parts of Northland and in other parts of the country.

Mr Westgate raised the issue of speed limits around schools. The AA is supportive of 40kph and 60kph speed limits outside schools, however, these should be variable speed limits that are applicable when children are present. Variable School Speed Zones should also be supported by electronic flashing signs and appropriate physical infrastructure.

Mr Westgate stated that Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.

Otiria road is a secondary collector road and a lower speed limit of 40kph is not self-explaining. Mr Westgate suggested an alternative of a 60kph buffer from the proposed 80kph to the Moerewa side of Kingi Road. This would create a safer intersection to Kingi Road and the Marae.

Roddy Hapati Pihema (Submitter 096) is the Taumatamakuku Chairman and represents the Taumatamakuku Settlement. The settlement has 58 homes. Mr Pihama stated that his community is often the first responders to crashes that occur on the State Highway alongside the community. This takes its toll on the local community.

The community currently has a 50kph speed limit, but no footpaths and limited lighting. This makes the streets more dangerous. Mr Pihama also stated that there is no lighting on intersections in his community.

Mr Pihama sought a reduction in the speed limit from 50kph to 20kph on the service lanes that run parallel to State Highway 1 outside the Taumatamakuku Settlement. He also sought a 30kph speed limit on the other roads within the Settlement.

With respect to Otiria Road, Mr Pihama believes that the speed limit on Otiria Road does not match the road environment. Mr Pihama stated that, in his view, the lower speed limit on Otiria Road should extend to Pokapu Road. This would allow for implementation of speed bumps. Mr Pihama also noted that the lower speed limit will not work unless appropriate physical works are installed to support those lower speed limits.

Mr Pihama noted that Moerewa seems like one big race--track and stated that many crashes occur that never get reported. Mr Pihama also noted that more education is needed as a major issue is driver behaviour, particularly "boy racers" and attitude.

Raharuhui Wikaire (Submitter 097) requested that double yellow lines are needed on the State Highway from AFFCO through to Kawakawa. Mr Wikaira supports the lower speed limits to avoid their mokopuna from being killed on the roads.

Pamela Anne (Submitter 094) owns a home on Otiria Road and noted that Otiria Road is the main arterial connecting the rural areas into town. Ms Anne also highlighted that there are a number of community facilities, either on Otiria Road, or just off Otiria Road on Wahamiti Lane and Kingi Road. Community facilities include:

- A cycle trail on Otiria Road that does not have barriers separating it from the road. The cycleway can be extremely dangerous for our cycle visitors
- Moerewa's only cemetery on Wahamiti Lane
- Moerewa's only marae off on Kingi Road (Otiria and Te Rito)
- A sports facility on Kingi Road (Otiria Rugby Football and Sports Club)

- A Kiwirail Station - Otiria Rail Station, which is due to be re-established within the next 12 to 24 months

Ms Anne also highlighted that, during a Tangi, there can be 100 vehicles on Kingi Road with pedestrians. In her opinion, the community facilities, coupled with traffic generated from marae events, such as tangi, the speed limit on Wahamiti Lane and Kingi Road should be 30kph. The speed limit on Otiria Road should also be reduced.

Ms Anne noted that the current 50kph zone finishes just short of the marae. On Otiria Road, you can currently travel at 100kph past the marae. Otiria road is locally known as the Otiria Speed Strip, where excessive speeds are driven. Enforcement is very limited.

Ms Anne stated that, in her view, a lowered speed limit may not stop all speeding, but it is a step in the right direction. It will allow the local community to promote slower speeds and the introduction of physical works. She also stated that lowering the speed limit is the best thing for the local community and all road users.

Courtney Simons (Submitter 040) Lives in Haruru and noted that, recently the speed limit has been dropped from 100kph to 80kph from Puketona through to Haruru (note that this is a State Highway). The lowering of the speed limit has resulted in people driving at 70kph. A 90kph speed limit would be more appropriate.

Ms Courtney also noted that lowering the speed limit on a good open road only makes people overtake unsafely, or police busy issuing tickets instead of dealing with crime.

It was noted that the road been submitted on is a State Highway and not part of the current review.

Opai Heta (Submitter 098) provided a written statement due to connectivity issues, which was read out at the Hearing. Mr Heta was mainly concerned with speed limits in Moerewa. Mr Heta sought speed bumps on Ranfurly, Massey and Pembroke Streets. His main concern was with racing cars doing high speeds that he estimated as being up to 90kph, doing burnouts and donuts. Mr Heta also stated that, often, crashes are not reported. He has often seen cars crashing into fences.

There were 9 submitters that presented at the Hearing on 02 November 2021.

Vivienne Cramond (Submitter 031) focused on issues relating to State Highway 10.

Ms Cramond stated that, as an older person travelling State Highway 10 on a regular basis, she was concerned that the journey from Tokerau Beach to Albany in Auckland has increased from about 3½ - 4 hours to about 5½ hours.

There is a lack of safe passing lanes and pull over bays on the State Highway. Ms Cramond expressed concern about variable speed limits as they are confusing. Ms Cramond stated that changing speed limits along a single road only increases confusion and frustration for drivers as they need to concentrate on what the speed limit is.

Ms Cramond expressed concern with the lack of passing lanes and laybys and suggested that foliage be cut back to improve visibility on the State Highway. Ms Carmen expressed concern about unconfident older and inconsiderate drivers that are driving significantly under the posted speed limit.

Trevor Beatson (Submitter 073) is opposed to lowering speed limits between Kaitaia and Ahipara. Mr Beatson stated that he had spent 21 years in the police and has attended many road crashes. His main concern is that the issue with the road from Kaitaia to Ahipara is road design, rather than speed. There are no safety measures on this road, and it is unforgiving. When driving this stretch of road, you invariably need to reduce speed just to negotiate the current road design. Road widening, passing lanes and median barriers will mean that there is no need to reduce the speed limit.

Mr Beatson considers that crashes can be fatal because of the very deep drainage ditches on either side of the road. In his opinion, people will "fall of the road" irrespective of the speed limit.

Mr Beatson noted that there are Te Araroa Trail walkers between Kaitaia and Ahipara. This section of road is also a popular training route for cyclists.

Mr Beatson indicated that more speed bumps and traffic calming is needed in Ahipara township. A graduated speed limit into Ahipara and Pukepoto is needed. Mr Beatson indicated that he was supportive of a slower speed limit though Pukepoto.

Barry Kernot (Submitter 074) was concerned with the proposed speed limit on Te Oneroa-a-Tōhe. Mr Turner supports the 30kph speed limit near where people have access; but is opposed to the reduction of the speed limit on the remainder of the beach from 100kph to 60kph.

Mr Turner questioned the reason for reducing the speed limit as there have not been recorded serious or fatal crashes on the beach. Mr Turner requested the crash data for Te Oneroa-a-Tōhe Ninety Mile Beach.

Mr Turner said that on softer sand, it is necessary to travel at a faster speed. Mr Turner noted that it is necessary to teach people how and where to drive on a beach. He also stated that it is a rarity to see an enforcement officer on the beach.

The area outside Ahipara through to Shipwreck Bay that is opposite residential areas should be a slower speed limit.

Wayne Brown (Submitter 038) stated that speed limits only work where the speed limit is credible. It is therefore necessary to consider the speed that people are currently doing. Council needs to have a close relationship with Waka Kotahi to restore some credibility to speed limits. Contractors consistently leave out signs and cones when there is nothing happening in the area. This reduces overall credibility of speed limits and speed signs generally.

Mr Brown did not agree with the dropping of dozens on rural 100kph loose metal roads to 60kph. He did not believe that district wide slowing of speed limits on unsealed roads was needed.

Mr Brown requested that speed limits avoid changes along the same road as this also reduces credibility of speed limits.

Malcom Robson (Submitter 090) representing Te Rararawa and Te Uri-o-Hina Marae at Pukepoto. Mr Robson highlighted that, over time, there has been a significant increase in traffic through Pukepoto.

Signage is particularly important as vehicles often do not respect the current speed limit when passing the Marae. This is a particular concern during marae events, particularly Tangi.

Access to the Urupa is of real safety concern as the exit from the main road is very restricted. To access the Urupa, it is necessary for vehicles to almost come to a complete stop to turn into the small private road leading to the Urupa. This is compounded by crash barriers that have been installed. A lack of footpath also compounds this issue.

Currently the marae utilises road cones and other informal traffic control during tangi and other events. This traffic control is informal and not currently legal.

Mr Robson raised the relationship between the marae and Pukepoto School. A lower speed limit or variable speed limit for the school is supported.

It should be noted that an additional meeting was held at Pukepoto to enable staff to better understand specific issues raised in the submission, and to explore potential solutions. A summary of this meeting is set out in Section 6.1 of this Report.

Car parking, particularly during tangi would be a significant improvement to the safety of the area.

Linda Kaye (Submitter 087) provided photographs of a recent crash involving an overturned Heavy Goods Vehicle near the Hokianga Ferry terminal near Kohukohu. Ms Kaye was particularly interested in the Kohukohu township area.

Ms Kaye was particularly concerned with speed limits and heavy vehicles in the Kohukohu area. If there is little or no enforcement or monitoring, the new speed limits are unlikely to work. Lowering speed limits are limited in what it can achieve within the wider context of the area.

Logging trucks are getting larger and are always in a hurry to move logs. Ms Kaye noted that there should be a restriction on operating hours for logging trucks and noted that when they drive more slowly, noise is reduced.

There is currently no walkway or cycleway or path from Kohukohu to the ferry terminal. There has been a footpath extension from the village toward the terminal. However, this needs to be extended all the way to the ferry terminal.

John Paitai (Submitter 093) is the Chairman of the Roma Road Marae and the Wahi Tapu (Cemetery) and lives on Roma Road. Mr Paitai spoke on behalf of 22 organisations (set out in his written submission), of which, 15 are based on Roma Road.

Roma Road is one of the oldest roads in Ahipara and the present speed limit is 100kph. However, many vehicles use it as a "drag strip" and it is not safe to walk on this road. Mr Paitai was particularly concerned for the health and safety of mokopuna and noted that there are 60 residents and 23 children that live on Roma Road. In addition, there is the marae, urupa, church, Kaumatua flats and Kohanga Reo on Roma Road. The Kohanga Reo operates out of the marae and was established in 1982 and is the oldest Kohanga Reo north of Whangarei.

Children walking along Roma Road is quite common as there are two school buses that drop children off on the road on most days.

Mr Paitai, along with the wider marae and Roma Road community supported a 40kph speed limit from Ahipara past the Roma Road marae, with a 60kph speed limit along the remainder of the road.

The two roads that come off Roma Road are difficult and dangerous to exit as there is limited visibility and vehicles are travelling too fast. Mr Paitai considered that some form of physical works and better enforcement would improve the safety of the road.

It is noted that NTA staff attended an information and consultation event at Roma Road marae during the submission period. The meeting was attended by approximately 60 members of the Roma Road community. The issues raised at this meeting were consistent with the matters that Mr Paitai raised in his submission and presentation at the hearing.

Donna Beatson (Submission 072) supported the proposed 40kph speed limit within Ahipara; but considered that additional physical works such as speed bumps are also required to slow down vehicles.

Ms Beatson discussed Roma Road, noting that it has a number of significant sites, including urupa. During events, particularly tangi the risk to the community increases as vehicles are parked on the road. There is a lack of lighting, and the number of pedestrians is significantly increased.

The entry into Ahipara drops from 100kph to 50kph. There is a sign warning of the speed limit drop, however the sign does not provide adequate warning. A buffer zone (70kph 500m from Wainui junction) would be useful, as well as better road markings.

Pukepoto School is also of concern. This area is a cause for anxiety when driving. The speed limit at this location is unclear. Ms Beatson proposes a 40kph between the school and the marae and community, with a 70kph on either side of the 40kph zone. There is also opportunity for better road markings.

Ms Beatson stated that the road between Kaitaia and Ahipara is in poor condition and poorly designed with deep culverts on each side of the road. In her opinion, speed is not necessarily the main issue. The road needs to be widened.

Ms Beatson also thought that more investment was needed in driver education.

Ms Beatson did not think that the speed limits in other areas should be lowered to 80kph.

Ruth Snowdon (Submitter 104) was mainly concerned with Roma Road. Ms Snowdon has a child that attends the Kohanga Reo. Ms Snowdon stated that she had no idea of how fast she would drive down Roma Road and the impact that had on others prior to the speed limit discussion.

A 40kph speed limit outside the marae would align the marae and Kohanga Reo with schools and provide greater equity.

4 Submissions Overview

4.1 Submissions Out of Scope

Out of scope submissions seek changes to speed limits that are outside of the current review area; are seeking non-speed related decisions, for example, road maintenance; or seek solutions that are beyond Council's legal mandate, for example, enforcement issues.

The main out of scope issues are set out below. Specific submission numbers are not quoted to avoid confusion as often submissions also included comments and feedback that were both in and out of the scope of the review.

4.1.1 Speed limits in other areas

Submissions seeking a change in speed limit beyond the review area are out of the scope of the current review and associated consultation. In order to make a legal change to a speed limit outside the current review area; additional technical assessments would be required, as well as a separate consultation process. Submissions relating to areas outside the current review area, where Far North District RCA has jurisdiction have been retained on file for later consideration. The following roads outside the review area were the subject of submissions:

Out of Scope Roads where Far North District Council is the Road Controlling Authority	
Road out of scope	**Anticipated review timetable**
Pungaere Road	Review complete January 2020
Showgrounds Road	Review complete January 2020
Te Ahu Ahu Road	Review complete January 2020
Wiroa Road	Review complete January 2020
Kapiro Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.

Out of Scope Roads where Far North District Council is the Road Controlling Authority	
Road out of scope	**Anticipated review timetable**
Matauwhi Bay Road	Russell Road Catchment community engagement beginning in September 2022.
Florance Avenue	Russell Road Catchment community engagement beginning in September 2022.
Oruru Road	Mangonui Catchment first quarter 2024
Coopers Beach Urban	Mangonui Catchment first quarter 2024
Aucks Road	Russell Road Catchment community engagement beginning in September 2022.
Rangitane Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Redcliffs Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Opito Bay Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Rangiputa Beach Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Waipapa Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Waimate North Road	Review complete January 2020
Wainui Road	Mangonui Catchment first quarter 2024
Broadway Kaikohe	To be determined

4.1.1.1 State Highways

Some submitters requested speed reviews to be undertaken on parts of the State Highway network.

Council is an RCA for local roads only. This excludes State Highways, which are administered by Waka Kotahi (NZ Transport Agency). Waka Kotahi have embarked on a review of speed limits on portions of the State Highway.

All submissions relating to the State Highway network have been noted and passed through to the Waka Kotahi Speed Limits Review Group, including submissions on the following parts of the State Highway network:

State Highway 1, including:

- Ohaeawai
- Moerewa

State Highway 10, including:

- Mangonui bypass to Taipa.
- Coopers Beach.
- Doubtless Bay
- From Beach Road to Coopers Beach.

State Highway 11, including:

- Puketona to Paihia

4.1.2 Enforcement

Some submitters have raised the issue of enforcement. The feedback received can be categorised into the following broad topics:

- Without proper enforcement, lower speed limits won't work
- Lower speed limits are intended for revenue collection
- Police should be dealing with other issues, including drunk drivers and non-road related crimes
- Police do not enforce a law relating to slow drivers

Although speed limits are set by the Road Controlling Authority (Far North District Council), the responsibility for enforcing those speed limits is with the NZ Police. Any fines, including speed camera fines, do not go to Council. Nor do they go directly to the NZ Police.

It is agreed that enforcement is a key component of ensuring compliance with speed limits and improving safety on our roads. However, if the speed limit is neither safe, nor appropriate for the road environment, then, even with a good level of enforcement, safety outcomes will not be achieved.

NZ Police base their enforcement activities on risk, with the sole purpose of reducing serious and fatal crashes on our roads. The NZ Police target drivers that are driving in an unsafe manner for the road environment or exceeding a safe and appropriate speed (proposed speed limits). The government funds the NZ Police to specifically enforce road rules.

With respect to speed limits, any vehicle cannot exceed the posted speed limit. The NZ Road Code states that you may drive slower than the speed limit shown, but you must be considerate towards any vehicles behind you. You must drive slower than the limit if conditions make the speed limit shown unsafe. If you are driving slowly, you are required to allow vehicles behind you to overtake safely. There is no law that requires vehicles to be driven "at a reasonable speed".

4.2 Other issues raised

Some submitters raised specific speed related issues that need to be specifically addressed. These issues raised by submitters were utilised to either oppose the lowering of speed limits generally; or justify a different speed limit.

4.2.1 Maintenance and Upgrade

Some submitters stated that Council should expend more effort on road maintenance rather than lowering speed limits. It was also noted that Council should upgrade or improve the roads instead of lowering speed limits.

Some submitters raised concerns that lowering the speed limit would be used to lower the priority for improving the design/maintenance specifications for the roads, thereby perpetuating the relatively poor condition of roading in the Far North. It should be noted that speed limits should be safe and appropriate for the existing road environment. In a number of cases, the recommended speed limits will require additional upgrade work.

4.2.1.1 Maintenance

Roading currently consumes one third of Council's overall Operating Expenditure (this excludes capital expenditure). In addition, Council receives additional subsidised funding from the government, which effectively triples Council budget for most road maintenance.

Council has an extensive road maintenance programme. However, the local road network in the Far North is extensive and includes a very high portion of unsealed roads.

4.2.1.2 Upgrading and widening roads

Submitters that have opposed the lowering of speed limits have stated that Council should widen or upgrade roads, including the installation of passing lanes and slow vehicle bays so that they are better quality, instead of lowering the speed limit.

Whilst upgrade and widening work may be desirable or planned; it is necessary to ensure that our speed limits reflect the current road environment. As roads are upgraded, speed limits can be revisited.

Upgrading roads comes at a significant financial cost. Council has a limited budget available for maintaining and upgrading our road network, even with government subsidies. Given the costs involved, it is necessary to prioritise which roads should be upgraded over time. Consideration needs to be given to a range of maters, including:

- The crash risk on the road, particularly the risk of serious injury or fatal crashes.
- The strategic nature of the road
- The economic benefits of upgrading the road, for example reduced travel times.
- Other road priorities, including sealing unsealed roads

Once a road is identified for an upgrade, the time required to secure finances (including government subsidies), complete planning and design work and undertake the upgrades is typically in the 2–5-year timeframe, depending on the size and nature of the work to be undertaken. In most cases, it is cost prohibitive to upgrade the full length of a road to a consistent 100kph standard. Therefore, any upgrade work is normally undertaken in a staged manner over several years.

Recommendations within this Report do identify some strategic roads, where improving safety and upgrading the road should be considered over the medium to long term.

4.2.2 Driver licencing / Testing and Education

Some submitters raised the issue of improved driver education and licencing. One submitter stated that there *needs to be a greater testing of driver capacity (alcohol and drugs)*.

Driver licencing and driver education is one component of the wider "safe systems" approach to lowering serious injury and fatal crashes. Council. as a Road Controlling Authority provide funding for road safety and driver training through REAP (Rural Education Activities Programme).

The Far North District Council have contracted Far North REAP for the Regional Land Transport Plan funding period 2021 – 24 to deliver various road safety programmes. Far North REAP was established in 1980 to foster and facilitate Rural Education Opportunities for Te Hiku region. The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. The main education focus includes reducing alcohol/drug impaired driving, safer speeds, restraints, fatigue, and distraction. REAP's aim is to deliver education opportunities to rural communities to make a difference to the lives and long-term plans of rural people. Commitment to Te Tiriti o Waitangi is core to how REAP approaches its work.

The Northland Road Safety Trust and Far North REAP have strong working relationships with other road safety partners such as the New Zealand Police, ACC, Northland Regional Council (Northland Road Safety), Waka Kotahi New Zealand Transport Agency and Ministry of Social Development to provide consistent messaging across the Northland Region.

4.2.3 Multiple speed limits on roads

Submitters raised the issue of roads with more than one speed limit, stating that this can be confusing for the driver. Submitters noted that It is much simpler for the driver if the speed limit stays at one speed only and they drive to the conditions of the road itself.

The issue of multiple speed limits along the same road is consistently raised as part of the feedback received on all speed limit reviews undertaken in Northland. It is agreed that multiple changes of speed limit along the same road or route can be districting for the driver.

In preparing new speed limits, consistency is one factor that is considered, alongside all the other factors that must be considered under the Setting of Speed Limits Rule. To limit changes in speed limits and to maintain consistency with national speed management guidance, the following principles are followed:

- Speed limit changes should, wherever practicable coincide with a significant change in the road environment, for example, from a sealed road to an unsealed road, or where the road becomes tortuous.
- Short speed limit zones are avoided wherever practicable, except in an urban setting where slower variable school speed zones may be required, or a slower speed limit for shared spaces.
- Where practicable, the location of speed limit changes near intersections should be designed to maintain a smooth and consistent transition.
- Speed limits in different road environments, for example, sealed roads or unsealed roads should be consistent. For example, if two roads "look and feel" the same, the speed limit should be the same. It should be noted that other factors also need to be considered.

4.2.4 Heavy Vehicles

Some submitters raised the issue of Heavy Goods Vehicles and, most notably, logging trucks. One submitter suggested a lower speed limit for articulated logging trucks than that which applies to domestic vehicles. Other issues raised included restrictions on engine braking on Kohukohu Road from the ferry through to Smiths Deviation and restricting the hours of operation of heavy vehicles to weekdays, between 6.30am - 7pm.

The Speed Limits Bylaw is principally concerned with the setting of speed limits. Restricting hours of operation and engine braking is the subject of separate Bylaws and would need to be the subject of specific consultation and the Bylaw making process.

4.2.5 Loss of productivity

Some submitters raised concerns that lowering the speed limit will adversely affect productivity by slowing journey times, particularly for commercial vehicles and farmers.

One factor that is considered when setting speed limits is the current free flow speed of the road, or actual mean speed for a road or section of road. In the majority of cases, the actual mean speed is significantly below the existing posted speed limit. The actual mean speed is often close to a safe and appropriate speed for the road.

When considering productivity, it is also necessary to consider the cost of crashes to the community (social cost). In New Zealand, the social cost of a road crash or a road injury includes the following components:

- loss of life and life quality
- loss of output due to temporary incapacitation
- medical costs
- legal costs
- vehicle damage cost

The estimated social cost of road crashes in Northland is in the region of $300million per Anum. *(Source: Ministry of Transport: Social Costs of Road Crashes and Injuries – update 2019).*

Although the recommended changes to speed limits will have some effect on overall journey times, it is expected that for most vehicles, this difference will be minimal. The trade-off is a safer road for everyone and a more consistent journey time for all road users. It is noted that feedback received by Waka Kotahi is that commercial transport operators seek a consistent and reliable journey time to enable planning and costings to be more accurate.

4.2.6 Attainable Speed Limits

One submitter stated that *unsealed roads seem to be receiving a blanket 60kmph, I feel this is too low for most vehicles operating on unsealed road, many are capable of travelling at 80kmph safely on the better sections of unsealed roads.*

Setting a speed limit is not about the speed that can be attained on a particular road, it is about what is safe and appropriate for all road users.

It is noted that the speed review is recommending a 60kph speed limit on many unsealed roads. On some sections of road (whether sealed or unsealed) a higher speed than the posted speed limit may be attainable. Conversely, there will be other sections of the road where a much slower speed is required. On an unsealed road, the safe speed will depend on a wide range of factors, including whether the road has been recently swept or not. It is also noted that 60kph is near the actual speed that most road users travel at on unsealed roads in the Far North District.

The purpose of the reviewed speed limits is to set a safe and appropriate speed for the road as whole, having consideration to the road geometry and the wider road environment and its principle uses. The safe and appropriate speed is intended to promote a safer driving environment for all road users, including other traffic, pedestrians and cyclists where appropriate.

4.2.7 70kph Speed Limit

Although not specifically raised, the issue of why 70kph speed limits are not proposed is a matter that is usefully explained for the benefit of some submitters.

The RCA must work within a hierarchy of legislation, national rules and guidance documents when setting speed limits. The RCA may set a 70kph speed limit. The National Speed Management Guidance 2016 and the Setting of Speed Limits Rule 2017 discourage 70kph zones, except in exceptional circumstances.

The Setting of Speed Limits Rule 2017 requires additional sign-off at a national level when setting a 70kph speed limit.

Consistent with the above documents, 70kph zones will only be used where there is clear evidence that both 60kph and 80kph are inappropriate. Where there is an existing 70kph zone, consideration will be given to the benefits of changing that speed limit to 60kph or 80kph.

4.3 Statutory Consultee Submissions

Section 2.5 of the Land Transport Rule: Setting of Speed Limits 2017 sets out the persons or groups that must be consulted before setting a speed limit. In addition to the local communities that may be affected, the Rule requires the RCA to consult:

- The Territorial Authorities that are affected by the proposed speed limits
- The Commissioner of Police
- The Chief Executive of the Automobile Association
- The Chief Executive of the Road Transport Forum New Zealand
- Waka Kotahi - New Zealand Transport Agency (NZTA)
- Any other organisation or road user group that the RCA considers affected

All identified Statutory Consultees were directly notified of the proposed new speed limits; were provided a full Statement of Proposal and advised of where additional information could be found.

Northland Transportation Alliance is an alliance of the three Northland District Councils and the Northland Regional Council. Separate consultation is therefore not required with adjoining local authorities as this is addressed internally through the Northland Transportation Alliance structure.

The following Statutory Consultees provided no formal response:

- The Chief Executive of the Road Transport Forum New Zealand

It should be noted that, in addition to the Chief Executive of the Road Safety Forum, all local Road Safety Forum groups and their members were notified of the proposed changes and provided an opportunity to make a submission. Submissions from these groups or individuals are summarised in the tables below (Section 7).

4.3.1 Automobile Association (AA)

In keeping with other Statutory Consultees, the full submission of the Automobile Association is set out below, along with specific responses to submissions. A summary of the Automobile Associations presentation to the Hearing Committee is set out above (Section 3.3).

Recommendations arising from the submission are included in Section 7 of this Report.

4.3.1.1 Automobile Association submission in full

INTRODUCTION

The Northland District Council of the NZ Automobile Association represents over 48,000 AA Members who live in Northland. Its goal is to help represent the mobility interests of AA members in the wider Northland area. We are guided by a combination of regular surveys of AA members, independent research, and analysis from the AA policy team.

The AA Northland District Council welcomes this opportunity to submit on the Statement of Proposal ('SOP') for proposed speed limit changes in the Kaitaia-Awaroa; Broadwood-Kohukohu; Moerewa urban; Te Oneroa-a-Tohe/ Ninety Mile Beach.

In this submission, we shall offer general comments on speed limit changes and then offer comments on some (but not all) of the proposed changes.

Please note that we wish to speak in support of our submission at a hearing.

1. GENERAL COMMENTS ON SPEED LIMIT CHANGES

1.1 We acknowledge that lower speeds result in fewer crashes of less severity. We support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements.

1.2 The review document states: "There is a real need to reduce the toll on our communities by ensuring that speed limits are safe and appropriate for the wider road environment." Speed limit changes on their own are not going to eliminate the road toll. Speed limit changes are just one of the tools that need to be combined with a range of other actions to deliver the maximum safety benefits on our roads.

We suggest that:

(i) there is an even greater need for drivers to not grossly exceed speed limits and to drive to the conditions. Too many lives have been lost in Northland and nation-wide in recent years due to driving at reckless speeds (e.g. 100+ kph in 50 kph zones). Lowering speed limits will not change this reckless disregard for posted speed limits; and

(ii) drivers need to be reminded that while they are behind the wheel, they need to focus on their driving, for the safety of their passengers and for the safety of other people on the road or in their vicinity. Distraction could be a death sentence for someone.

1.3We acknowledge that 100 kph is not a safe and appropriate speed for the majority of rural roads that are not state highways. AA policy is that we support focusing on the highest risk roads - the top 10% - but also engineering up where appropriate in order to maintain their function (e.g. arterial roads).

1.4The 'new' speed limits need to be fully and properly signposted and marked. Even though there may be a significant cost involved in installing adequate signage, it is essential from the motorists' perspective that they are fully informed of new speed limits as this will give the best result in terms of people complying. Two thirds of AA Members in surveys say they have recently had an experience of not knowing what the speed limit was on a stretch of road. If people are travelling on familiar roads that they have used for a long time simply changing one sign on the side of the road may not be noticed, which will completely undermine the intended outcome.

1.5 There needs to be an education programme (i.e. publicity) to explain to the community why the changes are justified. The education program is needed to supplement the signage so you achieve greater buy in from the motorists. Simply imposing a lower speed limit, if it is not understood and accepted by the community, will not be effective.

2. SPECIFIC COMMENTS ON PROPOSED CHANGES

2.1 Sealed rural roads.

We acknowledge that 80 kph is a safer and more appropriate speed limit for some sealed rural roads, such as the Kaitaia – Ahipara Road, and from Ahipara to Kohukohu.

2.2 Unsealed roads

Nearly all unsealed roads in this review are narrow and winding. While we recognise that 100 kph is neither a safe nor appropriate speed, we would prefer that there should be a uniform maximum speed limit of 70 kph, At all times, it is the driver's responsibility to drive to the conditions. The posted speed limit is never a 'target.'

2.3 Variable speed zones at schools

AA policy supports variable school speed zones but we believe that these should be consistent at 40 kph within built-up areas, not either 30 or 40. Drivers are more likely to understand and to comply with consistent speed limits. Where the posted speed limit is already 40 kph, it should not be necessary to install a variable limit of 30, such as at Ahipara School. If speeding is currently a problem, additional enforcement or an engineering solution may be more appropriate.

2.4 Speed limits on urban streets.

We recognise that there are problems throughout Northland with traffic speeding on urban streets. However, we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits. In Whangarei, this has been "addressed" by the installation of 25 kph speed bumps on many urban streets. The speeding motorists then migrate to other streets. Lowering the speed limit from 50 to 40 will not fix this problem of deliberate flouting of speed limits. Consequently, we do not support the general principle of lowering urban speed limits from 50 to 40. The posted speed limit needs to reflect the environment and make sense to drivers.

However, in small seaside settlements such as Ahipara, we recognise that there may be a case for 40 kph, but without enforcement, we doubt if this would have any real effect.

2.5 Te Oneroa-a-Tōhe / Ninety Mile Beach. We support the proposed speed limit reductions along the beach in general (60 kph) with a lower, safer limit (e.g. 30 kph) at beach access points where there is a likelihood of more pedestrian traffic.

We wish to be heard in support of our submission at a hearing.

For Northland District Council

of NZ Automobile Association

4.3.1.2 Responses to key issues raised by the Automobile Association:

Responses are provided to the more general issues raised by the AA as well as specific comments on specific roads. Where the AA has supported a proposal, no specific response is provided. Recommendations are set out in the Tables in Section 7 of this Report or under specific headings (Significant Roads).

The AA was consulted through the Chief Executive and the Northland Branch with representatives of the Northland Branch attending the Hearing.

The AA states that the organisation *support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements… Speed limit changes are just one of the tools that need to be combined with a range of other actions to deliver the maximum safety benefits on our roads.*

It is agreed that speed limits on their own are not a panacea to lowering serious injury and fatal crashes. However, safe and appropriate speed limits have been proven to have an effect on lowering the road toll. Engineering solutions will only have a relatively limited impact on lowering the road toll if the speed limit does not match the road environment and is not safe and appropriate.

As part of the overall roading programme, council invests in engineering improvements to roads. Recommendations within the Report include the identification (where appropriate) of specific physical works to support new speed limits and improve road safety. However, engineering solutions across the entire network is not practical in terms of cost to the community and time to implement. Priority has been given to those engineering interventions that have the potential to have the greatest benefit to road safety and community wellbeing. Appropriate signage that meets current roading standards are a core component of the implementation of new speed limits, including, where required, upgrading signage to meet or exceed current standards.

It is recognised that lowering the overall road toll requires a change in behaviour and driver "culture". Achieving such an outcome requires a wholistic approach that incorporates driver education, engineering, enforcement and safe and appropriate speed limits. This wholistic approach is highlighted within the National Road to Zero Road Safety Strategy. To this end, Council invests in aspects of road safety where it has control. Council also works closely with the NZ Police with respect to enforcement.

With respect to driver education, the Far North District Council have contracted Far North REAP (Rural Education Activities Programme) for the regional land transport plan funding period 2021 – 24 to deliver various road safety programmes. Far North REAP was established in 1980 to foster and facilitate Rural Education Opportunities for Te Hiku region. The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. The main education focus includes reducing alcohol/drug impaired driving, safer speeds, restraints, fatigue, and distraction. REAP's aim is to deliver education opportunities to rural communities in order to make a difference to the lives and long-term plans of rural people. Commitment to Te Tiriti o Waitangi is core to how REAP approaches its work.

Far North REAP have strong working relationships with other road safety partners such as the New Zealand Police, ACC, Northland Regional Council (Northland Road Safety), Waka

Kotahi New Zealand Transport Agency and Ministry of Social Development to provide consistent messaging across the Northland Region.

Unsealed Roads are generally proposed at 60kph across Northland and throughout New Zealand as a whole. Although it is recognised that the Setting of Speed Limits Rule may be amended to reduce the barriers to setting a 70kph speed limit, it should be noted that this change is yet to be carried through to the legislation. A 60kph speed limit on unsealed roads provides for the range of road conditions, including the narrow and tortuous nature of many unsealed roads within the review area. It is also noted that the Automobile Association generally accepted a 60kph speed limit on unsealed roads at the Hearing (although this view may have been qualified).

Variable School Speed zones have been proposed outside schools within the review area. Speed limits outside rural schools have been proposed at 60kph. This is consistent with the Road to Zero Road Safety Strategy and national guidance. Where the base speed limit is above 60kph (for example on a rural sealed road) it is proposed to install a variable speed limit that is signposted using the current standard electronic signage. In some cases, the base speed limit is 60kph or lower (for example, on an unsealed road). In these cases, a variable speed limit is not required to meet the Road Safety Strategy, however, additional signage will be considered to highlight the presence of children.

Council has proposed both 30kph and 40kph Variable school Speed Limit options. The reason for this is that there is a strong expectation that the upcoming changes to the Setting of Speed Limits Rule will make a 30kph variable speed the default. 40kph will only apply if there are specific circumstances where a 30kph speed limit is inappropriate.

Council is anticipating the change to the Rule as it is already heralded within the Road to Zero Road Safety Strategy and other published documentation. Consulting on both options enables a change (if required) to be made when the legal changes are made. Until the Setting of Speed Limits specifically provides for the 30kph Variable Speed Zone, a 40kph standard will be used. It should be noted that a 40kph Variable Speed Zone outside schools has already achieved a global sign-off from Waka Kotahi.

The current speed limit review is focussed on smaller rural and coastal settlements where distances within those communities are limited. A lower 40kph speed limit is therefore not going to increase travel time significantly, but will reduce risk to pedestrians, particularly children that walk and utilise the road carriageway.

Additional physical works are being planned (particularly in Ahipara and Moerewa) to support a slower, pedestrian friendly 40kph speed limit.

Support for the proposed changes to speed limits along Te Oneroa-a-Tōhe / Ninety Mile Beach is noted.

4.3.2 Waka Kotahi New Zealand Transport Agency (NZTA)

In keeping with other Statutory Consultees, the full submission of Waka Kotahi (New Zealand Transport Agency) is set out below, along with specific responses to submissions. Waka Kotahi did not present any further evidence at the hearing.

Recommendations arising from the submission are included in Sections 6 and 7 of this Report.

4.3.2.1 Waka Kotahi submission in full

The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) details a number of requirements for road controlling authorities in setting speed limits on their network:

- *Section 2.2(2): "In carrying out its functions under 2.2(1), a road controlling authority must consider whether a speed limit for a road is safe and appropriate in accordance with this Rule."*

- *Section 4.2(2) "In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority must have regard to—*

  (a) the information about speed management developed and maintained by the Agency; and

  (b) any relevant guidance on speed management provided by the Agency; …"

The information and guidance provided by Waka Kotahi meets its requirements under the following sections of the Rule:

- *2.4(1) "The Agency must supply to each road controlling authority, information about speed management for public roads within that road controlling authority's jurisdiction."*
- *2.4(2) "The Agency must, in supplying information under 2.4(1), prioritise information about public roads where achieving travel speeds that are safe and appropriate is likely to deliver the highest benefits in terms of safety and efficiency."*

The guidance provided by Waka Kotahi is in the new Speed Management Guide dated November 2016, and the Safer Journeys Risk Assessment Tool (MegaMaps) available to all road controlling authorities (Edition III dated August 2020 is the latest edition). Safe and Appropriate travel Speeds for all roads in the network that Waka Kotahi has information available for, together with the top 10% of regional networks likely to deliver the highest benefit in terms of safety and efficiency, are detailed in MegaMaps.

Waka Kotahi congratulates Council on the intent and extent of the area-wide approach to the proposals, and general alignment with the requirements of the Land Transport Rule: Setting of Speed Limits (2017). The Waka Kotahi comments below are intended to assist Council understand where the proposals are not aligned with the Rule and the Guide, particularly where achieving national consistency (ie: alignment with the information provided to Road Controlling Authorities (RCAs) by Waka Kotahi) for speed limits across all RCAs (ref clause 1.3(a) of the Rule) is important.

Research https://www.nzta.govt.nz/assets/resources/research/reports/563/docs/563.pdf shows that speed limits posted well higher than the speed road users are driving as the safe and appropriate speed causes 'targeting' of that speed limit ("….some drivers will now drive at the new posted speed limit, rather than to the conditions, as they most likely did in the before situation" (p42)). Where actual speeds for roads currently posted at 100km/h are less than 60km/h as it is a windy, tortuous and/or unsealed (so common for a significant part of the NZ network), changing the speed limit to 80, rather than aligning it with the SAAS of 60, is a message to drivers that the new 80km/h speed limit is considered the 'safe and appropriate' speed.

Evidence shows actual mean speeds increase as some driver's 'target' the new limit, increasing driver frustration and overtaking when others maintain their view of the safe travel speed. Increase in mean speeds + driver frustration + overtaking = increase in risk and crashes, particularly on roads with very high Infrastructure Risk Rating (IRR).

***Kaitāia-Awaroa Catchment** - general agreement with all the proposals except the following 80km/h proposals. As above, messaging to drivers that 80km/h as the 'safe and appropriate speed' will encourage targeting of 80km/h, increasing mean speeds and increasing risk. An 80km/h speed limit would be inconsistent with speed limits other RCAs are setting for roads with similar SAAS, IRR and mean speeds, therefore failing to meet the requirements of clause 1.3(a) of the Rule (The purpose of this Rule is to…give effect to a nationally consistent and evidence-based approach to speed management):*

Disagree with 80km/h proposals for:	***Safe and Appropriate Speed SAAS)***	***Governing factor Infrastructure Risk Rating (IRR) (cf 1.6 required for 80km/h)***	***Key high-risk attributes***	***Top 10% Death and serious injury (DSi) saving opportunity***	***Actual mean travel speeds***
Kaitaia-Awaroa Road west of 854	*60km/h*	*2.06*	*Tortuous; very narrow shoulders; high risk roadside hazards*	*Yes 2.17 DSi per annum*	*65km/h*
Broadwood Road	*60km/h*	*2.11*	*Tortuous; very narrow shoulders; high risk roadside hazards*	*No*	*61km/h*
Larmer Road	*60km/h*	*1.82*	*Winding; very narrow shoulders; high risk roadside hazards*	*No*	*59km/h*
Whangape Road	*60km/h*	*2.12*	*Tortuous; very narrow shoulders; high risk roadside hazards*	*No*	*37km/h*

Broadwood – Kohokohu Catchment *- agree with 60km/h proposals but disagree with all proposals for 80km/h in this catchment for the following reasons, and as described for Kaitāia-Awaroa Catchment above:*

Disagree with 80km/h proposals for:	***Safe and Appropriate Speed SAAS)***	***Governing factor Infrastructure Risk Rating (IRR) (cf 1.6 required for 80km/h)***	***Key high risk attributes***	***Actual mean travel speeds***
Pawarenga Road	*60km/h*	*2.06*	*Tortuous; narrow lane width: very narrow shoulders; high risk roadside hazards*	*51km/h*
Mangamuka Road	*60km/h*	*1.82*	*Tortuous; very narrow shoulders; high risk roadside hazards*	*71km/h*
Kohukohu Road	*60km/h*	*2.06*	*Winding; very narrow shoulders; high risk roadside hazards*	*70km/h*
West Coast Road	*60km/h*	*1.96-2.06*	*Tortuous; very narrow shoulders; high risk roadside hazards*	*55-57km/h*

Moerewa urban area *- agree with proposals*

Te Oneroa-a-Tōhe / Ninety Mile Beach *- agree with proposals noting the requirement on Council of clause 4.4(2)(c) of the Rule that it must aim to achieve a mean operating speeds less than 10% above the 30 and 60km/h speed limits*

Schools *- Waka Kotahi was not notified prior to consultation on the 30km/h variable speed limit proposal (clause 5.3(1)) of the current Rule for Ahipara School and Moerewa School, so has not had the opportunity to discuss the proposals, which is the intent of this requirement. Council has since confirmed it understands that implementation of 30kph*

Variable Speed Limits require Waka Kotahi approval under the current Rule and will generally need to be accompanied by appropriate Innovating Streets physical works to comply with clause 4.4(2)(c) to achieve the 33kph operating speeds when the variable speed limits are operating. If these speed limits are required to be implemented before the new Rule comes into effect, Waka Kotahi will work with Council and provide approval for the 30km/h speed limit providing the requirements of clause 4.4(2)(c) can be met. It is noted that mean speeds past Moerewa School are currently 45km/h confirming speed management works will be required.

Please note also that the current variable speed limit signs are not the correct legally enforceable format. These R1-6.1 signs are only approved for use on side roads if the correct R1-2.1 type B electronic signs are used on the main roads (ref Traffic Note 37 and New Zealand Gazette, 21/4/2011, No. 55, p. 1284). In order to ensure the application of this proposal is legally enforceable, the approved R1-2.1 type B electronic variable speed limit signs must be used for all variable school speed limits.

In conclusion, Waka Kotahi strongly encourages Council to set safe and appropriate speed limits in line with the information provided to Council by Waka Kotahi, which also ensures national consistency in the application of the Rule (clause 1.3(a)) and the Speed Management Guide. Should the Council decide to apply the speed limits proposed that are different to the information supplied by Waka Kotahi, we encourage Council to seek legal advice regarding the Council's compliance with the Setting of Speed Limits Rule 2017.

In addition to the above submission from Waka Kotahi (Regulatory), the following additional submission was received:

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

www.nzta.govt.nz

WAKA KOTAHI
NZ TRANSPORT AGENCY

24 August 2021

Re: Speed Limits Review – Kaitāia-Awaroa; Broadwood-Kohukohu; Moerewa urban; Te Oneroa-a-Tōhe / Ninety Mile Beach

Dear Sir/Madam

I am writing in response to the Statement of Proposal issued to Waka Kotahi NZ Transport Agency on 13 July 2021, regarding speed reviews for the following areas:

- Kaitāia – Awaroa Catchment
- Broadwood – Kohukohu Catchment
- Moerewa urban area
- Te Oneroa-a-Tōhe / Ninety Mile Beach.

Thank you for the opportunity to share feedback on this Proposal. Please note that this submission is provided in view of Waka Kotahi's role as the road controlling authority for the state highway network, rather than its regulatory role. A more detailed response as Regulator will be provided independently of this submission.

As a neighbouring road controlling authority, we are broadly supportive of all activities designed to bring speeds to safe and appropriate levels and which are aligned with the government's Road to Zero strategy. We have no concerns around the proposed speed management plan for the areas listed above, particularly where they interface with the state highway network. Where local road speed limits are proposed to differ from those on adjacent state highways, speed limit signage will need to be installed at the local road/state highway boundary to inform road users of the change in speed limit at that point.

Please feel free to contact me with any queries or for further discussion.

Yours sincerely

Steve Mutton
Director Regional Relationships, Te Tai Tokerau & Tāmaki Makaurau
Waka Kotahi NZ Transport Agency

4.3.2.2 Responses to key issues raised by Waka Kotahi New Zealand Transport Agency

Specific responses to speed limits on roads identified in the NZTA submission are set out in 4.3.2.3, Section 6 (Significant roads) and the Tables in Section 7, alongside a summary of submissions received by the wider community.

It is recognised that speed limits involve a delicate balance to ensure that there are no unintended consequences such as vehicles targeting the new lower speed limit, when they should be driving to the conditions. It is also recognised that speed limits must be safe and appropriate. However, there is also a requirement to ensure that they are credible to the driving public. Extensive 60kph speed limits in rural areas, along sealed roads create a credibility issue, particularly where that road transitions into an unsealed road with the same speed limit.

The Far North RCA is aware that the review area is an extremely remote rural area where speed limit enforcement is difficult and often lacking. The acceptance of lower speed limits is therefore critical to lowering the overall speed on these roads. If speed limits are lowered beyond a level that has some degree of acceptance by the community, then the speed limits will not be viewed as credible and there is a danger that they will be ignored altogether.

Recommendations in this Report have been made to adjust some 80kph speed limits in response to the Waka Kotahi submission. These adjustments are focussed on key areas where, following ground truthing, the geometry of the road makes a lower speed limit credible.

Schools

The intent of proposing either a 40kph or a 30kph variable speed limit outside some schools is intended to provide the Far North RCA with some flexibility in meeting the expected changes to the Setting of Speed Limits Rule as it relates to schools. Notifying both options enables the community to comment and provide feedback. This feedback can then inform Council in any funding decisions to meet the requirements of a lower Variable Speed Limit.

Non-compliant signage

All signage will be reviewed as part of each speed review. The detailed design and procurement process will identify any non-compliant signage and make the appropriate changes.

Specific Roads

In responding to the Waka Kotahi submission, an NTA Road Safety Engineer undertook additional site visits to assess the appropriate speed environments. It should be noted that, in recommending new speed limits, a range of factors have been considered, not just the Infrastructure Risk Rating. Many roads within the review area are remote rural roads with low volume traffic. Collective and personal crash risk is low to medium on the roads identified by Waka Kotahi, with the exception of Kohukohu Road from Mangamuka Road to Kohukohu, where there is a low-medium collective risk, but high personal risk.

In assessing roads, consideration has also been given to recent and planned safety works to be undertaken, the credibility of the speed limit and feedback from the local community.

It is also noted that operating speed data is based on GPS data in vehicles. This information is skewed toward commercial and heavier vehicles that operate GPS tracking. Anecdotal evidence suggests that the operating speed data provides a good indication of the current operating speed of most roads. However, the data accuracy and reliability is reduced on roads with low volume traffic, particularly in remote rural areas.

Kaitāia-Awaroa Road west of 854 is addressed in detail in Section 6 of this report, and additional discussion is not included here. As noted in Section 6, a major issue with fatal and serious injury crashes on this road, particularly between Kaitaia and Ahipara, is drugs

and alcohol. Although a speed limit reduction is expected to have a positive impact on reducing DSI's on this road, a multi-agency approach, including improved enforcement will be required.

Broadwood Road. A further "ground-truth" assessment of Broadwood Road was undertaken by a Road Safety Engineer. There is a low to low-medium collective risk and medium personal risk on different parts of the road and the recommended speed limit reflects the different road environments on Broadwood Road.

Larmer Road has a low personal and collective risk. The road is straight for most of its length, and only transitions into a more tortuous alignment near the end of the "no-exit" road. A 60kph speed limit on this road is not considered credible.

Whangape Road Although the first section of Whangape Road has a low personal and collective risk, it is considered appropriate to lower the speed limit to 60kph. This speed limit reflects the recommended speed limit through Herekino and the relatively tortuous nature of Whangape Road as it rises the short distance to Puhata Road. A 60kph speed limit provides a more consistent speed limit along Whangape Road and reflects the actual speed travelled.

Pawarenga Road has a low collective and medium personal risk. Similar to many other remote rural roads in the North Hokianga, Pawarenga Road does have some more tortuous sections, as well as more open curved sections. Feedback from the community, including at informal drop-in sessions indicate that a lower 60kph speed limit on the sealed section of this road would not gain credibility with the local community that use the road. However, an 80kph speed limit is expected to lower the overall speed on the road.

Mangamuka Road has a low collective risk and medium-high personal risk. Mangamuka Road is currently on the FNDC high-risk rural road (HRRR) programme for a signs and delineation upgrade and two barrier sites.

There is one particular curve where the road environment is very poor. This curve is long and tightens at the mid-point with little warning. The estuary and a power pole are located on the outside of this curve. This curve has been the location of two serious injury crashes in the past 5 years.

There are current plans to erect additional curve signage and a guardrail. The curve itself is currently being investigated to assess cost-effective ways to address the horizontal alignment. Once the HRRR works have been completed, the road is expected to support an 80kph speed limit. In keeping with many other roads in the North Hokianga, there is a subsidence issue which can only be addressed through ongoing maintenance.

Kohukohu Road Low medium collective risk and high personal risk. A "ground-truth" assessment of Kohukohu road from Mangamuka Road to Kohukohu confirmed a safe operating speed of 80kph.

Kohukohu Road from Kohukohu to the ferry is addressed in detail in Section 6. In summary, the safe operating speed is 60kph. Within the vicinity of the ferry terminal, the following issues apply:

- Turning traffic with no right turn bay
- Pedestrians crossing to the toilet
- Unfamiliar users
- Tight curve

A 40kph speed limit has therefore been recommended approximately 200m either side of the ferry terminal.

West Coast Road has a low collective and personal risk. The sealed section of the road has some challenging sections of curvilinear alignment where 60kph speed limit is more appropriate. However, there are long straight sections where a 60km/h would have little credibility.

There are very few recorded crashes on this section of West Coast Road. In addition, there is little enforcement due to its remoteness and relatively low traffic volume. It is also considered that local road user "buy in" of a slower speed limit will be achieved if the speed limit is more self-explaining.

Following ground truthing by a Road Safety Engineer, the following speed limits are recommended:

- 40kph from the ferry terminal to RP 0.21 (approx. 210m)
- 80kph from RP.21 to RP4.6
- 60kph from RP4.6 to end of the road, this includes the tortuous sections the the sealed road and the unsealed sections of West Coast Road.

At the township of Punguru on West Coast Road at Punguru, it is recommended that a 40kph speed limit be set to replace the existing 50kph zone.

4.3.2.3 Specific recommendations to Waka Kotahi submission

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:

Kaitāia-Awaroa Road West of 854 Kaitāia-Awaroa Road

- 80kph from 854 Kaitāia-Awaroa Rd to RP14.8 (start of Herekino Gorge)
- 60kph from Kaitāia-Awaroa Rd RP14.7 to Kaitāia-Awaroa Rd RP17.8 (Herekino Gorge)
- 80kph from Kaitāia-Awaroa Rd from RP17.8 (Herekino Gorge) to 80m North of 2529 Kaitāia-Awaroa Road.
- 60kph from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)
- 80kph Kaitāia-Awaroa Road from 40m east of Whangape Rd Intersection to Haumanga Rd

Broadwood Road

- 60kph from Mangamuka Road to Broadwood township
- 40kph though the Broadwood township
- 60kph from recycling centre (northern edge of the township) to 500m before Kokimiro Road
- 80kph for remainder of Broadwood

Larmer Road

- Retain proposed 80kph speed limit

Whangape Road

- Reduce proposed 80kph speed limit to 60kph on Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd.

Pawarenga Road

- Retain proposed 80kph speed limit

Mangamuka Road

- Retain proposed 80kph speed limit

Kohukohu Road

- Retain proposed 80kph from Mangamuka Road to Kohukohu
- Retain proposed 40kph from
- Reduce proposed 80kph speed limit to 60kph from 80m south of Marriner St to 200m east of the Hokianga ferry terminal.
- Reduce the proposed 80kph speed limit to 40kph from 200m east the ferry terminal to 200m west of the ferry terminal (West Coast Road)

West Coast Road

- 40kph from the ferry terminal to RP 0.21 (approx. 210m)
- 80kph from RP.21 to RP4.6
- 60kph from RP4.6 to end of the road, this includes the tortuous sections the the sealed road and the unsealed sections of West Coast Road.
- 40kph through the township of Punguru

4.3.3 NZ Police

In keeping with other Statutory Consultees, the full submission of the New Zealand Police is set out below, along with specific responses to submissions. The NZ Police did not present any further evidence at the hearing.

Recommendations arising from the submission are included in Section 7 of this Report.

NORTHLAND TRANSPORTATION ALLIANCE

4.3.3.1 NZ Police submission in full

NEW ZEALAND POLICE
Ngā Pirihimana o Aotearoa

20 July 2021

Shawn Baker
shawn.baker@fndc.govt.nz

RE: Statutory Notification of Proposed New speed Limits Far North District Council

Dear Shawn

I refer to your correspondence of 13 July 2021 to New Zealand Police Commissioner Andrew Coster in relation to the proposed speed limit changes for the Far North District.

Your correspondence has been referred to me as the Director of the National Road Policing Centre and I have consulted Inspector Dickson, as the District Road Policing Manager, for his operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made and a crash should occur.

With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on local roads and sections of state highway in the Far North District.

Yours sincerely

Superintendent Steve Greally
Director: National Road Policing Centre

Police National Headquarters
180 Molesworth Street, PO Box 3017, Wellington 6140, New Zealand
Telephone: 04 474 9499, Fax: 04 498 7400, www.police.govt.nz

NEW ZEALAND POLICE

4.3.3.2 Responses to New Zealand Police

The New Zealand Police submission provides general support for the proposed speed limits within this review. The general support is noted.

5 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 Educations 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 sings, 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.

5.1 Pukepoto School – Kaitāia – Awaroa Road

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

5.2 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.

5.2.1 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:

- ***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.***

5.3 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.

5.3.1 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:

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

5.4 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.

5.4.1 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:

- ***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.***

5.5 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.

5.5.1 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***

5.6 Te Kura Taumata o Panguru – West Coast Road Pungaru

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.

5.6.1 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 West Coast Road within the Pungaru township.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

5.7 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.

5.7.1 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 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***

5.8 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.

5.8.1 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 60kph speed limit on School Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

5.9 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.

5.9.1 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 on Umawera School Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

5.10 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.

5.10.1 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:

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

5.11 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.

5.11.1 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 on Station Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

6 Significant Roads

Following the consideration of submissions received, NTA Staff undertook additional site visits to further assess submitters views and the road environment. All recommended speed limits are set out in the Tables in Section 7 of this Report. Additional detail as to the reasons for recommendations have been provided for the following significant roads:

- Kaitaia-Awaroa Road
- Kohukohu Road from Kohukohu to West Coast Road (Hokianga Ferry)
- Otiria Road - Moerewa
- Te Oneroa-a-Tōhe Ninety Mile Beach

6.1 Kaitaia-Awaroa Road

This Section addresses the Kaitaia-Awaroa Road in its entirety. However, it should be noted that the majority of submissions received related to the section of road from Kaitaia to the intersection with Ahipara Road.

6.1.1 Summary of feedback received

The Kaitaia-Awaroa Road from Kaitaia to the intersection with Ahipara Road was the subject of numerous submissions. Most submissions related to the area near Pukepoto, including Pukepoto School, Te Rarawa Marae and Te Uri-O-Hina Marae, as-well-as the low-density residential community in the area.

To better understand the issues in this specific part of Kaitaia-Awaroa Road, a post hearing site meeting was held with submitters representing Te Rarawa and Te Uri-O-Hina Marae. The outcomes of that meeting are set out below; and are incorporated into the overall recommendations of this Report.

There was general support for a lower speed limit, although there were some exceptions.

Submitters opposing the proposed lower speed limits were generally concerned about the design and maintenance of the road. One submitter, Mr Beatson stated that he had spent 21 years in the police and has attended many road crashes. Mr Beatson opposed a lowering of the speed limit. In his opinion, the serious and fatal crashes were due to road design, rather than speed. The road is very unforgiving as there are no safety measures. Mr Beatson noted that, when driving this stretch of road, you invariably need to reduce speed just to negotiate the current road design.

Mr Beatson's view was echoed by some other submitters.

Pukepoto

Other submitters opposed the proposed lower speed limit, dropping from the current 70kph to 60kph from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd in favour of a lower speed limit of either 50kph or 40kph. This area incorporates Pukepoto School, Te Rarawa Marae and Te Uri-O-Hina Marae.

One submitter, who lives locally on the road noted that the road is extremely dangerous with speeding vehicles and stated that "I will not let my children walk along the road." The submitter also highlighted that there are often tangihanga at the marae, with numerous people and children on the roadside. Vehicles do not slow down. The issues raised by this submitter was supported by other submitters and further reinforced at the on-site meeting held with representatives of Te Rarawa Marae.

Another submitter that sought a lower 50kph or 40kph speed limit highlighted that this is a populated area with kaumatua/elderly and tamariki alike; there are two busy, active marae; a cemetery; and a primary school. For the safety of our people particularly during tangihanga, hui and school hours the speed limit should be dropped to at least 50kph if not even 40kph as per other school zones.

A consistent theme of submissions, which was further reinforced during the site visit was that there were a number of pedestrians that walked between the residential dwellings, Marae and the school. During events at the Marae, the number of pedestrians increased dramatically, as well as the number of vehicles parked on the roadside outside the Marae.

Submitters noted that, during tangihanga, most people walk from the Marae to the urupa (cemetery), this involves walking along the road for some distance and crossing the road to access the urupa. When there is a significant event occurring at the Marae, particularly tangihanga, the Marae undertake unofficial traffic management, including the placement of cones to slow traffic.

It was suggested that given the risk (outlined above), a variable speed limit that is applicable to schools could be introduced during key events.

Submitters that supported the proposed speed limits, including those seeking an even lower speed limit and sought to extend the lower speed limit to encompass the nearby residential dwellings.

80kph Sections West of 854 Kaitaia-Awaroa Road

Waka Kotahi has submitted opposing the proposed 80kph speed limit to the west of 854 Kaitaia-Awaroa Road, seeking a 60kph speed limit instead. This would make almost the entire of the Kaitaia-Awaroa Road 60kph. Waka Kotahi state, as justification for a 60kph speed limit, the tortuous alignment of the road. Waka Kotahi also noted the very narrow shoulders and an Infrastructure Risk Rating of 2.06. An Infrastructure risk rating of 1.6 is required for an 80kph speed limit. Waka Kotahi also notes that the road forms part of the top 10% risk roads where speed intervention will give rise to a reduction in serious injury or fatal crashes. Waka Kotahi also highlights a 65kph mean travel speed over the route.

6.1.2 Response to feedback received

Submitters opposed to the proposed speed limits stated that the issue was related to road design, rather than speed. A more detailed response to the wider issues surrounding road maintenance and upgrade issues is provided in Section 4 above.

It is agreed that the overall design of Kaitaia-Awaroa Road makes it a more dangerous road. These design issues include deep drainage ditches on either side of the road, road camber, lane width and a variety of other issues. The design issues of the road make it unsuitable for a speed limit of 100kph and this is reflected in the risk rating for the road and the proposed 80kph speed limit.

As the Road Controlling Authority, Far North District Council has invested in improving the safety profile of the Kaitaia-Awaroa Road in recent years, and is planning to invest further in safety improvements. However, it is also necessary to accept that, until the road meets a higher 100kph design standard, the safe and appropriate speed for the road will be significantly less than 100kph. The proposed speed limits reflect the current design profile of the road.

It is also recognised that the crash statistics on this road make sobering reading. Addressing this, not only requires additional speed management, but also a multi-agency approach. On this road, alcohol is a factor in 40% of all crashes and 93% of DSI crashes in the last 5 years 2016-2020. Safety improvements have reduced the severity of crashes; however, the general driver behaviour is a significant contributing factor.

Reducing the speed limit to 60kph on large portions of the road does not address the underlying causes of crashes on this road. In addition, a reduction to 60kph on much of the road will not be seen as credible by the community. Coupled with low levels of enforcement in remote rural areas, a lack of credibility may lead to speed limits being ignored in their entirety.

One submitter opposed the raising of the speed limit at the current 70kph zone on the outskirts of Kaitaia. The proposed change from 70kph to 80kph is intended to create a more uniform speed limit along the road. A more uniform speed limit is a matter that many submitters on other speed limit reviews have promoted. A Road Safety Engineer undertook a site visit and confirmed that 80kph is appropriate for this section of road.

Currently, neither the 50kph speed limit nor the 70kph speed limit are being complied with. The 50kph speed zone on the outskirts of Kaitaia has a current free flow speed of 63kph and the adjacent 70kph zone has a free flow speed of 85kph. It is considered that replacing the 70kph buffer area with a single speed limit of 80kph, coupled with improved signage, gateway treatments and future engineering works will reinforce the 50kph zone and lead to better compliance.

Many of the issues raised by other submitters related to the area near Te Rarawa Marae and Te Uri-O-Hina Marae and Pukepoto School. It is agreed that, although not a traditional looking town, Pukepoto does represent a distinct community. It is also recognised that there are significant road safety issues that need to be addressed near the Marae. Many of these issues are outside the scope of speed limit changes.

In setting a new speed limit, Council needs to make sure that the speed limit is credible, self-explaining where possible, and will have a high level of compliance. Currently, for the driver, this section of the Kaitaia-Awaroa Road "looks and feels" like the rest of the road between Kaitaia and Ahipara. This lack of change in the road environment contributes to the lack of compliance with the current speed limit.

A 40kph or 50kph speed limit does not meet current speed management guidance unless there was significant additional development to make the road look and feel more like a small town, for example, like Ahipara. In addition, it would be necessary to "engineer down" the road significantly to meet a 50kph or 40kph speed limit environment.

The current speed management guidance and Road to Zero Road Safety Strategy seeks a speed limit of 60kph outside rural schools such as Pukepoto School. This can be achieved with, either a permanent 60kph speed limit or a Variable School Speed Limit. The current proposal is for a permanent speed limit of 60kph, which recognises the school, Marae and wider Pukepoto community.

Setting a 60kph speed limit alone will not resolve many of the safety issues and the current non-compliance with the existing 70kph speed limit. Additional physical works, including signage and road marking will be required to improve overall compliance with a 60kph speed limit.

The safety issues outside the Marae and the between the Marae and the urupa are recognised. At a national level, there is some discussion that changes to the Setting of Speed Limits Rule may allow for a variable speed limit outside some Marae and urupa where there is a safety issue. Such a change was promoted, and supported, by Northland Transportation Alliance on behalf of Far North District and the other Council's in Northland.

It should be clearly noted that changes to the Setting of Speed Limit Rule are yet to be released and there is no guarantee that such a change would be made. If the appropriate changes to the Setting of Speed Limit Rule are made, NTA and Far North District Council would seek to approve and install a Variable Speed Limit, controlled by NTA, alongside the Marae and urupa. Until the appropriate changes to the Setting of Speed Limit Rule are made, a Variable Speed Limit outside the Marae cannot be set. NTA will continue to work with the Marae to seek appropriate solutions.

In addressing the Waka Kotahi submission specifically, it should be noted that the data provided, whilst accurate, provides an average over the full length of the road. Ground truthing undertaken as part of the speed limit review exercise indicates that, from 854 Kaitaia-Awaroa Road to the intersection with Ahipara Road, the road is consistent with an 80kph road environment. Community feedback indicates that a 60kph speed limit would not be accepted by the community and compliance would be very low. However, an 80kph speed limit would be better complied with, particularly by those commuting between Ahipara and Kaitaia.

The part of Kaitaia-Awaroa Road, that traverses through the Herekino Gorge is more tortuous in nature. This stretch of Kaitaia-Awaroa Road rises over the inland part of the Ahipara Sandhill and is characterised by very narrow shoulder areas, and limited visibility around corners. Maintaining a speed of 80kph through this section of Kaitaia-Ahipara Road would neither be safe, nor appropriate. A 60kph speed limit that reflects the road environment and sought by Waka Kotahi is appropriate. It is therefore recommended that a 60kph speed limit extend from RP14.8 to RP17.8 on the Kaitaia-Awaroa Road.

Ground truthing on the remainder of the Kaitaia-Awaroa Road shows that a speed limit of 80kph can be safely driven on the majority of the road. It is recognised that there are short areas that require a slower speed to safely negotiate. In setting a speed limit of 80kph on the remainder of the Kaitaia-Awaroa Road, consideration has been given to the credibility of the speed limit, formal and informal community feedback, and the use of the road as an alternate to State Highway 1 and a main route for a dispersed and isolated rural community.

6.1.3 Recommendations Kaitaia-Awaroa Road

The following recommendations have been divided into recommendations directly relating to speed management and can be implemented directly as part of this review, and those recommendations that should be considered though other processes.

6.1.3.1 Speed Management Recommendations

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:

- ***50kph speed limit on Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kaitāia - Awaroa Rd (current 50/70 boundary)***
- ***80kph speed limit on Kaitāia-Awaroa Road from 332 Kaitāia-Awaroa Rd to Okahu Rd to 662 Kaitāia-Awaroa Rd (current 100/70 boundary)***
- ***60kph speed limit on Kaitāia-Awaroa Road from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd (current 70kph speed zone)***
- ***80kph from 854 Kaitāia-Awaroa Rd to RP14.7 (start of Herekino Gorge)***
- ***60kph from Kaitāia-Awaroa Rd RP14.7 to Kaitāia-Awaroa Rd RP17.8 (Herekino Gorge)***
- ***80kph from Kaitāia-Awaroa Rd from RP17.8 (Herekino Gorge) to 80m North of 2529 Kaitāia-Awaroa Road.***
- ***60kph from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)***
- ***80kph Kaitāia-Awaroa Road from 40m east of Whangape Rd Intersection to Haumanga Rd***

6.1.3.2 Other Recommendations

Note that all recommendations below have arisen from the community engagement process of the speed limit review. All recommendations, if implemented will have an overall positive impact on road safety and will support the recommended speed limits. However, it should be clearly noted that all the recommendations below are subject to a variety of funding and decision-making processes.

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

- ***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.***

6.2 Kohukohu Road

This Section primarily addresses the part of Kohukohu Road between Kohukohu and the Hokianga Ferry. Waka Kotahi made a specific submission relating to Kohukohu road from Mangamuka Road to Kohukohu. This submission is addressed in Section 4.3.2.2 of this Report and in Table 7.

6.2.1 Summary of feedback received

Submissions were strongly in favour of reducing the speed limit on Kohukohu Road between Kohukohu and the ferry terminal. Most submissions related specifically to the part of the road near the ferry. One submitter noted that *residents of Kohukohu have asked for years to have the speed limit in town and to the ferry lowered.* The submitter also stated that *vehicles race every hour to get the ferry and pass my house in the village at 70-80kph (50kph zone) and then really hit the pedal when on the open road.* The submitter noted that they regularly cycle this stretch of road and find that it is high risk. The submitter also noted that if the community is *serious about encouraging cyclists to take the Ranui ferry from Horeke to Kohukohu and then on to Rawene, lowering the speed limit to 80km would be a good start.*

One submitter stated that *throughout the year (mainly peak period or whenever significant events happen), the stacking of the ferry lanes spill out onto the road. The queueing at times extends to both blind corners which creates a safety issue. Currently it is managed with temporary traffic management (TMP) which does come at a cost and requires management by ferry staff, which is slightly outside of their core area of focus at this busy time when they are dealing with high demand on the vessel. In my involvement with the service over the years, the stakeholder group have made regular representation to previous FNDC safety engineers about this issue and have requested a reduction in the speed restriction for this specific piece of road, this was supported in principle by the Safety Engineer.*

Submitters noted the high number of logging trucks that utilise the road at all hours of the day and night, with one submitter seeking to restrict logging trucks (refer Section 4 above). To illustrate the concern about logging trucks on the road and the safety issues, one submitter provided photographs of a crash near the ferry terminal involving an overturned logging truck.

One submitter noted that traffic near the ferry shares narrow roads with walkers and cyclists and ideally should not exceed 60kph speed in a number of places. This submitter also suggested the installation of signage warning of walkers and cyclists between Kohukohu and the ferry. The submitter noted that, *unlike in Rawene, pedestrians from Kohukohu and Motukaraka must walk along the main road outside of their settlements to reach the ferry, therefore it is more hazardous for Kohukohu/ Motukaraka pedestrians than Rawene pedestrians to reach the ferry.*

Waka Kotahi seeks 60kph as the road has a current actual mean speed of 70kph and the road is winding with very narrow shoulders and high-risk roadside hazards with an IRR of 2.06.

6.2.2 Response to feedback received

A Road Safety Engineer undertook a ground truthing site visit to assess the different options. The ground truthing exercise confirmed a safe operating speed of 80kph from Mangamuka Road to Kohukohu. Additional details and background are provided in Section 4.3.2.2 (Waka Kotahi submission responses).

Overall, the submissions received were supportive of a lowered speed limit from Kohukohu to the ferry. It is noted that the community has been seeking a lower speed limit along this stretch of road for some time.

Given the issues raised, consideration needs to be given to an appropriate speed limit that recognises the overall road environment, alongside pedestrian and cycling use of this part of the road. In addition, consideration also needs to be given to the possibility of improved warning signage on the approaches to the ferry terminal, including the possibility of a variable speed limit that could come into force when the ferry is generating significant queues and other traffic.

Options considered

In responding to the feedback received, the following options were considered in some detail:

- 80kph speed limit from Kohukohu to the ferry (as proposed)
- 60kph speed limit from Kohukohu to the ferry
- Variable Speed limit of 40kph located at the approaches to the ferry
- A 40kph permanent speed limit adjacent to the ferry
- A 30kph permanent speed limit adjacent to the ferry.

80kph Speed Limit

80kph was originally proposed for this stretch of Kohukohu Road. Following submissions, other options were also considered. An NTA Road Safety Engineer undertook a site visit to determine whether an 80kph speed limit was appropriate. it was confirmed that this section of road has an operating speed of 60kph or less, although there are some short straights where a higher speed could be achieved. A speed limit lower than the proposed 80kph is therefore considered appropriate.

60kph Speed Limit

The significant road safety issues associated with Kohukohu Road and the ferry terminal are recognised. In particular, it is recognised that the Kohokohu community have sought a lower speed limit along the part of Kohukohu Road from Kohukohu to the ferry terminal. These issues were raised in submissions, but also raised in an informal drop-in session held at the Kohukohu Volunteer Fire Brigade as part of the consultation process.

It also noted that Waka Kotahi is seeking a 60kph speed limit on the proposed 80kph speed limit sections of Kohukohu Road.

A 60kph speed limit provides a slower speed entry into Kohokohu township and should contribute to improved compliance with speed limits within the township (if supported with physical works, for example, threshold treatments).

An NTA Road Safety Engineer undertook a site visit and confirmed an operating speed of 60kph or less. This finding is consistent with Waka Kotahi Megamaps that identifies a safe and appropriate speed of 60kph.

A 60kph speed limit is considered appropriate given the issues raised by submitters, including, but not limited to the community desire to promote cycle tourism in the long term.

Variable Speed Limit at the ferry terminal

A Variable Speed Limit of 40kph was considered. Current practice is for the ferry operator to manually "unfurl" temporary speed limit signs when there are significant queues. The installation of a Variable Speed Limit would require the installation of electronic signage to maintain compliance with current engineering standards.

Section 5.1 of the Setting of Speed Limits Rule enables the Road Controlling Authority (RCA) to set a Variable Speed Limit where the following may apply:

a) The speed limit needs to vary in order to be safe and appropriate; and
b) it is necessary to address or manage one or more of the following situations or environments
   (i) different numbers and types of road users or different traffic movements; or
   (ii) the effects of changing traffic volumes, including to ease congestion; or
   (iii) for emergency or temporary traffic management; or
   (iv) a crash risk posed by turning or crossing traffic; or
   (v) changing environmental conditions.

In the case of Kohukohu Road, in the vicinity of the ferry terminal, the need to vary the speed limit to be safe and appropriate can be met for the following reasons:

- The ferry operates on a regular hourly schedule from 7:15am (weekdays only) until 8:00pm, with additional sailings at 7:45am and 8:30am. Outside of the hours of 7:00am until 8:00pm, there no significant ferry related traffic movement.
- There is limited warning for queues east from West Coast Road
- The ferry can generate additional pedestrian and cycle traffic

There is a significant crash risk in the immediate vicinity of the ferry terminal associated with turning or crossing traffic, as well as pedestrians crossing the road to access public toilets. A Variable Speed Limit would meet the requirements of the Setting of Speed Limits Rule Section 5.1 (a) and (b)(iv).

The introduction of a Variable Speed Limit was not considered as part of the Statement of Proposal. However, the option of a Variable Speed Limit has been considered as a result of feedback received. As such, additional specific consultation would not be required if a Variable speed Limit were to be implemented.

The implementation of a Variable Speed Limit has a number of disadvantages, particularly relating to the operation of the signage and when and what circumstances the Variable Speed Limit may apply. The installation and management of electronic signage in a remote location is not considered cost effective.

Overall, although a Variable Speed Limit could be implemented consistently with the Setting of Speed Limits Rule, it has been determined that a variable speed limit is not appropriate for the following reasons:

- The cost of installing and operating a remote electronic Variable Speed Limit
- Issues surrounding the operation of the speed limit and signage
- The Variable Speed Limit would need to be operational for approximately 12 hours per day as vehicles can queue at any time that the ferry is operating.
- With the exception of ferry traffic, the road is a low volume road.

Permanent 40kph speed limit at the ferry

A permanent speed limit of 40kph has also been considered. A 40kph speed limit would apply for a distance of approximately 400m (200m either side of the ferry turn off point).

The road geometry supports a short 40kph speed limit as there is a near 90degree bend in the road immediately to the west of the ferry terminal. This bend requires east bound vehicles to slow down to less than 40kph to negotiate the bend before reaching the ferry terminal. West bound vehicles will also need to slow to negotiate the bend.

Following an assessment by a Road Safety Engineer, a 40kph permanent speed limit is considered appropriate for the following reasons:

- The road geometry on the approaches to the ferry support a short lower speed limit
- Pedestrians accessing the toilets on the opposite side of the road
- Queueing vehicles, including spill over at peak periods
- A significant number of right turn vehicles arriving or leaving the ferry terminal
- A high number of tourist vehicles travelling the Twin Coast Discovery Highway that may not be familiar with the road and hazards.

6.2.3 Recommendations Kohukohu Road (Kohukohu to Ferry)

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:

- ***Retain the proposed 80kph speed limit from Mangamuka Road to Kohukohu township.***
- ***Retain the proposed 40kph speed limit within Kohukohu township.***

- ***60kph speed limit extending from the 40kph boundary at Kohukohu to a point 200m west of the ferry terminal.***
- ***40kph speed limit extending from a point 200m west of the ferry terminal to a point 200m east of the ferry terminal (RP2.1 on West Coast Road).***
- ***Install additional signage to designate the ferry terminal, the possibility of queues and turning traffic.***
- ***Install additional road markings on the approaches to the Ferry terminal.***

6.3 Otiria Road Moerewa

Otiria Road is in the top 10% of roads where speed limit intervention is required to reduce serious injury and fatal crashes. The review encompasses Otiria Road from Pembroke Street to Pokapu Rd.

6.3.1 Summary of feedback received

Otiria Road was the subject of a wide range of submissions, principally supporting a lowering of the speed limit. Submissions opposing the lowering of the speed limit were general in nature and applied to all roads within the Moerewa review area.

One submitter stated that from where the 50kph zone stops on Otiria Road to Pokapu Road, youths drive at extremely high speeds like it's a drag race. A lowered speed limit may not stop them but it's certainly a head in the right direction and it will enable us to get a real solution to the drag racing, like a speed bump.

One submitter highlighted contributing factors as to why the speed limit should be reduced to 50kph, including:

- Otiria Road is the main arterial connecting the rural areas into town
- There is a cycle trail on this road, which at times can be extremely dangerous
- Moerewa's only cemetery is off this road (Wahamiti Lane)
- Moerewa's marae are off this road (Otiria and Te Rito)
- There is a sports facility off this road (Otiria Rugby Football and Sports Club)

One submitter stated that, in his view, the speed limit on Otiria Road does not match the road environment. The speed limit on Otiria Road should be brought back to Pukepu Road to allow for implementation of speed bumps. The lower speed limit will not work unless appropriate physical works are installed to support those lower speed limits.

One submitter stated that, on Otiria Road, you can currently travel at 100kph past the marae. Otiria Road is locally known as the Otiria speed strip, where excessive speeds are driven. Enforcement is very limited. A lowered speed limit may not stop all speeding, but it is a step in the right direction and will allow the local community to promote slower speeds and the introduction of physical works.

The AA generally opposed the reduction of speed to 40kph on Moerewa's urban roads as they are low risk roads. However, with respect to Otiria Road, the AA noted that Otiria Road is a secondary collector road and a lower speed limit of 40kph is not self-explaining. The AA suggested an alternative to the speed limits proposed, being a 60kph buffer from the proposed 80kph to the Moerewa side of Kingi Road. This would create a safer intersection to Kingi Road and the Marae.

6.3.2 Response to feedback received

Otiria Road is in the top 10% of roads where speed limit intervention is required to reduce serious injury and fatal crashes. Between 2015 and 2019, there were one fatal crash, four serious crashes and two minor crashes reported on the part of Otiria Road subject to the speed limit review. Several submitters noted that crashes are often not reported. It is therefore assumed that crash data is under-reported.

The community facilities located along Otiria Road, including the marae, rugby club, cemetery and school are recognised and should be reflected in the speed limit along Otiria Road. In addition, the long straight geometry of the road, and reduced density of residential dwellings is also recognised as a contributing factor in the high speeds driven on the road.

A 30kph Variable School Speed Zone is being trialled outside Moerewa School, alongside some innovating street design to slow vehicles in this area. A 40kph base speed limit is therefore considered appropriate for this part of Otiria Road. This 40kph speed limit should extend beyond the school to where there is a change in the road environment. This change occurs at approximately 113 Otiria Road (220m east of Kingi Road).

Following a Road Safety Engineer's assessment; it was considered that there is some merit in the option identified by the AA. A 60kph speed limit can be extended from 113 Otiria Road to a point 180m west of Otiria Station Road. An 80kph speed limit can then extend to Pokapu Road. This option will provide a safer road environment around Kingi Road and be more self-explaining.

6.3.3 Recommendations Otiria Road Moerewa

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:

- ***40kph speed limit on Otiria Road from Pembroke Street to 113 Otiria Road (220m east of Kingi Road)***
- ***60kph speed limit on Otiria Road from 113 Otiria Road (220m east of Kingi Road) to 180m west of Otiria Station Road***
- ***80kph from 180m west of Otiria Station Road to Pokapu Road***
- ***A variable School Speed Limit of 30kph to be trialed outside Moerewa School (refer 5.10 above)***

6.4 Te Oneroa-a-Tohe Ninety Mile Beach

Te Oneroa-a-Tōhe Ninety Mile Beach includes the beach area that is within the area covered by Te Maher emo Te Oneroa-a-Tōhe Beach Management Plan for Ninety Mile Beach. The Management Plan has been produced, in consultation with the community, by the Te Oneroa-a-Tōhe Board (the Board) as part of the Te Hiku Iwi Treaty of Waitangi Settlement legislation.

Te Oneroa-a-Tōhe Ninety Mile Beach has a current default speed limit of 100kph. The following speed limits were proposed:

- 30kph – within 200m of a beach access
- 60kph – on all other parts of the beach

6.4.1 Implementation of Te Oneroa-a-Tōhe Management Plan

Te Oneroa-a-Tōhe Management Plan is a requirement of the Te Hiku o Te Ika iwi Treaty of Waitangi settlement legislation and provides governance and direction to those who have a role in, or responsibility for Te Oneroa-a-Tōhe Ninety Mile Beach.

Te Oneroa-a-Tōhe Beach Management Plan was developed and adopted by the Te Oneroa-a-Tōhe Board in 2020, following consultation with local communities. The Plan identifies the following specific Actions:

A38: Undertake changes to the FNDC Bylaw(s) specifying safe speed limits and other measures along Te Oneroa-a-Tōhe including:

1. *30km/per hour speed limit within 200m of any beach accessway or any activity (e.g. boat launching, people fishing etc) on the beach;*
2. *60km/per hour speed limit for the remainder of the beach;*
3. *No driving vehicles along the beach in the sea except when launching boats.*

4. Prohibiting vehicles on sand dunes

The Far North District Speed Limits Bylaw is only able to implement Actions A38.1 and A38.2. In setting speed limits on the beach, Council, as the Road Controlling Authority must follow the requirements of the Setting of Speed Limits Rule, including the consideration of community feedback.

6.4.2 Te Oneroa-a-Tōhe Ninety Mile Beach Feedback

Submissions relating to Te Oneroa-a-Tōhe Ninety Mile Beach were supportive of a slower 30kph or 20kph speed limit in areas where there were pedestrians but sought a higher than 60kph speed limit on other parts of the beach.

One submitter noted that they would prefer no vehicles on any beach.

The feedback received was generally supportive of the proposed 30kph speed limit near beach entrances. One submitter, who presented at the hearing supported the slower speed limit of 30kph within 200m of a vehicle access point. This submitter also noted that this restriction could be extended to include all areas adjacent to built-up areas, like Ahipara.

A key theme to submissions is that people have been driving on Te Oneroa-a-Tōhe Ninety Mile Beach, sometimes for generations. These submitters, although supporting the lower 30kph, also opposed the proposed 60kph speed limit in other areas or sought an 80kph or 90kph speed limit.

One submitter stated that *the beach road has been used for generations as a recreational drive. To limit the entertainment value of this unique and very rare spectacular touring element will, not only see the end of this for the locals, but for the tourists.*

Another submitter stated that *60kph is too slow. Especially when sand is soft due to weather and sea conditions. Vehicles need momentum to get through soft sand 90 km/h would be best.*

Submitters in support of the proposed speed limits raised concerns that it is only a matter of time before a child is killed whilst running into the sea. Submitters also stated that a number of dogs had been killed as a result of speeding vehicles.

6.4.3 Response to feedback received

The speed limit review is to set a safe and appropriate speed limit on Te Oneroa-a-Tōhe Ninety Mile Beach that is consistent with the Te Oneroa-a-Tōhe Beach Management Plan (refer 6.2.1 above). The speed limit review does not seek to prohibit vehicles from Te Oneroa-a-Tōhe Ninety Mile Beach, or any other beach.

It is noted that Te Oneroa-a-Tōhe Ninety Mile Beach is a legal public road as defined in the Land Transport Act. Drivers on any beach must still comply with the road rules, including those for dangerous driving, traction and speed limits. There is a strong misconception among some that, because a beach is not a formed road, the rules do not apply. If a person wishes to drive for the "entertainment", particularly where this involves potential loss of control, it should be done on closed roads or at a venue designed for such activities, not a public road.

One submitter made a valid point in that the 30kph speed limit should extend to areas adjacent to built-up areas such as Ahipara. In considering this point, it is reasonable to assume that pedestrians, particularly those that live near or adjacent to a beach will not necessarily gain access at a vehicle access point. There are dedicated pedestrian access points. In addition, pedestrians will gain access from private properties that adjoin the beach.

A greater number of pedestrians and non-vehicular beach users are expected along any point where there is a built-up area. A 30kph should therefore extend to the extent of the

built-up area to ensure the wider safety of pedestrians and other non-vehicular uses. Extending the 30kph speed limit to encompass the following areas:

- From the western end of Te Kohanga / Shipwreck Bay to a point 200m north of the Kaka Street access point (Ahipara)
- 400m to the south of the West Coast Entrance at Waipakauri Beach access point.
- 200m to the north of the West Coast Entrance at Waipakauri Beach access point.
- Within 200m of any other vehicle access points.

With respect to the 60kph speed limit, it is noted that the proposed speed limit is consistent with the Te Oneroa-a-Tōhe Beach Management Plan, as well as speed limits on unsealed roads in the wider network.

Unlike unsealed roads in the wider network, a beach has a wide range of hidden hazards, including, but not limited to unseen soft sand. In addition, unlike the wider road network, Te Oneroa-a-Tōhe Ninety Mile Beach is a shared space (albeit with significant areas where pedestrian density may be very low). Oneroa-a-Tōhe Ninety Mile Beach also forms an Important part of Te Araroa Walking Trail. Activities such as fishing may occur at any point along the Beach.

A 60kph speed limit recognises the hazards of driving on a beach, as well as the overall length of Te Oneroa-a-Tōhe Ninety Mile Beach and the relative low density of people on most of the beach. It should be noted that typical speed limits on beaches throughout New Zealand is 30kph.

6.4.4 Te Oneroa-a-Tōhe ninety Mile Beach Recommendations

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 30kph speed limit to encompass the following areas:***
  - ***From the western end of Te Kohanga / Shipwreck Bay to a point 200m north of the Kaka Street access point (Ahipara)***
  - ***400m to the south of the West Coast Entrance at Waipakauri Beach access point.***
  - ***200m to the north of the West Coast Entrance at Waipakauri Beach access point.***

The remainder of Te Oneroa-a-Tōhe Ninety Mile Beach to have a speed limit of 60kph.

7 Summary of submissions received and recommendations (road by road)

All submissions have been read and considered before recommending new speed limits. Submissions were broken down to comments on individual roads wherever possible. Summary information is provided in the following tables, including:

- Road name
- Current posted speed limit
- Proposed speed limit (as set out in the Statement of Proposal)
- A summary of the feedback received
- Northland Transportation Alliance Road Safety Engineer (Team Lead) comments and recommendations
- Recommended new speed limit

The summarised Northland Transportation Alliance Road Safety Engineer comments, and the resulting recommended speed limit, are made having considered:

- The initial assessment of the road
- Evidence based matters that are required to be considered under Section 4.2(2) of the setting of Speed Limits Rule 2017 and set out in the Regional Speed Limit Reviews Technical Report – Kaitāia-Awaroa-Broadwood-Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach (available on Council's website).
- Community feedback received during the consultation process
- Additional site visits and assessments by road safety engineers as a result of community feedback received

7.1 General Support

Some submissions expressed a general support for proposed lower speed limits, without providing any additional information. Submissions noted that the reduction of speed limits to provide more safety for motorists and pedestrians. One submitter who was supportive of speed limit reductions from 50kph to 40kph or less in built-up areas, (eg. Kohukohu) but noted that adequate parking & pedestrian/cycle crossing points also need to be addressed. Reducing speed limits need to also incorporate changes to other aspects of the shared space. Another submitter stated that *I have lived up gravel roads and driven in Far North for over 30 years and fully support realistic speed limits as proposed.*

7.2 General Oppose

Some submissions were generally opposed to lowering the speed limit but did not provide specific reasons or relate that opposition to a specific road or roads. Submitters that oppose d speed limit changes on a particular road or provided reasons for the opposition are addressed at the appropriate place within this Recommendations Report.

7.3 Recommendations – Road by Road

Kaitaia - Awaroa Catchment Area

Some submitters raised the issue of speed bumps and traffic calming in the Ahipara township. These submissions did not relate to specific roads. Although it was noted that the speed bumps on foreshore Road were a good start.

It is agreed that slower speed limits should, where practicable, be supported with appropriate physical works so that the road environment reflects the slower speed limit. The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time.

Moerewa Catchment Area

Submissions, including presentations at the Hearings, and feedback received at the drop-in session held at Moerewa School had consistent themes of Moerewa roads being used as racetracks, and general dangerous driving on the urban roads. Analysis of the submissions and presentations indicate that there are a number of factors contributing to the road safety issues in Moerewa, including but not limited to:

- Driver behaviour and attitude, including a general reluctance to report dangerous driving
- Very wide roads
- Limited vehicle numbers
- Limited enforcement

Setting lower speed limits in Moerewa is unlikely to resolve many of the road safety issues in the town in isolation. However, a lower speed limit enables the Far North RCA to implement physical works to create safer streets over time and as budget constraints allow. A more appropriate urban speed limit is the first step in this process.

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Ahipara Road from Kaitāia-Awaroa Rd to Kokopu Street	100	80	One submitter supported the proposed speed limit due to deaths and people passing on the yellow lines. Some submitters sought the proposed change from 80kph to 40kph to be moved to the intersection with Sandhills Road (refer below). The issue of children walking to school from the subdivision was raised during the Hearings.	There is a new subdivision located on the northern side of Ahipara Road and to the west of Sandhills Road. Although there is no direct access onto Ahipara Road, the subdivision does generate pedestrian traffic between the subdivision and Ahipara School. ***Recommendation: 80kph/40kph speed boundary to be located 20m to the east of the intersection with Sandhills Road.***	80
Ahipara Road from Kokopu Street to Foreshore Rd	100 / 50	40*	One submitter supported the proposed speed limit reduction to 40 kph for safety reasons. Submitters noted that, when coming into town the speed limit sign is too close to school and should start at Sandhills Rd as so many children walk from the new subdivision. The issue of children walking to school from the subdivision was raised during the Hearings.	There is a new subdivision located on the northern side of Ahipara Road and to the west of Sandhills Road. Although there is no direct access onto Ahipara Road, the subdivision does generate pedestrian traffic between the subdivision and Ahipara School. ***Recommendation: Extend the 40kph speed limit 20m to the east of the intersection with Sandhills Road.***	40
Albatross Alley	50	40	No feedback received	Proposed speed limit appropriate	40
Araroa Road	100	40	No feedback received	Proposed speed limit appropriate	40
Awaroa Road from Haumanga Rd to Pawarenga Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Barriball Road	100	60	No feedback received	Proposed speed limit appropriate	60
Bell Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Bonnetts Road	100	60	No feedback received	Proposed speed limit appropriate	60
Braithwaite Road	100	60	No feedback received	Proposed speed limit appropriate	60
Brass Road	100	60	No feedback received	Proposed speed limit appropriate	60
Broadwood Road from Pawarenga Rd to 1160 Broadwood Rd	100	80	Refer to Section 4.3.2 Fully support Waka Kotahi seeks 60kph as the road has a current actual mean speed of 61kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards.	Refer to Section 4.3.2 for more discussion. More general community feedback at community drop-in sessions suggests that a 60kph speed limit on the full length of Broadwood Road would not gain support from the local community, reducing the credibility of wider speed limits. ***Recommendation:*** • ***60kph from Mangamuka Road to Broadwood township*** • ***40kph though the Broadwood township*** • ***60kph from recycling centre (northern edge of the township) to 500m before Kokimiro Road*** • ***80kph for remainder of Broadwood***	60 and 80 outside Broadwood, 40 within township.

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Broadwood Road from 1160 Broadwood Rd to Carmen Rd (extends 70kph zone approx. 120m east)	70	60	Refer to Section 4.3.2 Fully support Waka Kotahi seeks 60kph as the road has a current actual mean speed of 61kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards.	Refer to Section 4.3.2. ***Recommendation:*** • ***60kph from Mangamuka Road to Broadwood township*** • ***40kph though the Broadwood township*** • ***60kph from recycling centre (northern edge of the township) to 500m before Kokimiro Road*** • ***80kph for remainder of Broadwood***	60 and 80 outside Broadwood, 40 within township.
Broadwood Road from Carmen Rd to Mangamuka Rd*	100	80	Refer to Section 4.3.2 Fully support Waka Kotahi seeks 60kph as the road has a current actual mean speed of 61kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards.	Refer to Section 4.3.2. ***Recommendation:*** • ***60kph from Mangamuka Road to Broadwood township*** • ***40kph though the Broadwood township*** • ***60kph from recycling centre (northern edge of the township) to 500m before Kokimiro Road*** • ***80kph for remainder of Broadwood***	60 and 80 outside Broadwood, 40 within township
Brott Road	100	60	No feedback received	Proposed speed limit appropriate	60
Carr Road	100	60	No feedback received	Proposed speed limit appropriate	60
Cemetery Road (Takahue)	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Clarke Road	100	60	No feedback received	Proposed speed limit appropriate	60
Collard Street	50	40	No feedback received	Proposed speed limit appropriate	40
Crene Road	100	60	No feedback received	Proposed speed limit appropriate	60
Diggers Valley Road	100	60	No feedback received	Proposed speed limit appropriate	60
Duke Street from SH1 to Matarau Rd	50	40	No feedback received	Proposed speed limit appropriate	40
Duke Street from Matarau Rd to Gill Rd	50	60	No feedback received	Proposed speed limit appropriate	60
Dysart Road	100	60	No feedback received	Proposed speed limit appropriate	60
Eaton Road	100	60	No feedback received	Proposed speed limit appropriate	60
Foreshore Road from Ahipara Rd to 320 Foreshore Rd	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Foreshore Road from 320 Foreshore Rd to Wreck Bay Rd	100	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Fryer Road	100	60	No feedback received	Proposed speed limit appropriate	60
Gill Road from SH1 to Duke St	50	50	No feedback received	Proposed speed limit appropriate	50
Gill Road from Duke St to Sandhills Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Gill Road from Sandhills Rd to Bonnetts Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Gumfields Road	100	60	One submitter who supported the proposed speed limit noted that the speed reduction is a "no-brainer" and they totally support that. There was also general support for the speed limit reduction.	Proposed speed limit appropriate	60
Haumanga Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hicks Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hui Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kaiawe Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kaitāia - Awaroa Rd	50	50	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Retain 50kph speed limit and improve gateway signage.***	50 Refer section 6.1.3

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Kaitāia-Awaroa Road from 332 Kaitāia-Awaroa Rd to Okahu Rd	70	80	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Proposed 80kph speed limit considered appropriate.***	80 Refer section 6.1.3
Kaitāia-Awaroa Road from Okahu Rd to 662 Kaitāia-Awaroa Rd	100	80	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: R3etain proposed speed limit***	80 Refer section 6.1.3
Kaitāia-Awaroa Road from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd	70	60	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Retain 60kph speed limit from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd,***	60 Refer section 6.1.3
Kaitāia-Awaroa Road from 854 Kaitāia-Awaroa Rd to 80m North of 2529 Kaitāia-Awaroa Road	100	80	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendations:*** • ***80kph from 854 Kaitāia-Awaroa Rd to RP14.8 (start of Herekino Gorge)*** • ***60kph from Kaitāia-Awaroa Rd RP14.7 to Kaitāia-Awaroa Rd RP17.8 (Herekino Gorge)*** • ***80kph from Kaitāia-Awaroa Rd from RP17.8 (Herekino Gorge) to 80m North of 2529 Kaitāia-Awaroa Road.***	Refer section 6.1.3

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Kaitāia-Awaroa Road from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)	100	60	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Speed limit appropriate.***	60 Refer section 6.1.3
Kaitāia-Awaroa Road from 40m east of Whangape Rd Intersection to Haumanga Rd	100	80	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Speed limit appropriate.***	80 Refer section 6.1.3
Kaka Street (Ahipara)	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Kakapo Road	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Karawaka Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Kauhanga Road	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Kokopu Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Korora Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Kotare Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Larmer Road	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 59kph and the road is winding with very narrow shoulders and high-risk roadside hazards with an IRR of 1.82.	Larmer Road from to Kaiawe Road is straight with some curves. From Kaiawe Road, Larmer road narrows and becomes more tortuous, however the road ends at a quarry approximately 600m past the intersection with Kaiawe Road. A 60kph speed limit on this road would result in a loss of credibility for speed limits on adjacent unsealed roads. Speed limit appropriate,	80

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Long Street (Awanui)	50	40	No feedback received	Proposed speed limit appropriate	40
Mamari Village Road	100	40	No feedback received	Proposed speed limit appropriate	40
Manukau Road	100	60	No feedback received	Proposed speed limit appropriate	60
Masters Access Road	100	60	No feedback received	Proposed speed limit appropriate	60
Matarau Road	50	40	No feedback received	Proposed speed limit appropriate	40
McDonald Road (Diggers Valley)	100	60	No feedback received	Proposed speed limit appropriate	60
Moa Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Munn Road	100	60	No feedback received	Proposed speed limit appropriate	60
Nga Karoa Road	100	60	No feedback received	Proposed speed limit appropriate	60
Okahu Downs Drive	100	60	No feedback received	Proposed speed limit appropriate	60
Okahu Road from Substation to Kaitāia-Awaroa Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Okakewai Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Orowhana Rd	100	40	No feedback received	Proposed speed limit appropriate	40
Owhata Road	100	40	No feedback received	Proposed speed limit appropriate	40
Poseidon Way	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Powell Road (Diggers Valley)	100	60	No feedback received	Proposed speed limit appropriate	60
Puckey Road	100	60	No feedback received	Proposed speed limit appropriate	60
Puhata Road	100	60	No feedback received	Proposed speed limit appropriate	60
Pukemiro Road	100	60	No feedback received	Proposed speed limit appropriate	60
Queen Street (Awanui)	50	40	No feedback received	Proposed speed limit appropriate	40
Rangikohu Road	100	60	No feedback received	Proposed speed limit appropriate	60
Reed Road	100	60	No feedback received	Proposed speed limit appropriate	60
Reef View Road	50	40	No feedback received	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Roma Road from Foreshore Rd to 156 Roma Rd	50	40	There was very strong support for a 40kph speed limit on Roma Road from Foreshore Road to a point encompassing the Roma Road Marae and Kohanga Reo. Submissions pointed out the community on Roma Road that included churches, Marae, urupa and Kohanga Reo. In addition to submissions received, supporting feedback was received at a meeting held at the Marae and attended by approximately 40 people, most of whom live on Roma Road.	Proposed speed limit appropriate, recommend 40kph speed limit from Foreshore Road to approximately 50m south of Waitehuia Roadway (156 Roma Road).	40
Roma Road from 156 Roma Rd to Kaitāia-Awaroa Rd	100	60	There was very strong support for a lower speed limit of 60kph on Roma Road from the Roma Road Marae and Kohanga Reo to the intersection of Kiataia-Awaroa Road. In addition to submissions received, supporting feedback was received at a meeting held at the Marae and attended by approximately 40 people, most of whom live on Roma Road.	Proposed speed limit appropriate, recommend 60kph speed limit from approximately 50m south of Waitehuia Roadway (156 Roma Road) to the intersection with Kaitaia-Awaroa Road.	60
Ruaroa Road	100	60	No feedback received	Proposed speed limit appropriate	60
Sandhills Road from Ahipara Road to 1456 Sandhills Rd (end of seal)	100	80	No specific feedback received	Minor changes to the speed limit have been recommended to maintain consistency with the adjacent subdivision. ***Recommendation: 40kph from the intersection with Ahipara road for a distance of 300m. 80kph from 300m north of the intersection with Ahipara Road to approximately 1456 Sandhills Road (at end of seal).***	40 and 80

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Sandhills Road from 1456 Sandhills Rd to Gill Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Settlement Way	100	60	No feedback received	Proposed speed limit appropriate	60
Simpson Road (Takahue)	100	60	No feedback received	Proposed speed limit appropriate	60
Smith Road (Herekino)	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Sturmfel Road	100	60	No feedback received	Proposed speed limit appropriate	60
Takahe Road	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Takahue Domain Road	100	40	No feedback received	Proposed speed limit appropriate	40
Takahue Road	100	80	No feedback received	Proposed speed limit appropriate	80
Takahue Saddle Road (Broadwood)	100	60	No feedback received	Proposed speed limit appropriate	60
Takahue Saddle Road (Takahue)	100	60	No feedback received	Proposed speed limit appropriate	60
Tangonge Road	70	60	No feedback received	Proposed speed limit appropriate	60
Tasman Heights	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Tatana Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Te Rore Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tui Street (Ahipara)	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Wainui Road (Wainui)	100	60	No feedback received	Proposed speed limit appropriate	60
Waiotehue Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waitehuia Road	100	60	No feedback received	Proposed speed limit appropriate	60
Warner Road	100	40	No feedback received	Proposed speed limit appropriate	40
Weka Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Werner Road	100	60	No feedback received	Proposed speed limit appropriate	60
West Road	50	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 37kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 2.12.	The proposed 80kph section of Whangape Road is approximately 1.3km long. Although sealed, the road is tortuous in its geometry and higher speeds cannot be safely maintained. A speed limit of 60kph on this section of Whangape Road is unlikely to result in significant additional travel time. A 60kph speed limit results in a consistent speed limit over the length of the road. ***Recommendation: 60kph from Kaitāia-Awaroa Rd to Puhata Rd.***	60
Whangape Road from Puhata Rd to Owhata Rd	100	60	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 37kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 2.12.	Proposed speed limit appropriate	60
Whangape Road from Owhata Rd to end	100	40	No feedback received	Proposed speed limit appropriate	40
Wharo Way	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Wireless Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Wreck Bay Road	100	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Yuretich Road	100	60	No feedback received	Proposed speed limit appropriate	60
Beach Road (Kohukohu)	50	40	Support reduction of 50kph to 40kph in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road. There was also some support for a 30kph speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway and supports the school, fire station and other amenities, including residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	40
Blue Mountain Road	100	40	No feedback received	Proposed speed limit appropriate	40
Broadwood Road from 1160 Broadwood Rd to Carmen Rd*	70	60	No feedback received	Proposed speed limit appropriate	60
Broadwood Road from Carmen Rd to Mangamuka Rd	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 61kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 2.11.	Refer to Section 4.3.2. ***Recommendation:*** • ***60kph from Mangamuka Road to Broadwood township***	60
Buchanan Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Carmen Road	100	40	No feedback received	Proposed speed limit appropriate	40
Church Street (Kohukohu)	50	40	I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road. Should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway and supports a churc and residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Crallans Road	100	60	No feedback received	Proposed speed limit appropriate	60
Creamery Road from Hawkins Rd to Blue Mountain Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Creamery Road from Blue Mountain Rd to end	100	40	No feedback received	Proposed speed limit appropriate	40
Grove Road	100	60	No feedback received	Proposed speed limit appropriate	60
Guest Road	100	60	No feedback received	Proposed speed limit appropriate	60
Happy Valley Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hawkins Road (Kohukohu)	100	60	No feedback received	Proposed speed limit appropriate	60
Hobson Road (Mangamuka)	100	60	No feedback received	Proposed speed limit appropriate	60
Hohaia Road	100	40	No feedback received	Proposed speed limit appropriate	40
Humphreys Road	100	60	No feedback received	Proposed speed limit appropriate	60
Irvine Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Jacksons Road (Omahuta)	100	60	No feedback received	Proposed speed limit appropriate	60
Kahikatoa Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kauaepepe Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kirkpatrick Road	50	40	I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Kohe Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kohukohu Road from Mangamuka Rd to Approx. 400m North Rakautapu Rd (current 100kph/50kph boundary)	100	80	I support all the proposed changes but would like to have Kohukohu road added. All Kohukohu Road and West Coast Roads - change from 100 km to 80 km. These main roads are definitely not suitable for speed limits of 100 km I strongly support speed reduction warning signs on the northern and southern end of Kohukohu. Traffic needs more warning to reduce speed from 80 kms to 40 kms. Waka Kotahi seeks 60kph as the road has a current actual mean speed of 70kph and the road is winding with very narrow shoulders and high-risk roadside hazards with an IRR of 2.06.	Ground truthing by a Road Safety engineer confirmed that this part of Kohukohu Road has a safe operating speed of 80kph. Informal feedback from the community at drop-in sessions indicates that a slower 60kph speed limit would not be credible and unlikely to be observed. Proposed speed limit appropriate. ***Recommendation: Install gateway signage and road markings on approaches to Kohukohu.***	80

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Kohukohu Road from Approx. 400m north Rakautapu Rd to 80m south of Marriner St	50	40	I support all the proposed changes but would like to have Kohukohu road added. One submitter supported the proposed reduction from 50kph to 40kph in the entire precinct. The area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road. Proposed speed limit for all vehicles through Kohukohu township from Tauteihiihi Marae to Pikiparia Marae (Smiths Deviation) should be 30kmh. There is no justification for higher speed. Many local people, including children walk and bike that road.	Support of a 40kph speed limit is noted. 40kph is consistent with smaller rural and coastal communities throughout Northland. Speed limit appropriate. A 30kph speed limit through the Kohukohu township on Kohukohu road was considered. However, significant physical works would be required to achieve an appropriate level of compliance with a 30kph speed limit. ***Recommendation: Consider and investigate physical works that may support a slower speed limit as part of the LTP process.***	40
Kohukohu Road from 80m south of Marriner St to West Coast Rd	100	80	Refer Section 6.2.1 for feedback.	Refer Section 6.2.2 for detailed response to submissions and 6.2.3 for a full list of Recommendations. Key Recommendations: 60kph speed limit extending from the 40kph boundary at Kohukohu to a point 200m east of the ferry terminal. 40kph from a point 200m east of the ferry terminal to a point 200m west of the ferry terminal (RP 2.1 West Coast Road)	60 with a 40 near ferry terminal.
Kowhitikaru Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Makene Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Mangamuka Road	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 71kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 1.82.	Refer 4.3.2.2 Has a low collective risk and medium-high personal risk. Mangamuka Road is currently on the FNDC high-risk rural road (HRRR) programme for a signs and delineation upgrade and two barrier sites. Once complete, this road will support an 80kph speed limit. **Recommendation: Retain proposed 80kph speed limit.**	80
Mangamuka School Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mangataipa Road	100	60	No feedback received	Proposed speed limit appropriate	60
Maning Street	50	40	I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road. the area around Kohukohu wharf, general store, library, takeaways, pub, gallery post office, fire station and ambulance is used by children on bikes and on foot; it's very, very dangerous to allow traffic through there at anything approaching open road speed; it surely goes without saying, that this is even more significant around school and play centre - 40km is too high. Should be 30kph. should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway and residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Mansbridge Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Marriner Street	50	40	I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road. the area around Kohukohu wharf, general store, library, takeaways, pub, gallery post office, fire station and ambulance is used by children on bikes and on foot, it's very, very dangerous to allow traffic through there at anything approaching open road speed; it surely goes without saying, that this is even more significant around school and play centre - 40km is too high. Should be 30kph. should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway and residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Mata Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Matawera Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Mihirau Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Motukaraka Point Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Motuti Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Mudgway Road	100	60	No feedback received	Proposed speed limit appropriate	60
Old Beach Road	50	40	I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road. should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway, residential dwellings and a park area. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Omahuta Forest Road	100	60	No feedback received	Proposed speed limit appropriate	60
Omahuta Road	100	60	No feedback received	Proposed speed limit appropriate	60
Orira Road	100	60	No feedback received	Proposed speed limit appropriate	60
Otengi Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Paparangi Drive (Mitimiti)	100	40	No feedback received	Proposed speed limit appropriate	40
Paponga Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Pawarenga Road from Awaroa Rd to Runaruna Rd	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 51kph and the road is tortuous with narrow lane width and very narrow shoulders and high-risk roadside hazards with an IRR of 2.06.	low collective and medium personal risk. Similar to many other remote rural roads in the North Hokianga, Pawarenga Road does have some more tortuous sections, as well as more open curved sections. Feedback from the community, including at informal drop-in sessions indicate that a lower 60kph speed limit on the sealed section of this road would not gain credibility with the local community that use the road. However, an 80kph speed limit is expected to lower the overall speed on the road.	80
Pawarenga Road from Runaruna Road to end (at Harbour)	100	60	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 51kph and the road is tortuous with narrow lane width and very narrow shoulders and high-risk roadside hazards with an IRR of 2.06.	Proposed speed limit appropriate	60
Perry Road	100	60	No feedback received	Proposed speed limit appropriate	60
Poieke Road	100	60	No feedback received	Proposed speed limit appropriate	60
Potter Street	50	40	I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway, residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Proctor Road	100	60	No feedback received	Proposed speed limit appropriate	60
Puketawa Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Rakautapu Road from Kohukohu Rd to approx. 80m south of Public Cemetery (existing 50 / 100kph boundary)	50	40	I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road.	Support for lower speed limit is noted. There are few residential dwellings on this section of the road. However, the carriageway is very narrow and it leads into Kohukohu township.	40
Rakautapu Road from approx. 80m south of Public Cemetery (existing 50 / 100kph boundary) to Paponga Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Rangi Point Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Runaruna Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Saleyard Road (Broadwood)	70	60	No feedback received	Proposed speed limit appropriate	60
School Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Smith Deviation Road	100	40	Proposed speed limit for all vehicles through Kohukohu township from Tauteihiihi Marae to Pikiparia Marae (Smiths Deviation) should be 30kmh. There is no justification for higher speed. Many local people, including children walk and bike that road.	Smith Deviation Road has low to medium density rural residential dwellings and is unsealed. A lower 40kph speed limit has been proposed as the carriageway is narrow and there is potential for pedestrians on the road.	40
Tamaho Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tauteihiihi Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Tautoro Road	50	40	No feedback received		
Te Huahua Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Te Karaka Road	100	60	No feedback received	Proposed speed limit appropriate	60
Te Riha Roadway	100	40	No feedback received	Proposed speed limit appropriate	40
Te Tio Road	100	60	No feedback received	Proposed speed limit appropriate	60
Te Umuhuki Road	100	60	No feedback received	Proposed speed limit appropriate	60
Teachers Road (Broadwood)	70	40	No feedback received	Proposed speed limit appropriate	40

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Umawera School Road	100	40	No feedback received	Proposed speed limit appropriate	40
Wairoa Stream Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Warawara Forest Road	100	60	No feedback received	Proposed speed limit appropriate	60
West Coast Road from Kohukohu Rd to Runaruna Rd	100	80	One submitter sought a reduction from 100kph to 80kph on West Coast Road. These main roads are definitely not suitable for speed limits of 100kph. Feedback focussed on the part of West Coast Road that is near to the Hokianga Ferry noting blind corners, cyclists and walkers. Traffic is more concentrated near the ferry than on other parts of West Coast Road. Additional warning signs are also supported. Waka Kotahi seeks 60kph as the road has a current actual mean speed of 55-57kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 1.96 - 2.06.	Ground truthing undertaken by a Road Safety Engineer identified that the short section of west Coast Road near the ferry should have a speed limit of 40kph. From the ferry terminal (RP2.1 to RP4.6, west Coast Road is not tortuous and has a number of straights. A 60kph speed limit in this area would not be credible, particularly as there is a low collective and personal risk. From RP4.6 to the end of seal, the road environment is more tortuous and a 60kph speed limit is appropriate. **Recommendations** • **40kph from ferry to RP 0.21 (approx. 210m)** • **6 80kph from RP.21 to RP4.6** • **60kph from RP4.6 to end of seal**	80 and 60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
West Coast Road from Runaruna Rd to Otengi Rd	50	40	No feedback received	Proposed speed limit appropriate but should reflect the current 50kph extent. **Recommendation:** **West Coast Road at Pungaru – existing 50kph speed limit zone goes to 40kph (this is a reduction in the extent of the 40kph zone from what was proposed.**	40
West Coast Road from Otengi Rd to Te Karaka Rd	100	80	One submitter sought a reduction from 100kph to 80kph on West Coast Road. These main roads are definitely not suitable for speed limits of 100kph. Waka Kotahi seeks 60kph as the road has a current actual mean speed of 55-57kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 1.96 - 2.06.	From the ferry terminal (RP2.1 to RP4.6, west Coast Road is not tortuous and has a number of straights. A 60kph speed limit in this area would not be credible, particularly as there is a low collective and personal risk. From RP4.6 to the end of seal, the road environment is more tortuous and a 60kph speed limit is appropriate. **Recommendations** • **40kph from Ferry to RP 0.21 (approx. 210m)** • **80kph from RP.21 to RP4.6** • **60kph from RP4.6 to end of seal (except at Punguru)**	60
West Coast Road from Te Karaka Rd to Hohaia Rd	100	60	One submitter sought a reduction from 100kph to 80kph on West Coast Road. These main roads are definitely not suitable for speed limits of 100kph.	Support for a lower speed limit noted. This section of West Coast Road is unsealed and a lower speed limit is appropriate.	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
West Coast Road from Hohaia Rd to end	100	40	No feedback received	Proposed speed limit appropriate	40
Whangape Track Road	100	60	No feedback received	Proposed speed limit appropriate	60
Windy Hill Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Yarborough Street	50	40	I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road. should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway, residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Factory Road	50	40	One submitter stated that they often drive through Moerewa and when doing the 50kph speed limit am always overtaken by vehicles on Factory Road. A speed camera needs to be installed somewhere along the road. Other submitters expressed support for the proposals. One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design. 40kph is consistent with small urban towns throughout the North. Proposed speed limit appropriate.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Kingi Road	100	40	Several submitters supported a speed limit reduction on Kingi Road, with two submitters supporting a 30kph speed limit, with one submitter stating that Otiria Rugby Club; two marae; a cemetery; and a cycle trail (with no barriers) warrants a 30kph speed limit on Waihamate Lane and Kingi Road which is approximately 100m long. During a Tangi, there can be 100 vehicles on this road with pedestrians. One submitter noted that any speed reduction would only have beneficial effect if in combination with speed bumps, otherwise change will have little to no effect on road users who frequently use Kingi Road as a speed strip. This submitter stated that they have personally seen close calls with cyclists and children playing on the roadside - it is really just a matter of time before the inevitable happens. AA submission Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Kingi Road is a narrow, single lane sealed road that provides access to marae and the Moerewa Rugby Club, where it changes to a very narrow unsealed road providing access to a few residential dwellings. Submitters state that this road can become very busy, particularly during tangi and other marae based events and rugby matches. A lower 30kph speed limit is considered appropriate.	30

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Leaity Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design. 40kph is consistent with small urban towns throughout the North. Proposed speed limit appropriate.	40
Lucas Road	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Marshall Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Mason Avenue	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Moerewa Service Lane	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Massey Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing. One submitter requested speed bumps on Massey Street, noting that racing cars doing up to 90kph and doing burnouts, donuts and crashing into fences. Maybe investigate round-a-bouts.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Nisbet Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Otiria Road from Pembroke St to Kingi Rd	50	40	Refer Section 6.3.1 for feedback.	Refer 6.3.2 and 6.3.3 for responses to feedback and recommendations. ***Key Recommendations:*** • ***40kph speed limit on Otiria Road from Pembroke Street to 113 Otiria Road (220m east of Kingi Road)*** • ***60kph speed limit on Otiria Road from 113 Otiria Road (220m east of Kingi Road) to 180m west of Otiria Station Road*** • ***80kph from 180m west of Otiria Station Road to Pokapu Road***	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Otiria Road from Kingi Rd to Pokapu Rd	100	60	Refer Section 6.3.1 for feedback.	Refer 6.3.2 and 6.3.3 for responses to feedback and recommendations. ***Key Recommendations:*** • ***40kph speed limit on Otiria Road from Pembroke Street to 113 Otiria Road (220m east of Kingi Road)*** • ***60kph speed limit on Otiria Road from 113 Otiria Road (220m east of Kingi Road) to 180m west of Otiria Station Road*** • ***80kph from 180m west of Otiria Station Road to Pokapu Road***	40, 60 and 80
Pembroke Street	50	40	One submitter supported all speed limit reductions in Moerewa but particularly Pembroke Street. This submitter noted the need for enforcement and physical works such as speed bumps to support any speed limit. The submitter also noted that Pembroke Street, along with other Streets in Moerewa are used as race strips for petrol head drivers and riders. The current 50km roads are absolutely fine and not in need of change. Many still do not adhere to the changes that were made on the main road - sort this problem out first. You may want to consider fixing our roads before considering any other changes - particularly Factory Road in Moerewa that has long been neglected. AA submission Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design. 40kph is consistent with small urban towns throughout the North. Proposed speed limit appropriate.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Plunket Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design..	40
Ranfurly Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. Speed bumps on Ranfurly Street. Racing cars doing up to 90kph and doing burnouts, donuts and crashing into fences. Maybe investigate round-a-bouts. AA submission Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Reed Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Saies Road	80	40	One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing. AA submission Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Sir James Henare Place	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Sir William Hale Crescent	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Snowdon Avenue	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Station Road	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Taumatamakuku Crescent	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. Several submitters, who also presented at the Hearing noted that the community currently has a 50kph speed limit, but no footpaths and limited lighting, making the streets more dangerous. Intersections do not have lighting. A much slower speed limit of 40kph or 30kph was sought by representatives of this community.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. There is strong local support for a lower speed limit in this community. Taumatamakuku Crescent serves a small community as a loop road connecting at both ends to State Highway 1. Given community feedback, a 30kph speed limit is considered appropriate.	30
Taumatamakuku Settlement Road	50	40	The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. Several submitters, who also presented at the Hearing noted that the community currently has a 50kph speed limit, but no footpaths and limited lighting, making the streets more dangerous. Intersections do not have lighting. A much slower speed limit of 40kph or 30kph was sought by representatives of this community.	There is strong local support for a lower speed limit in this community. Taumatamakuku Settlement Road serves as an access to approximately 12 residential properties alongside State Highway 1 and is essentially a shared space. The community has sought a 20kph speed limit along this road. Given community feedback, a 20kph speed limit is considered appropriate.	20

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Te Oro Place	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. Several submitters, who also presented at the Hearing noted that the community currently has a 50kph speed limit, but no footpaths and limited lighting, making the streets more dangerous. Intersections do not have lighting. A much slower speed limit of 40kph or 30kph was sought by representatives of this community.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. There is strong local support for a lower speed limit in this community. Taumatamakuku Settlement Road serves as an access to approximately 12 residential properties alongside State Highway 1 and is essentially a shared space. The community has sought a 30kph speed limit along this road. Given community feedback, a 30kph speed limit is considered appropriate, which is consistent with Taumatamakuku Crescent.	30
Wahamiti Cemetery Road	100	40	Several submitters supported a speed limit reduction on Kingi Road, with two submitters supporting a 30kph speed limit, with one submitter stating that Otiria Rugby Club; two marae; a cemetery; and a cycle trail (with no barriers) warrants a 30kph speed limit on Waihamate Lane and Kingi Road which is approximately 100m long. During a Tangi, there can be 100 vehicles on this road with pedestrians. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Waihamiti Cemetery Road is a very narrow, single lane road that provides access to the Waihamiti Cemetery. The road is approximately 100m long and crosses rail tracks near the end of the road. A lower 30kph speed limit is considered appropriate.	30

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Waipuna Place	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. Several submitters, who also presented at the Hearing noted that the community currently has a 50kph speed limit, but no footpaths and limited lighting, making the streets more dangerous. Intersections do not have lighting. A much slower speed limit of 40kph or 30kph was sought by representatives of this community.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. There is strong local support for a lower speed limit in this community. Taumatamakuku Settlement Road serves as an access to approximately 12 residential properties alongside State Highway 1 and is essentially a shared space. The community has sought a 30kph speed limit along this road. Given community feedback, a 30kph speed limit is considered appropriate, which is consistent with Taumatamakuku Crescent.	30
Williams Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Willowbrook Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Wynyard Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

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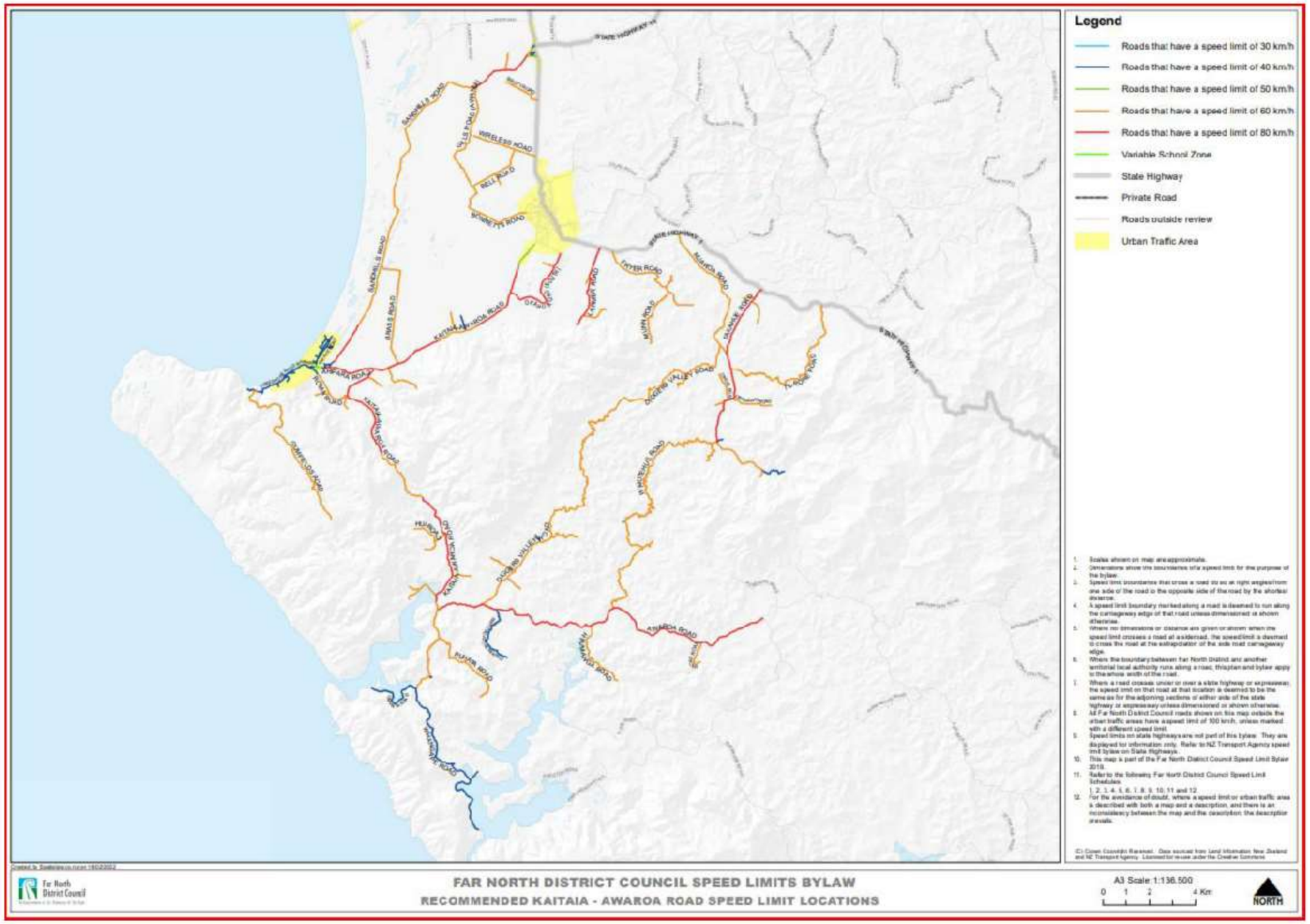
Appendix 1: Recommended Speed Limit Maps

Note: The Speed Limit Maps contained within this Appendix is indicative only. Once Council confirms that recommended speed limits in this Report, the attached maps will be updated utilising RAMM mapping data and incorporated into the overall mapping of the Speed Limits Bylaw 2019. This may result in minor changes to the indicative map in this Report. These changes are expected to be only in the order of meters.

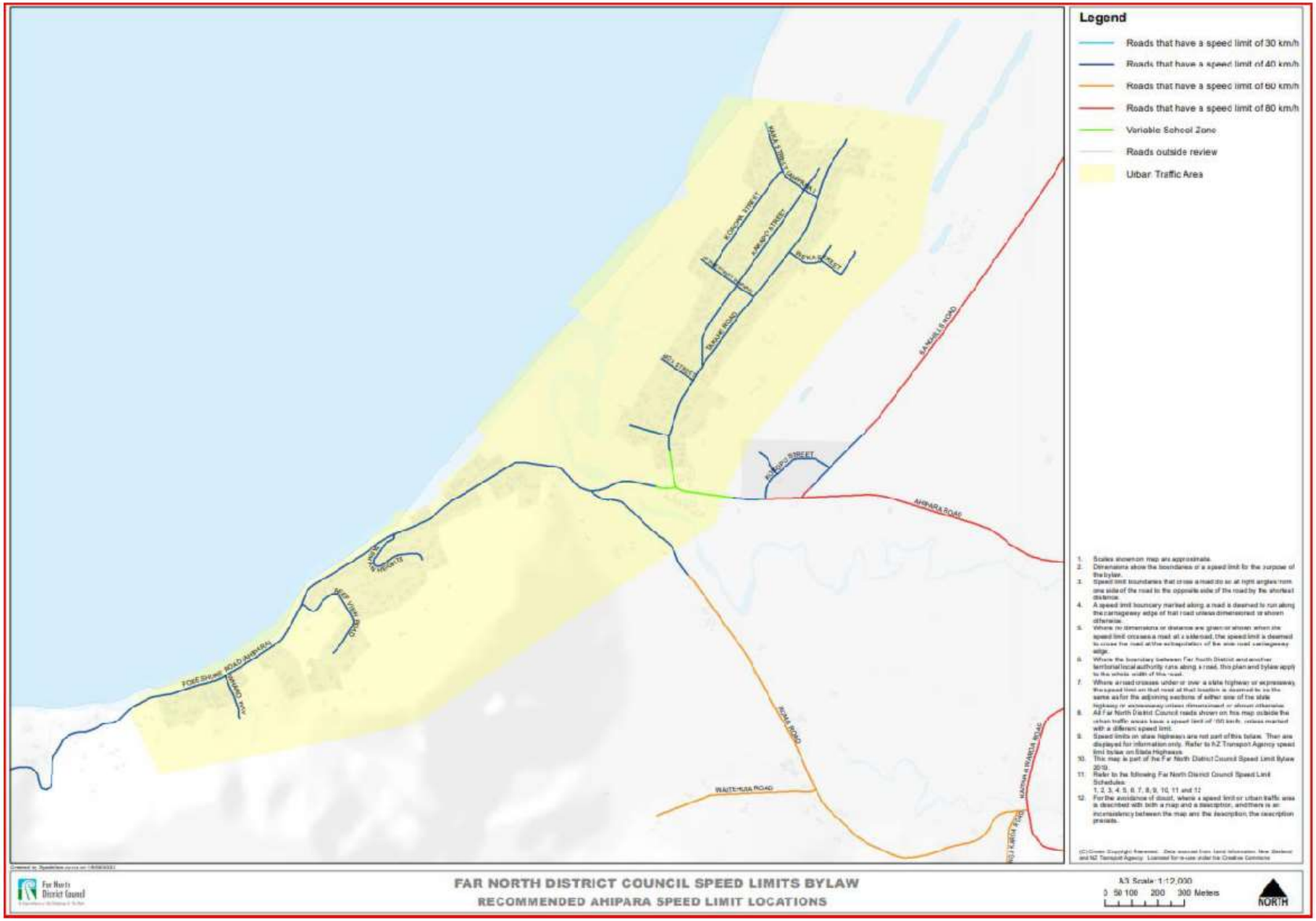
Any minor changes to the map is a result of identifying the optimal position of new signage and the accuracy required by the Setting of Speed Limits Rule 2017.

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"



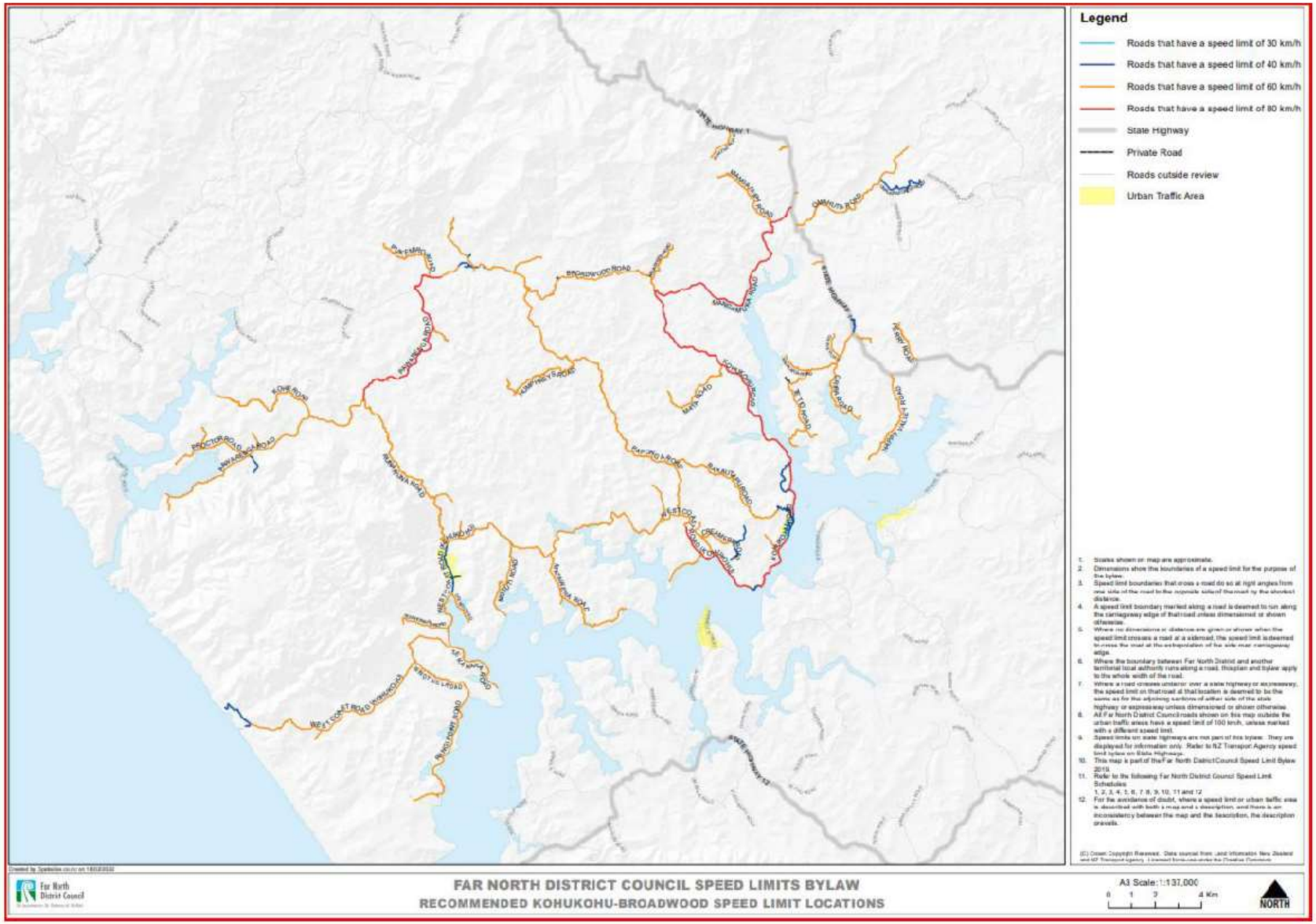
FNDC Speed Review – North Hokianga, Moerewa urban and Te Oneroa-a-Tōhe Recommendations

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"



FNDC Speed Review – North Hokianga, Moerewa urban and Te Oneroa-a-Tōhe Recommendations

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"



FNDC Speed Review – North Hokianga, Moerewa urban and Te Oneroa-a-Tōhe Recommendations

NORTHLAND TRANSPORTATION ALLIANCE
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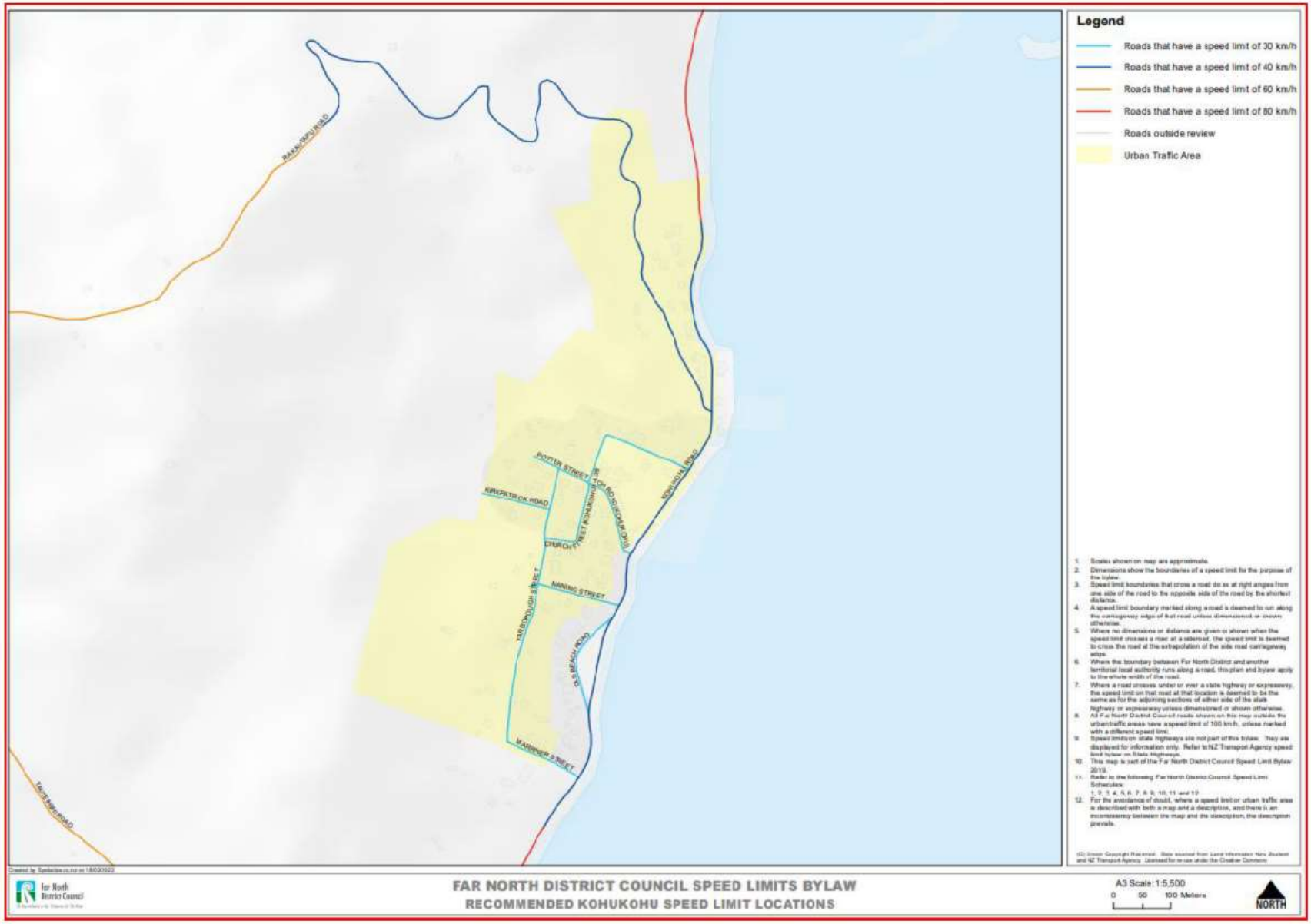
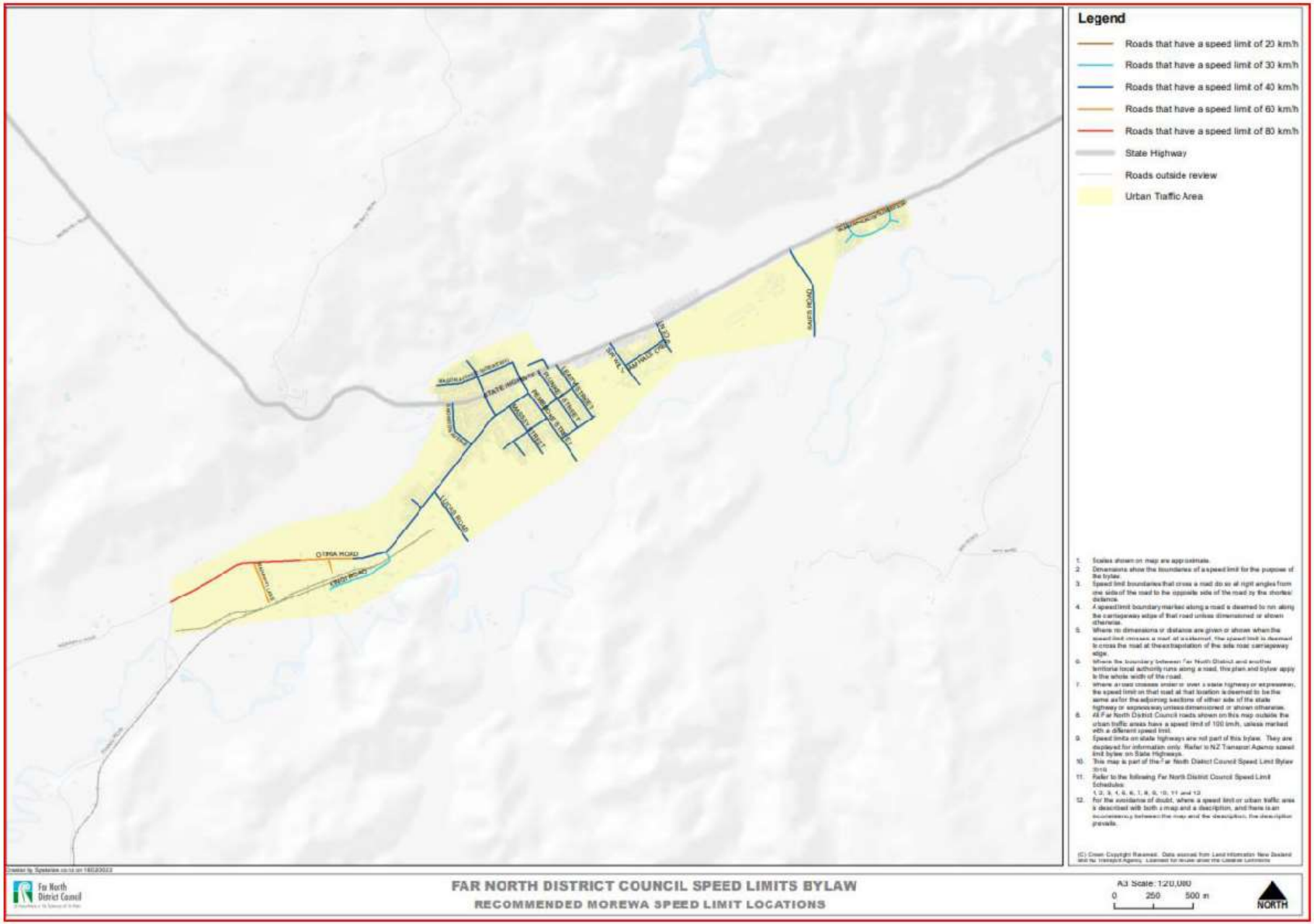


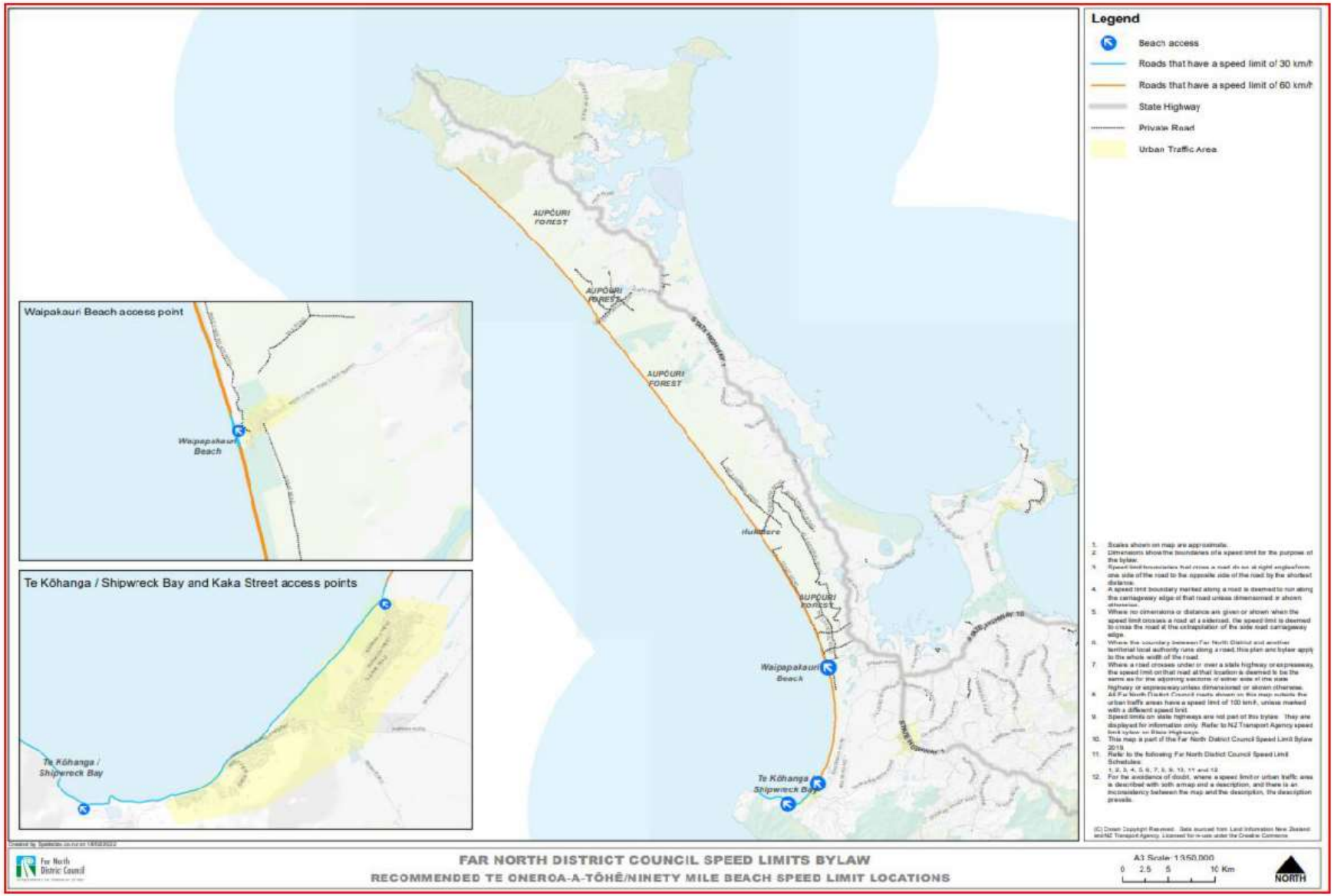
FNDC Speed Review – North Hokianga, Moerewa urban and Te Oneroa-a-Tōhe Recommendations

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"



FNDC Speed Review – North Hokianga, Moerewa urban and Te Oneroa-a-Tōhe Recommendations

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"



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Appendix 2: Technical Report

Appendix 2, the Regional Speed Limit Review Technical Report - Kaitāia – Awaroa – Broadwood – Moerewa urban and Te Oneroa-aTōhe Ninety Mile Beach is included in this Report as a separate Appendix. Taken together, the two Reports provide all of the information that council, in its capacity as a Road Controlling Authority must consider when setting a speed limit.

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Appendix 3 – Glossary of Technical Terms

Note: Technical terms have been kept to a minimum in this Report. However, in some cases, submitters have utilised some technical terms and these have been included where the submission is set out verbatim.

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Catchment Area	The catchment area incorporates the roads that naturally feed traffic into, or where traffic may directly or indirectly connect with the road of interest, similar to a river catchment area. Considering a catchment area, rather than an individual road can significantly expand the number of roads being considered.
Closed Catchment Area	A Closed Catchment Area is a relatively small and easily defined network of roads that only connect to the road of interest. An example of a Closed Catchment Area is Vinegar Hill Road.
Collective Risk	Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road.
High Benefit	Opportunities where changes to speed management settings will either reduce serious injury or deaths; improve efficiency; or contribute to the public credibility of speed limits.
High Benefit First 5%	A High Benefit area that should be prioritised within the first 5% of roads where a speed management review is to be undertaken.
High Benefit Second 5%	A High Benefit area that should be prioritised within the second 5% of roads where a speed management review is to be undertaken.
Infrastructure Risk Rating (IRR)	A road assessment methodology designed to assess road safety risk based on eight key design and infrastructure features, for example, whether the road is sealed or not, road alignment and geometry and other physical features about the road that impacts on overall road safety. This rating is a measure of potential risk.
Personal Risk	Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road. In many cases, infrastructure improvements may not be cost effective and other safe system interventions such as safer road use or speeds need to be explored.
Safe and Appropriate Speed (SAAR)	A travel speed that is appropriate for the road function, design, safety and use. It should be noted that the actual safe speed on parts of the road will be dependent on factors such as road condition, specific curves and other site-specific conditions. A lower speed than the overall stated safe speed may be appropriate along stretches of the road.

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Appendix 4 – Traffic Note 37 and 56 Variable Speed Limits Outside Schools

NORTHLAND TRANSPORTATION ALLIANCE

NZ TRANSPORT AGENCY
WAKA KOTAHI

TRAFFIC NOTE 37
Revision 2

Date	May 2011
From	National Planning Unit, Planning and Investment
Authorisation	Glenn Bunting, Network Manager
No. of pages	11

40km/h variable speed limits in school zones - guidelines

1 Purpose

40km/h variable speed limits in school zones have been operating successfully in New Zealand since they were first installed on a trial basis in Christchurch in January 2000. In April 2011 the NZ Transport Agency (NZTA) revised the conditions of approval to give road controlling authorities more flexibility to install these speed limits at both urban and rural schools.

Land Transport Rule: Setting of Speed Limits 2003 requires the NZTA to approve a variable speed limit before a road controlling authority can make a bylaw to set such a speed limit. For 40km/h variable speed limits in school zones, the NZTA has published a revised notice in the *New Zealand Gazette* (the Gazette) which approves those speed limits, sets out appropriate conditions and authorises road controlling authorities to set them. This traffic note provides guidelines to comply with the Gazette notice, based on the results of the trials in Christchurch and subsequent experience with these speed limits. Recommendations for installing variable speed limits at rural schools are also included in this traffic note.

2 Background

Roads outside schools are perceived as dangerous for children. At the time when children are arriving at or leaving school and crossing the road there can be high volumes of traffic, manoeuvring vehicles, parked vehicles obscuring visibility and vehicle speeds often appear too high. Research has shown reducing vehicle speeds to 40km/h or less significantly reduces the level of injury if a child is struck by a vehicle.

In some situations standard traffic control devices and the level of activity outside a school do not result in lower traffic speeds. This is particularly likely where the school is on an arterial or other road where there is a high volume of traffic or high speeds. In these circumstances, installation of a 40km/h variable speed limit in the school zone may be desirable to achieve a lower speed environment.

In many jurisdictions, such as some states in Australia and the United States, school zones with special speed limits are indicated by permanently displayed signs. The major drawback of any permanently displayed sign is the manner in which drivers, many of whom pass the same sign regularly without requiring any action in response to it, tend to ignore or fail to see it.

Variable signs, which are displayed only when relevant, offer a way in which this drawback can be minimised and may actually enhance driver acceptance of any restriction imposed. Variable signs were used for the Christchurch trials and the results of that study are embodied in these guidelines.[5, 6] In recent years some states in Australia have begun to retro-fit permanently displayed signs with active signs that have flashing lights or electronically displayed speed limits to improve community acceptance and compliance with speed limits in school zones.

3 Objectives of variable speed limits in school zones

Variable speed limits in school zones have the following objectives:

- provide a safer road environment outside schools
- reinforce driver expectations of the likely presence of children
- encourage safe and active travel to school.

One of the objectives of the Christchurch trial was to encourage children to walk or ride to school. A major impediment is parents' concerns about child safety. The trial indicated general parent and school belief the signs provided benefits but any shift in mode of travel by children, if it did occur, was not measurable. This reinforces the view no single initiative is likely to bring about changes of the type sought. A 40km/h variable speed limit in a school zone is unlikely to be effective by itself and must complement other initiatives aimed at enhancing safety for children undertaken at the site by the road controlling authority, the school and other organisations.

4 Warrant

A road controlling authority may set a 40km/h variable speed limit in a school zone under the following conditions:

(a) there is school-related pedestrian or cycle activity on the road outside the school, which exceeds approximately 50 children crossing the road or entering or leaving vehicles at the roadside, and the traffic on the road outside the school meets at least one of the following conditions:

  (i) the mean speed of free-running vehicles is greater than 45km/h (measured when the 40km/h variable speed limit is not operating), or

  (ii) the 85th percentile speed of free-running vehicles is greater than 50km/h (measured when the 40km/h variable speed limit is not operating), or

  (iii) there have been pedestrian, cycle or speed-related crashes near the school in the previous five years, or

  (iv) the school-related activity occurs on a main traffic route, or

(b) there is school-related pedestrian or cycle activity on the road outside the school, with children crossing the road or entering or leaving vehicles at the roadside, and safe and appropriate traffic engineering measures are installed so that the mean operating speed of free-running vehicles on the road outside the school does not exceed 40km/h when the 40km/h variable speed limit is operating.

Evaluations in Christchurch found locations most likely to benefit from a variable speed limit in a school zone are those where there is a high level of school-related activity on the road outside the school and:

- are on arterial routes or multi-lane roads or high speed environments, and
- have on-road, school-related activity at an obscured school frontage (ie where the presence of the school is not immediately obvious to approaching traffic).

5 Best practice guidelines

Factors required for the successful operation of a 40km/h variable speed limit in a school zone are:

- having times of operation coinciding with on-road, school-related activity
- approved advisory signs and regulatory displays that alert motorists they are travelling through a school zone
- appropriate levels of enforcement by the police
- long-term commitment by the principal and Board of Trustees for the correct operation of a 40km/h variable speed limit at their school.

5.1 Times of operation

The Christchurch trials showed variable speed limits in school zones are effective in reducing speeds, but have the support of drivers only if there are children present when they are operating. Therefore, the times they are activated must be tightly controlled to match, as closely as possible, the times children are crossing the road or are gathered on the roadside. These times may vary from school to school and from time to time. An accurate time clock is therefore a necessary component of a variable speed limit in a school zone.

It is preferable that the 'School zone variable' signs are turned on manually by a supervisor approved by the school principal each time they are required. However, it is permissible to programme the system to operate at the standard times on school days only, provided the signs do not operate on holidays and can be switched on or off manually for special events or if they are not required for the maximum period of operation on any particular day. A system that is programmed to operate automatically must include a record of the times the signs are switched on and off each day. Even if the signs operate automatically, the school principal must still appoint a supervisor to oversee the operation on each occasion they are used. The signs may operate for a maximum period of:

- 35 minutes before the start of school until the start of school
- 20 minutes at the end of school commencing no earlier than five minutes before the end of school
- 10 minutes at any other time of day when children cross the road or enter or leave vehicles at the roadside.

Unless the signs are manually turned off earlier, they must turn off automatically when the maximum period has elapsed.

5.2 Length of variable speed limits in school zones

Variable speed limits in school zones should be installed to avoid, as far as possible, side roads with no school frontage. They should be as short as practicable; between 300 metres and 500 metres long.

There may be shorter lengths on no exit roads or minor roads with give way or stop control at the intersection with the school zone, provided the variable speed limit on these roads is adjoining the variable speed limit on the main road outside the school.

5.3 Signs

The signs for variable speed limits in school zones must comply with Land Transport Rule: Traffic Control Devices 2004. Signs with changeable speed limit numerals have been specified by the NZTA in the Gazette' as a condition of setting a variable speed limit in a school zone. The signs required are described below.

(a) R1-6 'School zone variable' sign:

The R1-6 'School zone variable' sign comprises a variable speed limit sign above a 'School zone' supplementary sign. The R1-2 or R1-2.1 variable speed limit sign displays the 40km/h speed limit only during the period when it applies. At all other times the sign is blank or displays the permanent speed limit. These signs must be installed on the main road passing the school entrance and on any significant road adjoining the school zone.

The Gazette notice specifies that at least one variable sign is required at each end of the speed limit on the main road outside the school and on major roads that intersect with the school zone. This condition in the Gazette notice is in accordance with clause 6.1 and subclause 8.4(1) of Land Transport Rule: Setting of Speed Limits 2003 and overrides the general requirement in *8.1(2)(a)* to have signs on both sides of the road if the traffic volume exceed 500 vehicles per day. However, there should be at least two of these signs facing traffic entering the variable speed limit on multi-lane roads, if the roadway is more than 15 metres wide or has a permanent speed limit of more than 70km/h.

The two options permitted for variable speed limit signs use different technology.

R1-6 using R1-2

R1-6 using R1-2.1

- R1-2: the speed limit numerals, roundel and background are displayed in the same colours as permanent speed limit signs, namely black, red and white respectively. Mechanical elements are used to display the speed limit and the message is depicted entirely with retro-reflective material.
- R1-2.1: the speed limit numerals are displayed using yellow or white, lit pixels (eg light emitting diodes, fibre optics). The background is black and unlit. For signs that display only the 40km/h variable speed limit and are blank for the rest of the time, the roundel is displayed with red, lit pixels. Alternatively, for signs that display the permanent speed limit at times when the variable speed limit does not apply, the roundel may be displayed with either red, lit pixels or with red retro-reflective material.

For each of these two variable speed limit signs:

- when not operating, the underlying message on the speed limit sign must not be discernible to approaching drivers, and
- yellow or white lights, of sufficient brightness to draw attention to, but not distract from, the sign nor dazzle, should be fitted in each corner and must operate by flashing in alternate diagonal pairs when the 40km/h variable speed limit is displayed, and
- the 'School zone' supplementary sign, fitted below the variable speed limit sign, must be displayed permanently. The 'School zone' supplementary sign has a black legend and border on a retro-reflective, fluorescent, yellow-green background.

Where the road controlling authority sets a 40km/h variable speed limit that may operate at other than the standard times, all the signs at the beginning of the school zone must be variable signs. This requirement includes all side roads intersecting with the school zone because fixed signs cannot provide accurate times of operation.

(b) R1-6.1 'School zone fixed' sign

The R1-6.1 'School zone fixed' sign has a black legend, red roundel and border on a white background. The roundel, border and background are retro-reflective. The legend showing the time must notify the times during which the 40km/h variable speed limit is in effect and must be specific for each school zone.

Instead of a 'School zone variable' sign a 'School zone fixed' sign may be installed on no exit or minor stop or give way controlled side roads adjoining the school zone. This is based on assumptions that:

- most traffic using such a road will be local and the drivers will be aware of, and responsive to, the school zone operation, or
- the speed of vehicles entering from the side road and passing through the school zone is unlikely to exceed 40km/h.

If these conditions do not apply, R1-6 'School zone variable' signs must be installed on the side road.

Likewise 'School zone variable' signs must be used if the times when the variable speed limit operates are likely to vary because:

- the variable speed limit may operate only at the times specified on a 'School zone fixed' sign; and
- it is not reasonable to expect drivers to read and react to messages longer than the standard operating times displayed on the 'School zone fixed' sign.

(c) R1-7 'School zone ends' sign

At least one R1-7 'School zone ends' sign must be used on each road leaving the school zone. There should be at least two of these signs on multi-lane roads, if the roadway is more than 15 metres wide or has a permanent speed limit of more than 70km/h.

A 'School zone ends' sign comprises a R1-1 speed limit sign above a 'School zone ends' supplementary sign. Both signs are mounted on a white retro-reflective backing board. The 'School zone ends' sign has a black legend and border on a retro-reflective, fluorescent, yellow-green background. The speed limit sign displays the permanent speed limit for the road.

(d) Sign layout

Appendix 1 has a diagram showing a typical layout of signs for a variable speed limit in a school zone.

5.4 Police enforcement

To be effective the variable speed limit in a school zone must be able to be enforced. The length of the zone, visibility of the signs, proof of display and other issues are all matters the Police must take into account in determining whether they are able to proceed with enforcement and subsequent action. It is therefore imperative any variable speed limit considerations involve the District Road Policing Manager of NZ Police.

The necessary enforcement precedents have been set to enable the police to enforce the 40km/h speed limit in school zones.

5.5 School commitment and activity

It is essential there be formal involvement by the school in the decision to introduce a 40km/h variable speed limit in a school zone. The school is often the prime instigator for consideration of a speed limit but they must understand that once installed there are functions the school must carry out for the speed limit to be effectively managed and for it to achieve the desired outcomes.

For example:

- The operation of the 'School zone variable' signs must be supervised by a person authorised by the school principal.
- Any defined school crossing facility for children must have an adult supervisor when it is operating.
- The signs must be activated and deactivated simultaneously (eg by radio signal or hard-wired) with a secure system which is accessible only by means such as a key or swipe card. This applies whether they are switched manually or automatically.
- The principal must agree to keep an accurate log of the occasions and times the 40km/h speed limit is operating unless these times are stored automatically by the equipment and can be retrieved by the road controlling authority. The log is essential for enforcement purposes (to demonstrate not only that the signs were operating at a particular time but, also to show the conditions of operation set out in the speed limit bylaw are being effectively managed). It can also be useful to determine justifiable changes to time or other aspects of the operation of the speed limit.

NORTHLAND TRANSPORTATION ALLIANCE

5.6 Rural schools

Records of crashes involving school-age pedestrians or cyclists in the vicinity of rural schools show that there have been very few injury crashes in recent years. One of the main reasons for the low number of crashes is that very few children walk or cycle to schools in rural areas. Most of the activity outside a rural school is the parking and manoeuvring of vehicles as parents and caregivers drop-off or pick-up their children. The most appropriate safety measure for this type of activity is to provide a set-down and pick-up facility clear of through traffic lanes. Ideally this would be in the school grounds or on a side road with low traffic volume.

Another measure that has proven successful in lowering speeds outside schools is active school warning signs. See *Traffic note 56* for more detail on active warning signs in school zones.

40km/h variable speed limits in school zones were originally intended for installation in urban or semi-urban areas where the permanent speed limit is 70km/h or less. Some Australian states allow school zone speed limits of 60 or 80km/h in areas where the permanent speed limit is over 80km/h. However, allowing a higher variable speed limit in a rural school zone would not provide an appropriate level of safety when considered from a Safe System perspective. The probability of a pedestrian being killed if struck by a car rises rapidly at impact speeds over 30km/h. Having a speed limit of 40km/h relies on there being some speed reduction before impact in a crash involving a car hitting a pedestrian. If the school zone speed limit was higher, impact speeds would be too high, even if there was some speed reduction before impact. So, regardless of the permanent speed limit, the maximum safe speed limit in a school zone is 40km/h.

In areas with a speed limit over 80km/h it is unlikely that motorists will slow to 40km/h within the short length of a school zone. However, there are some examples of 40km/h variable speed limits in rural school zones that operate satisfactorily on roads with a permanent speed limit of 80km/h. This suggests that where the permanent speed limit is higher than 80 km/h it will need to be reduced. This must be done in accordance with Land Transport Rule: Setting of Speed Limits 2003. In situations where the calculated speed limit is higher than 80km/h, it may be desirable to review the speed limit for the surrounding area in accordance with the Safe System Approach for managing safety on rural roads. *Traffic Note 61* provides more information on Safe System rural speed management.

Regardless of the criteria upon which an 80km/h speed limit is justified, it is essential that it operates safely with mean speeds at or below 80km/h. Some of the following measures will probably be necessary to achieve good compliance with a permanent 80km/h speed limit at a rural school:

- Thresholds (see www.nzta.govt.nz/resources/road-traffic-standards/docs/rts-15.pdf).
- Lane narrowing – (install median or increase shoulder width).
- Textured and or coloured road surface.
- Vertical elements, eg thresholds and planting, but care is necessary to avoid restricting sight lines that might obscure pedestrians in the school zone.
- Speed indicator devices, publicity and education.
- Enforcement.

NORTHLAND TRANSPORTATION ALLIANCE

6 Application

6.1 Implementation

A 40km/h variable speed limit in a school zone can only be implemented by a road controlling authority if:

- the conditions approved by the NZTA in the Gazette' are complied with
- consultation is undertaken in accordance with Land Transport Rule: Setting of Speed Limits 2003, and the people consulted are provided with details of the proposed speed limit including changes to the permanent speed limit, times of operation of the variable speed limit, placement of signs and method for controlling the variable signs
- written consent is obtained from the principal of the school concerned (agreeing to operate the school zone in accordance with the operating conditions)
- the speed limit is set by bylaw in accordance with Land Transport Rule: Setting of Speed Limits 2003.

6.2 Monitoring, review or removal of a variable speed limit in a school zone

It is important that a 40km/h variable speed limit that is installed in accordance with condition 5(b) of the Gazette' notice is monitored regularly to confirm the conditions of approval are being met (ie the mean speed of traffic in the school zone is no more than 40km/h when the 40km/h speed limit is operating). If traffic is not complying with the speed limit then safety within the school zone will be compromised and the road controlling authority will not be complying with its obligations under Land Transport Rule: Setting of Speed Limits 2003. The risk to children within the zone may be worse than without a variable speed limit, especially if their behaviour is influenced by a misconception that traffic will slow down.

A 40km/h variable speed limit in a school zone must be reviewed by the road controlling authority if:

- there is a change in the road or school environment resulting in the conditions specified by the NZTA in the Gazette' not being met, or
- requested to do so, in writing, by the principal of the school or the District Road Policing Manager of the NZ Police, or
- instructed to do so by the NZTA.

A 40km/h variable speed limit in a school zone must be removed by the road controlling authority if:

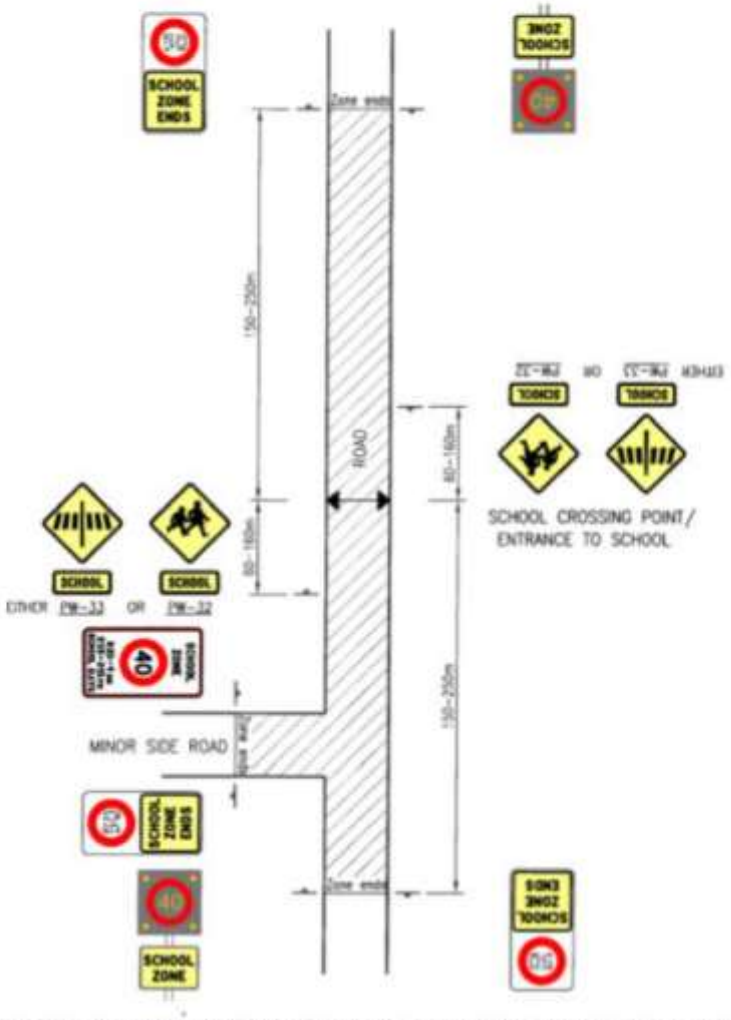
- the variable speed limit is not operated in accordance with the conditions specified by the NZTA in the Gazette', or
- instructed to do so by the NZTA.

Acknowledgement:
The NZ Transport Agency acknowledges the valuable input of the Christchurch City Council through the school zone trial and their assistance with the development of these guidelines.

[1] *New Zealand Gazette* dated 21 April 2011, No. 55, page 1284 [see Appendix 2].
[2] Cottam, Paul. 2001. *Christchurch's 40 km/h part-time school speed zone trial: Community perceptions and attitudes.*
[3] Osmers, Wayne. 2001. *The effect on vehicle speeds of electronically-signed part-time speed limits outside schools.*
Both papers were presented at the Road Safety Research, Policing and Education Conference 18–20 November 2001, Melbourne.

NORTHLAND TRANSPORTATION ALLIANCE

Appendix 1: Typical layout – 40km/h variable speed limit in a school zone



In this diagram the sign numbers quoted are those appearing in MOTSAM. These numbers and descriptions are cross-referenced to signs in Land Transport Rule: Traffic Control Devices 2004 (the TCD Rule) as follows:

MOTSAM	Description	TCD Rule
PW-32	Symbol of two children with 'School' supplementary	W16-4 with W16-5.1
PW-33	Symbol of pedestrian crossing with 'School' supplementary	W16-2 with W16-5.1

NORTHLAND TRANSPORTATION ALLIANCE

Appendix 2

Extract from *New Zealand Gazette*, 21/4/2011, No. 55, p. 1284

Variable Speed Limit in School Zones

Pursuant to clause 6.1 of Land Transport Rule: Setting of Speed Limits 2003 and a delegation from the NZ Transport Agency, I, Glenn Bunting, Network Manager, approve variable speed limits in school zones in accordance with the conditions set out in this notice.

Conditions

1. Variable Speed Limit

A road controlling authority may set a speed limit of 40km/h that operates in a school zone during the periods specified in condition 2 of this notice. At all other times, the speed limit is the permanent speed limit for the road.

2. Periods of Operation

The 40km/h speed limit may operate for a maximum period of:

(a) 35 minutes before the start of school until the start of school;

(b) 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school;

(c) 10 minutes at any other time when children cross the road or enter or leave vehicles at the roadside.

3. Signs

Signs that comply with Land Transport Rule: Traffic Control Devices 2004 must be installed to mark the beginning and end of the variable speed limit in the school zone as follows:

(a) At least one R1-6 "School zone variable" sign at each end of the variable speed limit on the main road outside the school, facing road users travelling towards the variable speed limit; and

(b) at least one R1-6 "School zone variable" sign facing road users travelling towards the variable speed limit on each side road that intersects with the school zone, where that side road is a major road; and

(c) at least one R1-6 "School zone variable" sign or R1-6.1 "School zone fixed" sign facing road users travelling towards the variable speed limit on each side road that intersects with the school zone, where that side road is a no exit road or is a minor road controlled by Give-way or Stop signs at the intersection with the school zone; and

(d) at least one R1-7 "School zone ends" sign at each end of the variable speed limit on every road, facing road users leaving the variable speed limit.

4. Length of Variable Speed Limit

A variable speed limit in a school zone must be a minimum length of 300 metres, unless this condition is impractical, but should not be longer than 500 metres. The length of variable speed limit on side roads that intersect with the school zone may be shorter than 300 metres.

5. Warrant

A road controlling authority may set a variable speed limit in a school zone that meets the requirements in (a) or (b) as follows:

(a) There is school-related pedestrian or cycle activity on the road outside the school, which exceeds approximately 50 children crossing the road or entering or leaving vehicles at the roadside, and traffic on the road outside the school meets at least one of the following conditions:

(i) the mean speed of free-running vehicles is greater than 45km/h (measured when the 40km/h variable speed limit is not operating); or

(ii) the 85th percentile speed of free-running vehicles is greater than 50km/h (measured when the 40km/h variable speed limit is not operating); or

(iii) there have been pedestrian, cycle or speed-related crashes near the school in the previous five years; or

(iv) the school-related activity in condition 5(a) occurs on a main traffic route; or

(b) there is school-related pedestrian or cycle activity on the road outside the school, with children crossing the road or entering or leaving vehicles at the roadside and safe and appropriate traffic engineering measures are installed so that the mean operating speed of free-running vehicles on the road outside the school does not exceed 40km/h when the 40km/h variable speed limit is operating.

6. Bylaw

A road controlling authority must set a variable speed limit in a school zone by making a bylaw in accordance with Land Transport Rule: Setting of Speed Limits 2003.

Revocation and Replacement

The notice dated the 31st day of May 2005, and published in the *New Zealand Gazette*, 2 June 2005, No. 86, page 2051, relating to variable speed limits in school zones is hereby revoked and replaced by this notice.

A 40km/h variable speed limit in a school zone that was set in accordance with the conditions of the notice published in the *New Zealand Gazette*, 2 June 2005, No. 86, page 2051, is considered to be set in accordance with the conditions of this notice and remains in force until amended or revoked in accordance with Land Transport Rule: Setting of Speed Limits 2003.

Definition

School zone means a length of road outside a pre-school, primary school, intermediate school or secondary school.

Signed at Wellington this 19th day of April 2011.

GLENN BUNTING, Network Manager.

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NZ TRANSPORT AGENCY
WAKA KOTAHI

TRAFFIC NOTE 56

Revision 1

Date	January 2011
From	National Planning Unit, Regional Partnerships and Planning
Authorisation	Glenn Bunting, Network Manager
No. of pages	12

Active school warning signs – Guidelines

1 Purpose

This ***Traffic note*** provides guidance for road controlling authorities (RCAs) on the use of active school warning signs - that is those warning signs that have an electronic display component which becomes active when children are likely to be present on or near the roadway. It should also be read in conjunction with ***Traffic note 37*** 40km/h variable speed limits in school zones [1]. Active school warning signs should be implemented in conjunction with other complementary initiatives such as neighbourhood accessibility plans [2], school travel plans (see ***School travel plan coordinator's guide*** [3]) or a local authority travel behaviour change strategy.

Active school zone warning signs were approved by notice in the ***NZ Gazette*** on 24 July 2008 and subsequently incorporated into the Land Transport Rule: Traffic Control Devices through the 2010 amendment to that rule.

2 Background

In 2004 Land Transport New Zealand (now NZ Transport Agency (NZTA)) approved a trial of active school warning signs in Timaru District and Invercargill City. This initial trial was inconclusive and in 2006 approval was given to extend the trial to sites in Dunedin City.

The Dunedin City trial aimed to assess the effectiveness of these 'active' school warning signs on driver awareness of the risk posed by school activity and any subsequent impact on road user behaviour, including the effect on vehicle speeds. The results demonstrated strong community support for the signs, reduction in speeds at 'high' speed sites and an increase in motorists' awareness of the signs.

Roads around schools are often perceived as dangerous for children due to high traffic speeds, manoeuvring vehicles, parked vehicles and other features which restrict a driver's visibility. Often there can be a mixture of pedestrians, cyclists and drivers using the same road. In particular, the risk at the beginning and end of the school day is seen as much greater than during other periods of the day and there is a need to manage and minimise this risk.

One disadvantage of any permanently displayed sign is drivers tend to ignore it or fail to see it, particularly if they pass the same sign regularly without requiring any action in response to it. Active signs incorporate flashing lights and/or lit (LED) components which are displayed only when relevant. Introduction of these types of signs may heighten the visibility of these signs compared with standard (non-flashing) warning signs thereby enhancing driver awareness of the risk.

Internationally, flashing lights have been used to give additional emphasis to the warning or instruction given on a sign. In New Zealand the use of these lights has been restricted to variable message signs including those installed on Auckland and Wellington motorways, some roadwork vehicles, variable speed limits in school zones and advance warning of traffic signals. In many situations however, the cost of a full variable message sign cannot be justified.

For this reason the trial of less costly warning signs (rectangular in shape with two yellow orange flashing lights and yellow/green children symbols on a black background) was conducted. The ***Dunedin active school warning signs trial: evaluation report*** [4] (the Evaluation report) prepared by Dunedin City Council provides details and sets out the results of the Dunedin City trial. The trial results are embodied within this note.

3 Objectives of active school warning signs in school zones

Active school warning signs on roads near schools are intended to meet the following objectives:

- provide a safer environment outside schools during times of peak school activity
- reinforce driver expectation of the likely presence of children
- reinforce driver awareness of a school where the visibility of the school or its entrance is limited
- encourage active modes of travel (walking and cycling) to school.

School zones are parts of roads near schools which include both:

(a) the length of roadside used for short-term parking, bus stops, crossing facilities and school entrances etc before and after the hours when the school is in session (called the 'hazard area'), and

(b) the distance from the warning sign to the hazard area in each direction (which depends of the speed of approaching traffic).

The Dunedin trial attempted to assess whether these types of signs had any effect on increasing driver awareness to school activity on or near the road, including reducing driver reaction time and vehicle stopping distances and speeds. The trial included schools where the average vehicle speed was higher than 45km/h as well as schools located adjacent to congested urban roads. Three types of evaluation measures were used to assess the effect of these signs - vehicle speed surveys, driver awareness and pedestrian delay surveys.

Feedback from the schools has indicated the objective to increase active modes of travel to school has not happened to date. Achieving this objective will most likely require a package of activities.

4 Complementary school travel initiatives

Active school warning signs should be implemented as part of a package including engineering, education and enforcement to reduce speeds and the risk to children around schools.

The active school warning signs could be installed as a component of the following complementary initiatives.

4.1 Neighbourhood accessibility planning

Neighbourhood accessibility plans seek to ensure, at the neighbourhood level, the provision of safe and sustainable transport modes focusing on active and shared modes. Further information can be found on the NZTA website at:

http://www.nzta.govt.nz/resources/neighbourhood-accessibility-plans/index.html

4.2 School travel plans

The preparation and implementation of a school travel plan is a process of developing a package of measures to encourage the choice of safe and sustainable transport options for travel to and from school. Further information can be found on the NZTA website at:

http://www.nzta.govt.nz/resources/school-travel-plan-coordinators-guide/docs/school-travel-plan.pdf

The NZTA education website will also provide useful resources. This can be found at:

http://www.education.nzta.govt.nz/home

4.3 Integrated planning

There is not necessarily a single best option for providing safety for children travelling to and from school. The NZTA's ***Integrated planning toolkit*** presents a wide range of transport and land use relevant tools, processes and concepts. It encourages linkages and enables the identification of ideas that may not be familiar to the user. The toolkit can be found at:

http://www.nzta.govt.nz/planning/process/trial-ip-toolkit/

5 Selection criteria

5.1 Selecting sites and appropriate traffic control devices

Figure 1, based on ***Traffic note 37*** and the Evaluation report, is a flow chart of recommended selection criteria for the use of traffic control devices at school sites.

In urban areas there are several sign variations that can be used depending on the type of environment, including school activity, crash history and speed profile.

In rural areas, the selection of a suitable sign type can be more limited. The 40km/h variable speed limit is generally not regarded as appropriate in most open road speed areas (that is, where speed limits are greater than 80km/h). However, in these areas active warning signs could be suitable to encourage slower speeds during periods when children are present.

5.2 Area and site-specific treatments

Active school warning signs have the potential to cover an area incorporating a number of schools in addition to a specific school site. Where there are schools in close proximity and where school times vary, RCAs may choose to select an area-wide or route treatment for schools rather than undertake individual school site improvements. In such instances, it may be more appropriate to use active school warning signs rather than 40km/h variable speed limit signs which are more specific to individual schools. If this is the case, it is recommended the RCA plan a sign regime (including times of operation for active signs) for the area covering the different school locations and develop safer routes for children to travel. Further information on this can be obtained from the Evaluation report, neighbourhood accessibility plans and the NZTA website.

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5.3 Prioritising sites

Once the type of traffic control device has been identified, its appropriateness and clarity within the surrounding environment and proximity to other schools and message systems determined, the site, area or route should be prioritised for implementation. This prioritisation process is managed through local policy based on factors such as traffic volumes, school roll number, ages of school pupils, crash data and speed of through traffic. Further information, including a suggested rating system for finding suitable sites and then prioritising each one, can be found within the Evaluation report.

5.4 Other signs

The possible use of active school warning signs must be considered in conjunction with other existing or proposed signs in that area (for example a pedestrian crossing sign). Their use in conjunction with, or within close proximity to, other variable or flashing signs (such as a 40km/h variable speed limit sign) needs to be carefully considered to ensure the intended (combined) message to drivers is consistent and will not be confusing or ineffective.

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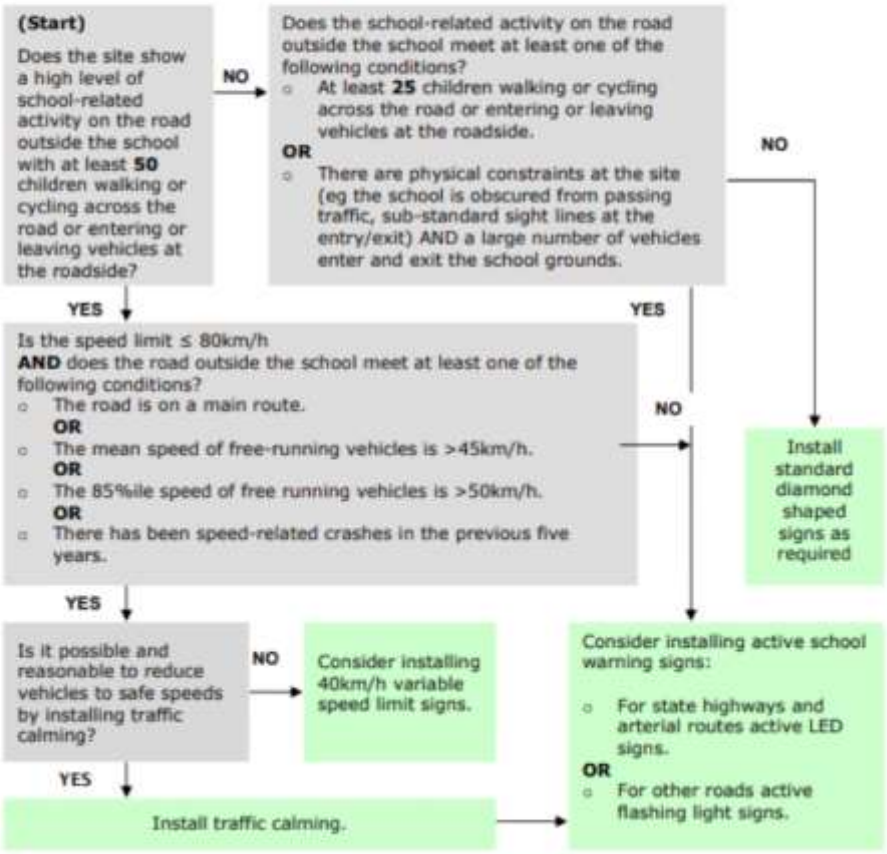

Figure 1: Selection criteria for the appropriate use of traffic control devices near schools

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6 Best practice guidelines

Factors required for the successful operation of an active school warning sign are:

- coinciding times of operation with on-road school related activity (see section 6.4)
- good visibility of the signs by motorists
- long-term commitment to their correct use.

6.1 *Signs – general principles*

Standard reflective diamond shape school warning signs should be installed on all roads where there is an entrance to a school (unless they are replaced by active school warning signs as set out below). The standard sign is depicted in figure 2. Other signs may be used in these locations such as 'school pedestrian crossing' or 'school bus route'.

Figure 2: Standard school warning sign

Active school warning signs should be installed in place of the standard sign where additional awareness of children is considered necessary in and around schools in areas and sites meeting the criteria set out in figure 1

6.2 Active school warning signs

The type of school warning signs used to indicate a school zone should be prioritised by risk using the selection criteria shown at figure 1. Where the RCA determines an active sign is appropriate there are two versions of sign – flashing light and full LED displays.

6.2.1 *'Children' symbol and 'school zone' with backing board with two flashing lights (active –flashing light type)*

The 'children' symbol and the words 'school zone' depicted in figure 3 are reflectorised, fluorescent yellow-green in colour while the sign has a plain black, unlit background. There are two orange flashing lights located on the top of the sign at each side which light alternately when in use. Outside school hours the board shows the 'children' symbol and the words 'school zone'.

Figure 3: Active – flashing light school warning sign

6.2.2 *'Children' symbol and 'school zone' with full LED display (active LED type)*

When activated, the 'children' symbol and the words 'school zone' depicted in figure 4 are displayed using light emitting diodes (LEDs) on a black unlit background. Two orange flashing lights (which may be LED) are located in the top left and right corner of the sign. When the sign is activated the two lights are not illuminated unless the RCA has set an appropriate condition which would trigger them to be illuminated. This condition could be that an approaching vehicle is detected (by a radar unit mounted in or beside the sign) exceeding a pre-set speed. The orange lights will then flash alternately for a short period until the vehicle has passed the sign. Such a pre-set speed will depend on the speed limit and the circumstances relating to a particular school.

Figure 4: Active – LED school warning sign

When the symbol and text LEDs are turned off this sign displays a black rectangular panel.

Where the selection criteria (figure 1) suggests the use of an active sign could be appropriate the RCA can consider either option. The 'active – LED' sign may be considered over the 'active – flashing light' sign if the RCA determines the risk is higher. This may be based on traffic volumes, road hierarchy and whether they are part of a set of signs in an area treatment or are site-specific. For example, if an RCA is developing an area treatment, the 'active – LED' signs may be placed on the highest risk road (that is the one with higher vehicle and pedestrian volumes) while the 'active – flashing light' signs might be located on roads with lower risk sites.

For both of the above signs the orange lights must be of sufficient brightness to draw attention to, but not distract from, the sign or dazzle drivers. They must operate by flashing alternatively at a rate of 1 hertz.

Further technical and operational information for these signs is provided in appendix A.

6.2.3 *40km/h variable school zone speed limits* (see *Traffic note 37*)

If active school warning signs are proposed near other variable message signs (such as 40km/h variable speed limit signs depicted in figure 5) a careful evaluation of all relevant factors (and options) needs to undertaken. This is important to avoid the signs' messages being confused or their effectiveness being compromised.

Figure 5: Variable 40km/h speed limit sign

6.2.4 *Different (permanent) speed limits near school*

If the school is located near roads with different (permanent) speed limits, then a careful evaluation of all the children's routes and options for improvement should undertaken so that the cost of each option can be established. If a 40km/h variable speed limit is placed over roads with more than one underlying "permanent" speed limit, then (in addition to the 40km/h variable signs) special variable speed limit signs will be needed where the 'permanent' speed limits change. These special signs will be blank when the 40km/h speed limit signs are on but they need to show the 'permanent' speed limit at all other times. Most 40km/h variable speed limits are located on main traffic routes. If the annual average traffic flow on the road is more than 500 vehicles per day, then these signs indicating a change of permanent speed limit must be installed on both the left hand side and on the right hand side (or on a solid median) [see clause 8.1(2)(a) of the Land Transport Rule: Setting of Speed Limits 2003]. If this is the case, then four of these special signs will be needed, possibly placed back to back.

6.2.5 *Children on or near the roadway*

Both standard diamond shape and active school warning signs could be considered where the RCA considers there are likely to be school children on or near the roadway. Special consideration should be given where children often congregate near a school on sections of road without footpaths or where children gather at a recreation reserve abutting a road which has a speed limit higher than 50km/h. RCAs should also investigate the provision of adequate footpaths and other pedestrian or cyclist facilities in these cases.

NORTHLAND TRANSPORTATION ALLIANCE

6.3 Layout of signs

The active school warning signs should be positioned as illustrated in figure 6.

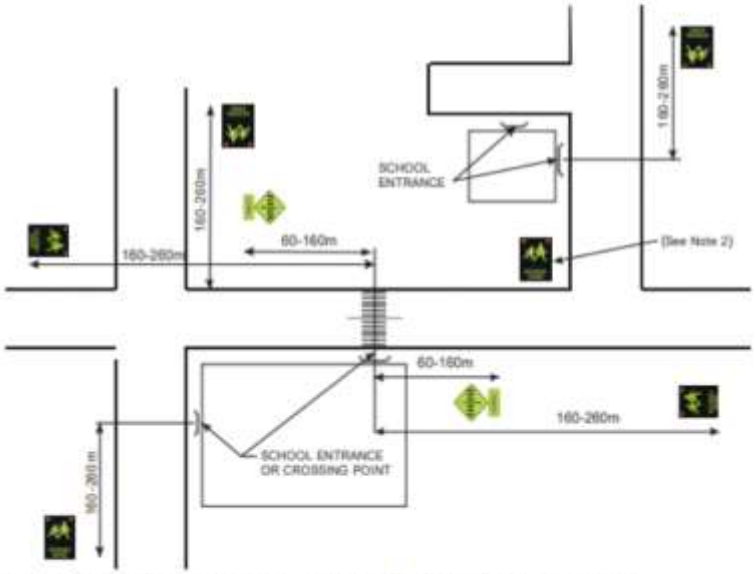

Figure 6: Example of a road and area layout for the use of active warning signs

Note 1: If a formal pedestrian crossing is present (ie a zebra crossing) then a diamond shaped pedestrian crossing warning sign must be installed in addition to the active warning sign. Active warning signs can be installed within 160m-260m from the school entrance or informal crossing point, to give a school zone length of 320 to 520 metres. The length of the school zone will be the sum of:

(a) the length of roadside used for short term parking, bus stops, crossing facilities and school entrances etc before and after the hours when the school is in session (called the 'hazard area'), and

(b) the warning sign approach distance from each direction (which depends of the speed of approaching traffic). For higher speeds, the warning sign needs to be located further in advance of the hazard area (see appendix A). If there is a cluster of schools then the school zone could be longer than 520 metres.

Note 2: Where a second school is located on a side road close to the main road junction and is reasonably obvious to drivers who turn from the main road then this active warning sign may not be necessary and could be replaced by a standard diamond shaped reflective sign.

6.4 Times of operation

As previously stated, where signs are used continuously to highlight a particular activity occurring only during short periods of the day, drivers become accustomed to their presence and may not adapt their driving during times of high risk. With this principle in mind, and supported by information provided within the Evaluation report and ***Traffic note 37***, it is recommended that the times of operation for active school warning should be as follows:

- Before and after school:
  - 35 minutes before the start of school until the start of school
  - 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school.
- During times when school activities may create additional risk to children (eg early finish times, school functions) the signs should be active for at least 10 minutes and normally not more than 30 minutes.

Times of operation must be agreed between the school and RCA.

6.5 School commitment and activity

It is essential schools are formally involved in the decision to introduce active warning signs. For these signs to be effective and remain so they must only be switched on when activity relating to the school is occurring on or alongside the road to highlight risk and to achieve the desired outcomes.

Conditions of operation of the active signs should be agreed between the school and RCA and should include the following requirements:

- The signs must only be activated by a person authorised by the school principal.
- The signs must not be used at times of day where there are no children present.

7 Acknowledgements

Dunedin City Council has developed additional notes on the trial and evaluation of active school warning signs, including detailed information on prioritising sites for their use, and technical information on their installation. Road controlling authorities and other parties interested in these types of signs are welcome to approach them seeking a copy of this information.

The NZTA acknowledges the valuable input of Dunedin City Council, Timaru District Council, Invercargill City Council, Auckland City Council and the former Transit New Zealand with regards to both the information supplied and the review of these guidelines.

References

1. NZTA/Land Transport New Zealand, Traffic Note 37, ***40km/h variable speed limits in school zones – guidelines.***
2. Dunedin City Council ***Dunedin active school warning signs trial: Evaluation report,*** October 2007.

NORTHLAND TRANSPORTATION ALLIANCE

Appendix A: Technical and installation information on active school signs

A Locations of signs in relation to the school activity

The active warning signs can be used in addition to permanent 'pedestrian crossing' signs or in place of 'school children' signs. Where a formal pedestrian (zebra) crossing is marked the diamond shaped 'pedestrian crossing' sign must still be placed in its normal position in advance of the crossing. (See figure 2 in section 6.3.)

A school warning sign (either the standard diamond shape reflective or one of the active types) should be located where approaching drivers have an uninterrupted view of it over a distance of at least 120m in rural areas and at least 60m in urban areas. The sign should be erected in advance of the hazard area (which can include the pedestrian crossing point, school entrances, bus stops, and short term roadside 'drop off and pick up' parking) by not less than the distance shown in the following table:

Operating speed	Distance
50km/h	65m
60km/h	80m
70km/h	100m
80km/h	120m
90km/h	140m
100km/h	160m

Where there are several schools in close proximity an area treatment may be more suitable. Specific details on sign placement may be at the discretion of the RCA and can be prioritised with respect to risk and criteria as outlined in section 5.

B Sign specifications

Active – flashing light (with reflective symbol and text)
(minimum size as specified for sign W19-2.2 (with symbol W16-4 'children'))

Shape and size:	rectangle 700 x 900mm
Background:	black
Symbol:	children - 600mm wide x 480mm high retroreflective, fluorescent yellow-green
Text:	'SCHOOL ZONE' 100mm high/14mm stroke width retroreflective, fluorescent yellow-green

Figure A1: Active – flashing light

Note: The size of sign used in the trials in Dunedin, Timaru and Invercargill was larger (900mm wide x 1200mm high) and this size can be used in 50km/h areas if considered appropriate. Larger sizes may be used, particularly where the speed limit is above 50km/h or there is a wide or divided carriageway.

NORTHLAND TRANSPORTATION ALLIANCE

Active – LED (light emitting diodes)

Shape and size:	rectangle 700 mm wide x 1000 mm high
Background:	black
Symbol:	children - 600mm wide x 480mm high yellow LED
Legend:	'SCHOOL ZONE' yellow LED, letters 160mm high/25mm wide

Figure A2 Active - LED

Note: This is the minimum size as specified in the Gazette notice. Larger sizes may be used, particularly where the speed limit is above 50km/h or there is a wide or divided carriageway.

C Flashing light specifications

The lights should:

- be placed in the top left and right hand corners of the sign
- be coloured orange
- be at least 60 square centimetres each in area
- be set to flash alternately at a rate of 1 hertz, and
- have cowls installed if sun strike is likely to be an issue.

There may be a need to have an indicator light that can be seen from the rear of the sign from the school or crossing point to indicate when the lights are operating.

D Power supply

Options to be considered for supplying power to the active sign units include:

- solar power (which worked well within the trial process) and is generally most suitable for rural areas)
- linking the battery for the sign to an adjacent street light
- run the signs by cable from the school's power supply.

E Installation of the signs

Signs can be attached to power poles so the units have a solid base. Where new support structures have to be erected they should be at least 100mm diameter with a foundation design that will prevent twisting yet remain frangible.

They should be mounted high enough to provide a suitable clearance above the footpath or ground so they are less likely to be tampered with. MOTSAM recommends a clearance of 2.5 metres above footpaths. However if the support pole is located close to the kerb where large vehicles (such as buses) are likely to stop, then a higher mounting height of 4.4 metres or more may be needed so that the sign is not damaged by high vehicles.

Signs should be placed so the driver's view of them is not obscured by vegetation. If necessary, trees located near the roadway should be pruned regularly to maintain the effectiveness of these signs.

At some sites where there is a special need to highlight the presence of the school to drivers, a duplicate active school zone warning sign can be placed on the right hand side of the road or on a solid median.

F Activation of the lights and LED displays

There are different types of activation systems depending on the sign type and operation. These include:

- automatic activation by wireless control. An antenna is placed on the outside of the school building and connected to the control box. Ideally there should be a direct line of sight from the antenna to the receivers (located on the signs) - while this is more effective, it may not be essential. However, at some sites there could be difficulty obtaining reception for the units and care will be needed to place them so this can be achieved. Checks should be made for possible interference from other nearby electronic equipment
- manual activation by hand held remote control units
- activation from a control box by wired connection direct to the signs.

The control box or activation unit should be located at a secure place within the school grounds where only authorised personnel can have access to it.

G Programming systems

If a programming system is used, it needs to allow for any variations to normal school operating hours including holidays and events that may be held at the school outside normal hours. The activation units need to be programmed to allow information to be entered into the system for set school activity times, holidays and daylight saving time changes together with a manual override system to allow for one-off special events.

The times when the signs operate should coincide with the school activity times as agreed in writing by the school and RCA.

A time-out facility should be installed so that the signs automatically switch off after a maximum time (possibly 1 hour for normal use and possibly 30 minutes for one-off events) if the unit has not been manually switched off.

The programming system can be completed by installation of specific software. Further information can be obtained from Dunedin City Council or the sign supplier.

H Maintenance

It is essential that regular checks are made to ensure the active device is working correctly. The RCA needs to ensure that appropriate inspection and maintenance systems are in place as part of its agreement with those authorised to operate the system. The respective maintenance responsibilities of the RCA and the school should be clearly set out in this written agreement.

NORTHLAND TRANSPORTATION ALLIANCE

Regional Speed Limit Review Technical Report

Kaitāia – Awaroa – Broadwood – Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach

Table of Contents

1 Overview

Far North District Council (Council) is a Road Controlling Authority (RCA) within the Far North District and has a statutory role in managing the district's local roads (except State Highways), including the setting of speed limits. This statutory role as an RCA is set out under the Land Transport Act 1998, which also enables Council to make a bylaw that fixes the maximum speed of vehicles on any road for the safety of the public, or for the better preservation of any road (*Section 22AB(1)(d)*).

The Far North District Speed Limits Bylaw 2019 currently sets the speed limits on all local roads within the district, with the Schedules and maps in that Bylaw identifying the enforceable speed limits and where they apply.

In 2021, all Speed Limit Bylaws will be migrated to a National Speed Limit Register (NSLR). The NSLR will become the legal instrument by which all speed limits are enforced. In effect, once the NSLR goes "live" for the Far North District, The Far North Speed Limits Bylaw 2019 will be superseded. It is anticipated that any new speed limits that arise from this review will be directly inputted into the NSLR.

The change in legal instrument from Bylaw to NSLR does not change the Far North District Council's role as a Road Controlling Authority in the Far North District. Speed limits are still set, in accordance with the Setting of Speed Limits Rule 2017 (and its amendments). The matters that must be considered when setting a Speed Limit does not change under the new system.

Section 2.5 of the Setting of Speed Limits Rule 2017 sets out who must be consulted when setting or changing a speed limit. Section 22AD of the Land Transport Act 1998 requires Council to undertake consultation in accordance with the Special Consultative procedures set out in the Local Government Act 2002 (LGA).

In accordance with Section 82 of the LGA, Council is proposing to amend the posted speed limits on roads within the Kaiatia – Awaroa catchment, Broadwood catchment, and Ninety Mile Beach.

This Report sets out the proposed changes to speed limits that are currently set out in the Schedules and Maps of the Far North District Speed Limits Bylaw 2019, along with the matters that Council has considered in proposing the new speed limit, including:

- The proposed new speed limits within the review area
- Reasons for the proposed amendments
- Consultation process
- Matters considered under Section 4.2(2) of the Setting of Speed Limits Rule 2017
- Options analysis

Submissions are sought from any person or organisation and must be received by Council no later than 4:30pm on 24th August 2021.

1.1 Road Speed Environments

The NZTA Speed Management Guidance provides general guidance in assessing a safe and appropriate speed, based on the type of road and other broad-based assessment criteria. The following provides a regionally consistent description of the expectations for various speed limits in Northland. The descriptions provided below set out general principles only and do not constitute Council policy.

20kmph	• Shared Space areas that are predominantly used for pedestrian activities. Areas will typically include street furniture and landscaping, or street design that promotes casual pedestrian activities and car parking areas.
30kmph	• Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles • Beach access, including informal parking for pedestrian access to beaches. • Most beaches (with the exception of parts of Te Oneroa-a-Tōhe Ninety Mile Beach) • Some Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads, either at controlled or uncontrolled crossing points, but not a formal shared space.
40kmph	• Urban areas where there are facilities that generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas. • Areas that incorporate engineered solutions specifically designed and installed to slow traffic, including speed bumps, traffic islands and planting. • Urban streets in small rural and coastal communities. • Some very narrow or Tortuous unsealed access roads
50kmph	• Urban roads that have a high residential density and provide arterial connections through the community, but no facilities that would generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas.
60kmph	Semi-urban or rural roads that meet one or more of the following criteria: • Significant industrial or commercial activity • A road principally used for access to rural residential dwellings with a narrow single lane carriageway or a carriage way that has no centre line marking • A road where significant residential or other development is directly accessed, including approaches to urban areas. • Some sealed roads that are Tortuous in their alignment Most unsealed roads
70kmph	• Transitional roads that do not meet the 60kmph semi-urban speed environments but have characteristics that an 80kmph speed limit

	is inappropriate. Generally, 70kmph zones will be discouraged, except where there is an existing 70kmph zone.
80kmph	• General rural sealed roads with clearly marked centre lines, shoulder areas and are not Tortuous in terms of curves.
100kmph	• Rural arterial routes that are of high quality with a wide carriageway, clearly marked or separated lanes, shoulder areas and exhibit some form of engineered safety features.

1.2 Variable School Speed Zones

School Speed Zones are a variable speed limit that introduces a lower speed limit of 40km/h outside schools for a period 35 minutes before school starts and 20 minutes at the end of the school day. At other times, the normal speed limit applies.

Variable School Speed Zones will be considered for schools within the review area and where there is no current Variable School Speed Zone. Specific conditions need to apply before a Variable School Speed Zone can be introduced, including the number of students utilising a drop off zone adjacent to the road, or crossing the road.

In rural area schools, a speed limit of 60kph is generally accepted and is consistent with "Road to Zero" New Zealand's National Road Safety Strategy.

2 Review Area

The Review Area encompasses four key areas, Kaitāia-Awaroa Catchment; Broadwood Catchment; Te Oneroa-a-Tōhe Ninety Mile Beach and Moerewa Urban.

2.1 Kaitāia – Awaroa Catchment

The Kaitāia-Awaroa Catchment extends to the west and southwest of State Highway 1, from the intersection with State Highway 10 in the north to Te Rore Road in the south. The catchment area includes Whangape near the Awaroa River.

The Kaitāia-Awaroa Catchment is set out the Figure 1 below. It should be noted that the review area does not include State Highway 1 or State Highway 10 as these roads are not controlled by Council. The review area does not include the Kaitāia urban area as this area will be reviewed separately following proposed changes to the Setting of Speed Limits Rule.

2.2 Kohukohu - Broadwood Catchment

The Kohukohu - Broadwood Catchment is bounded by the:

- Awaroa River in the north
- Hokianga Harbour in the south
- State Highway 1 in the east

The review area includes Pawarenga, Mitimiti, Punguru, Kohukohu and Mangamuka. The Kohukohu - Broadwood Catchment is set out in Figure 2 (below). It should be noted that the review area does not include State Highway 1 or State Highway 10 as these roads are not controlled by Council.

2.3 Te Oneroa-a-Tōhe Ninety Mile Beach

Te Oneroa-a-Tōhe Ninety Mile Beach includes the beach area that is within the area covered by Te Maher emo Te Oneroa-a-Tōhe Beach Management Plan for Ninety Mile Beach (Figure 3). The Management Plan has been produced, in consultation with the community, by the Te Oneroa-a-Tōhe Board (the Board) as part of the Te Hiku Iwi Treaty of Waitangi Settlement legislation.

It should be noted that the implementation of Te Oneroa-a-Tōhe Beach Management Plan, with respect to speed limits will require a diverse package of measures in addition to the implementation of speed limits.

2.4 Moerewa Urban Area

The Moerewa Urban area encompasses the main urban area of the Moerewa township but does not include State Highway 1 which runs the length of Moerewa. The area includes Otiria Road and Taumatamakuku Crescent Settlement immediately to the south of Moerewa. The Moerewa Urban review area is set out in Figure 4.


Kaitaia - Awaroa Road Review Area
Roads in review
Private Road
NORTH

Figure 1


Kohukohu-Broadwood Review Area
Roads in review
Private Road

Figure 2


Te Oneroa-a-Tōhē/Ninety Mile Beach Review Area
Te Oneroa-a-Tōhē/Ninety Mile Beach
Urban Traffic Area
Roads in review
Private Road
NORTH

Figure 3

Technical Report Kaitāia – Awaroa – Broadwood – Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach

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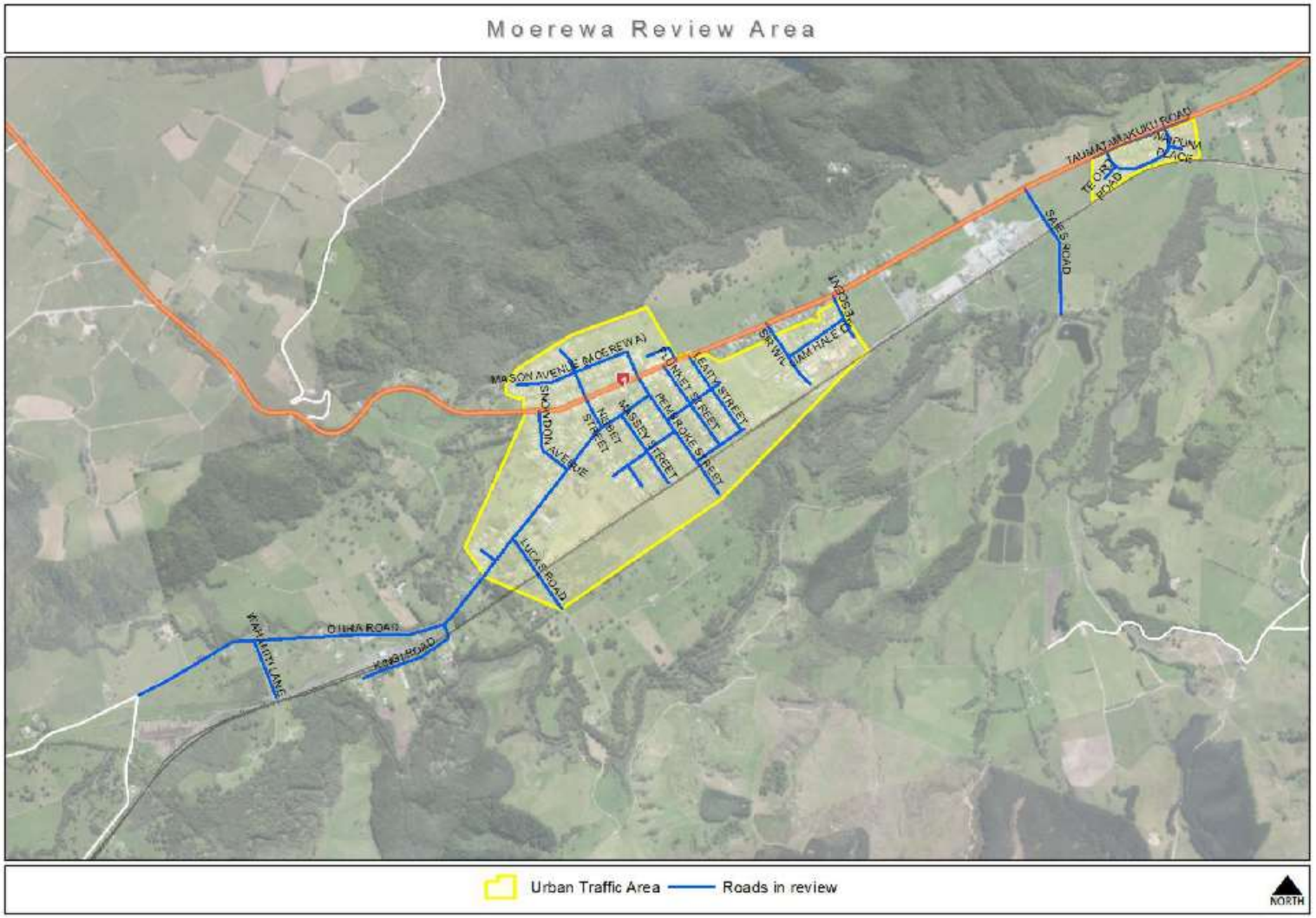


Figure 4

3 Summary of Proposed Amendments

In Far North District Council's capacity as the Road Controlling Authority (RCA), the following amendments to the posted speed limits within the Speed Review Area are proposed:

3.1 Kaitāia – Awaroa Catchment

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Ahipara Road from Kaitāia-Awaroa Rd to Kokopu Street	100	80
Ahipara Road from Kokopu Street to Foreshore Rd	100 / 50	40*
Albatross Alley	50	40
Araroa Road	100	40
Awaroa Road from Haumanga Rd to Pawarenga Rd	100	80
Barriball Road	100	60
Bell Road	100	60
Bonnetts Road	100	60
Braithwaite Road	100	60
Brass Road	100	60
Broadwood Road from Pawarenga Rd to 1160 Broadwood Rd	100	80
Broadwood Road from 1160 Broadwood Rd to Carmen Rd (extends 70kph zone approx. 120m east)	70	60
Broadwood Road from Carmen Rd to Mangamuka Rd*	100	80
Brott Road	100	60
Carr Road	100	60
Cemetery Road (Takahue)	100	60
Clarke Road	100	60
Collard Street	50	40
Crene Road	100	60
Diggers Valley Road	100	60
Duke Street from SH1 to Matarau Rd	50	40
Duke Street from Matarau Rd to Gill Rd	50	60
Dysart Road	100	60
Eaton Road	100	60

Table 3.1: Summary of proposed Speed Limit changes – Kaitāia – Awaroa Catchment

****Note: Existing Variable School Speed Limit proposed to be 30kph.***

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Foreshore Road from Ahipara Rd to 320 Foreshore Rd	50	40
Foreshore Road from 320 Foreshore Rd to Wreck Bay Rd	100	40
Fryer Road	100	60
Gill Road from SH1 to Duke St	50	50
Gill Road from Duke St to Sandhills Rd	100	80
Gill Road from Sandhills Rd to Bonnetts Rd	100	60
Gumfields Road	100	60
Haumanga Road	100	60
Hicks Road	100	60
Hui Road	100	60
Kaiawe Road	100	60
Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kaitāia-Awaroa Rd	50	50
Kaitāia-Awaroa Road from 332 Kaitāia-Awaroa Rd to Okahu Rd	70	80
Kaitāia-Awaroa Road from Okahu Rd to 662 Kaitāia-Awaroa Rd	100	80
Kaitāia-Awaroa Road from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd	70	60
Kaitāia-Awaroa Road from 854 Kaitāia-Awaroa Rd to 80m North of 2529 Kaitāia-Awaroa Road.	100	80
Kaitāia-Awaroa Road from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)	100	60
Kaitāia-Awaroa Road from 40m east of Whangape Rd Intersection to Haumanga Rd	100	80
Kaka Street (Ahipara)	50	40
Kakapo Road	50	40
Karawaka Street	50	40
Kauhanga Road	50	40
Kokopu Street	50	40
Korora Street	50	40
Kotare Street	50	40
Larmer Road	100	80

Table 3.1: Summary of proposed Speed Limit changes – Kaitāia – Awaroa Catchment (cont.)

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Long Street (Awanui)	50	40
Mamari Village Road	100	40
Manukau Road	100	60
Masters Access Road	100	60
Matarau Road	50	40
McDonald Road (Diggers Valley)	100	60
Moa Street	50	40
Munn Road	100	60
Nga Karoa Road	100	60
Okahu Downs Drive	100	60
Okahu Road from Substation to Kaitāia-Awaroa Rd	100	80
Okakewai Road	100	60
Orowhana Rd	100	40
Owhata Road	100	40
Poseidon Way	50	40
Powell Road (Diggers Valley)	100	60
Puckey Road	100	60
Puhata Road	100	60
Pukemiro Road	100	60
Queen Street (Awanui)	50	40
Rangikohu Road	100	60
Reed Road	100	60
Reef View Road	50	40
Roma Road from Foreshore Rd to 56 Roma Rd	50	40
Roma Road from 56 Roma Rd to Kaitāia-Awaroa Rd	100	60
Ruaroa Road	100	60
Sandhills Road from Ahipara Road to 1456 Sandhills Rd (end of seal)	100	80
Sandhills Road from 1456 Sandhills Rd to Gill Rd	100	60
Settlement Way	100	60
Simpson Road (Takahue)	100	60
Smith Road (Herekino)	100	60

Table 3.1: Summary of proposed Speed Limit changes – Kaitāia – Awaroa Catchment (cont.)

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Sturmfel Road	100	60
Takahe Road	50	40
Takahue Domain Road	100	40
Takahue Road	100	80
Takahue Saddle Road (Broadwood)	100	60
Takahue Saddle Road (Takahue)	100	60
Tangonge Road	70	60
Tasman Heights	50	40
Tatana Road	100	60
Te Rore Road	100	60
Tui Street (Ahipara)	50	40
Wainui Road (Wainui)	100	60
Waiotehue Road	100	60
Waitehuia Road	100	60
Warner Road	100	40
Weka Street	50	40
Werner Road	100	60
West Road	50	60
Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd	100	80
Whangape Road from Puhata Rd to Owhata Rd	100	60
Whangape Road from Owhata Rd to end	100	40
Wharo Way	50	40
Wireless Road	100	60
Wreck Bay Road	100	40
Yuretich Road	100	60

Table 3.1: Summary of proposed Speed Limit changes – Kaitāia – Awaroa Catchment (cont.)

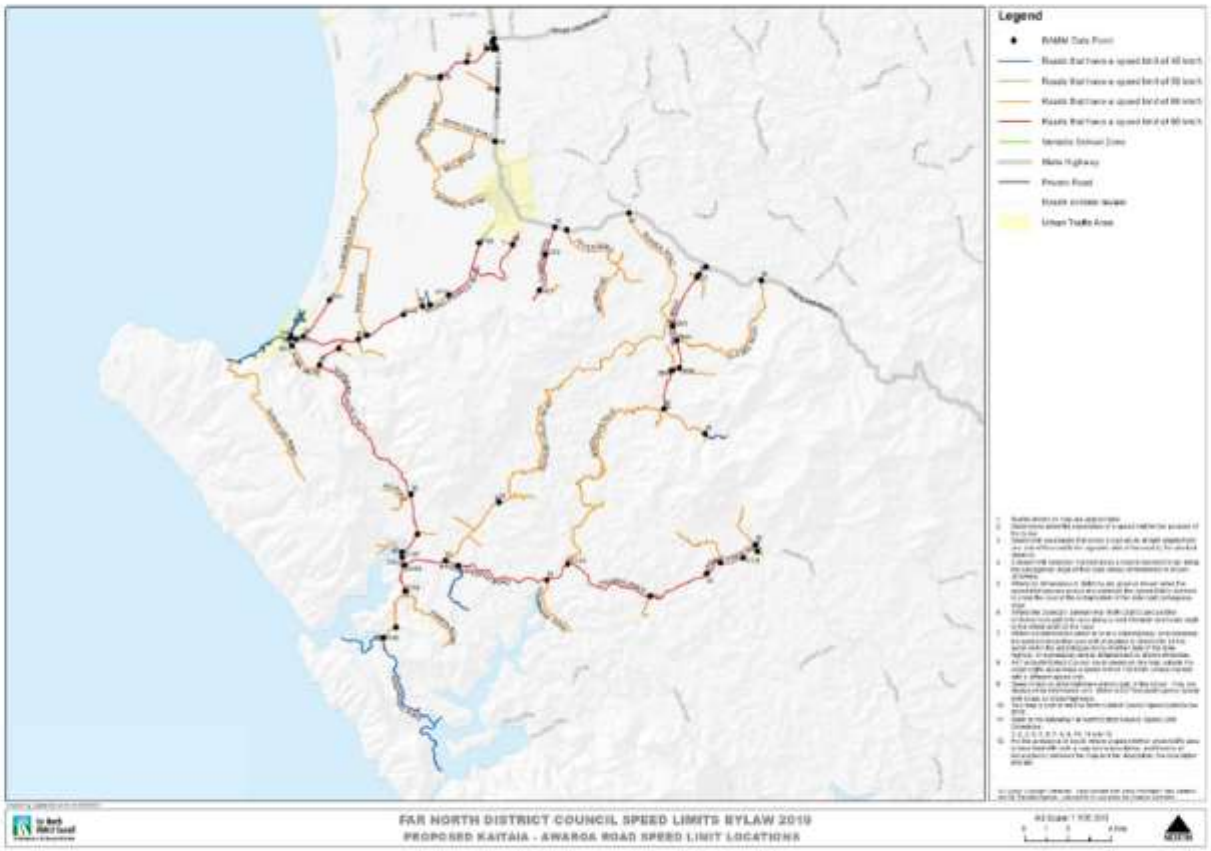

NORTHLAND TRANSPORTATION ALLIANCE
Legend
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
PROPOSED KAITAIA - AWAROA ROAD SPEED LIMIT LOCATIONS

Figure 5


Legend
AWARUA ROAD
WAITEKIA ROAD
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
PROPOSED AWARUA SPEED LIMIT LOCATIONS

Figure 6

3.2 Kohukohu - Broadwood Catchment

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Beach Road (Kohukohu)	50	40
Blue Mountain Road	100	40
Broadwood Road from 1160 Broadwood Rd to Carmen Rd*	70	60
Broadwood Road from Carmen Rd to Mangamuka Rd	100	80
Buchanan Road	100	60
Carmen Road	100	40
Church Street (Kohukohu)	50	40
Crallans Road	100	60
Creamery Road from Hawkins Rd to Blue Mountain Rd	100	60
Creamery Road from Blue Mountain Rd to end	100	40
Grove Road	100	60
Guest Road	100	60
Happy Valley Road	100	60
Hawkins Road (Kohukohu)	100	60
Hobson Road (Mangamuka)	100	60
Hohaia Road	100	40
Humphreys Road	100	60
Irvine Road	100	60
Jacksons Road (Omahuta)	100	60
Kahikatoa Road	100	60
Kauaepepe Road	100	60
Kirkpatrick Road	50	40
Kohe Road	100	60
Kohukohu Road from Mangamuka Rd to Approx. 400m North Rakautapu Rd (current 100kph/50kph boundary)	100	80
Kohukohu Road from Approx. 400m north Rakautapu Rd to 80m south of Marriner St	50	40
Kohukohu Road from 80m south of Marriner St to West Coast Rd	100	80
Kowhitikaru Road	100	60

*Note: Proposed Variable School Speed Limit option at Broadwood School.

Table 3.2: Summary of proposed Speed Limit changes – Broadwood-Kohukohu Catchment

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Makene Road	100	60
Mangamuka Road	100	80
Mangamuka School Road	100	60
Mangataipa Road	100	60
Maning Street	50	40
Mansbridge Road	100	60
Marriner Street	50	40
Mata Road	100	60
Matawera Road	100	60
Mihirau Road	100	60
Motukaraka Point Road	100	60
Motuti Road	100	60
Mudgway Road	100	60
Old Beach Road	50	40
Omahuta Forest Road	100	60
Omahuta Road	100	60
Orira Road	100	60
Otengi Road	100	60
Paparangi Drive (Mitimiti)	100	40
Paponga Road	100	60
Pawarenga Road from Awaroa Rd to Runaruna Rd	100	80
Pawarenga Road from Runaruna Road to end (at Harbour)	100	60
Perry Road	100	60
Poieke Road	100	60
Potter Street	50	40
Proctor Road	100	60
Puketawa Road	100	60
Rakautapu Road from Kohukohu Rd to approx. 80m south of Public Cemetery (existing 50 / 100kph boundary)	50	40
Rakautapu Road from approx. 80m south of Public Cemetery (existing 50 / 100kph boundary) to Paponga Rd	100	60
Rangi Point Road	100	60

Table 3.2: Summary of proposed Speed Limit changes – Broadwood-Kohukohu Catchment (cont.)

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Runaruna Road	100	60
Saleyard Road (Broadwood)	70	60
School Road	100	60
Smith Deviation Road	100	40
Tamaho Road	100	60
Tauteihiihi Road	100	60
Tautoro Road	50	40
Te Huahua Road	100	60
Te Karaka Road	100	60
Te Riha Roadway	100	40
Te Tio Road	100	60
Te Umuhuki Road	100	60
Teachers Road (Broadwood)	70	40
Umawera School Road	100	40
Wairoa Stream Road	100	60
Warawara Forest Road	100	60
West Coast Road from Kohukohu Rd to Runaruna Rd	100	80
West Coast Road from Runaruna Rd to Otengi Rd	50	40
West Coast Road from Otengi Rd to Te Karaka Rd	100	80
West Coast Road from Te Karaka Rd to Hohaia Rd	100	60
West Coast Road from Hohaia Rd to end	100	40
Whangape Track Road	100	60
Windy Hill Road	100	60
Yarborough Street	50	40

Table 3.2: Summary of proposed Speed Limit changes – Broadwood-Kohukohu Catchment (cont.)

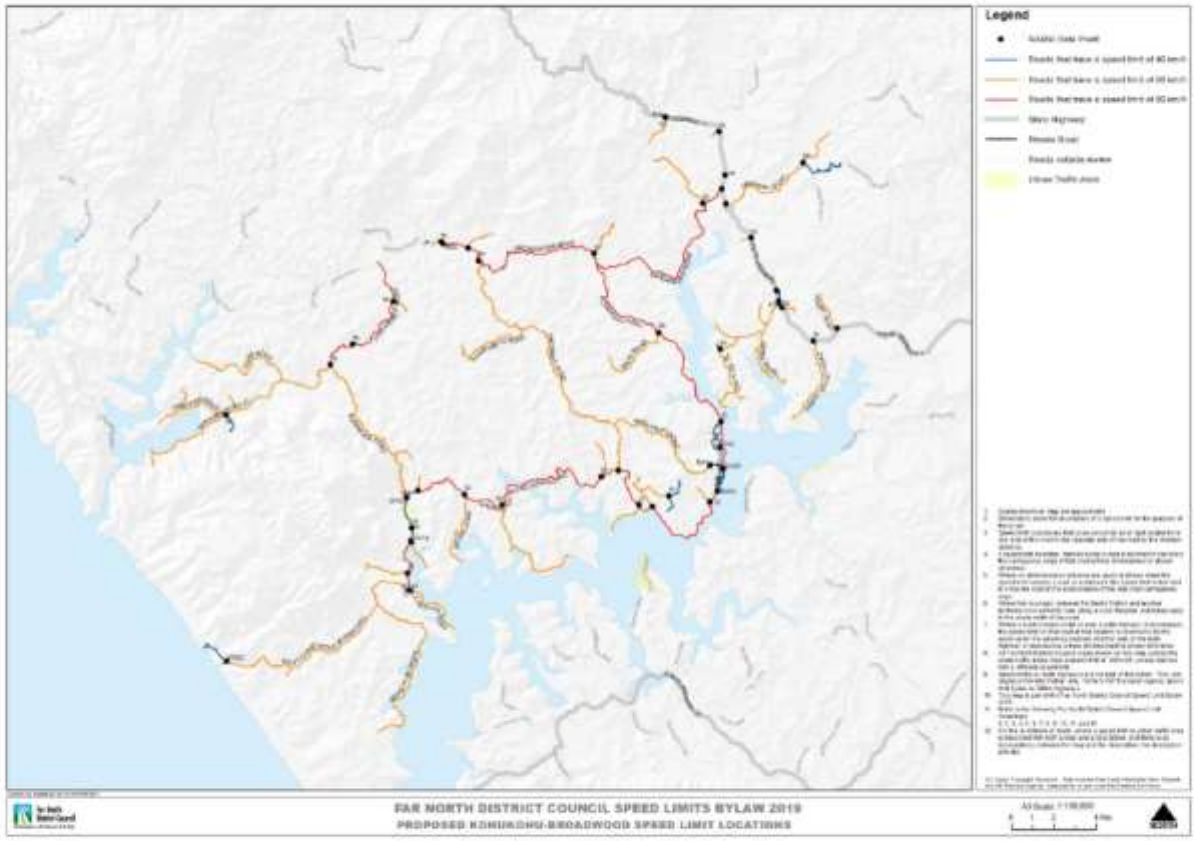

Legend
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
PROPOSED KOHUKOHU-BROADWOOD SPEED LIMIT LOCATIONS

Figure 7

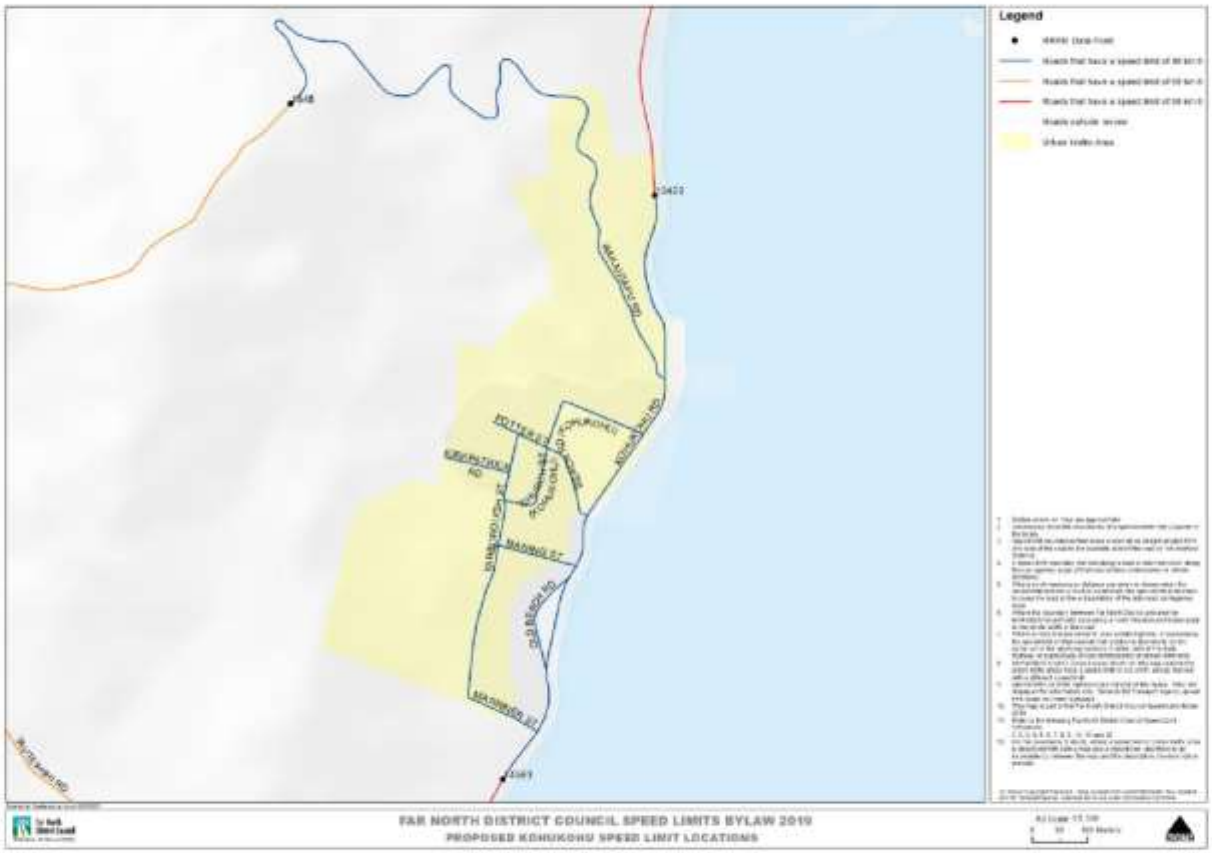

NORTHLAND TRANSPORTATION ALLIANCE
Legend
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
PROPOSED KOHUKOHU SPEED LIMIT LOCATIONS

Figure 8

3.3 Moerewa Urban Area

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Factory Road	50	40
Kingi Road	100	40
Leaity Street	50	40
Lucas Road	50	40
Marshall Street	50	40
Mason Avenue	50	40
Moerewa Service Lane	50	40
Massey Street	50	40
Nisbet Street	50	40
Otiria Road from Pembroke St to Kingi Rd	50	40
Otiria Road from Kingi Rd to Pokapu Rd	100	60
Pembroke Street	50	40
Plunket Street	50	40
Ranfurly Street	50	40
Reed Street	50	40
Saies Road	80	40
Sir James Henare Place	50	40
Sir William Hale Crescent	50	40
Snowdon Avenue	50	40
Station Road	50	40
Taumatamakuku Crescent	50	40
Taumatamakuku Road	50	40
Te Oro Road	50	40
Wahamiti Cemetery Road	100	40
Waipuna Place	50	40
Williams Street	50	40
Willowbrook Street	50	40
Wynyard Street	50	40

Table 3.3: Summary of proposed Speed Limit changes – Moerewa urban area

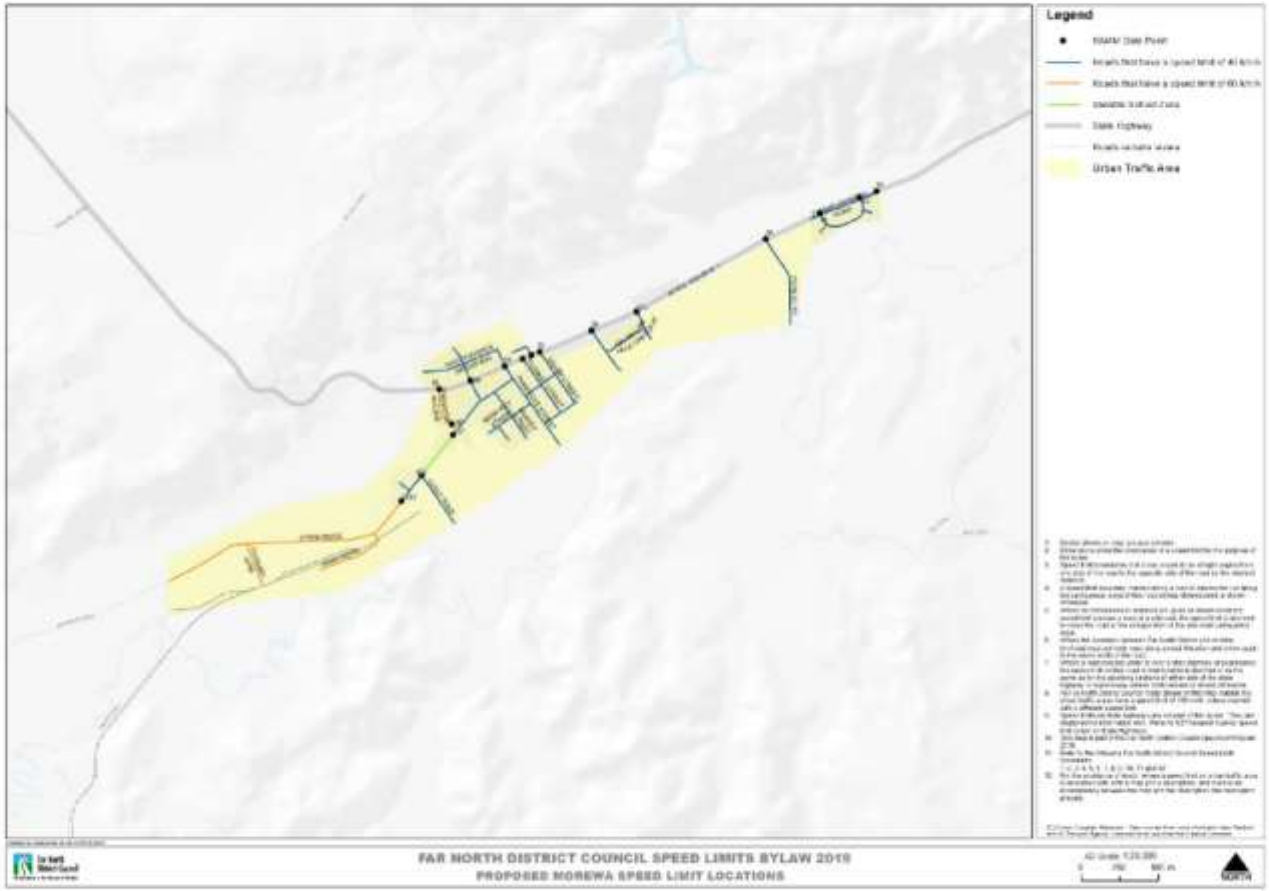

Legend
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
PROPOSED MOREWA SPEED LIMIT LOCATIONS
NORTH

Figure 9

3.4 Te Oneroa-a-Tōhe Ninety Mile Beach

Te Oneroa-a-Tōhe Ninety Mile Beach has a current default speed limit of 100kph. The following speed limits are proposed:

- 30kph – within 200m of a beach access
- 60kph – on all other parts of the beach

The map below sets out the location of the access points from a legal public road and where the proposed 30kph speed limits are located.


Legend
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
PROPOSED TE ONEROA-A-TŌHĒ/NINETY MILE BEACH SPEED LIMIT LOCATIONS

Figure 10

27

4 Schools

The Road to Zero National Road Safety Strategy seeks to improve road safety around schools and other educational institutions, by ensuring that there is a lower, more appropriate speed limit outside all schools. This can be achieved through either a permanent speed limit or a Variable Speed Limit.

We are seeking to lower the speed limit outside schools to a maximum of either 30kph or 40kph in urban areas and 60kph in rural areas. Most schools in the review area already have a School Speed Zone in force. We are seeking feedback on whether we need to consider changes to these zones and identify where new School Speed Zones are needed.

Variable school speed limits introduce a lower speed limit of 30kph or 40kph outside schools for a period 35 minutes before school starts and 20 minutes at the end of the school day. At other times, the normal speed limit applies.

In some cases, a permanent lower speed limit of either 40kph or 60kph has been proposed. Where this has occurred, the lower 40kph or 60kph speed limit would have been proposed whether the school is present or not. However, the presence of the school has contributed to the proposal. In some cases, a 60kph speed limit has been extended to encompass the school and meet the direction given in the Road to Zero National Road Safety Strategy and upcoming changes to the Setting of Speed Limits Rule.

The following Schools have been included in this review, along with the proposed speed limit treatments:

4.1 Pukepoto School – Kaitāia – Awaroa Road

Pukepoto School is a small rural contributing school (Years 1 to 6) of 41 students and is situated eight kilometres from Kaitāia on the Kaitāia-Awaroa Highway (figure 11). Pukepoto School is rated as a high priority for speed management intervention.

It is proposed to reduce the 70kph speed limit outside the school to 60kph (refer Proposed Speed Limits Map Kaitāia-Awaroa Catchment above). The reduction to 60kph is consistent with the Road to Zero National Road Safety Strategy which seeks a 60kph speed limit outside rural schools.

The proposed permanent 60kph speed limit includes an area that has residential housing, Te Rarawa Marae, as well as Pukepoto School.

Figure 11

4.2 Ahipara School – Ahipara Road

Ahipara School caters for students in Years 1 to 8. The school has approximately 230 students and is situated on Ahipara Road, at the main entrance to the Ahipara township. Ahipara School is rated as a high priority for speed management intervention.

It is proposed to reduce the permanent speed limit within the Ahipara urban area from 50kph to 40kph. This includes the area outside Ahipara School. 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 proposed to reduce the Variable School Speed Limit from 40kph to 30kph. The further lowering of the Variable Speed Limit reflects the direction provided in the Road to Zero National Road Safety Strategy, as well as the road environment that provides limited drop-off and pick-up areas, as well as cafés, sports clubs, and fields opposite the school.

Although well fenced the school features ball sports courts in the part of the school grounds that is adjacent to the road. The fencing is a standard height and there is a risk of balls accidentally entering the road environment.

The rea is generally busy throughout the year with both pedestrians and vehicles. It is also noted that Ahipara has limited footpaths and pedestrians use both the berm and the road carriageway. The local community has indicated that local school students tend to walk to school and often walk along the road carriageway.

It is proposed to have a variable school speed limit, however, there is an argument that the proposed variable school speed zone could support a permanent 30kph speed limit.

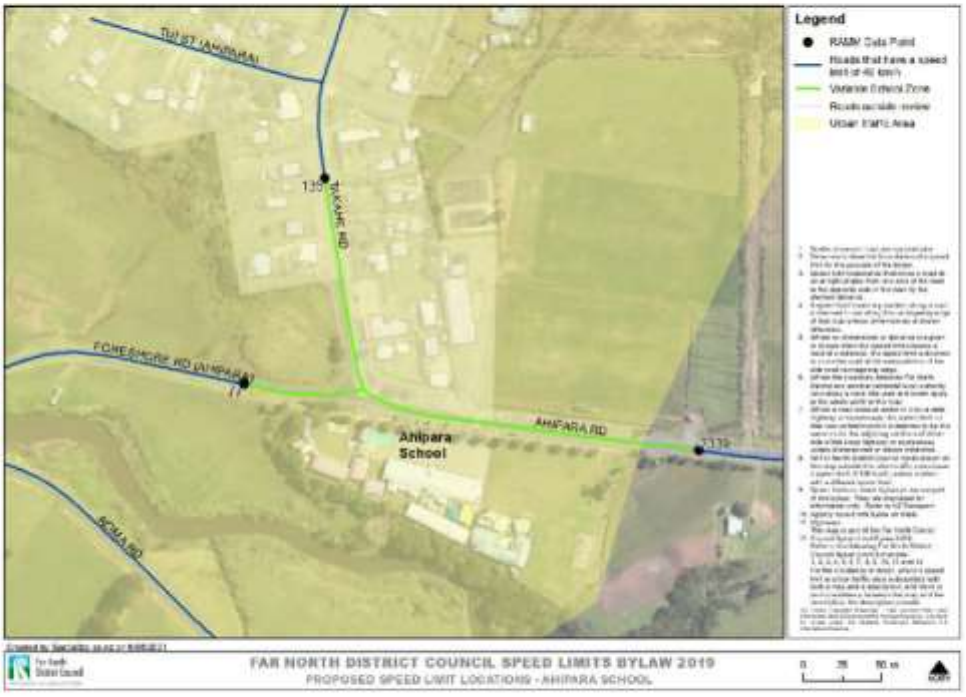


Figure 12

4.3 Herekino School – Kaitāia – Awaroa Road

Herekino School is a small rural school that caters for students in Years 1 to 8. The school has approximately 30 students and is situated on Kaitāia-Awaroa Road at Herekino (figure 12). Herekino School is rated as a low-medium priority for speed management intervention.

It is proposed to reduce the 100kph speed limit outside the school to 60kph (refer Proposed Speed Limits Map Kaitāia-Awaroa Catchment above). The reduction to 60kph is consistent with the Road to Zero National Road Safety Strategy which seeks a 60kph speed limit outside rural schools.

The proposed permanent 60kph speed limit includes the small area of residential dwellings located at the intersection of the Kaitāia-Awaroa Road and Whangape Road.

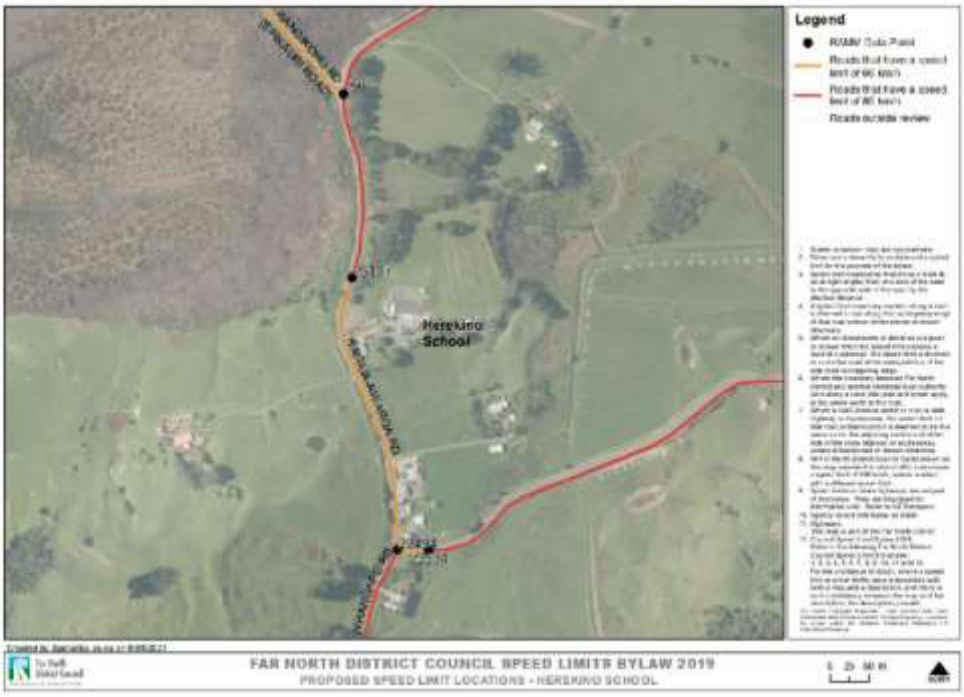


Figure 12

4.4 Broadwood Area School – Broadwood Road

Broadwood Area School is a composite school catering for Years 1 to 15 with approximately 72 students. The school is located on Broadwood Road at the western end of the small settlement of Broadwood (figure 13). Broadwood Area School is rated as a medium priority for speed management intervention.

It is proposed to reduce the existing 70kph speed limit to 60kph through the Broadwood settlement and extend the proposed 60kph zone to Carmen Road to better encompass Broadwood Area School. The reduction to 60kph is consistent with the Road to Zero National Road Safety Strategy which seeks a 60kph speed limit outside rural schools.

An option is to introduce a new Variable School Speed Limit outside the school. This zone would introduce a 40kph speed limit outside Broadwood School for a period 35 minutes before school starts and 20 minutes at the end of the school day. At other times, the normal speed limit (60kph) would apply. This option is included within the Statement of Proposal for community feedback.

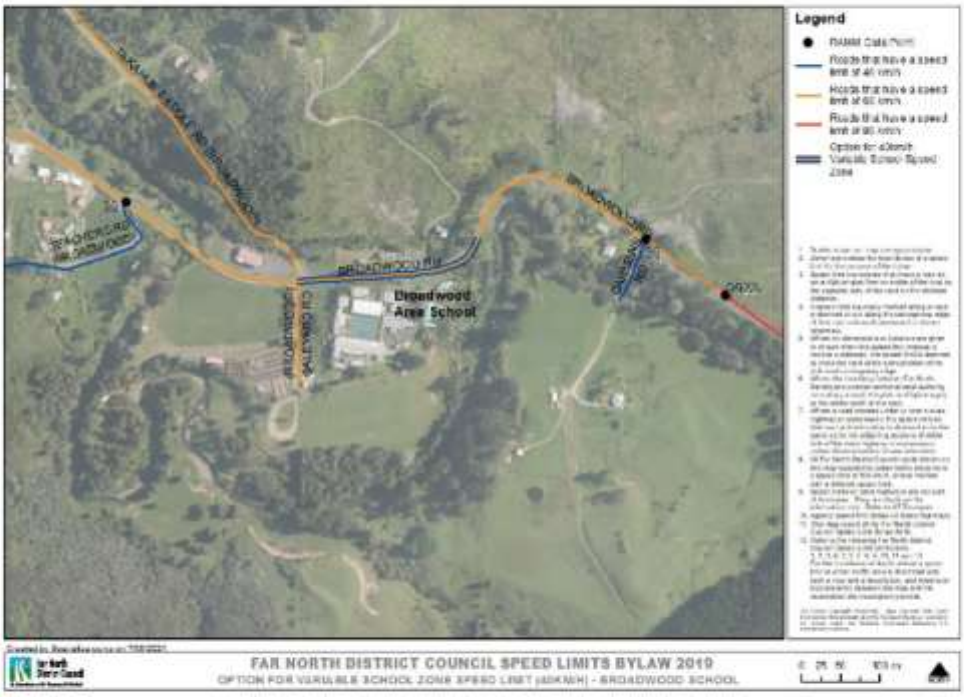


Figure 13

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

Te Kura o Hata Maria is a small rural, full primary school catering for Years 1 to 8 located on Te Riha Roadway off Pawarenga Road. Kura o Hata Maria School is rated as a low priority for speed management intervention.

It is proposed to reduce Te Riha Roadway from 100kph to 40kph as it is a short, no exit road that is very narrow and unsealed. The school is located near the end of Te Riha Roadway. A Variable School Speed limit has not been proposed.

4.6 Te Kura Taumata o Panguru – West Coast Road Pungaru

Te Kura Taumata o Panguru is a composite school catering for Years 1 to 15. The school has approximately 30 students and is situated off West Coast Road, Pungaru. The school is set well back from the road and is rated a medium priority for speed management intervention.

It is proposed to reduce the speed limit through the Pungaru Settlement where Te Kura Taumata o Panguru is located from 50kph to 40kph to reflect the small rural township character of the area. The proposed 40kph speed limit is consistent with the Road to Zero National Road Safety Strategy and a Variable School Speed limit has not been proposed.

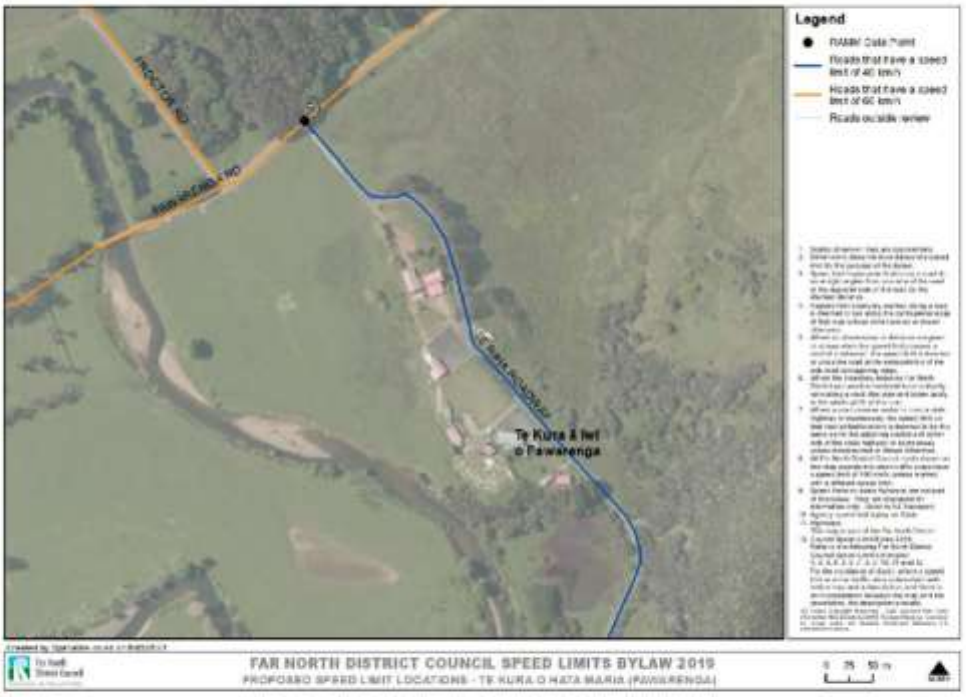


Figure 14

Figure 15

4.7 Kohukohu School – Beach Road Kohukohu

Kohukohu School is a full primary school catering for Years 1 to 8 with approximately 38 students. Kohukohu School is located on Beach Road in Kohukohu and is rated a medium priority for speed management intervention.

It is 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. The proposed 40kph speed limit is consistent with the Road to Zero National Road Safety Strategy and a Variable School Speed limit has not been proposed.

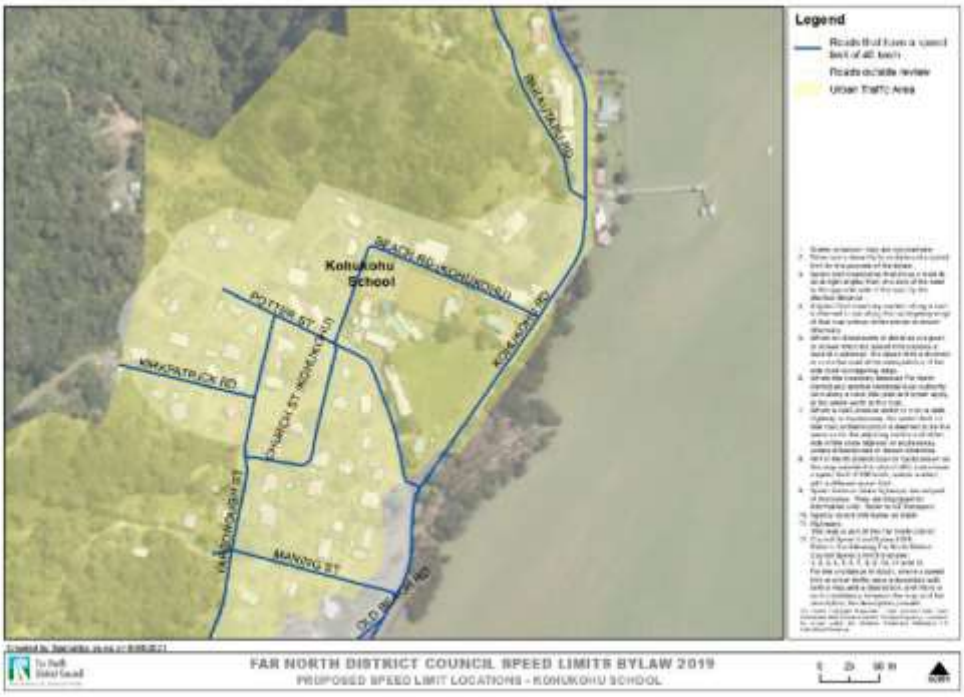


Figure 16

4.8 Mangamuka School – School Road

Mangamuka School is a contributing school catering for Year 1 to 6 with approximately 22 students. Mangamuka School is located on School Road, off State Highway 1 near Mangamuka (figure 17). The school is rated a low priority for speed management intervention.

It is 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. The proposed 60kph speed limit for School Road is consistent with the Road to Zero National Road Safety Strategy and a Variable School Speed Limit has not been proposed.

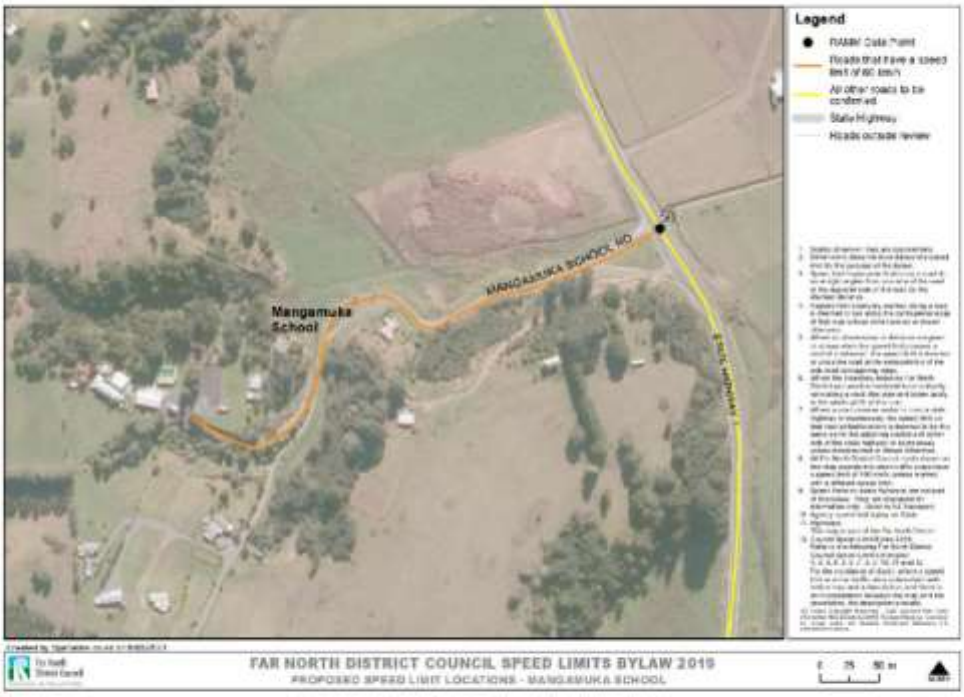


Figure 17

4.9 Umawera School – Umawera School Road

Umawera School is a contributing school catering for Years 1 to 6 with approximately 34 students. Umawera School is located at the intersection of State Highway 1 and Umawera School Road. Umawera School is rated as medium priority for speed management intervention.

The main parking area for the school is accessed off both State Highway 1 and Umawera School Road with the pedestrian entrances located on Umawera School Road. It should be noted that State Highway 1 is managed by Waka Kotahi (NZTA) and is outside the scope of this speed limit review.

It is 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 has not been proposed.

Figure 18

4.10 Moerewa School – Otiria Road Moerewa

Moerewa School is a composite school catering for Years 1 to 10 with approximately 135 students. Moerewa School is located on Otiria Road in Moerewa (figure 19), which has been identified as a High-Risk Road (top 10%) for speed related crashes.

Moerewa School is rated a high priority for speed management intervention.

It is proposed to reduce the speed limit along Otiria Road where the school is located from 50kph to 40kph to reflect the residential character of the road and the risk rating of the road. Given the High-Risk rating of Otiria road, and the long straight leading into Moerewa School, a Variable School Speed Limit of 30kph is proposed. A 30kph Variable Speed Limit reflects the direction provided in the road to Zero National Road Safety Strategy, as well as the high-risk nature of the road environment.

It should be noted that the implementation of a 30kph Variable School Speed Limit on Otiria Road may require additional physical works to be undertaken to ensure that the road environment matches the proposed speed limit.

Figure 19

4.11 Te Kura Kaupapa Māori o Taumarere – Station Road Moerewa

Te Kura Kaupapa Māori o Taumarere is a composite school catering for Years 1 to 15 with approximately 170 students. The school is located on Station Road in Moerewa township (figure 20). Te Kura Kaupapa Māori o Taumarere is rated a low-medium priority for speed management intervention.

It is 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 has not been proposed.

Figure 20

5 Reasons for Change

Section 22AB(1)(d) of the Land Transport Act 1998 provides for a Road Controlling Authority to make a Bylaw to set a speed limit for the safety of the public, or for the better preservation of any road.

Council, as the Road Controlling Authority are reviewing speed limits across the Far North District as part of central government Road to Zero National Road Safety Strategy, with the goal of setting safe and appropriate speed limits that will reduce fatal and serious injury crashes. The proposed changes to speed limits also takes account of the changing road environment, including the volume of traffic as well as current and planned development.

In response to changes in the roading environment, along with an assessment of the safe and appropriate speed for the road environment, Council is proposing to amend the speed limits in the Kaitāia-Awaroa Catchment; Broadwood Catchment; Te Aroroa-a-Tohe Ninety Mile Beach; and Moerewa Urban Area.

The primary reasons for the amendments are:

- To better match the road speed limit with the wider environment to lower the potential for fatal, serious injury and minor crashes.
- Lower the potential for fatal and serious injury crashes by providing for a safe and appropriate speed limit that recognises the risk factors on the road and the design speed of the road.

Kaitāia-Awaroa Road

The Kaitāia-Awaroa Road is a high-risk road in terms of serious and fatal crashes. It is considered that a lower speed limit on this road will provide one of the highest gains in serious and fatal road crash reduction in Northland.

Many of the roads within the Kaitāia-Awaroa Road Catchment are unsealed and are poor quality with significant physical constraints that render the current 100kph speed limits inappropriate. In most cases, the proposed speed limits closely reflect the actual speed that most vehicles are traveling at.

Broadwood-Kohukohu

With the exception of some key roads that are sealed, many of the roads within this catchment area are unsealed and are typically windy or Tortuous in their nature. The proposed speed limits reflect the road environment and reflect the speed at which most vehicles are travelling.

Te Oneroa-a-Tōhe Ninety Mile Beach

Te Oneroa-a-Tōhe Management Plan is a requirement of the Te Hiku o Te Ika iwi Treaty of Waitangi settlement legislation and provides governance and direction to those who have a role in, or responsibility for Te Oneroa-a-Tōhe Ninety Mile Beach.

Te Oneroa-a-Tōhe Beach Management Plan was developed and adopted by the Te Oneroa-a-Tōhe Board in 2020, following consultation with local communities. The Plan identifies the following specific Actions:

A38: Undertake changes to the FNDC Bylaw(s) specifying safe speed limits and other measures along Te Oneroa-a-Tōhe including:

1. *30km/per hour speed limit within 200m of any beach accessway or any activity (e.g. boat launching, people fishing etc) on the beach;*
2. *60km/per hour speed limit for the remainder of the beach;*
3. *No driving vehicles along the beach in the sea except when launching boats.*
4. *Prohibiting vehicles on sand dunes*

The Far North District Speed Limits Bylaw is only able to implement Actions A38.1 and A38.2. It should be noted that under current legislation, a speed limit must have a fixed location, and therefore cannot relate to activities that may shift along the beach. There is capacity for temporary speed limits to cater for specific activities, for example, fishing or surf competitions. Temporary speed limits are subject to a process outside of the Speed Limits Bylaw.

The expansion of the Kaitāia-Awaroa and Broadwood-Kohokohu Speed Limit review to include Te Oneroa-a-Tōhe Ninety Mile Beach has been undertaken to meet Council's commitments under the Te Hiku o Te Ika iwi Treaty of Waitangi settlement legislation. It should be noted that a review of speed limits on Te Oneroa-a-Tōhe would have been undertaken in the normal course of the current speed review program. Te Oneroa-a-Tōhe Beach Management Plan has brought this review forward.

Moerewa Urban Area

The Moerewa Urban Area has been included in this review to match a recent reduction in speed limits along State Highway 1, which bisects the town. In addition, there have been several fatal and serious crashes on Oritiria Road and within the urban area.

A lower speed limit in the urban area reflects the smaller rural nature of the township and provides for the informal use of the urban streets by pedestrians.

Schools

The Road to Zero National Road Safety Strategy emphasises a 30kph speed limit (Variable) outside most urban schools. At the time of notification of this review, changes to the Setting of Speed Limits Rule have been proposed to enable the intent of the Road to Zero National Road Safety Strategy. The purpose of proposing the lower 30kph Variable speed Limit in some instances is to ensure that community feedback requirements have been met if the required changes to the Setting of Speed Limits Rule are carried through.

6 Setting of Speed Limits Rule considerations

The purpose of the Setting of Speed Limits Rule 2017 is to give effect to a nationally consistent and evidence-based approach to speed management and to provide a mechanism for the Road Controlling Authority to set speed limits for roads in their jurisdiction.

It should be noted that some aspects of the Setting of Speed Limits Rule are currently being reviewed. The changes being considered do not alter the overall approach to speed limits, nor are they likely to result in significant changes to the proposals within this speed limit review. At the time of this speed limit review, these changes have not yet been finalised and it is therefore considered inappropriate to pre-empt those changes where those changes have not been heralded in the Road to Zero document.

Section 4.2(2) of the Setting of Speed Limits Rule 2017 requires a range of matters to be considered when reviewing and setting a speed limit. The following sets out the matters which Council has had regard to in setting the proposed speed limit within the review area.

6.1 Waka Kotahi (NZTA) Information

Waka Kotahi provide larger scale information and crash data. Waka Kotahi data has been utilised throughout the Speed Management Review, and includes, but is not restricted to:

- Crash data reported to Waka Kotahi through the Police
- Risk assessments, including Personal, Collective and Infrastructure Risk assessments
- Safe and appropriate speed data and assessment

Large scale Waka Kotahi data forms the basis for the speed management assessments undertaken and set out in this Report.

Waka Kotahi is also a member of the key Stakeholders Group to facilitate consultation on speed reviews.

6.2 Speed Management Guidance

Guidance for the setting of speed limits is provided within *The NZTA National Speed Management Guide 2016*. The Speed Management Rule 2017 provides the process for reviewing speed limits across the District.

The Speed Management Guidance 2016 document has provided the basis for the assessments and processes (including consultation processes) utilised in this speed management review.

Generally, Speed Management Guidance promotes larger, catchment wide reviews in areas that are identified as high benefit. Northland Transportation Alliance is taking a catchment wide approach to prioritising speed limit reviews. The Catchment approach identifies a wider catchment area that is centred around High Benefit roads where the lowering of the speed limit will give rise to significant road safety benefits and a reduction in serious and fatal crashes.

The catchment wide approach also enables more consistency with speed limits across Northland. The approach minimises the potential for a smaller unsealed or poorer quality road to have a higher speed limit than a connected arterial or better-quality sealed road. The catchment approach also allows for wider community engagement and the ability for small communities to better influence the speed limits within their community and ensure that they reflect how the road is being used locally.

This Speed Review focusses on a large road catchment area that is bounded by State Highway 1, the Hokianga Harbour and Awanui (intersection of State Highway 1 and 10). In addition, Te Oneroa-a-Tōhe Ninety Mile Beach and the Moerewa urban area have also been included in the review for the following reasons:

- The Kaitāia-Awaroa Road has been identified as a High Benefit road
- The Moerewa urban area, and in particular Oritiria Road has a history of serious injury and fatal crashes.

- Many of the roads within the identified catchments have speed limits that are inconsistent with the road environment.

6.3 Function and Use of the Road

The One Network Road Classification (ONRC) is a framework that provides a consistent system for the classification of roads throughout New Zealand. The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians.

Initial assessments of appropriate levels of service, safety features and speed ranges are made based on the function and classification of the road. The initial assessment does not consider local factors and provides a starting range for identifying an appropriate speed limit for a given road. The initial speed ranges are based on Figure 1.4 of the NZ Speed Management Guide 2016 (below).

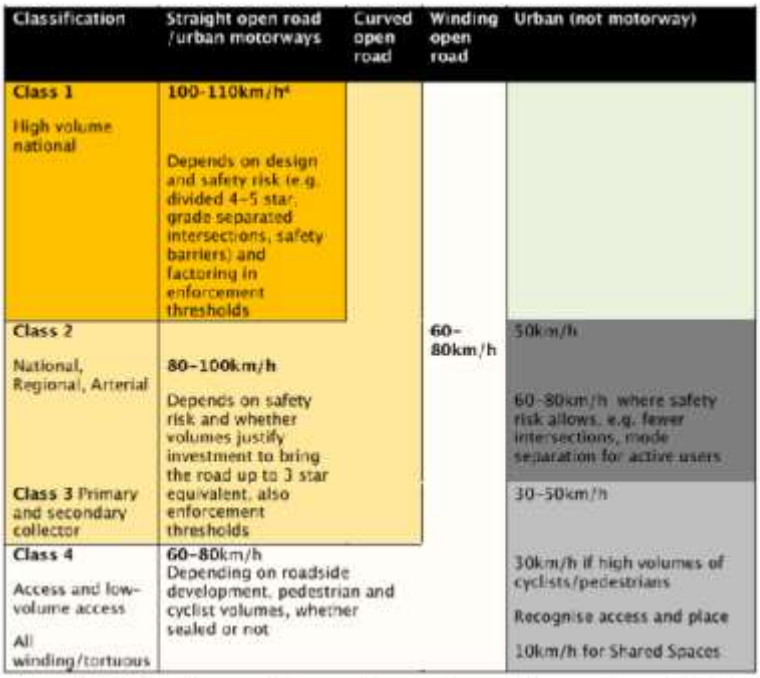


Figure 21: Recommended safe and appropriate speed ranges for road classes: *Source: NZTA - NZ Speed Management Guidance, 2016*

The review area consists of the following separate roads, with the following ONRC classification, road type and initial speed estimate range:

6.3.1 Kaitāia – Awaroa Catchment

Road Name	ONRC Classification	Type of Road	Speed Range
Ahipara Road	ONRC 3	Primary Collector	80 - 100kmph
Albatross Alley	ONRC 4	Access	30 - 50kmph
Araroa Road	ONRC 4	Access	60 - 80kmph

Table 6.3.1: ONRC classifications and speed range - Kaitāia – Awaroa Catchment

Road Name	ONRC Classification	Type of Road	Speed Range
Awaroa Road from Haumanga Rd to Pawarenga Rd	ONRC 4	Secondary Collector	60 - 80kmph
Awaroa Road from Pawarenga Rd to Pukemiro Rd	ONRC 4	Secondary Collector	60 - 80kmph
Awaroa Road from Pukemiro Rd to Saleyard Rd	ONRC 3	Secondary Collector	60 - 80kmph
Barriball Road (Kaitāia)	ONRC 4	Access	60 - 80kmph
Bell Road	ONRC 4	Access	60 - 80kmph
Bonnetts Road	ONRC 3	Secondary Collector	80 - 100kmph
Braithwaite Road	ONRC 4	Access	60 - 80kmph
Brass Road	ONRC 3	Secondary Collector	80 - 100kmph
Broadwood Road from Pawarenga Rd to 1160 Broadwood Rd	ONRC 4	Secondary Collector	60 - 80kmph
Brott Road	ONRC 4	Access	60 - 80kmph
Carr Road	ONRC 4	Access	60 - 80kmph
Cemetery Road (Takahue)	ONRC 4	Access	60 - 80kmph
Clarke Road	ONRC 4	Access	60 - 80kmph
Collard Street	ONRC 4	Access	30 - 50kmph
Crene Road	ONRC 4	Access	60 - 80kmph
Diggers Valley Road	ONRC 4	Access	60 - 80kmph
Duke Street	ONRC 4	Access	30 - 50kmph
Dysart Road	ONRC 4	Access	60 - 80kmph
Eaton Road	ONRC 4	Access	60 - 80kmph
Foreshore Road (Ahipara) from Ahipara Rd to 320 Foreshore Rd	ONRC 3	Secondary Collector	30 - 50kmph
Foreshore Road (Ahipara) from 320 Foreshore Rd to Wreck Bay Rd	ONRC 4	Secondary Collector	60 - 80kmph
Fryer Road	ONRC 4	Access	60 - 80kmph
Gill Road (Awanui)	ONRC 3	Secondary Collector	30 - 50kmph
Gumfields Road	ONRC 4	Access	60 - 80kmph
Haumanga Road	ONRC 4	Secondary Collector	60 - 80kmph
Hicks Road	ONRC 4	Access	60 - 80kmph
Hui Road	ONRC 4	Access	60 - 80kmph
Kaiawe Road	ONRC 4	Access	60 - 80kmph

Table 6.3.1: ONRC classifications and speed range - Kaitāia – Awaroa Catchment (Cont.)

Road Name	ONRC Classification	Type of Road	Speed Range
Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kairaia Awaroa Rd	ONRC 3	Primary Collector	30 - 50kmph
Kaitāia-Awaroa Road from 332 Kairaia Awaroa Rd to Okahu Rd	ONRC 3	Primary Collector	50 - 60kmph
Kaitāia-Awaroa Road from Okahu Rd to 620b Kaitāia Awaroa Rd	ONRC 3	Primary Collector	80 - 100kmph
Kaitāia-Awaroa Road from 620b Kaitāia Awaroa Rd to 854 Kaitāia Awaroa Rd	ONRC 3	Primary Collector	50 - 60kmph
Kaitāia-Awaroa Road from 854 Kaitāia Awaroa Rd to Haumanga Rd	ONRC 4	Primary Collector	60 - 80kmph
Kaka Street (Ahipara)	ONRC 4	Access	30 - 50kmph
Kakapo Road	ONRC 4	Access	30 - 50kmph
Karawaka Street	ONRC 4	Access	30 - 50kmph
Kauhanga Road	ONRC 4	Access	30 - 50kmph
Kokopu Street	ONRC 4		30 - 50kmph
Korora Street	ONRC 4	Access	30 - 50kmph
Kotare Street (Ahipara)	ONRC 4	Access	30 - 50kmph
Larmer Road	ONRC 4	Secondary Collector	60 - 80kmph
Long Street (Awanui)	ONRC 4	Access	30 - 50kmph
Mamari Road	ONRC 4	Access	60 - 80kmph
Manukau Road	ONRC 4	Access	60 - 80kmph
Masters Access Road	ONRC 4	Access	60 - 80kmph
Matarau Road	ONRC 4	Access	30 - 50kmph
Mcdonald Road (Diggers Valley)	ONRC 4	Access	30 - 50kmph
Moa Street	ONRC 4	Access	30 - 50kmph
Munn Road	ONRC 4	Access	30 - 50kmph
Nga Karoa Road	ONRC 4	Access	30 - 50kmph
Okahu Downs Drive	ONRC 4	Access	60 - 80kmph
Okahu Road (North) substation to Okahu Downs Dr	ONRC 3	Secondary Collector	80 - 100kmph
Okahu Road (South) Okahu Downs Dr to 296 Okahu Rd	ONRC 3	Secondary Collector	80 - 100kmph
Okahu Road (South) 296 Okahu Rd to Kaitāia-Awaroa Rd	ONRC 3	Secondary Collector	80 - 100kmph
Okakewai Road	ONRC 4	Access	60 - 80kmph
Owhata Road	ONRC 4	Access	60 - 80kmph

Table 6.3.1: ONRC classifications and speed range - Kaitāia – Awaroa Catchment (Cont.)

Road Name	ONRC Classification	Type of Road	Speed Range
Poseidon Way	ONRC 4	Access	30 - 50kmph
Powell Road (Diggers Valley)	ONRC 4	Access	60 - 80kmph
Puckey Road	ONRC 4	Access	60 - 80kmph
Puhata Road	ONRC 4	Access	60 - 80kmph
Pukemiro Road	ONRC 4	Access	60 - 80kmph
Queen Street (Awanui)	ONRC 4	Access	30 - 50kmph
Rangikohu Road (Epikauri Road)	ONRC 4	Access	60 - 80kmph
Reed Road	ONRC 4	Access	60 - 80kmph
Reef View Road	ONRC 4	Access	30 - 50kmph
Roma Road from Foreshore Road to 56 Roma Road	ONRC 3	Secondary Collector	50 - 60kmph
Roma Road From 56 Roma Road to Kaitāia-Awaroa Road	ONRC 3	Secondary Collector	80 - 100kmph
Ruaroa Road	ONRC 4	Access	60 - 80kmph
Sandhills Road from Ahipara Road to 1456 Sandhills Rd	ONRC 3	Secondary Collector	80 - 100kmph
Sandhills Road from 1456 Sandhills Rd to Brass Road	ONRC 3	Secondary Collector	80 - 100kmph
Sandhills Road from Brass Road to Gill Road	ONRC 4	Access	60 - 80kmph
Settlement Way	ONRC 4	Access	60 - 80kmph
Simpson Road (Takahue)	ONRC 4	Access	60 - 80kmph
Smith Road (Herekino)	ONRC 4	Access	60 - 80kmph
Sturmfel Road from Pryor Road to Munn Road	ONRC 4	Access	60 - 80kmph
Sturmfel Road from Munn Road to end	ONRC 4	Access	60 - 80kmph
Takahe Road from Ahipara Rd to Kaka St	ONRC 3	Secondary Collector	30 - 50kmph
Takahe Road from Kaka St to end	ONRC 4	Access	30 - 50kmph
Takahue Domain Road	ONRC 4	Access	60 - 80kmph
Takahue Road	ONRC 3	Secondary Collector	80 - 100kmph
Takahue Saddle Road (Broadwood)	ONRC 4	Access	60 - 80kmph
Takahue Saddle Road (Takahue)	ONRC 5	Access	60 - 80kmph
Tangonge Road	ONRC 6	Access	30 - 50kmph
Tasman Heights	ONRC 3	Primary Collector	30 - 50kmph

Table 6.3.1: ONRC classifications and speed range - Kaitāia – Awaroa Catchment (Cont.)

Road Name	ONRC Classification	Type of Road	Speed Range
Tatana Road	ONRC 4	Access	60 - 80kmph
Te Rore Road	ONRC 4	Access	60 - 80kmph
Tui Street (Ahipara)	ONRC 4	Access	30 - 50kmph
Wainui Road (Wainui)	ONRC 3	Primary Collector	80 - 100kmph
Waiotehue Road from Takahue Rd to Carr Rd	ONRC 4	Access	60 - 80kmph
Waiotehue Road from Carr Rd to Awaroa Rd	ONRC 4	Access	60 - 80kmph
Waitehuia Road	ONRC 4	Access	60 - 80kmph
Warner Road	ONRC 4	Access	60 - 80kmph
Weka Street	ONRC 4	Access	30 - 50kmph
Werner Road	ONRC 4	Access	60 - 80kmph
West Road	ONRC 4	Access	30 - 50kmph
Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd	ONRC 4	Access	60 - 80kmph
Whangape Road from Puhata Rd to Lunjevich Rd	ONRC 4	Access	60 - 80kmph
Whangape Road 300m either side of Lunjevich Rd	ONRC 4	Access	60 - 80kmph
Whangape Road 300m south of Lunjevich Rd (end of seal)	ONRC 4	Access	60 - 80kmph
Wharo Way	ONRC 4	Access	30 - 50kmph
Wireless Road from SH1 to 237 Wireless Rd	ONRC 3	Secondary Collector	80 - 100kmph
Wireless Road from 237 Wireless Rd to Gill Rd	ONRC 3	Secondary Collector	80 - 100kmph
Wreck Bay Road	ONRC 4	Access	60 - 80kmph
Yuretich Road	ONRC 4	Access	60 - 80kmph

Table 6.3.1: ONRC classifications and speed range - Kaitāia – Awaroa Catchment (Cont.)

6.3.2 Kohukohu-Broadwood Catchment

Road Name	ONRC Classification	Type of Road	Speed Range
Beach Road (Kohukohu)	ONRC 4	Access	30 - 50kmph
Blue Mountain Road	ONRC 4	Access	60 - 80kmph
Broadwood Road from Takahue Rd to Carmen Rd	ONRC 3	Secondary Collector	

Road Name	ONRC Classification	Type of Road	Speed Range
Broadwood Road from Carmen Rd to Mangamuka Rd	ONRC 4	Secondary Collector	60 - 80kmph
Buchanan Road	ONRC 4	Access	60 - 80kmph
Carmen Road	ONRC 4	Access	60 - 80kmph
Church Street (Kohukohu)	ONRC 4	Access	30 - 50kmph
Crallans Road	ONRC 4	Access	60 - 80kmph
Creamery Road	ONRC 4	Access	60 - 80kmph
Grove Road	ONRC 4	Access	60 - 80kmph
Guest Road	ONRC 4	Access	60 - 80kmph
Happy Valley Road	ONRC 4	Access	60 - 80kmph
Hawkins Road (Kohukohu)	ONRC 4	Access	60 - 80kmph
Hobson Road (Mangamuka)	ONRC 4	Access	60 - 80kmph
Hohaia Road	ONRC 4	Access	60 - 80kmph
Humphreys Road	ONRC 4	Access	60 - 80kmph
Irvine Road	ONRC 4	Access	60 - 80kmph
Jacksons Road (Omahuta)	ONRC 4	Access	60 - 80kmph
Kahikatoa Road	ONRC 4	Access	60 - 80kmph
Kauaepepe Road	ONRC 4	Access	60 - 80kmph
Kirkpatrick Road	ONRC 4	Access	30 - 50kmph
Kohe Road	ONRC 4	Access	60 - 80kmph
Kohukohu Road from Mangamuka Rd to Smith Deviation Rd	ONRC 4	Secondary Collector	60 - 80kmph
Kohukohu Road from Smith Deviation Rd to Approx. 400m north Rakautapu Rd	ONRC 4	Secondary Collector	60 - 80kmph
Kohukohu Road from Approx. 400m north Rakautapu Rd to Marriner St	ONRC 4	Secondary Collector	30 - 50kmph
Kohukohu Road from Marriner St to Tauteihiihi Rd	ONRC 4	Secondary Collector	50 - 60kmph
Kohukohu Road from Tauteihiihi Rd to unnamed bridge	ONRC 4	Secondary Collector	60 - 80kmph

Table 6.3.2: ONRC classifications and speed range – Kohukohu-Broadwood Catchment

Road Name	ONRC Classification	Type of Road	Speed Range
Kohukohu Road from Unnamed Bridge to West Coast Rd	ONRC 4	Secondary Collector	60 - 80kmph
Kowhitikaru Road	ONRC 4	Access	60 - 80kmph
Makene Road	ONRC 4	Access	60 - 80kmph
Mangamuka Road	ONRC 4	Secondary Collector	60 - 80kmph
Mangamuka School Road	ONRC 4	Access	60 - 80kmph
Mangataipa Road	ONRC 4	Access	60 - 80kmph
Maning Street	ONRC 4	Access	30 - 50kmph
Mansbridge Road	ONRC 4	Access	60 - 80kmph
Marriner Street	ONRC 4	Access	30 - 50kmph
Mata Road	ONRC 4	Access	60 - 80kmph
Matawera Road	ONRC 4	Access	60 - 80kmph
Mihirau Road	ONRC 4	Access	60 - 80kmph
Motukaraka Point Road	ONRC 4	Access	60 - 80kmph
Motuti Road	ONRC 4	Access	60 - 80kmph
Mudgway Road	ONRC 4	Access	60 - 80kmph
Old Beach Road	ONRC 4	Access	30 - 50kmph
Omahuta Forest Road	ONRC 4	Access	60 - 80kmph
Omahuta Road	ONRC 4	Access	60 - 80kmph
Orira Road	ONRC 4	Access	60 - 80kmph
Otengi Road	ONRC 4	Access	60 - 80kmph
Paparangi Drive (Mitimiti)	ONRC 4	Access	60 - 80kmph
Paponga Road	ONRC 4	Access	60 - 80kmph
Pawarenga Road	ONRC 4	Secondary Collector	60 - 80kmph
Perry Road	ONRC 4	Access	60 - 80kmph
Poieke Road	ONRC 4	Access	60 - 80kmph
Potter Street	ONRC 4	Access	30 - 50kmph
Proctor Road	ONRC 4	Access	60 - 80kmph
Puketawa Road	ONRC 4	Access	60 - 80kmph
Rakautapu Road from Kohukohu Rd to sharp bend near 468 Rakautapu Rd	ONRC 4	Access	60 - 80kmph
Rakautapu Road from sharp bend near 468 Rakautapu Rd to Paponga Rd	ONRC 4	Access	60 - 80kmph
Rangi Point Road from Windy Hill Rd to 329 Rangi Point Rd	ONRC 4	Access	60 - 80kmph

Table 6.3.2: ONRC classifications and speed range – Kohukohu-Broadwood Catchment (Cont.)

Road Name	ONRC Classification	Type of Road	Speed Range
Rangi Point Road from 329 Rangi Point Rd to 482 Rangi Point Rd	ONRC 4	Access	60 - 80kmph
Rangi Point Road from 482 Rangi Point Rd to 623 Rangi Point Rd	ONRC 4	Access	60 - 80kmph
Rangi Point Road from 623 Rangi Point Rd to end	ONRC 4	Access	60 - 80kmph
Runaruna Road	ONRC 4	Secondary Collector	60 - 80kmph
Saleyard Road (Broadwood)	ONRC 4	Access	50 - 60kmph
Smith Deviation Road	ONRC 4	Access	60 - 80kmph
Tamaho Road	ONRC 4	Access	60 - 80kmph
Tauteihiihi Road	ONRC 4	Access	60 - 80kmph
Tautoro Road	ONRC 4	Access	30 - 50kmph
Te Huahua Road	ONRC 4	Access	60 - 80kmph
Te Karaka Road	ONRC 4	Access	60 - 80kmph
Te Riha Roadway from Pawarenga Rd to school	ONRC 4	Access	60 - 80kmph
Te Riha Roadway from school to end	ONRC 4	Access	60 - 80kmph
Te Tio Road	ONRC 4	Access	60 - 80kmph
Te Umuhuki Road	ONRC 4	Access	60 - 80kmph
Teachers Road (Broadwood)	ONRC 4	Access	60 - 80kmph
Umawera School Road	ONRC 4	Access	60 - 80kmph
Wairoa Stream Road	ONRC 4	Access	60 - 80kmph
Warawara Forest Road	ONRC 4	Access	60 - 80kmph
West Coast Road from Kohukohu Rd to Hokianga vehicle ferry	ONRC 4	Secondary Collector	60 - 80kmph
West Coast Road from Hokianga vehicle ferry to 1234 West Coast Rd	ONRC 4	Secondary Collector	60 - 80kmph
West Coast Road from 1234 West Coast Rd to Runaruna Rd	ONRC 4	Secondary Collector	60 - 80kmph
West Coast Road from Runaruna Rd to Otengi Rd	ONRC 4	Secondary Collector	50 - 60kmph
West Coast Road from Otengi Rd to Te Karaka Rd	ONRC 4	Secondary Collector	60 - 80kmph
West Coast Road from Te Karaka Rd to Paparangi Dr	ONRC 4	Secondary Collector	60 - 80kmph
Whangape Track Road	ONRC 4	Access	60 - 80kmph
Windy Hill Road	ONRC 4	Access	60 - 80kmph
Yarborough Street	ONRC 4	Access	30 - 50kmph

Table 6.3.2: ONRC classifications and speed range – Kohukohu-Broadwood Catchment (Cont.)

6.3.3 Moerewa urban

The Moerewa urban area consists of access roads, with the exception of Otiria Road (Secondary Collector) and State Highway 1.

6.3.4 Te Oneroa-a-Tōhe Ninety Mile Beach

The Land Transport Act 1998 defines a beach where vehicles have access as a road. However, beaches such as Te Oneroa-a-Tōhe Ninety Mile Beach do not have a formal ONRC classification.

Te Oneroa-a-Tōhe is essentially a shared space where there are higher numbers of pedestrians in areas where vehicles have access onto the beach. A safe and appropriate speed in these areas is between 30kph and 50kph. Given the shared space and informal nature of access areas, speed limits are expected to be at the lower end of this range, or potentially slower.

Areas outside access points are akin to an unformed and unsealed legal road. Much of the beach has limited pedestrian uses. Consistent with an unsealed access road, the safe and appropriate speed limit range is between 60kph and 80kph. Given specific issues that do not exist on a formal road, such as inconsistent surfaces (soft sand patches and other hazards), as well as environmental issues (Tuatua beds and other fauna) it is expected that the speed limit would be at the lower end of this range.

6.4 Crash Risk

Crash data is primarily sourced from data that is reported to NZTA from the NZ Police, and often does not report minor, non-injury crashes or near misses. The overall crash data provides a current personal and collective risk rating for the specified road, which are set out in the table below.

6.4.1 Kaitāia – Awaroa Catchment

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Ahipara Road	Medium	High	Medium
Albatross Alley	Low	Low	Low Medium
Araroa Road	Low	Low	High
Awaroa Road from Haumanga Rd to Pawarenga Rd	Low	Low	Medium High
Awaroa Road from Pawarenga Rd to Pukemiro Rd	Low Medium	Medium	High
Awaroa Road from Pukemiro Rd to Saleyard Rd	Low Medium	Medium	Medium High
Barriball Road (Kaitāia)	Low	Low	High
Bell Road	Low	Low	Medium High
Bonnetts Road	Low Medium	Medium	Medium High
Braithwaite Road	Low	Low	High
Brass Road	Low	Low	Medium High
Broadwood Road from Pawarenga Rd to 1160 Broadwood Rd	Low	Medium	High

Table 6.4.1: Risk ratings – Kaitaia-Awaroa Catchment

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Brott Road	Low	Low	High
Carr Road	Low	Low	High
Cemetery Road (Takahue)	Low	Low	High
Clarke Road	Low	Low	High
Collard Street	Low	Low	Low
Crene Road	Low	Low	High
Diggers Valley Road	Low	Low	High
Duke Street	Low	Low	Medium
Dysart Road	Low	Low	High
Eaton Road	Low	Low	High
Foreshore Road (Ahipara) from Ahipara Rd to 320 Foreshore Rd	Low Medium	High	Low Medium
Foreshore Road (Ahipara) from 320 Foreshore Rd to Wreck Bay Rd	Low	Low	High
Fryer Road	Low	Low	High
Gill Road (Awanui)	Low	Low	Medium
Gumfields Road	Low	Low	High
Haumanga Road	Low	Low	High
Hicks Road	Low	Low	High
Hui Road	Low	Low	High
Kaiawe Road	Low	Low	High
Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kairaia Awaroa Rd	Low	Low	Medium
Kaitāia-Awaroa Road from 332 Kairaia Awaroa Rd to Okahu Rd	Medium	Medium High	Medium
Kaitāia-Awaroa Road from Okahu Rd to 620b Kaitāia Awaroa Rd	Medium High	High	Medium
Kaitāia-Awaroa Road from 620b Kaitāia Awaroa Rd to 854 Kaitāia Awaroa Rd	Medium	High	Medium
Kaitāia-Awaroa Road from 854 Kaitāia Awaroa Rd to Haumanga Rd	Low Medium	High	High
Kaka Street (Ahipara)	Low	Medium High	Low Medium
Kakapo Road	Low	Medium High	Low Medium
Karawaka Street	Unknown	Unknown	Unknown
Kauhanga Road	Unknown	Unknown	Unknown
Kokopu Street	Unknown	Unknown	Unknown

Table 6.4.1: Risk ratings – Kaitaia-Awaroa Catchment (Cont.)

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Korora Street	Low	Medium High	Low Medium
Kotare Street (Ahipara)	Low	Medium High	Low Medium
Larmer Road	Low	Low	Medium High
Long Street (Awanui)	Low	Low	Low Medium
Mamari Road	Low	Low	Medium High
Manukau Road	Low	Low	High
Masters Access Road	Unknown	Unknown	
Matarau Road	Unknown	Unknown	
Mcdonald Road (Diggers Valley)	Unknown	Unknown	
Moa Street	Unknown	Unknown	
Munn Road	Unknown	Unknown	
Nga Karoa Road	Unknown	Unknown	
Okahu Downs Drive	Low	Low	Medium
Okahu Road (North) from Substation to Okahu Downs Dr	Low	Low	Medium
Okahu Road (South) from Okahu Downs Dr to 296 Okahu Rd	Low	Low	Medium High
Okahu Road (South) from 296 Okahu Rd to Kaitāia-Awaroa Rd	Low	Low	Medium
Okakewai Road	Low	Low	High
Owhata Road	Low	Low	High
Poseidon Way	Low	Low	Medium
Powell Road (Diggers Valley)	Low	Low	High
Puckey Road	Low	Low	Medium High
Puhata Road	Low	Low	High
Pukemiro Road	Low	Low	High
Queen Street (Awanui)	Low	Low	Low Medium
Rangikohu Road (Epikauri Road)	Low	Low	High
Reed Road	Low	Low	High
Reef View Road	Low Medium	Medium High	Low Medium
Roma Road from Foreshore Road to 56 Roma Road	Medium	Medium	Medium High

Table 6.4.1: Risk ratings – Kaitaia-Awaroa Catchment (Cont.)

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Roma Road from 56 Roma Road to Kaitāia-Awaroa Road	Low	Low	Medium
Ruaroa Road	Low	Medium	High
Sandhills Road from Ahipara Road to1456 Sandhills Rd	Low	Low	Medium
Sandhills Road from1456 Sandhills Rd to Brass Road	Low	Low	Medium High
Sandhills Road from Brass Road to Gill Road	Low	Medium	Medium High
Settlement Way	Low	Low	High
Simpson Road (Takahue)	Low	Low	High
Smith Road (Herekino)	Low	Low	High
Sturmfel Road from Pryor Road to Munn Road	Low	Low	High
Sturmfel Road from Munn Road to end	Low	Low	High
Takahe Road from Ahipara Rd to Kaka St	Low	Low	Medium
Takahe Road from Kaka St to End	Low	Low	Medium
Takahue Domain Road			
Takahue Road	Low Medium	High	Medium
Takahue Saddle Road (Broadwood)	Low	Low	High
Takahue Saddle Road (Takahue)	Low	Low	High
Tangonge Road	Low	Low	Medium High
Tasman Heights	Low	Low	Low Medium
Tatana Road	Low	Low	High
Te Rore Road	Low	Low	High
Tui Street (Ahipara)	Low	Low	Medium
Wainui Road (Wainui)	Low Medium	Medium High	Medium
Waiotehue Road from Takahue Rd to Carr Rd	Low	Low	Medium High
Waiotehue Road from Carr Rd to Awaroa Rd	Low	Low	High
Waitehuia Road	Low	Low	Medium High
Warner Road	Low	Low	High
Weka Street	Low	Low	Medium
Werner Road	Low	Low	High

Table 6.4.1: Risk ratings – Kaitaia-Awaroa Catchment (Cont.)

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
West Road	Low	Low	High
Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd	Low	Low	High
Whangape Road from Puhata Rd to Lunjevich Rd	Low	Low	High
Whangape Road 300m either side of Lunjevich Rd	Low	Low	Medium High
Whangape Road 300m South of Lunjevich Rd (end of seal)	Low	Medium	High
Wharo Way	Low	Low	Medium
Wireless Road from Sh1 to 237 Wireless Rd	Low	Low	Medium
Wireless Road from 237 Wireless Rd to Gill Rd	Low	Low	Medium High
Wreck Bay Road	Medium	Medium	High
Yuretich Road	Low	Low	High

Table 6.4.1: Risk ratings – Kaitaia-Awaroa Catchment (Cont.)

Notes:

1. ***Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road***
2. ***Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road.***
3. ***Infrastructure Risk utilises a road assessment methodology designed to assess road safety risk based on eight key design and infrastructure features.***
4. ***Unknown Risk indicates that there is insufficient data available to determine the specific risk factor.***

6.4.2 Kohukohu - Broadwood Catchment

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Beach Road (Kohukohu)	Low	Low	Medium
Blue Mountain Road	Low	Low	High
Broadwood Road from Takahue Rd to Carmen Rd	Low Medium	Medium	Medium High
Broadwood Road from Carmen Rd to Mangamuka Rd	Low	Medium	High
Buchanan Road	Low	Low	High
Carmen Road	Low	Low	High
Church Street (Kohukohu)	Low	Low	Medium
Crallans Road	Low	Low	High
Creamery Road	Low Medium	Medium	High
Grove Road	Low	Low	High
Guest Road	Low	Low	High
Happy Valley Road	Low	Low	High
Hawkins Road (Kohukohu)	Low	Low	High

Table 6.4.2: Risk ratings – Kohukohu-Broadwood Catchment

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Hobson Road (Mangamuka)	Low	Low	High
Hohaia Road	Low	Low	High
Humphreys Road	Low	Low	High
Irvine Road	Low	Low	High
Jacksons Road (Omahuta)	Low	Low	High
Kahikatoa Road	Low	Low	High
Kauaepepe Road	Low	Low	High
Kirkpatrick Road	Low	Low	Medium
Kohe Road	Low	Low	High
Kohukohu Road from Mangamuka Rd to Smith Deviation Rd	Low Medium	High	Medium High
Kohukohu Road from Smith Deviation Rd to approx. 400m north of Rakautapu Rd	Low Medium	Medium	Medium High
Kohukohu Road from approx. 400m north of Rakautapu Rd to Marriner St	Low	Low	Medium High
Kohukohu Road from Marriner St to Tauteihiihi Rd	Low	Low	Medium
Kohukohu Road from Tauteihiihi Rd to unnamed Bridge	Low	Low	High
Kohukohu Road from unnamed Bridge to West Coast Rd	Low	Low	High
Kowhitikaru Road	Low	Low	High
Makene Road	Low	Low	High
Mangamuka Road	Low	Medium High	Medium High
Mangamuka School Road	Low	Low	High
Mangataipa Road	Low	Low	High
Maning Street	Low	Low	Medium
Mansbridge Road	Low	Low	High
Marriner Street	Low	Low	Medium
Mata Road	Low	Low	High
Matawera Road	Low	Low	High
Mihirau Road	Low	Low	High
Motukaraka Point Road	Low	Low	High
Motuti Road	Low	Low	High
Mudgway Road	Low	Low	High
Old Beach Road	Low	Low	Medium High
Omahuta Forest Road	Low	Low	High
Omahuta Road	Low	Low	High
Orira Road	Low	Low	High
Otengi Road	Unknown	Unknown	Unknown

Table 6.4.2: Risk ratings – Kohukohu-Broadwood Catchment (Cont.)

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Paparangi Drive (Mitimiti)	Low	Low	High
Paponga Road	Low	Low	High
Pawarenga Road	Low	Medium	High
Perry Road	Low	Low	High
Potter Street	Low	Low	Low Medium
Proctor Road	Low	Low	High
Puketawa Road	Low	Low	High
Rakautapu Road from Kohukohu Rd to sharp bend near 468 Rakautapu Rd	Low	Low	High
Rakautapu Road from sharp bend near 468 Rakautapu Rd to Paponga Rd	Low	Low	High
Rangi Point Road from Windy Hill Rd to 329 Rangi Point Rd	Medium	Medium	High
Rangi Point Road from 329 Rangi Point Rd to 482 Rangi Point Rd	Low	Low	High
Rangi Point Road from 482 Rangi Point Rd to 623 Rangi Point Rd	Low	Low	High
Rangi Point Road from 623 Rangi Point Rd to End	Low	Low	High
Runaruna Road	Low	Medium	High
Saleyard Road (Broadwood)	Low	Low	High
Smith Deviation Road	Low Medium	Low	High
Tamaho Road	Low	Low Medium	High
Tauteihiihi Road	Low	Low	High
Tautoro Road	Low	Low	High
Te Huahua Road	Unknown	Unknown	Unknown
Te Karaka Road	Low	Low	High
Te Riha Roadway from Pawarenga Rd to school	Low	Low	Medium
Te Riha Roadway from school to end	Low	Low	High
Te Tio Road	Low	Low	High
Te Umuhuki Road	Low	Low	High
Teachers Road (Broadwood)	Low	Low	High
Umawera School Road	Low	Low	High
Wairoa Stream Road	Low	Low	High
Warawara Forest Road	Low	Low	High

Table 6.4.2: Risk ratings – Kohukohu-Broadwood Catchment (Cont.)

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
West Coast Road from Kohukohu Rd to Hokianga Vehicle Ferry	Low	Low	High
West Coast Road from Hokianga Vehicle Ferry to 1234 West Coast Rd	Low	Low	High
West Coast Road From 1234 West Coast Rd to Runaruna Rd	Low	Low	Medium High
West Coast Road from Runaruna Rd to Otengi Rd	Low	Low	High
West Coast Road from Otengi Rd to Te Karaka Rd	Low	Low	Medium High
West Coast Road from Te Karaka Rd to Paparangi Dr	Low	Medium	High
Whangape Track Road	Low	Low	High
Windy Hill Road	Low	Low	High
Yarborough Street	Low	Low	Low Medium

Table 6.4.2: Risk ratings – Kohukohu-Broadwood Catchment (Cont.)

Notes:

1. ***Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road***
2. ***Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road.***
3. ***Infrastructure Risk utilises a road assessment methodology designed to assess road safety risk based on eight key design and infrastructure features.***
4. ***Unknown Risk indicates that there is insufficient data available to determine the specific risk factor.***

6.4.3 Moerewa urban

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Factory Road	Low	Low	Low Medium
Kingi Road	Low	Low	High
Leaity Street	Low	Low	Low Medium
Lucas Road	Low	Low	Medium
Marshall Street	Low	Medium	Low Medium
Mason Avenue	Low	Medium	Low Medium
Moerewa Service Lane	Unknown	Unknown	Unknown
Massey Street	Low	Medium	Low Medium
Nisbet Street	Low	Low	Medium
Otiria Road from Pembroke St to Kingi Rd	Low Medium	Medium High	Low Medium
Otiria Road from Kingi Rd to Pokapu Rd	Medium High	High	Medium High
Pembroke Street	Low	Low	Medium
Plunket Street	Low	Low	Low Medium
Ranfurly Street	Low	Medium	Low Medium

Table 6.4.3: Risk ratings – Moerewa urban

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Reed Street	Low	Low	Low Medium
Saies Road	Low	Low	High
Sir James Henare Place	Low	Medium	Low Medium
Sir William Hale Crescent	Low	Low	Low Medium
Snowdon Avenue	Low Medium	Medium	Medium
Station Road	Low	Low	Low Medium
Taumatamakuku Crescent	Low	Low	Medium high
Taumatamakuku Road	Low	Low	Medium High
Te Oro Place	Low	Low	Medium High
Wahamiti Cemetery Road	Low	Low	Medium High
Waipuna Place	Low	Low	Medium High
Williams Street	Low	Low	Low Medium
Willowbrook Street	Low	Low	Medium
Wynyard Street	Low	Medium	Low Medium

Table 6.4.3: Risk ratings – Moerewa urban (Cont.)

Notes:

1. ***Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road***
2. ***Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road.***
3. ***Infrastructure Risk utilises a road assessment methodology designed to assess road safety risk based on eight key design and infrastructure features.***
4. ***Unknown Risk indicates that there is insufficient data available to determine the specific risk factor.***

6.4.4 Te Oneroa-a-Tōhe Ninety Mile Beach

There is no recorded crash risk data for Te Oneroa-a-Tōhe Ninety Mile Beach,

6.4.5 Crash Data Mapping

Crash data, including minor, serious and fatal crashes contribute to the overall risk rating of each road corridor. All crash data maps have not been included in this report as the mapped data is represented by collective and personal risk for each corridor.

Crash data maps have been included of the road corridor from Kaitāia to Ahipara and for Moerewa township. Additional maps are available through Mega-maps.

Figure 22: Kaitāia – Ahipara recorded crashes 2015 – 2019.

Figure 23: Moerewa and Otiria Road recorded crashes 2015 – 2019.

NORTHLAND TRANSPORTATION ALLIANCE

6.5 Characteristics of the Road

The characteristics of the road include the physical characteristics of the road that have an impact on crash risk such as the type of seal and shoulder width. The general environment also determines the characteristics of the road and crash risk, for example pedestrians and parking. The Table below sets out the significant physical characteristics of the roads where a speed limit change is proposed.

6.5.1 Kaitāia – Awaroa Catchment

Road Name	Road Character	Lane Width	Curves	Shoulder
Ahipara Road	Two Lane Undivided	Medium	Curved	Very Narrow
Albatross Alley	Two Lane Undivided	Medium	Curved	Narrow
Araroa Road	Unsealed	Narrow	Curved	Very Narrow
Awaroa Road from Haumanga Rd to Pawarenga Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Awaroa Road from Pawarenga Rd to Pukemiro Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow
Awaroa Road from Pukemiro Rd to Saleyard Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Barriball Road	Unsealed	Narrow	Curved	Very Narrow
Bell Road	Unsealed	Medium	Curved	Very Narrow
Bonnetts Road	Unsealed	Narrow	Straight	Very Narrow
Braithwaite Road	Unsealed	Narrow	Winding	Very Narrow
Brass Road	Unsealed	Narrow	Straight	Very Narrow
Broadwood Road from Pawarenga Rd to 1160 Broadwood Rd	Two Lane Undivided	Narrow	Tortuous	Very Narrow
Brott Road	Unsealed	Narrow	Winding	Very Narrow
Carr Road	Unsealed	Narrow	Tortuous	Very Narrow
Cemetery Road	Unsealed	Narrow	Curved	Very Narrow
Clarke Road	Unsealed	Narrow	Curved	Very Narrow
Collard Street	Two Lane Undivided	Medium	Straight	Very Wide
Crene Road	Unsealed	Narrow	Tortuous	Very Narrow
Diggers Valley Road	Unsealed	Narrow	Tortuous	Very Narrow
Duke Street	Two Lane Undivided	Medium	Straight	Very Narrow
Dysart Road	Unsealed	Narrow	Curved	Very Narrow
Eaton Road	Unsealed	Narrow	Tortuous	Very Narrow
Foreshore Road from Ahipara Rd to 320 Foreshore Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Foreshore Road from 320 Foreshore Rd to Wreck Bay Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow

Table 6.5.1: Road characteristics – Kaitaia-Broadwood Catchment

Road Name	Road Character	Lane Width	Curves	Shoulder
Fryer Road	Unsealed	Narrow	Tortuous	Very Narrow
Gill Road (Awanui)	Two Lane Undivided	Medium	Straight	Very Narrow
Gumfields Road	Unsealed	Narrow	Tortuous	Very Narrow
Haumanga Road	Unsealed	Narrow	Tortuous	Very Narrow
Hicks Road	Unsealed	Narrow	Tortuous	Very Narrow
Hui Road	Unsealed	Narrow	Winding	Very Narrow
Kaiawe Road	Unsealed	Narrow	Winding	Very Narrow
Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kaitāia-Awaroa Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Kaitāia-Awaroa Road from 332 Kaitāia Awaroa Rd to Okahu Rd	Two Lane Undivided	Medium	Straight	Very Narrow
Kaitāia-Awaroa Road from Okahu Rd to 620b Kaitāia Awaroa Rd	Two Lane Undivided	Medium	Straight	Very Narrow
Kaitāia-Awaroa Road from 620b Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Kaitāia-Awaroa Road from 854 Kaitāia-Awaroa Rd to Haumanga Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow
Kaka Street (Ahipara)	Two Lane Undivided	Narrow	Straight	Very Narrow
Kakapo Road	Two Lane Undivided	Narrow	Straight	Very Narrow
Karawaka Street	Two Lane Undivided			
Kauhanga Road	Two Lane Undivided			
Kokopu Street New	Two Lane Undivided			
Korora Street	Two Lane Undivided	Narrow	Straight	Very Narrow
Kotare Street (Ahipara)	Two Lane Undivided	Narrow	Straight	Very Narrow
Larmer Road	Two Lane Undivided	Medium	Winding	Very Narrow
Long Street (Awanui)	Two Lane Undivided	Medium	Straight	Wide
Mamari Road	Unsealed	Narrow	Curved	Very Narrow
Manukau Road	Unsealed	Narrow	Winding	Very Narrow
Masters Access Road	Unsealed	Very Narrow	Curved	Very Narrow
Matarau Road	Unsealed	Very Narrow	Straight	Very Narrow
Mcdonald Road	Unsealed	Very Narrow	Winding	Very Narrow
Moa Street	Single Lane Sealed	Narrow	Straight	Narrow
Munn Road	Unsealed	Very Narrow	Winding	Very Narrow
Nga Karoa Road	Unsealed	Very Narrow	Curved	Very Narrow
Okahu Downs Drive	Two Lane Undivided	Narrow	Straight	Very Narrow

Table 6.5.1: Road characteristics – Kaitaia-Broadwood Catchment (Cont.)

Road Name	Road Character	Lane Width	Curves	Shoulder
Okahu Road (North) from substation to Okahu Downs Dr	Two Lane Undivided	Medium	Straight	Very Narrow
Okahu Road (South) from Okahu Downs Dr to 296 Okahu Rd	Unsealed	Medium	Curved	Very Narrow
Okahu Road (South) from 296 Okahu Rd to Kaitāia-Awaroa Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Okakewai Road	Unsealed	Narrow	Tortuous	Very Narrow
Owhata Road	Unsealed	Narrow	Tortuous	Very Narrow
Poseidon Way	Two Lane Undivided	Medium	Curved	Narrow
Powell Road (Diggers Valley)	Unsealed	Narrow	Tortuous	Very Narrow
Puckey Road	Unsealed	Narrow	Straight	Very Narrow
Puhata Road	Unsealed	Narrow	Tortuous	Very Narrow
Pukemiro Road	Unsealed	Narrow	Tortuous	Very Narrow
Queen Street (Awanui)	Two Lane Undivided	Medium	Straight	Wide
Rangikohu Road (Epikauri Road)	Unsealed	Medium	Winding	Very Narrow
Reed Road	Unsealed	Narrow	Tortuous	Very Narrow
Reef View Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Roma Road from Foreshore Road to 56 Roma Road	Two Lane Undivided	Medium	Curved	Very Narrow
Roma Road from 56 Roma Road to Kaitāia-Awaroa Road	Two Lane Undivided	Medium	Straight	Very Narrow
Ruaroa Road	Unsealed	Narrow	Curved	Very Narrow
Sandhills Road from Ahipara Road to 1456 Sandhills Rd	Two Lane Undivided	Medium	Straight	Very Narrow
Sandhills Road from1456 Sandhills Rd to Brass Road	Unsealed	Narrow	Straight	Very Narrow
Sandhills Road from Brass Road to Gill Road	Unsealed	Medium	Curved	Very Narrow
Settlement Way	Unsealed	Narrow	Tortuous	Very Narrow
Simpson Road (Takahue)	Unsealed	Narrow	Tortuous	Very Narrow
Smith Road (Herekino)	Unsealed	Narrow	Tortuous	Very Narrow
Sturmfel Road from Pryor Road to Munn Road	Unsealed	Narrow	Tortuous	Very Narrow
Sturmfel Road from Munn Road to end	Unsealed	Narrow	Tortuous	Very Narrow
Takahe Road from Ahipara Rd to Kaka St	Two Lane Undivided	Medium	Straight	Very Narrow
Takahe Road from Kaka St to end	Two Lane Undivided	Medium	Curved	Very Narrow
Takahue Domain Road				
Takahue Road	Two Lane Undivided	Medium	Curved	Very Narrow

Table 6.5.1: Road characteristics – Kaitaia-Broadwood Catchment (Cont.)

Road Name	Road Character	Lane Width	Curves	Shoulder
Takahue Saddle Road (Broadwood)	Unsealed	Narrow	Tortuous	Very Narrow
Takahue Saddle Road (Takahue)	Unsealed	Narrow	Winding	Very Narrow
Tangonge Road	Unsealed	Narrow	Straight	Very Narrow
Tasman Heights	Two Lane Undivided	Medium	Curved	Very Narrow
Tatana Road	Unsealed	Narrow	Winding	Very Narrow
Te Rore Road	Unsealed	Narrow	Tortuous	Very Narrow
Tui Street (Ahipara)	Two Lane Undivided	Narrow	Straight	Very Narrow
Wainui Road	Two Lane Undivided	Medium	Straight	Very Narrow
Waiotehue Road from Takahue Rd to Carr Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Waiotehue Road from Carr Rd to Awaroa Rd	Unsealed	Narrow	Tortuous	Very Narrow
Waitehuia Road	Unsealed	Narrow	Straight	Very Narrow
Warner Road	Unsealed	Narrow	Tortuous	Very Narrow
Weka Street	Two Lane Undivided	Medium	Curved	Narrow
Werner Road	Unsealed	Narrow	Curved	Very Narrow
West Road	Unsealed	Narrow	Curved	Very Narrow
Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow
Whangape Road from Puhata Rd to Lunjevich Rd	Unsealed	Narrow	Tortuous	Very Narrow
Whangape Road 300m either side of Lunjevich Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Whangape Road 300m South of Lunjevich Rd (end of seal)	Unsealed	Narrow	Tortuous	Very Narrow
Wharo Way	Two Lane Undivided	Medium	Curved	Very Narrow
Wireless Road from SH1 to 237 Wireless Rd	Two Lane Undivided	Narrow	Straight	Very Narrow
Wireless Road from 237 Wireless Rd to Gill Rd	Unsealed	Narrow	Straight	Very Narrow
Wreck Bay Road	Unsealed	Narrow	Tortuous	Very Narrow
Yuretich Road	Unsealed	Narrow	Tortuous	Very Narrow

Table 6.5.1: Road characteristics – Kaitaia-Broadwood Catchment (Cont.)

6.5.2 Kohukohu - Broadwood Catchment

Road Name	Road Character	Lane Width	Curves	Shoulder
Beach Road (Kohukohu)	Two Lane Undivided	Narrow	Curved	Very Narrow
Blue Mountain Road	Unsealed	Narrow	Tortuous	Very Narrow
Broadwood Road from Takahue Rd to Carmen Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Broadwood Road from Carmen Rd to Mangamuka Rd	Two Lane Undivided	Narrow	Tortuous	Very Narrow
Buchanan Road	Unsealed	Narrow	Tortuous	Very Narrow
Carmen Road	Unsealed	Narrow	Curved	Very Narrow
Church Street (Kohukohu)	Two Lane Undivided	Narrow	Curved	Very Narrow
Crallans Road	Unsealed	Narrow	Curved	Very Narrow
Creamery Road	Unsealed	Narrow	Tortuous	Very Narrow
Grove Road	Unsealed	Narrow	Winding	Very Narrow
Guest Road	Unsealed	Narrow	Curved	Very Narrow
Happy Valley Road	Unsealed	Narrow	Tortuous	Very Narrow
Hawkins Road (Kohukohu)	Unsealed	Narrow	Tortuous	Very Narrow
Hobson Road (Mangamuka)	Unsealed	Narrow	Tortuous	Very Narrow
Hohaia Road	Unsealed	Narrow	Curved	Very Narrow
Humphreys Road	Unsealed	Narrow	Tortuous	Very Narrow
Irvine Road	Unsealed	Narrow	Curved	Very Narrow
Jacksons Road (Omahuta)	Unsealed	Narrow	Winding	Very Narrow
Kahikatoa Road	Unsealed	Narrow	Tortuous	Very Narrow
Kauaepepe Road	Unsealed	Narrow	Tortuous	Very Narrow
Kirkpatrick Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Kohe Road	Unsealed	Narrow	Tortuous	Very Narrow
Kohukohu Road from Mangamuka Rd to Smith Deviation Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Kohukohu Road from Smith Deviation Rd to Approx. 400m north of Rakautapu Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Kohukohu Road from approx. 400m north of Rakautapu Rd to Marriner St	Two Lane Undivided	Medium	Winding	Very Narrow
Kohukohu Road from Marriner St to Tauteihiihi Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Kohukohu Road from Tauteihiihi Rd to unnamed bridge	Two Lane Undivided	Medium	Tortuous	Very Narrow

Table 6.5.2: Road characteristics – Kohukohu-Broadwood Catchment

Road Name	Road Character	Lane Width	Curves	Shoulder
Kohukohu Road from unnamed Bridge to West Coast Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow
Kowhitikaru Road	Unsealed	Narrow	Winding	Very Narrow
Makene Road	Unsealed	Narrow	Tortuous	Very Narrow
Mangamuka Road	Two Lane Undivided	Medium	Winding	Very Narrow
Mangamuka School Road	Unsealed	Narrow	Tortuous	Very Narrow
Mangataipa Road	Unsealed	Narrow	Tortuous	Very Narrow
Maning Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Mansbridge Road	Unsealed	Narrow	Curved	Very Narrow
Marriner Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Mata Road	Unsealed	Narrow	Tortuous	Very Narrow
Matawera Road	Unsealed	Narrow	Tortuous	Very Narrow
Mihirau Road	Unsealed	Narrow	Tortuous	Very Narrow
Motukaraka Point Road	Unsealed	Narrow	Winding	Very Narrow
Motuti Road	Unsealed	Narrow	Tortuous	Very Narrow
Mudgway Road	Unsealed	Narrow	Tortuous	Very Narrow
Old Beach Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Omahuta Forest Road	Unsealed	Narrow	Tortuous	Very Narrow
Omahuta Road	Unsealed	Narrow	Tortuous	Very Narrow
Orira Road	Unsealed	Narrow	Tortuous	Very Narrow
Otengi Road	Unsealed	Very Narrow		Very Narrow
Paparangi Drive (Mitimiti)	Unsealed	Narrow	Curved	Very Narrow
Paponga Road	Unsealed	Narrow	Tortuous	Very Narrow
Pawarenga Road	Two Lane Undivided	Medium	Tortuous	Very Narrow
Perry Road	Unsealed	Narrow	Tortuous	Very Narrow
Potter Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Proctor Road	Unsealed	Narrow	Winding	Very Narrow
Puketawa Road	Unsealed	Narrow	Winding	Very Narrow
Rakautapu Road from Kohukohu Rd to sharp bend near 468 Rakautapu Rd	Unsealed	Narrow	Tortuous	Very Narrow
Rakautapu Road from sharp bend near 468 Rakautapu Rd to Paponga Rd	Unsealed	Narrow	Tortuous	Very Narrow
Rangi Point Road from Windy Hill Rd to 329 Rangi Point Rd	Unsealed	Narrow	Winding	Very Narrow
Rangi Point Road from 329 Rangi Point Rd to 482 Rangi Point Rd	Unsealed	Narrow	Winding	Very Narrow

Table 6.5.2: Road characteristics – Kohukohu-Broadwood Catchment (Cont.)

Road Name	Road Character	Lane Width	Curves	Shoulder
Rangi Point Road from 482 Rangi Point Rd to 623 Rangi Point Rd	Unsealed	Narrow	Winding	Very Narrow
Rangi Point Road from 623 Rangi Point Rd to end	Unsealed	Narrow	Winding	Very Narrow
Runaruna Road	Unsealed	Narrow	Tortuous	Very Narrow
Saleyard Road (Broadwood)	Unsealed	Medium	Curved	Very Narrow
Smith Deviation Road	Unsealed	Narrow	Tortuous	Very Narrow
Tamaho Road	Unsealed	Narrow	Tortuous	Very Narrow
Tauteihiihi Road	Unsealed	Narrow	Winding	Very Narrow
Tautoro Road	Unsealed	Narrow	Curved	Very Narrow
Te Huahua Road	Unsealed	Very Narrow	Winding	Very Narrow
Te Karaka Road	Unsealed	Narrow	Tortuous	Very Narrow
Te Riha Roadway from Pawarenga Rd to school	Two Lane Undivided	Medium	Curved	Very Narrow
Te Riha Roadway from school to end	Unsealed	Narrow	Curved	Very Narrow
Te Tio Road	Unsealed	Narrow	Tortuous	Very Narrow
Te Umuhuki Road	Unsealed	Narrow	Tortuous	Very Narrow
Teachers Road (Broadwood)	Unsealed	Narrow	Curved	Very Narrow
Umawera School Road	Unsealed	Narrow	Tortuous	Very Narrow
Wairoa Stream Road	Unsealed	Narrow	Curved	Very Narrow
Warawara Forest Road	Unsealed	Narrow	Tortuous	Very Narrow
West Coast Road from Kohukohu Rd to Hokianga Vehicle Ferry	Two Lane Undivided	Medium	Tortuous	Very Narrow
West Coast Road from Hokianga Vehicle Ferry to 1234 West Coast Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow
West Coast Road from 1234 West Coast Rd to Runaruna Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow
West Coast Road from Runaruna Rd to Otengi Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow
West Coast Road from Otengi Rd to Te Karaka Rd	Two Lane Undivided	Medium	Tortuous	Very Narrow
West Coast Road from Te Karaka Rd to Paparangi Dr	Unsealed	Medium	Tortuous	Very Narrow
Whangape Track Road	Unsealed	Narrow	Tortuous	Very Narrow
Windy Hill Road	Unsealed	Narrow	Tortuous	Very Narrow
Yarborough Street	Two Lane Undivided	Narrow	Curved	Very Narrow

Table 6.5.2: Road characteristics – Kohukohu-Broadwood Catchment (Cont.)

6.5.3 Moerewa urban

Road Name	Road Character	Lane Width	Curves	Shoulder
Factory Road	Two Lane Undivided	Medium	Straight	Wide
Kingi Road	Unsealed	Narrow	Curved	Very Narrow
Leaity Street	Two Lane Undivided	Medium	Straight	Wide
Lucas Road	Unsealed	Narrow	Straight	Very Narrow
Marshall Street	Two Lane Undivided	Medium	Curved	Wide
Mason Avenue	Two Lane Undivided	Medium	Curved	Wide
Moerewa Service Lane	Two Lane Undivided	Medium	Straight	Wide
Massey Street	Two Lane Undivided	Medium	Straight	Wide
Nisbet Street	Two Lane Undivided	Medium	Straight	Wide
Otiria Road from Pembroke St to Kingi Rd	Two Lane Undivided	Medium	Straight	Wide
Otiria Road from Kingi Rd to Pokapu Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Pembroke Street	Two Lane Undivided	Medium	Straight	Wide
Plunket Street	Two Lane Undivided	Medium	Straight	Wide
Ranfurly Street	Two Lane Undivided	Medium	Straight	Wide
Reed Street	Two Lane Undivided	Medium	Straight	Wide
Sales Road	Unsealed	Medium	Curved	Very Narrow
Sir James Henare Place	Two Lane Undivided	Medium	Straight	Wide
Sir William Hale Crescent	Two Lane Undivided	Medium	Straight	Wide
Snowdon Avenue	Two Lane Undivided	Medium	Straight	Wide
Station Road	Two Lane Undivided	Medium	Straight	Wide
Taumatamakuku Crescent	Two Lane Undivided	Narrow	Curved	Very Narrow
Taumatamakuku Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Te Oro Road	Two Lane Undivided	Narrow	Straight	Very Narrow
Waharniti Cemetery Road	Unsealed	Narrow	Straight	Very Narrow
Waipuna Place	Two Lane Undivided	Narrow	Straight	Very Narrow
Williams Street	Two Lane Undivided	Medium	Straight	Wide
Willowbrook Street	Two Lane Undivided	Medium	Straight	Narrow
Wynyard Street	Two Lane Undivided	Medium	Curved	Wide

Table 6.5.3: Road characteristics – Moerewa urban

6.5.4 Te Oneroa-a-Tōhe Ninety Mile Beach

Te Oneroa-a-Tōhe Ninety Mile Beach is a legal road that is unformed.

6.5.5 Kaitāia-Awaroa Road characteristics

The Kaitāia-Awaroa Road connects Kaitāia to Broadwood and onto Kohukohu. The road provides an alternative route north to Kaitāia is State Highway 1 and State Highway 10 are unavailable. The road also forms part of the Twin Coast Discovery Highway route from the Rawene Ferry to Ahipara and Kaitāia.

Kaitāia-Awaroa Road is one of the highest risk roads in Northland, with a fatal crash occurring during the preparation of this speed limit review. The entire road is a two-lane undivided sealed road that is generally in good condition. However, the road can be divided into three sections with different characteristics.

Section 1 from Kaitāia to the intersection with Ahipara Road is the busiest section of the road. This section of the road has a school, marae and other businesses located along the length of the road. Speed zones include 50kph, 70kph and 100kph areas. The road is curved and winding, but not tortuous. There are a number of areas where there is a limited shoulder area. This part of Kaitāia-Awaroa Road forms part of the Te Araroa Trail.

Figure 24: Kaitāia-Awaroa Road showing a typical road environment within Section 1.

Figure 25: Kaitāia-Awaroa Road showing a typical road environment within Section 1.

Section 2 from the intersection with Ahipara Road to the intersection with Whangape Road climbs over a range and through part of the Herekino Forest. The road is often tortuous, particularly where it climbs and then descends through the Herekino Forest. The tortuous sections have very narrow shoulder areas and limited visibility around corners. The operational speed of this section of Kaitāia-Awaroa Road is closer to 60kph.

Figure 26: Kaitāia-Awaroa Road showing a typical road environment within Section 2.

Figure 27: Kaitāia-Awaroa Road showing a typical road environment within Section 2.

Section 3 from Whangape Road to Broadwood returns to a more curved alignment and numerous short straights. Within this section of road there are areas where the curves are considered more tortuous than curved. Shoulder areas are typical of a sealed rural local road.

Figure 28: Kaitāia-Awaroa Road showing a typical road environment within Section 3.

Figure 29: Kaitāia-Awaroa Road showing a typical road environment within Section 3.

6.5.6 Otiria Road

Otiria Road provides an east-west link from Moerewa toward Kaikohe. The road has a sealed two-lane undivided carriageway and is straight with some gentle curves. Moerewa School is located on Otiria Road within the urban area. Although the carriageway is wide at this location, planned Innovative Streets" physical works are expected to lower the operating speed of Otiria Road outside and on the approaches to Moerewa School.

The carriageway narrows significantly as the road exits the urban area and enters the current 100km/h zone (proposed 80km/h). A footpath extends along part of the 100km/h section of the road, with no physical barrier between the footpath and the footpath and the carriageway.

Figure 30: Otiria Road within the urban area.

Figure 31: Otiria Road adjacent to Moerewa School where an Innovating Streets project is planned.

Figure 32: Otiria Road approach to the urban area.

6.5.7 Whangape Road

Whangape Road has three distinct characteristics ranging from a sealed two-lane undivided carriageway to a well-formed unsealed road and then moving into a narrow winding unsealed carriageway with little or no shoulder area.

The sealed section of Whangape Road extends from the intersection with the Kaitāia-Awaroa Road through to Puhata Road. The road is winding, with the initial part of the road winding over a hill.

Figure 33: Whangape Road sealed section.

From Puhata Road, Whangape Road then becomes a well-formed unsealed winding road. The carriageway is typical of most well-formed unsealed roads in Northland and a consistent, safe speed ranging between 50km/h to 70km/h is possible. The shoulder width and visibility varies along the road.

Figure 34: Whangape Road unsealed section.

At the intersection with Owhata Road, Whangape Road narrows as it winds up and over a significant hill. The carriageway becomes more tortuous and higher speeds are not possible. On the descent, the carriageway typically has a hillside on one side of the carriageway and a steep drop-off on the other. There is little or no shoulder in many areas. Opposing vehicles must slow significantly to pass on another.

Although this road only has limited use in providing access to a few residential dwellings, it does interest off the Kaitāia-Awaroa Road which is heavily promoted as a tourist route. Given that this road leads to a harbour area, it is considered that some tourist vehicles that are unfamiliar with the road will utilise it.

Figure 35: Whangape Road narrow winding / tortuous unsealed section.

6.6 Adjacent Land-use

Adjacent land-use has a range of impacts on the road environment and a safe and appropriate speed within that road environment, including:

- Influencing the number of pedestrians and cyclists accessing the road corridor.
- Effecting the number of direct accesses onto the road carriageway, which in turn increases the risk of crashes.
- Impacting on the type of vehicle using the road, particularly the proportion of Heavy Goods Vehicles or rural service vehicles like tractors.

The review area is primarily rural and remote rural in character with associated rural land-uses, including forestry. There are a few small coastal and rural settlements within the review area, including but not limited to Ahipara, Broadwood and Kohukohu.

6.6.1 District Plan

The Far North District Plan is the primary document that provides direction for future development within the district. It achieves this by setting policy and rules for development, including the identification of different environments where specific activities will be encouraged, including the density of development.

Within the review area, the Far North District Plan identifies the following Planning Environments:

- Rural Production
- Conservation
- General Coastal
- Coastal Living
- Residential
- Commercial

The relevant Planning Maps are contained in Appendix 1.

6.6.1.1 Rural Production

The majority of the review area is zoned Rural Production Environment, which provides for a diverse range of rural production activities, including commercial and industrial activities that have a functional need to service rural production activities, rural communities or provide location-based recreation or tourist activities.

The Rural Production Environment is low density, and the road environment has typically low traffic counts. It should be noted that these low traffic counts will vary, particularly where there is forestry or dairy activities. It should also be noted that specific roads that form part of the Twin Coast Highway tourist route are expected to carry a higher volume and more diverse type of traffic than other roads within the Rural Production Zone. Roads are generally narrower with limited shoulder areas and may be unsealed.

Within the review area, the density of development in the Rural Production Environment varies from low to very low density with most parts of the review area characterised as remote.

A safe and appropriate speed within a Rural Production Environment is expected to be 80kmph or less, with a lower speed limit for unsealed roads, or where roads are particularly narrow or with tight curves.

6.6.1.2 Conservation

There is significant conservation zoned land. The majority of conservation zoned land is esplanade reserves, public land administered by the Department of Conservation or land owned by or vested in Council. There are significant tracts of conservation zoned land within the review area.

Conservation zoned land does not have a direct impact on the roading network in terms of development density, or significantly increasing vehicle volume. From a roading perspective, Conservation Zoned land can be treated in the same way as rural production land with low density development, limited vehicle access onto the carriageway and potential for rural service vehicles such as tractor using the road.

A safe and appropriate speed within a Conservation Environment is expected to be 80kmph or less, with a lower speed limit for unsealed roads, or where roads are particularly narrow or with tight curves.

6.6.1.3 General Coastal Environment

The General Coastal Zone covers the largest area of all the zones in the coastal environment. This zone is generally rural with a coastal focus and natural character predominates. The General Coastal Zone includes controls on development to preserve the natural character of the coastal environment and protect it from inappropriate subdivision and use.

From a roading perspective, residential development is limited to one unit per 20ha of land. In all cases the land shall be developed in such a way that each unit shall have at least 3,000m² for its exclusive use surrounding the unit plus a minimum of 19.7ha elsewhere on the property. The development restrictions give rise to a low-density environment, similar to that of the Rural Production Environment.

6.6.1.4 Coastal Living Zone

The Coastal Living Zone is similar in purpose to the Rural Living Zone. It is distinguished from the Rural Living Zone by its coastal location. The zone provides an area of transition between residential settlement on the coast and the General Coastal Zone. The difference is expressed mainly in residential intensity and lot sizes.

The zone applies to those areas of the coastal environment which have already been developed but which still maintain a high level of amenity associated with the coast. These areas have been identified as having an ability to absorb further low density, mainly rural residential development, without detriment to their overall coastal character. The zone therefore allows rural residential development to occur.

From a roading perspective, residential development in the Coastal Living Environment is limited to one unit per 4ha of land. In all cases the land shall be developed in such a way that each unit shall have at least 3,000m² for its exclusive use surrounding the unit plus a minimum of 3.7ha elsewhere on the property. This gives rise to a higher residential density than the more general Coastal Environment (6.6.1.3 above) and is similar to that of rural residential zones near urban areas.

In most cases, the Coastal Living Zones within the review area are located on the outskirts of existing communities or areas that have already been developed. Speed limits within the Coastal Living Zone are expected to reflect the moderate density of residential dwellings that can occur within that zone.

The zone is expected to give rise to increased pedestrian, cyclist and other non-motorised activities (eg: Horse riding) on the road as people exercise a lifestyle choice. Given the rural and peri-urban (small coastal communities) nature of the coastal Living Zone, there are unlikely to be formal pedestrian or cycle facilities. Where there is limited shoulder width, pedestrians are more likely to be walking on a carriageway.

6.6.1.5 Coastal Residential Zone

The Coastal Residential Zone provides for the most intensive development of all the zones in the coastal environment. It is applied in areas where an urban residential style and scale of development exists now. It enables the further development of these areas in a way which retains, as far as possible, the natural character of the coastal environment.

The Coastal Residential Zone is similar to the Residential Zone but has slightly different environmental standards reflecting the character of the small coastal settlements to which it is applied.

From a roading perspective, the Coastal Residential Zone provides for a minimum net site area of 800m² for sites that connect to a sewer and 3,000m² for sites that do not connect to the sewer. This density is essentially a moderate density urban environment.

The Coastal Residential Zone generally applies in small coastal communities that already have an urban feel to them. These communities have a relatively low population and a predominance of holiday style homes with some permanent residents. Walking to the beach, to other houses or for exercise is expected to be common practice, particularly during the peak summer months. Coastal

communities also attract significant day-trippers, particularly where access to Te Oneroa-a-Töhe Ninety Mile Beach is available. This can have a significant impact on informal parking, pedestrian numbers and beach access vehicles such as Quad-Bikes.

Journeys within the coastal residential zones are short and usually associated with arriving or leaving the community. A significantly slower speed limit and a "gateway" into the community is expected to clearly mark a change in the road environment and increase compliance, and significantly reduce risk to residents, particularly children. A slower speed limit of between 30kph and 40kph that reflects the "holiday feel" and small community nature of coastal residential is considered appropriate.

6.6.1.6 Residential

The Residential Zone provides for a fully urban environment with for a minimum net site area of 600m² for sites that connect to a sewer and 3,000m² for sites that do not connect to the sewer. This density is essentially a moderate density urban environment.

Within the review area, all Residential Zones are located within existing small rural and coastal communities. From a roading perspective, the same issues apply as for the Coastal Residential Zone. However, the rural communities outside the Coastal Zone are less likely to have significant seasonal variances in population.

From a speed limit perspective, residential zones within the review area are expected to have a slower speed limit. A "gateway" into the community is expected to clearly mark a change in the road environment and increase compliance. Increased compliance with slower speed limits will significantly reduce risk to residents, particularly children. A slower speed limit of 40kph is expected within these small communities. In larger urban residential areas, a 50kph zone maty be appropriate on key arterial routes where there are clear constructed pedestrian pathways that are not on the carriageway.

6.6.1.7 Commercial

The Commercial Zone incorporates the existing commercial areas of the district. It is intended to retain the style and atmosphere of these areas, and to confirm that future commercial development in the district will be concentrated in the existing commercial areas.

Within the review area, Commercial Zones are relatively small areas where there are existing retail activities, including but not limited to corner dairy and cafés. These areas attract a greater number of pedestrians that are accessing retail areas. In addition, there is increased vehicle manoeuvring as vehicles access roadside parking.

Commercial areas, particularly those that have a high proportion of retail and café style business are expected to have a slower speed limit of between 30kph and 40kph or slower where the area exhibits a shared space characteristic. Council's Innovating Streets programme (for example in Moerewa) is expected to result in slower speed limits.

6.7 Intersections and Property Access

The density of property access onto the main carriageway has a direct influence on the number of vehicles turning on and off the road this influences crash risk in the following ways:

- Increased risk of side impact crashes where a vehicle accesses the carriageway and fails to give way to an oncoming vehicle.
- Vehicles travelling along the road also have a higher risk of encountering stationary vehicles on the carriageway, or vehicles travelling at a significantly lower speed.

In both instances, the risk of a crash increases where the carriageway width is limited, or there is limited visibility. Higher densities of property access also indicate more potential for pedestrian and cycle activity on or near the carriageway. As property access density increases, the safe and appropriate speed on a given road should decrease.

Property access density is indicative of the following:

- Urban areas: 20 or more per km
- Urban transition areas: 10 to 20 per km
- Rural residential: 5 to 15 per km
- General rural: 2 to 5 per km
- Remote rural: Less than 2 per km

Intersection density provides a measure of the frequency that vehicles may be crossing the carriageway, slowing to make a turn or accelerating after having made a turn. Intersection and property access densities are set out in the table below where the information is available.

6.7.1 Kaitāia-Awaroa Catchment Intersections and Property Access

Note: Note all roads within the review area are included in this table as there is either no property access information available or the road is part of a new subdivision.

Road Name	Property Access Per km	Intersections Per km
Ahipara Road	2 <5	1 <2
Albatross Alley	10 <20	<1
Araroa Road	2 <5	1 <2
Awaroa Road from Haumanga Rd to Pawarenga Rd	2 <5	<1
Awaroa Road from Pawarenga Rd to Pukemiro Rd	2 <5	1 <2
Awaroa Road from Pukemiro Rd to Saleyard Rd	5 <10	1 <2
Barriball Road	2 <5	3 <5
Bell Road	2 <5	<1
Bonnetts Road	2 <5	<1
Braithwaite Road	2 <5	<1
Brass Road	2 <5	<1
Broadwood Road from Pawarenga Rd to 1160 Broadwood Rd	2 <5	<1
Brott Road	2 >5	<1
Carr Road	2 <5	1 <2
Cemetery Road (Takahue)	2 <5	2 <3
Clarke Road	2 <5	1 <2
Collard Street	10 <20	<1
Crene Road	2 <5	<1
Diggers Valley Road	2 <5	<1
Duke Street	10 <20	5 <10
Dysart Road	2 <5	1 <5
Eaton Road	2 <5	1 <2
Foreshore Road from Ahipara Rd to 320 Foreshore Rd	10 <20	2 <3
Foreshore Road from 320 Foreshore Rd to Wreck Bay Rd	2 <5	1 <2

Table 6.7.1: Kaitāia-Awaroa Catchment Intersections and Property Access

Road Name	Property Access Per km	Intersections Per km
Fryer Road	2 <5	<1
Gill Road (Awanui)	10 <20	5 <10
Gumfields Road	1 <2	<1
Haumanga Road	2 <5	<1
Hicks Road	2 <5	<1
Hui Road	2 <5	<1
Kaiawe Road	2 <5	<1
Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kaitāia-Awaroa Rd	>20	<1
Kaitāia-Awaroa Road from 332 Kaitāia-Awaroa Rd to Okahu Rd	5 <10	<1
Kaitāia-Awaroa Road from Okahu Rd to 620b Kaitāia-Awaroa Rd	2 <5	<1
Kaitāia-Awaroa Road from 620b Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd	5 <10	<1
Kaitāia-Awaroa Road from 854 Kaitāia Awaroa Rd to Haumanga Rd	2 <5	<1
Kaka Street (Ahipara)	10 <20	3 <5
Kakapo Road	10 <20	3 <5
Karawaka Street	10 <20	3 <5
Kauhanga Road	10 <20	3 <5
Kokopu Street	10 <20	3 <5
Korora Street	10 <20	3 >5
Kotare Street (Ahipara)	10 <20	3 >5
Larmer Road	2 <5	<1
Long Street (Awanui)	10 <20	5 <10
Maman Road	1 <2	3 <5
Manukau Road	2 <5	3 <5
Mcdonald Road (Diggers Valley)	<1	2 <5
Okahu Downs Drive	2 <5	1 <2
Okahu Road (North) from substation to Okahu Downs Dr	2 <5	1 <2
Okahu Road (South) from Okahu Downs Dr to 296 Okahu Rd	2 <5	<1
Okahu Road (South) from 296 Okahu Rd to Kaitāia-Awaroa Rd	2 <5	<1
Okakewai Road	2 <5	<1
Owhata Road	2 <5	<1
Poseidon Way	10 <20	5 <10
Powell Road (Diggers Valley)	2 <5	<1
Puckey Road	2 <5	1 <2
Puhata Road	2 <5	<1
Pukemiro Road	2 <5	<1
Queen Street (Awanui)	10 <20	5 <10
Rangikohu Road	1 <2	1 <2
Reed Road	2 <5	1 <2

Road Name	Property Access Per km	Intersections Per km
Reef View Road	10 <20	2 <3
Roma Road from Foreshore Road to 56 Roma Road	5 <10	1 <2
Roma Road From 56 Roma Road to Kaitāia-Awaroa Road	2 <5	1 <2
Ruaroa Road	2 <5	<1
Sandhills Road from Ahipara Road 1456 Sandhills Rd	2 <5	<1
Sandhills Road from 1456 Sandhills Rd to Brass Road	2 <5	<1
Sandhills Road from Brass Road to Gill Road	2 <5	<1
Settlement Way	2 <5	1 <2
Simpson Road (Takahue)	2 <5	1 <2
Smith Road (Herekino)	2 <5	<1
Sturmfel Road from Pryor Road to Munn Road	2 <5	<1
Sturmfel Road from Munn Road to End	2 <5	<1
Takahe Road from Ahipara Rd to Kaka St	10 <20	5 <10
Takahe Road from Kaka St to end	10 <20	3 <5
Takahue Domain Road		
Takahue Road	2 <5	1 <2
Takahue Saddle Road (Broadwood)	2 <5	<1
Takahue Saddle Road (Takahue)	2 <5	<1
Tangonge Road	5 <10	<1
Tasman Heights	10 <20	2 <3
Tatana Road	2 <5	1 <2
Te Rore Road	2 <5	<1
Tui Street (Ahipara)	10 <20	5 <10
Wainui Road (Wainui)	2 <5	1 <2
Waiotehue Road from Takahue Rd to Carr Rd	2 <5	5 <10
Waiotehue Road from Carr Rd to Awaroa Rd	1 <2	<1
Waitehuia Road	2 <5	<1
Warner Road	2 <5	<1
Weka Street	10 <20	5 <10
Werner Road	2 <5	1 <2
West Road	5 <10	1 <2
Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd	2 <5	1 <2
Whangape Road from Puhata Rd to Lunjevich Rd	2 <5	<1
Whangape Road 300m either side of Lunjevich Rd	2 <5	2 <3
Whangape Road 300m south of Lunjevich Rd to end of seal	2 <5	<1
Wharo Way	10 <20	5 <10
Wireless Road from SH1 to 237 Wireless Rd	2 <5	<1
Wireless Road from 237 Wireless Rd to Gill Rd	2 <5	<1
Wreck Bay Road	1 <2	1 <2
Yuretich Road	1 <2	<1

6.7.2 Kohukohu-Broadwood Catchment Intersections and Property Access

Road Name	Property Access Per km	Intersections Per km
Beach Road (Kohukohu)	10 <20	5 <10
Blue Mountain Road	1 <2	<1
Broadwood Road from Takahue Rd to Carmen Rd	5 <10	1 <2
Broadwood Road from Carmen Rd to Mangamuka Rd	2 <5	<1
Buchanan Road	2 <5	1 <2
Carmen Road	1 <2	>10
Church Street (Kohukohu)	10 <20	5 <10
Crallans Road	2 <5	5 <10
Creamery Road	2 <5	<1
Grove Road	2 <5	<1
Guest Road	2 <5	3 <5
Happy Valley Road	2 <5	<1
Hawkins Road (Kohukohu)	2 <5	1 <2
Hobson Road (Mangamuka)	2 <5	1 <2
Hohaia Road	2 <5	3 <5
Humphreys Road	2 <5	<1
Irvine Road	1 <2	5 <10
Jacksons Road (Omahuta)	2 <5	<1
Kahikatoa Road	2 <5	<1
Kauaepepe Road	2 <5	<1
Kirkpatrick Road	10 <20	5 <10
Kohe Road	2 <5	<1
Kohukohu Road from Mangamuka Rd to Smith Deviation Rd	2 <5	<1
Kohukohu Road from Smith Deviation Rd to Approx. 400m north of Rakautapu Rd	2 <5	<1
Kohukohu Road from Approx. 400m north of Rakautapu Rd to Marriner St	10 <20	5 <10
Kohukohu Road from Marriner St to Tauteihiihi Rd	5 <10	2 <3
Kohukohu Road from Tauteihiihi Rd to unnamed bridge	2 <5	<1
Kohukohu Road from unnamed bridge to West Coast Rd	2 <5	1 <2
Kowhitikaru Road	2 <5	1 <2
Makene Road	1 <2	<1
Mangamuka Road	2 <5	<1
Mangamuka School Road	2 <5	1 <2
Mangataipa Road	2 <5	<1
Maning Street	10 <20	5 <10
Mansbridge Road	2 <5	<1

Table 6.7.2: Intersection and access density Kohukohu-Broadwood Catchment

Road Name	Property Access Per km	Intersections Per km
Marriner Street	10 <20	5 <10
Mata Road	2 <5	<1
Matawera Road	1 <2	<1
Mihirau Road	1 <2	<1
Motukaraka Point Road	2 <5	<1
Motuti Road	2 <5	<1
Mudgway Road	2 <5	1 <2
Old Beach Road	10 <20	>10
Omahuta Forest Road	2 <5	<1
Omahuta Road	2 <5	<1
Orira Road	2 <5	<1
Paparangi Drive (Mitimiti)	2 <5	2 <3
Paponga Road	2 <5	<1
Pawarenga Road	2 <5	<1
Perry Road	2 <5	<1
Potter Street	10 <20	<1
Proctor Road	2 <5	<1
Puketawa Road	2 <5	1 <2
Rakautapu Road from Kohukohu Rd to 468 Rakautapu Rd	2 <5	<1
Rakautapu Road from 468 Rakautapu Rd to Paponga Rd	2 <5	<1
Rangi Point Road from Windy Hill Rd to 329 Rangi Point Rd	2 <5	<1
Rangi Point Road from 329 Rangi Point Rd to 482 Rangi Point Rd	1 <2	<1
Rangi Point Road from 482 Rangi Point Rd to 623 Rangi Point Rd	2 <5	<1
Rangi Point Road from 623 Rangi Point Rd to end	1 <2	<1
Runaruna Road	2 <5	<1
Saleyard Road (Broadwood)	5 <10	5 <10
Smith Deviation Road	2 <5	<1
Tamaho Road	2 <5	<1
Tauteihiihi Road	2 <5	1 <2
Tautoro Road	5 <10	2 <3
Te Karaka Road	1 <2	<1
Te Riha Roadway from Pawarenga Rd to school	2 <5	<1
Te Riha Roadway from school to end	2 <5	<1
Te Tio Road	2 <5	<1
Te Umuhuki Road	2 <5	1 <2
Teachers Road (Broadwood)	5 <10	3 <5
Umawera School Road	2 <5	3 <5

Table 6.7.2: Intersection and access density Kohukohu-Broadwood Catchment (Cont.)

Road Name	Property Access Per km	Intersections Per km
Wairoa Stream Road	2 <5	<1
Warawara Forest Road	2 <5	<1
West Coast Road from Kohukohu Rd to Hokianga Vehicle Ferry	2 <5	1 <2
West Coast Road from Hokianga Vehicle Ferry to 1234 West Coast Rd	2 <5	<1
West Coast Road from 1234 West Coast Rd to Runaruna Rd	1 <2	<1
West Coast Road from Runaruna Rd to Otengi Rd	5 <10	1 <2
West Coast Road from Otengi Rd to Te Karaka Rd	1 <2	<1
West Coast Road from Te Karaka Rd to Paparangi Dr	2 <5	<1
Whangape Track Road	2 <5	<1
Windy Hill Road	2 <5	<1
Yarborough Street	10 <20	<1

Table 6.7.2: Intersection and access density Kohukohu-Broadwood Catchment (Cont.)

6.8 Traffic Volumes

Traffic volumes within the review area are Average Daily Traffic (ADT) flows over a 7-day period. Generally, traffic volumes are low to very low, reflecting the rural and remote rural nature of the majority of the Kaitāia-Awaroa and Kohukohu-Broadwood Review Areas.

Table 7 identifies the roads where the average daily traffic flow is higher. The roads and associated traffic volumes set out in the Table reflect the transitional nature of the surrounding land uses, including the use of the road as an arterial connection route.

With few exceptions, the ADT is less than 500. Ahipara Road forms the main access to Ahipara township from Kaitāia-Awaroa Road. The higher traffic count reflects the commuter traffic between the small Ahipara coastal settlement and Kaitāia, as well as holiday and day traffic accessing Te Oneroa-a-Tōhe Ninety Mile Beach.

Kaitāia-Awaroa has the highest traffic count within the Kaitāia-Awaroa and Kohukohu-Broadwood Review Areas. Kaitāia-Awaroa Road is a long road connecting a number of communities, including Kaitāia, Ahipara and Broadwood. Kaitāia-Awaroa Road is also heavily marketed as part of the Twin Coast Discovery Highway. This tourist route does increase the volume of traffic, but also increases the diversity of traffic, particularly campervans and mobile homes. Tourist traffic is not expected to have local knowledge of the road conditions. Average Daily Traffic counts along Kaitāia-Awaroa Road does vary in different sections, however, it is consistently the highest volume road within the review area.

Road Name	Average Daily Traffic Count
Ahipara Road	784
Bonnetts Road – semi urban	2000
Foreshore Road (Ahipara) - urban	1200
Kaitāia-Awaroa Road	3207
Takahe Road (Ahipara) - urban	1800
Wainui Road (Wainui)	1380

Table 6.8: Estimated Traffic Volumes

6.9 Planned Modifications to the Road

Council is currently undertaking or planning to undertake modifications of some roads outside of normal maintenance activities in various locations within the review areas:

Moerewa – Innovative Streets. This programme includes physical works to parts of Otiria Road, as well as the installation of crossing points and footpaths at Taumatamakuku Settlement. Proposed speed limits in areas where Innovating Streets is being undertaken reflect the proposed works.

Schools – Work is currently being planned to improve road safety at schools within the review areas. This work is at the early planning stage. Proposed speed limits near schools have taken account of planned work, as well as proposed changes to the Setting of Speed Limits Rule 2017, which is expected to require lower speed limits outside all schools.

Footpaths – Council is currently planning new or extended footpaths in some areas within the review areas. The proposed speed limits are consistent with these developments.

6.10 Views of Interested Persons and Groups

The purpose of this Document is to set out those matters that Council must consider when reviewing speed limits. One of those matters is the views of interested persons of groups. This includes key stakeholders (as identified by Council) and the community adjacent to the road where new speed limits are proposed.

A Key Stakeholder Group has been identified by Council. This group includes:

- NZ Police
- The Automobile Association
- The Regional Land Transport Committee
- Regional Transport Associations (including Freight)
- Regional Road Safety Forum
- Road contractor representatives

The Key Stakeholder Group provides input into the overall prioritisation of speed reviews and other speed related issues through periodic workshops and direct requests for feedback. The Key Stakeholder Group is also directly notified for feedback on specific speed reviews. The feedback received is incorporated into the final decision-making process for Council.

In addition to the key Stakeholder Group, the Te Oneroa-a-Tōhe Beach Management Board is a key stakeholder with respect to Te Oneroa-a-Tōhe Ninety Mile Beach. The Board has produced a Management Plan for Te Oneroa-a-Tōhe Ninety Mile Beach. The Board will be directly notified for feedback on proposed speed limits on Te Oneroa-a-Tōhe Ninety Mile Beach. The Te Oneroa-a-Tōhe Beach Management Plan is a significant planning document with respect to speed limits and other management issues on Te Oneroa-a-Tōhe and has been subject to community consultation in its development. The Management Plan will therefore be afforded additional weighting with respect to proposed speed limits on Te Oneroa-a-Tōhe Ninety Mile Beach.

A consultation process, consistent with the requirements of Section 156 of the Local Government Act 2002 and the Setting of Speed Limits Rule 2017 is being undertaken. This process enables Council to obtain the views of the wider community before any final decision is taken.

7 Options Analysis

In assessing the options, a range of matters were considered, including the matters required by the Setting of Speed Limits Rule 2017 (refer above), and future development within, and adjacent to the review area.

In determining the proposed amendments to the speed limit within the review area, the following options have been considered:

Option A: No change to the current speed environment

Option B: Reduce the speed limit as proposed

Option C: Engineer the road to meet the current speed limits

This review of speed limits covers a wide area. The review itself is the result of considering a wide range of factors outlined in this Report. The Options Analysis therefore does not relate to individual roads but considers the high-level options.

7.1 Option A - No change to the current speed environment

The review area is primarily rural in nature and encompasses a wide range of road types, including both sealed and unsealed roads. The current default speed limit across almost all of these roads is 100km/h, with a relatively few slower speed limits in coastal communities, or where there is a cluster of facilities or housing.

The crash analysis indicates consistent crashes across the entire road network within the review area with a significantly higher risk factor on the Kaitāia-Awaroa Road and Otiria Road. More remote roads do have a lower number of reported crashes; however, this may reflect a lower number of road users and less reporting of crashes..

The "no change" option would retain the existing speed limits.

The "no change" option has not been pursued because:

- The safe and appropriate speed on many roads within the review area is significantly slower than the current posted speed limit. Attaining a speed of 100kmph on many roads within the review area would require dangerous manoeuvres and crossing of the centreline with limited visibility.
- The operating speed (average speed actually driven on the road) of most roads within the review area is significantly below the current posted speed limit, indicating that the safe and appropriate speed for the road is lower than the current posted speed limit.
- The roads within the review area, particularly unsealed roads are not designed to be travelled on at current posted speed limits. A continuation of the 100km/hr speed limit would require extensive engineering solutions to ensure that the design and form of the road is suitable for current posted speed limits.

Although it is possible to engineer solutions to retain a safe environment at the current posted speed limits, it is considered that these solutions, on the scale necessary, would result in unsustainable costs to the community to design, engineer and construct engineered solutions.

The "no change" option is not recommended.

7.2 Option B - Reduce the speed limit as proposed

Having assessed all of the matters that must be considered under the Setting of Speed Limits Rule 2017 and set out in this Report, it has been determined that setting safe and appropriate speed limits as proposed is the preferred option for the following reasons:

- The proposed speed limits reflect an appropriate speed environment that better reflects the current practical operational speed for roads within the review area, based on current road environment, including adjacent land-uses and planned development.
- The reduction in speed will have significant safety benefits, including a reduction in serious injury and fatal crashes.
- The proposed speed limits will address current and planned development in and adjacent to the review area.
- The proposed slower speed limits will not have a significant effect on travel times.
- The proposed speed limits are consistent with the NZTA Speed Management Guidance 2016.

7.3 Option C - Engineer the road to meet the current speed limits

Engineering the roads to meet the current speed limits involves the implementation of a variety of engineering solutions to ensure that the road environment is at a standard that meets the posted speed limit.

Option C to engineer the road to meet current posted speed limits is not recommended for the following reasons:

- Council has a strategic plan for maintaining and upgrading roads on a district wide basis that considers population projections and other long-term planning aspects.
- Engineering roads to meet posted speed limits in the short-term is cost prohibitive.
- As roads are improved as part of an ongoing strategic plan, speed limits can be reviewed so that they match new engineered road environments.

7.4 Options Conclusions

Following an assessment of the options available with respect to the proposed amendments to the speed environment in the identified review area; and having considered the matters set out the Setting of Speed Limits Rule 2017; it is recommended that Option B is adopted by Council for consultation.

8 Significance of Change

The Far North District Speed Limits Bylaw 2019 is made under the Land Transport Act 1998 (LTA). Section 22AD of the LTA requires Council to consult with the community in accordance with the requirements of Section 156 of the Local Government Act 2002.

The significance of changing the Speed Limits Bylaw is assessed to determine the methodology of the consultation process to be undertaken.

8.1 Significance and Engagement Policy

The amendments to the Speed Limits Bylaw 2019 have been assessed against Far North District Council's Significance and Engagement Policy. A determination has been made that the proposed amendments to the Bylaw, either individually or cumulatively ***do not*** meet the significance criteria in the Significance and Engagement Policy.

8.2 Section 156 Assessment

Council has assessed the proposed changes in speed limits in accordance with Section 156 of the Local Government Act. Given the size, diversity and public feedback already received relating to speed limits within the review area, it is considered that, collectively, the proposal will give rise to significant public interest.

In accordance with Section 156 of the Local Government Act 2002, it has been determined that the proposed amendments to the Speed Limits Bylaw 2019 schedules and Maps:

- Is not significant in terms of Council's Significance and Engagement Policy
- Do not give rise to a significant impact on the public but is likely to impact on the local community and give rise to significant public interest.

Given the above assessment, and in accordance with Section 156(1)(a) of the Local Government Act 2002, it is appropriate that Council consult on the proposed amendments in accordance with the Special Consultative Procedure set out in Section 83 of the Local Government Act 2002.

9 Consultation Process

Consultation is undertaken in accordance with the requirements of Section 83, 83A and 83AA of the Local Government Act 2002 and the Setting of Speed Limits Rule 2017.

9.1 Local Government Act Requirements

In accordance with the requirements of Sections 83-86 of the Local Government Act, Council has produced a Statement of Proposal that is publicly available. The Statement of Proposal includes details of how interested persons can present their views to Council by making a submission and when submissions can be made.

This Technical Report is intended to provide additional detailed information, including the information that must be considered in accordance with the Setting of Speed Limits Rule 2017 to support the Statement of Proposal and the consultation process.

9.2 Setting of Speed Limits Rule Requirements

Section 2.5 of the Setting of Speed Limits Rule 2017 sets out the consultation requirements when setting a speed limit, and includes a requirement to consult with the following:

- The occupiers of any properties adjoining the road to which the proposed bylaw applies
- Any affected local community
- The Commissioner of Police
- Any other organisation or road user group that the road controlling authority considers affected
- The New Zealand Transport Agency

In terms of "other organisations or road user groups", The Northland Transportation Alliance, which Far North District Council is part of, has established a Key Stakeholders Group. This Group includes the Northland Police, NZTA and representatives from the Northland Road Safety Forums, NZ Road Carriers Association and the Regional Land Transport Committee.

Northland Automobile Association (AA) are also included in the Key Stakeholders Group.

9.3 Giving Effect to Consultation Requirements

The consultation requirements of the Local Government Act and the Setting of Speed Limits Rule will be given effect to via direct notification of key stakeholders. Given the extent of the review area, it is considered that direct notification of all occupiers of properties adjoining the roads that are subject to a proposed change in speed limit is not reasonably practicable. Council will therefore notify the proposed changes in the normal manner for a Bylaw Review.

Council will proceed with a communications strategy that publicises and promotes that proposed changes to as wide an audience as possible. This may include:

- Public notice in appropriate media across the District
- Direct notification of community groups within the review area
- Notification and information in Councils Ratepayer Newsletter
- Notices on local notice boards and businesses
- Media releases, including social media advertising
- Information on council's website and at Council Service Centres
- Public information drop-in sessions throughout the review areas

Following the close of submissions, submitters who wish to present their views to Council in person will be provided an opportunity to do so; and will be advised of the process.

9.4 How to have your say

Your views on the proposed new speed limits are important to us, but we need your feedback by **4.30pm on 24th August 2021**.

There are several ways you can have your say. You can download a submission form from our Website and email, post or deliver it to us. You can also make a submission online.

Please ensure that you state in your submission if you want to present your submission in person at a Council hearing.

9.5 How to make a submission

Council encourages any person or organisation with an interest in the Speed Limits Bylaw 2019 to give feedback. Submissions can be made ***between 12th July and 4.30pm 24th August 2021***. To make a submission you can:

- submit online https://www.fndc.govt.nz/haveyoursay
- email your comments to submissions@fndc.govt.nz
- drop-off a written submission at any Council service centre or library
- post your submission to: Far North District Council, Private Bag 752, Kaikohe 0440.

9.6 Timeline for considering the proposed speed limit changes

Submissions Period:	**12th July until 4.30pm 24th August 2021**
Hearings (if required):	**October 2021**
Council amends Bylaw:	**2022**
Any amendments come into force	**Mid 2022**

NORTHLAND TRANSPORTATION ALLIANCE

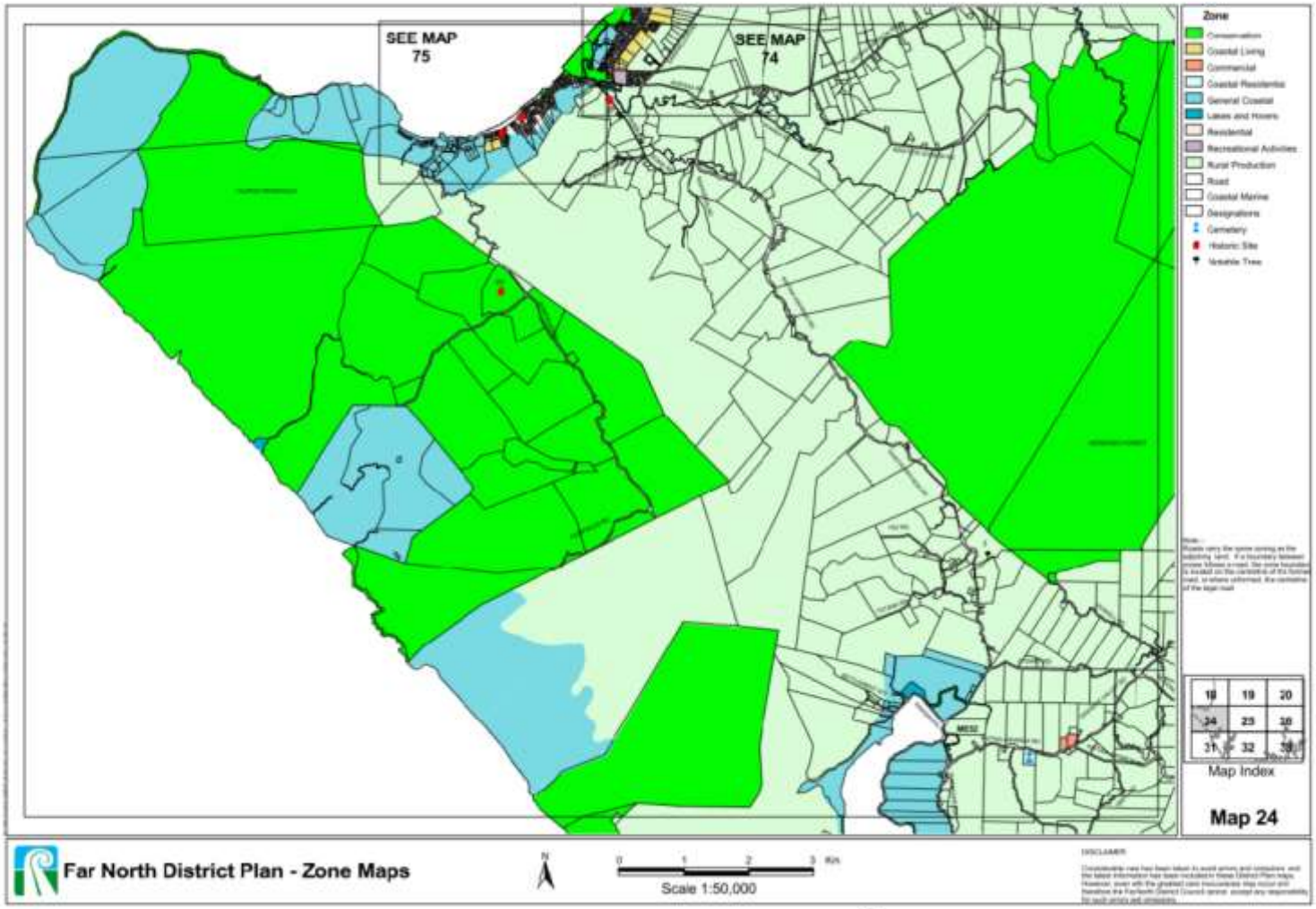
Appendix 1 – District Plan Maps

Technical Report Kaitäia – Awaroa – Broadwood – Moerewa urban and Te Oneroa-a-Töhe Ninety Mile Beach

NORTHLAND TRANSPORTATION ALLIANCE

Technical Report Kaitäia – Awaroa – Broadwood – Moerewa urban and Te Oneroa-a-Töhe Ninety Mile Beach

NORTHLAND TRANSPORTATION ALLIANCE



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Technical Report Kaitäia – Awaroa – Broadwood – Moerewa urban and Te Oneroa-a-Töhe Ninety Mile Beach

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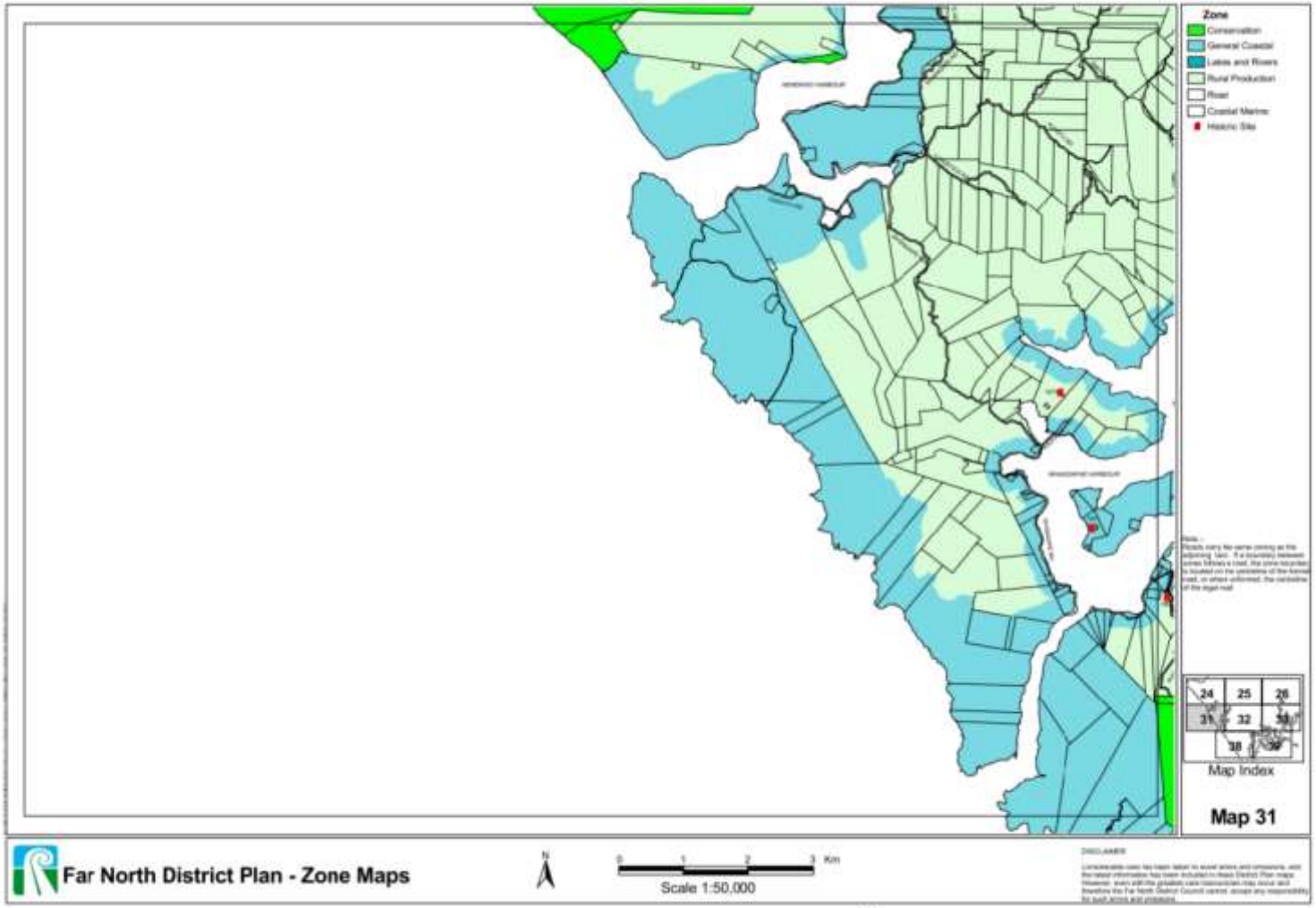

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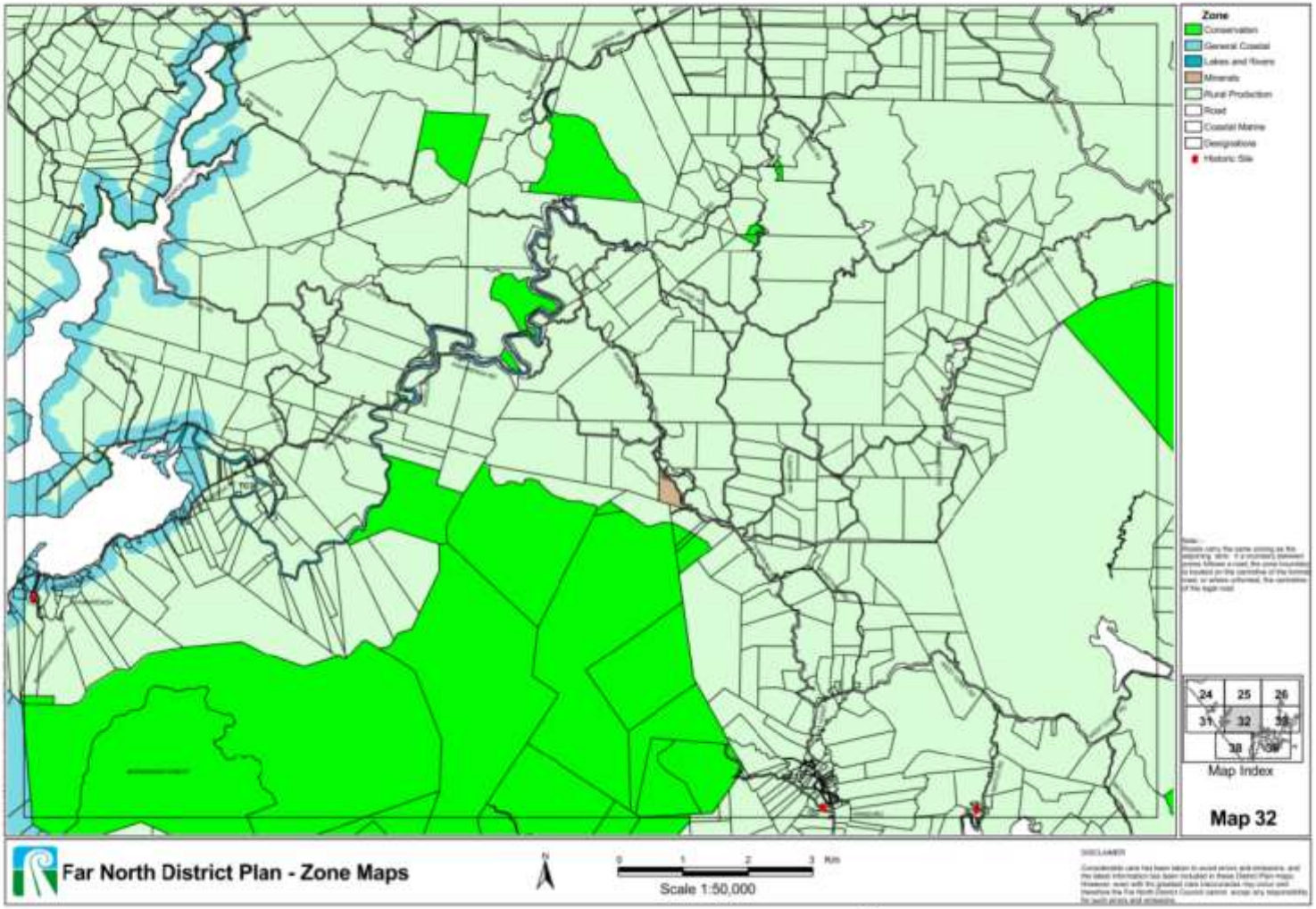

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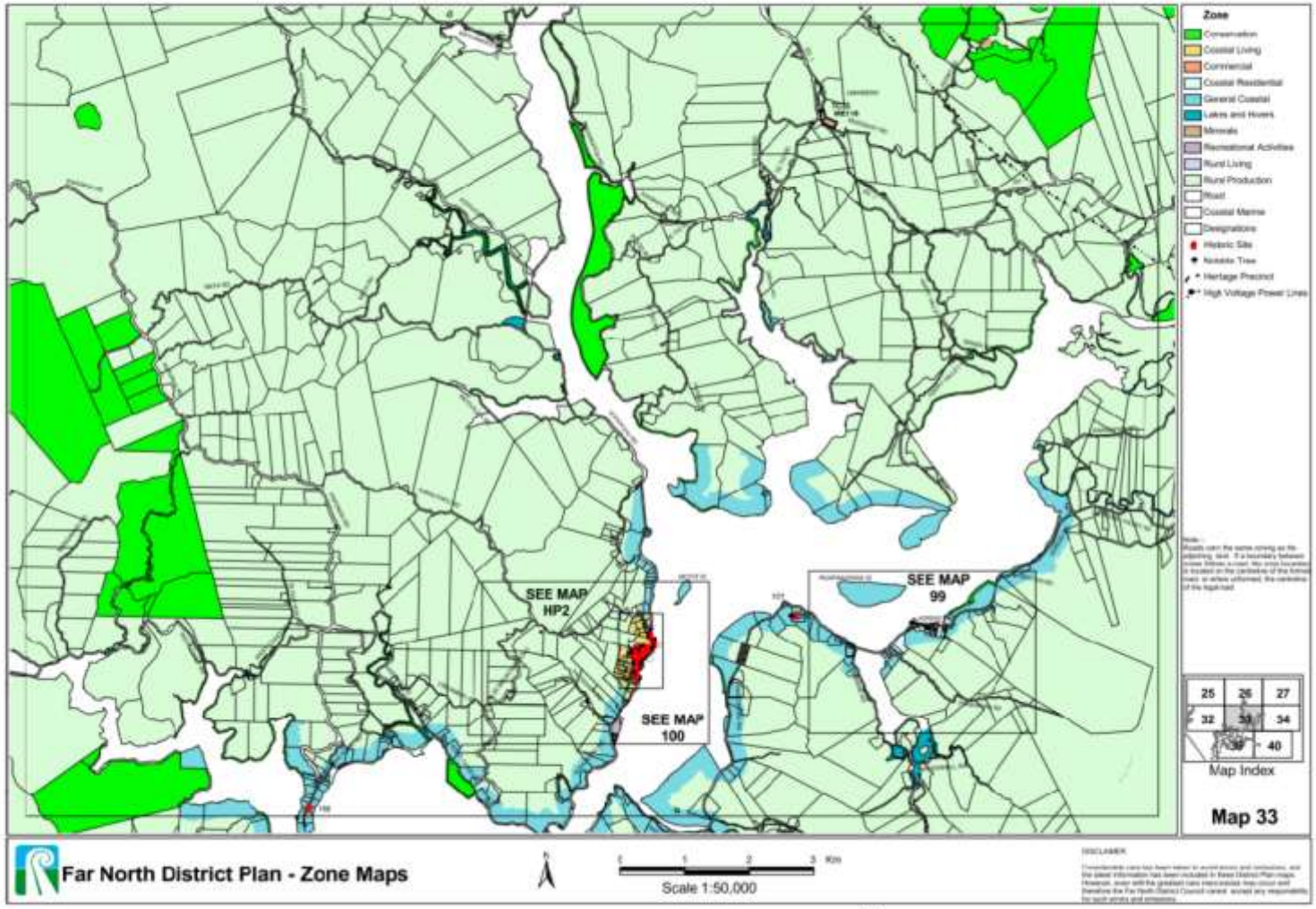

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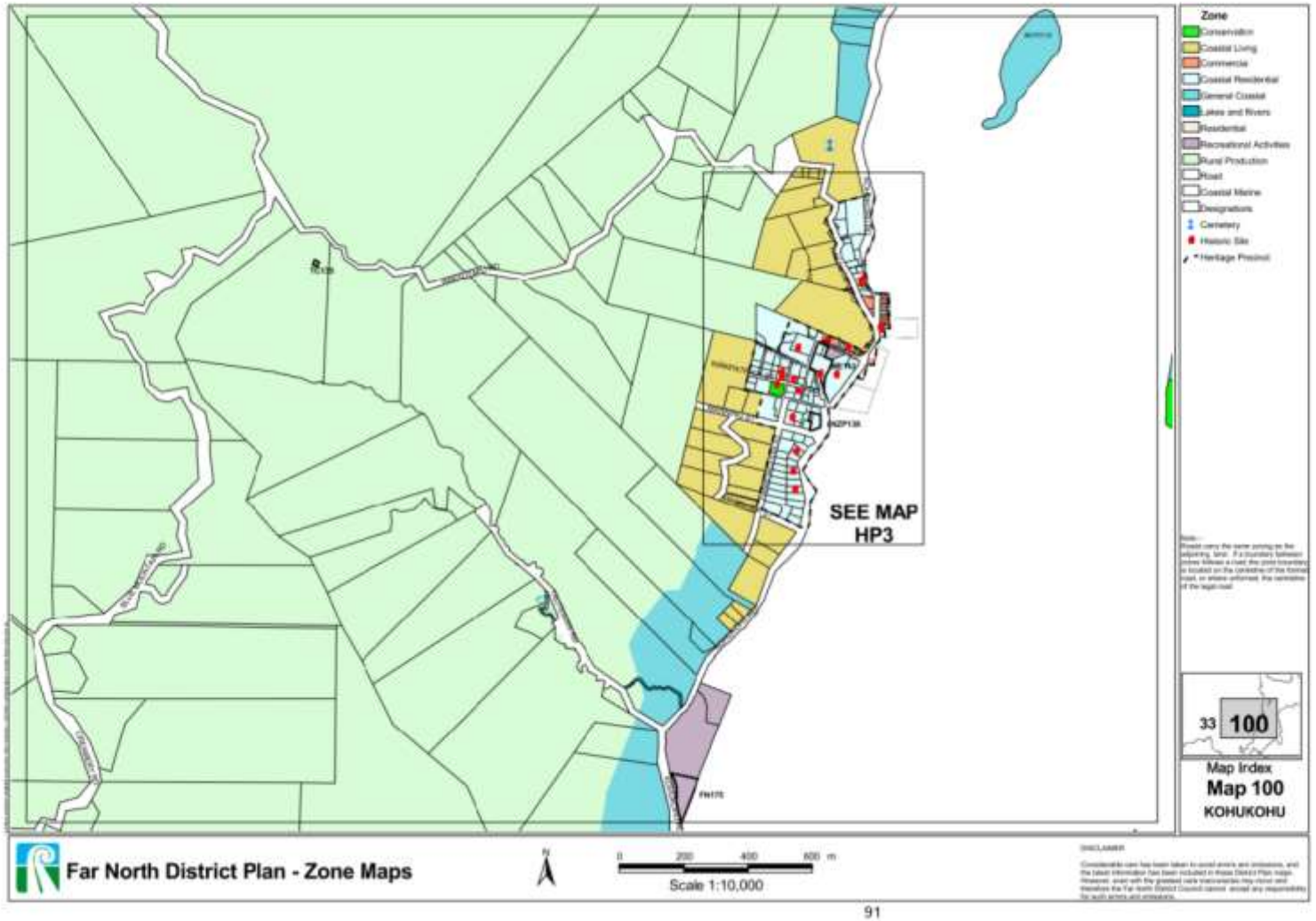

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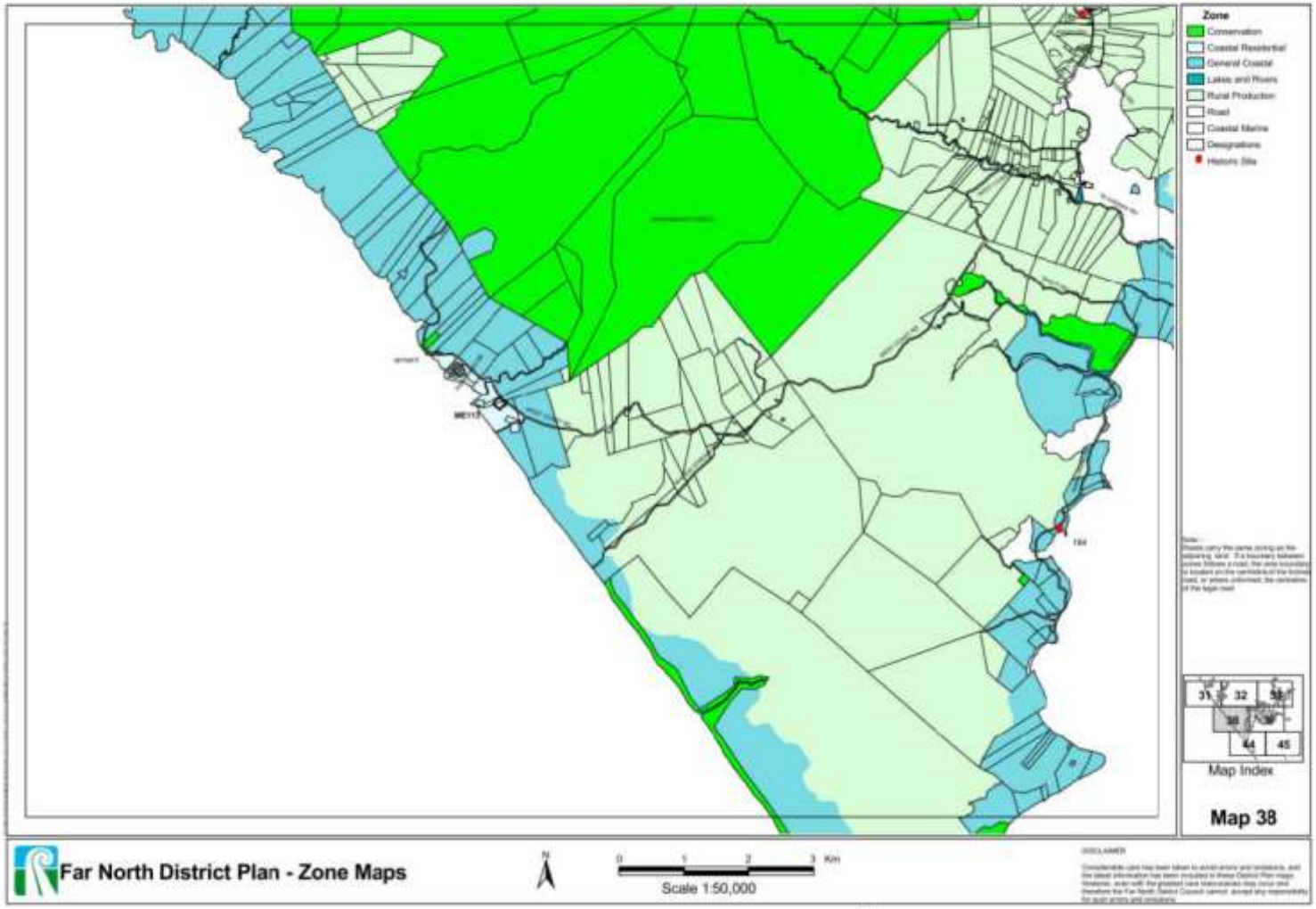

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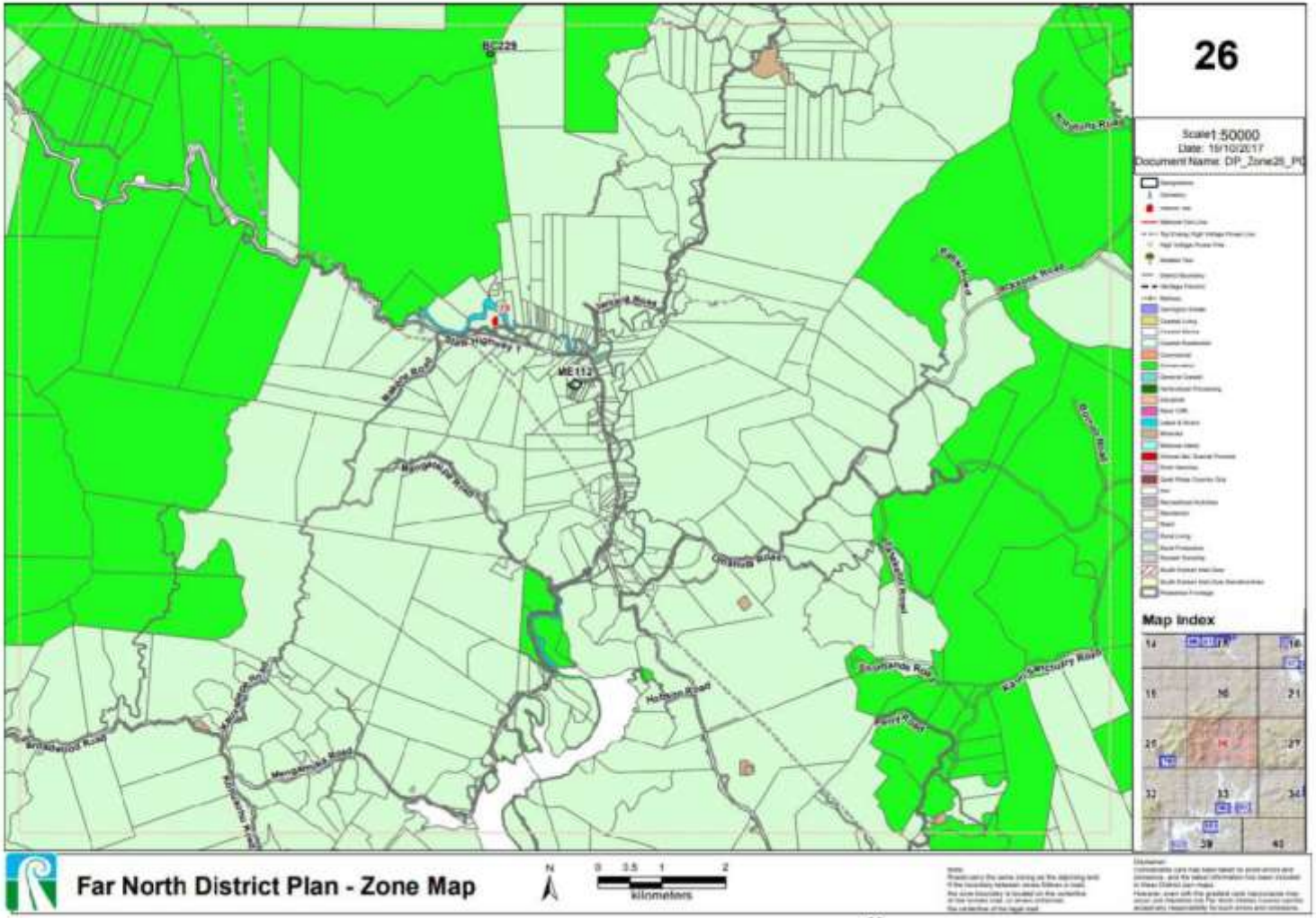

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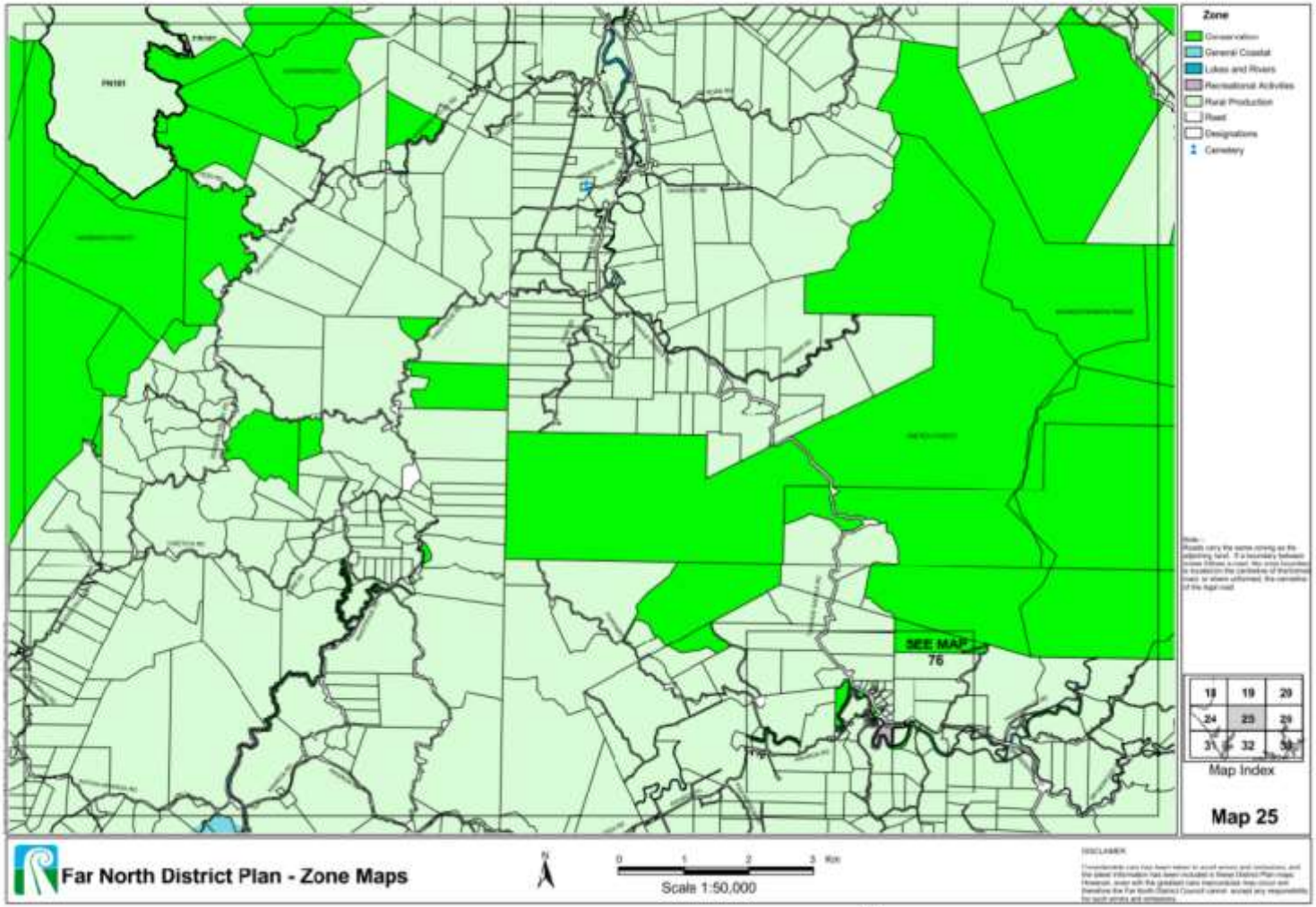

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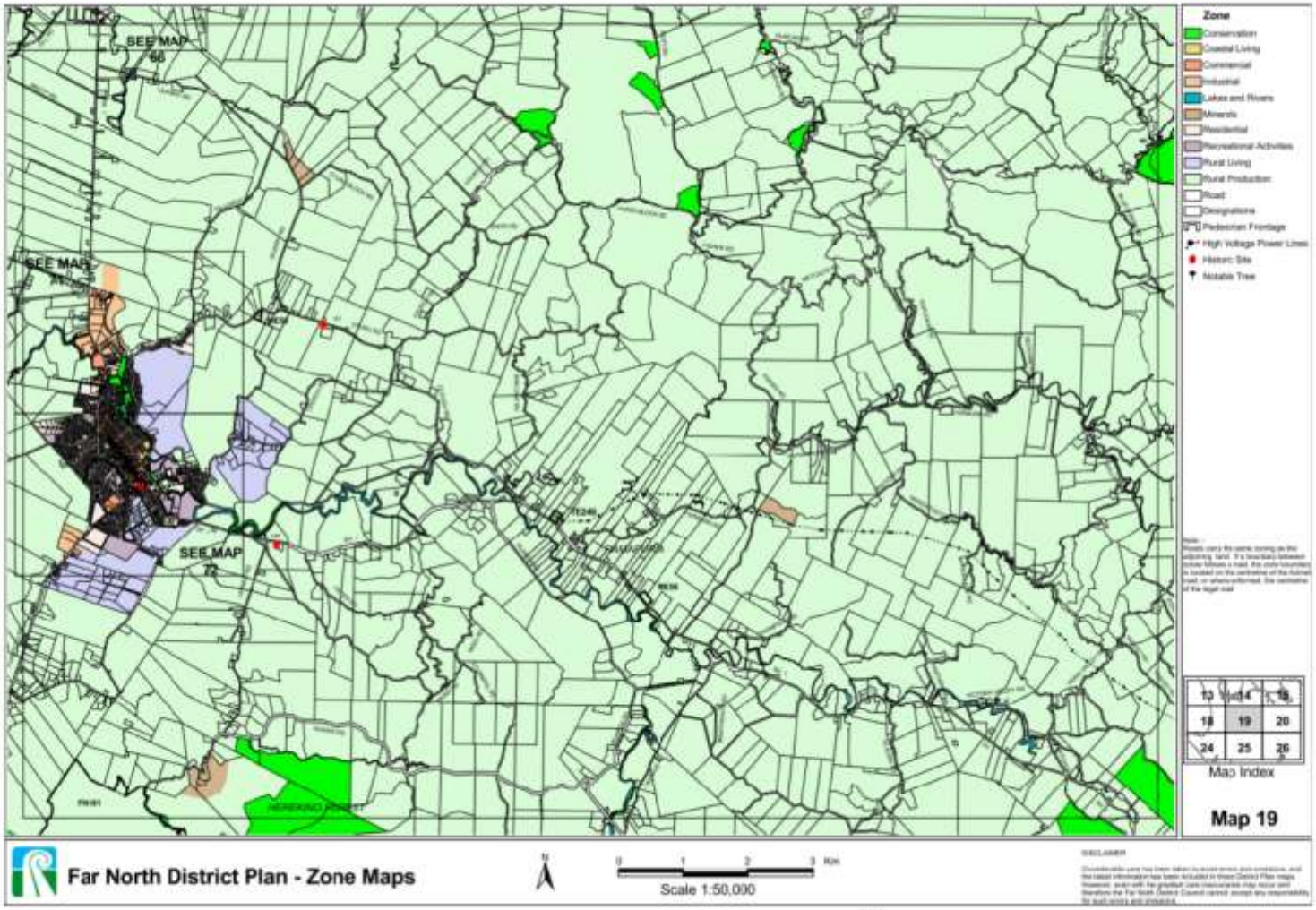

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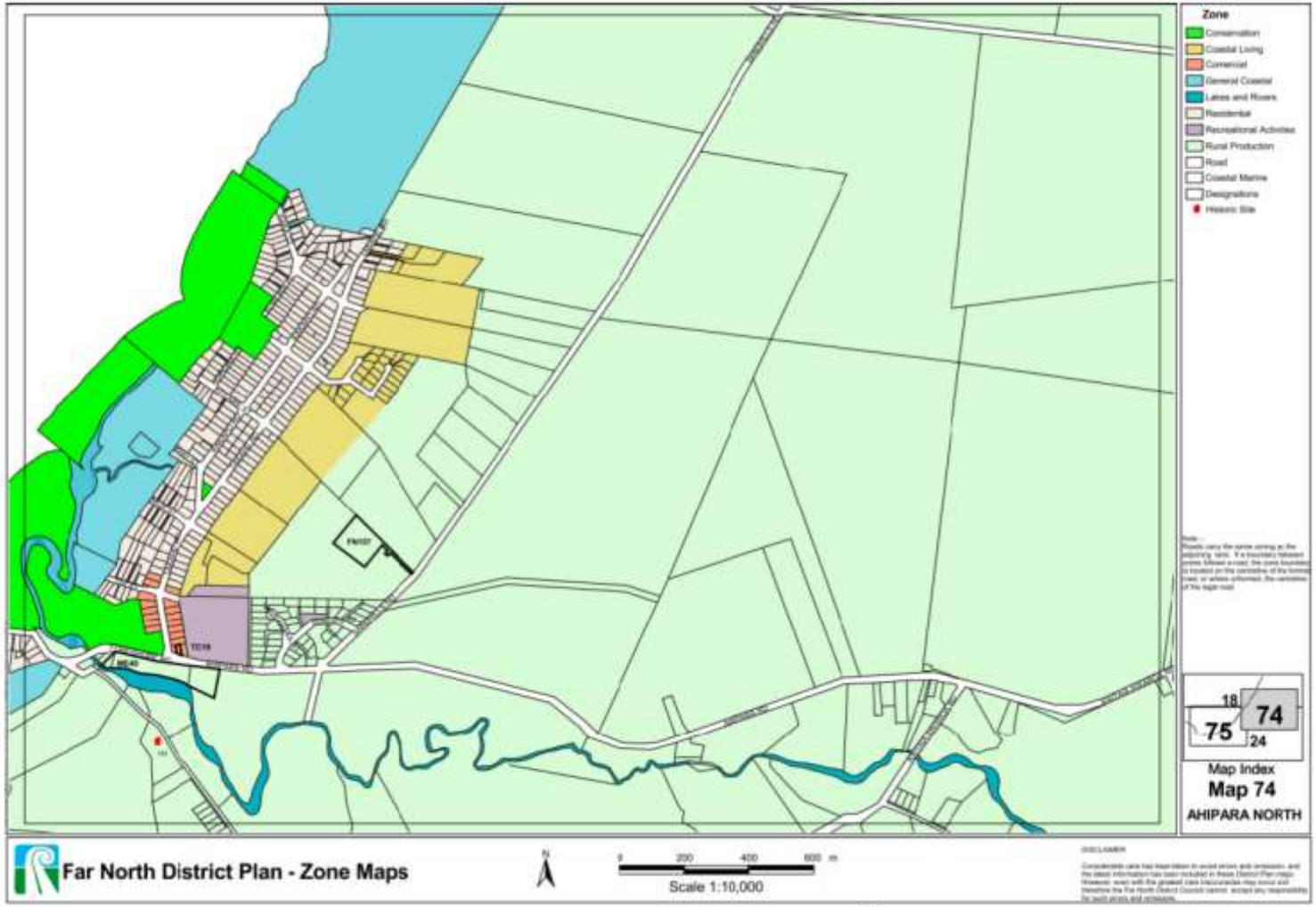

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NORTHLAND TRANSPORTATION ALLIANCE

Technical Report Kaitäia – Awaroa – Broadwood – Moerewa urban and Te Oneroa-a-Töhe Ninety Mile Beach

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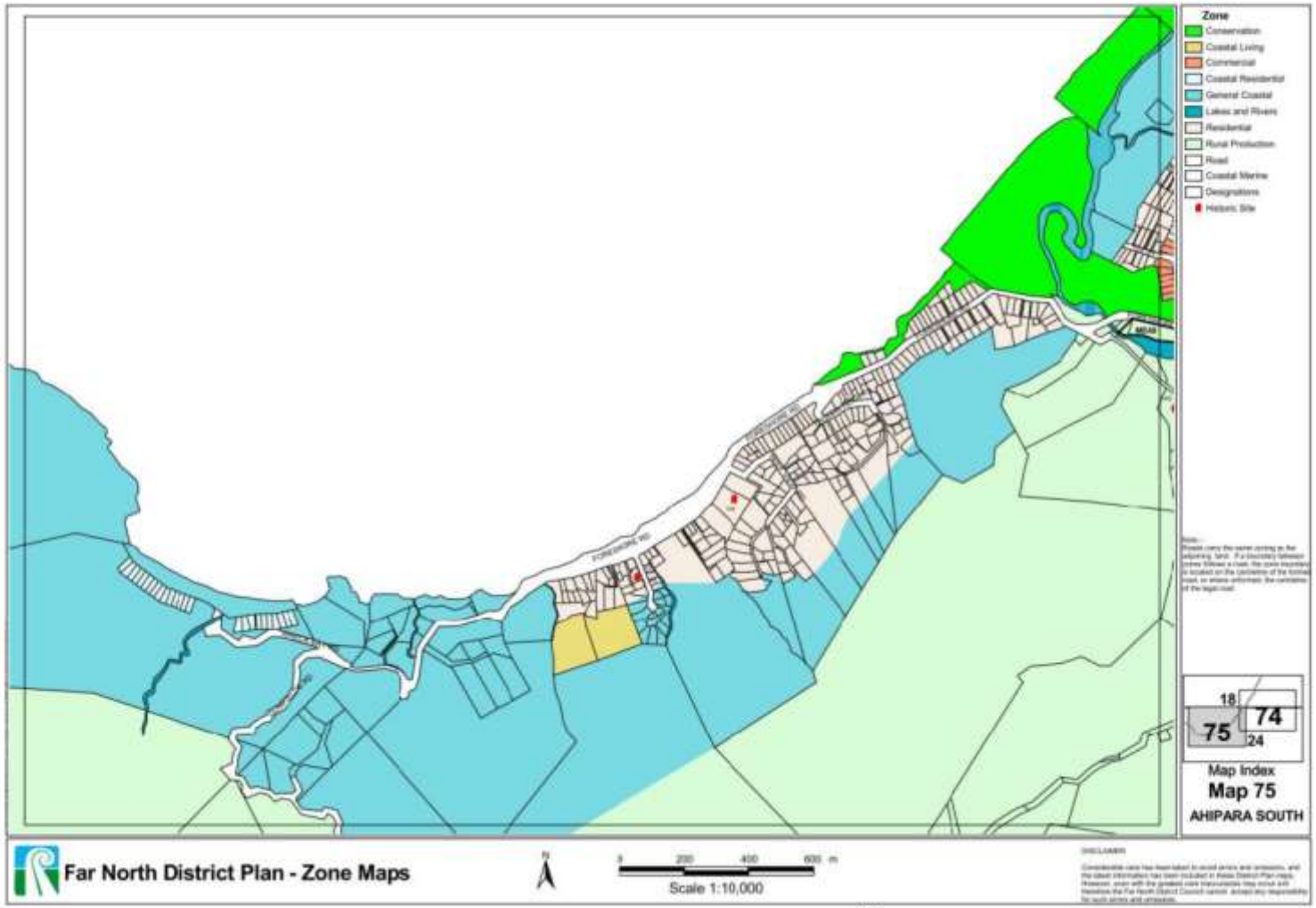

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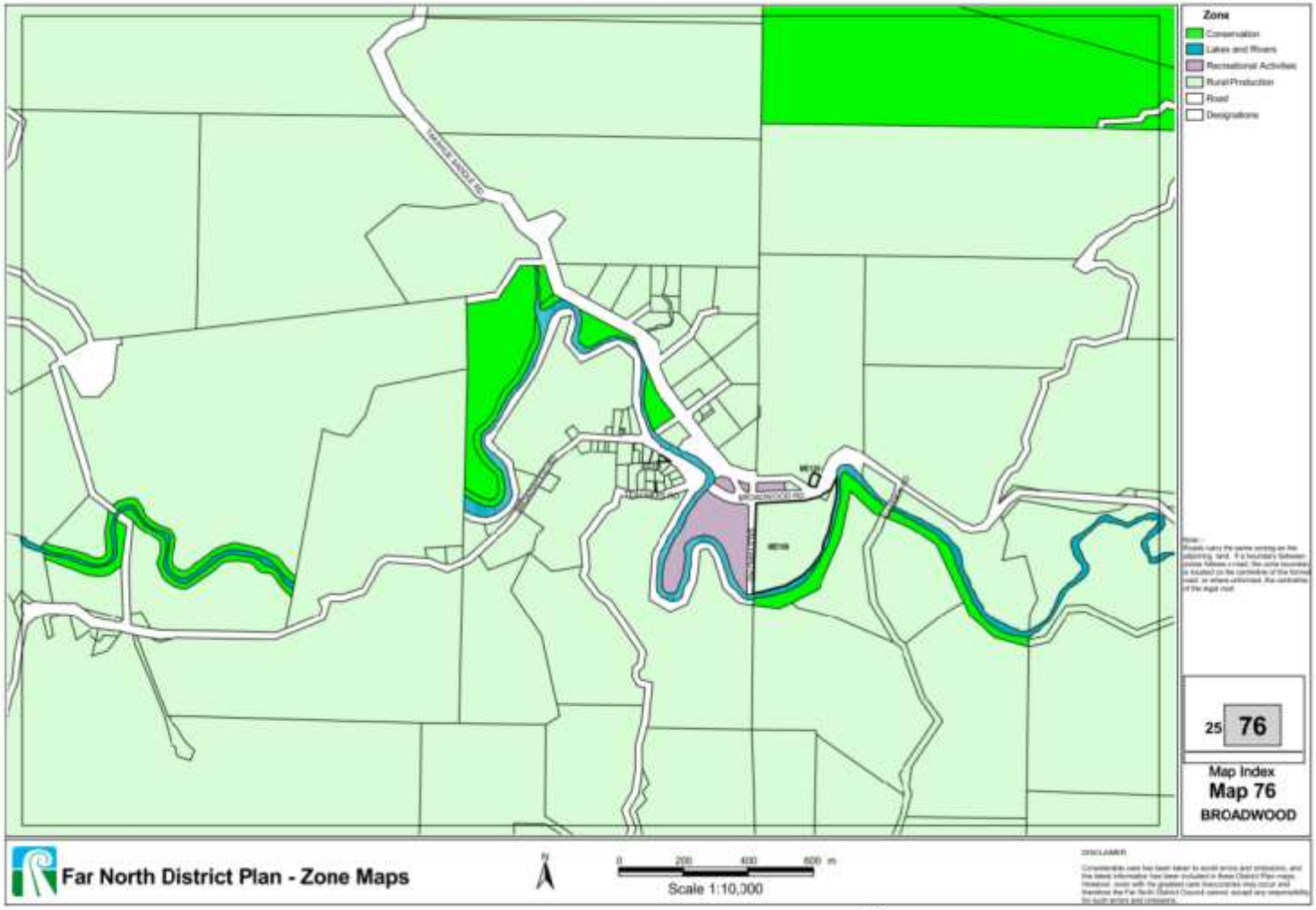


100


NORTHLAND TRANSPORTATION ALLIANCE

6 INFORMATION REPORTS

6.1 UPDATE ON SPATIAL PLANNING

File Number: **A3549925**

Author: **Roger Ackers, Manager - Strategy Development**

Authoriser: **Darren Edwards, General Manager - Strategic Planning and Policy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide an update to the Committee on the spatial planning projects that are in progress.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- The Kerikeri/Waipapa Spatial Plan has progressed with a series of internal and then external hui and workshops with partners and stakeholders.
- The initial engagement has identified several significant risks that have a material impact on the project objective of delivering a draft spatial plan to the 6 September 2022 Strategy and Policy Committee.
- Staff are working a revised project plan to address the risks identified from the workshops and hui.
- There are no updates on progress made on the development of a Regional Spatial Plan that delivers on the Government's Urban Growth Agenda.

TŪTOHUNGA / RECOMMENDATION

That the Strategy and Policy Committee receive the report Update on Spatial Planning.

TĀHUHU KŌRERO / BACKGROUND

Staff previously provided an update to the 19 October 2021 Strategy and Policy Committee on the Spatial Planning projects in progress. This report provides an update on the activity and progress on the following projects for the period between - 20 October 2021 to 2 March 2022:

- Kerikeri/Waipapa Structure Plan Review. As previously communicated the review of the Kerikeri/Waipapa Structure Plan is based on the requirements of a Future Development Strategy as per Subpart 4 of the National Policy Statement on Urban Development 2020.
- Northland Urban Growth Partnerships.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

Kerikeri/Waipapa Spatial Plan (Kerikeri/Waipapa Structure Plan Review).

The following activity occurred in the period between 20 October 2021 to 2 March 2022;

- September 2021 – December 2021: Continuation of meetings and workshops with internal subject matter experts
- 21 September 2021: Initial workshop with elected members
- December - January 2022: Procurement of a professional project manager with experience project managing spatial plans
- December 2021 - January 2022: Initial engagement planning
- February 2021: initial engagement meetings, workshops, and hui with iwi/hapū lead by Ngāti Rēhia, community groups, representatives from key government agencies and developers. The community requested that these workshops be moved from December 2021 to the first quarter of 2022.

- January - February 2022: A comprehensive project plan developed for the Kerikeri-Waipapa Spatial plan. The development of this project plan identified key risks associated with the goal of delivering a draft spatial plan to the 6 September 2022 Strategy and Policy Committee.
- 2 March 2022: Initial meeting of an internal steering group. The group considered the following;

    - reviewed and endorsed the approach being taken to the development of the Kerikeri/Waipapa Spatial Plan. The evidence-based approach being taken to the development of the Kerikeri/Waipapa Spatial Plan can be found in attachment one
    - Reviewed the key risks identified from the project plan development process
    - Provided direction to the project team based on the recommendation made by the project lead on how to respond to the project risks. The direction given was to revise the project plan to deliver a Foundation Document to the Strategy and Policy Committee on 6 September 2022. This was initially identified to be delivered to the 14 June 2022 Strategy and Policy Committee. The Project Team is now revising the Project Plan based on this direction.

Key risks identified by the project planning process

- The timeframes put forward in the original project plan contained no built-in contingency.
- The project has already been delayed due to the community groups wanting to push workshops from December 2021 to the first quarter 2022.
- The original project plan did not allow for time for the establishment of key relationships with hapū and iwi and for meaningful engagement and consultation with the groups and government organisations that must be engaged with when developing a Future Development Strategy under the National Policy Statement Urban Development.
- The initial hui with hapū and iwi identified a desire for hapū and iwi to form a working group. The project has also recognised Ngāti Rēhia as the lead hapū. How these partnerships will be respected through the local government approval process for the spatial plan for Kerikeri/Waipapa needs to be determined. Time to do this was not factored into the original project plan.
- The internal and external workshops and hui identified two key pieces of evidence that were not initially identified in the original project plan that were not factored into the original project plan. These are;

    - A development feasibility study that tests the market sentiment for the form of development that will be enabled through the Draft District Plan. This will also consider and inform any conclusions on housing affordability.
    - A ‘well-functioning’ assessment of the areas urban in character within the Kerikeri/Waipapa Spatial Plan review area.

Plan for the next period;

- Complete the revision of the project plan for the Kerikeri/Waipapa Spatial Plan to address the risks identified in this report
- Work alongside Ngāti Rēhia to establish a hapū/iwi working group and to inform the establishment of an appropriate governance structure that respects the partnerships with iwi and hapū
- Procure in expertise and commence the development feasibility study and well-functioning assessment identified from the initial engagement with partners and stakeholders
- Meet with central government agencies to establish how they want to, can and must participate in the development of a Spatial Plan for Kerikeri/Waipapa according to their various functions and mandates

- Meet with Far North Holdings to understand what part they want to play in contributing to the development of the Kerikeri/Waipapa Spatial Plan
- Continue the drafting of the Kerikeri/Waipapa Plan bringing relevant datasets including a new population projection which is due to be delivered in March 2022.

Northland Urban Growth Partnerships

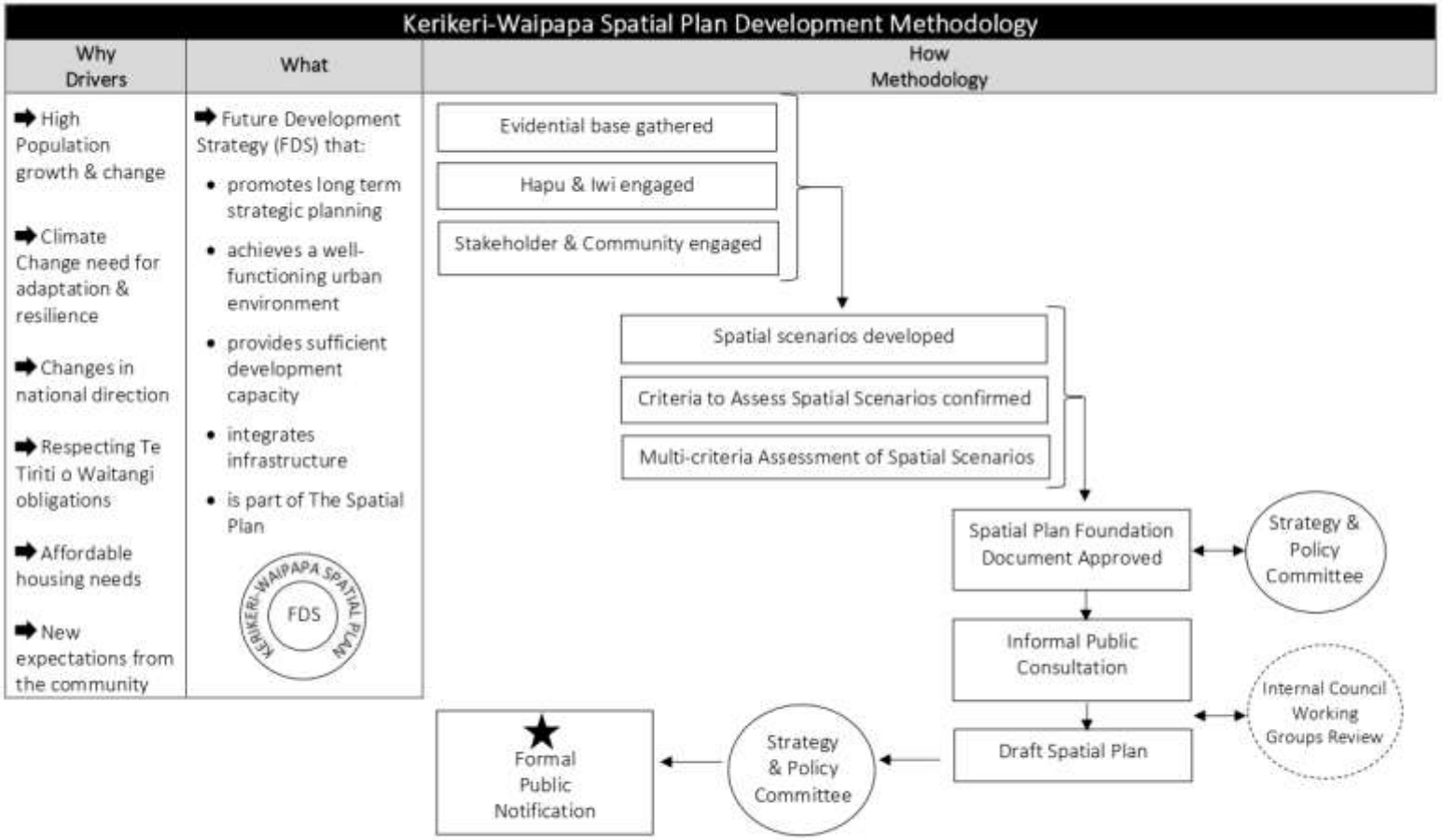
There are no further updates on the development of a regional spatial plan. Staff from the Ministry of Housing and Urban Development have provided feedback on the approach to the Kerikeri/Waipapa Spatial Plan in the context of a potential regional spatial plan.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no budgetary or financial implications associated with this report.

ĀPITIHANGA / ATTACHMENTS

1. Kerikeri-Waipapa Spatial Plan Development Approach - A3616420 ⇩


Kerikeri-Waipapa Spatial Plan Development Methodology
Why
Drivers
What
How
Methodology
High Population growth & change
Climate Change need for adaptation & resilience
Changes in national direction
Respecting Te Tiriti o Waitangi obligations
Affordable housing needs
New expectations from the community
Future Development Strategy (FDS) that:
promotes long term strategic planning
achieves a well-functioning urban environment
provides sufficient development capacity
integrates infrastructure
is part of The Spatial Plan
KERIKERI-WAIPAPA SPATIAL PLAN
FDS
Evidential base gathered
Hapu & Iwi engaged
Stakeholder & Community engaged
Spatial scenarios developed
Criteria to Assess Spatial Scenarios confirmed
Multi-criteria Assessment of Spatial Scenarios
Spatial Plan Foundation Document Approved
Strategy & Policy Committee
Informal Public Consultation
Internal Council Working Groups Review
Draft Spatial Plan
Strategy & Policy Committee
Formal Public Notification

6.2 JOINING THE SUSTAINABLE BUSINESS NETWORK

File Number: **A3606348**

Author: **Donald Sheppard, Sustainability Programme Coordinator**

Authoriser: **Darren Edwards, General Manager - Strategic Planning and Policy**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To inform elected members that Far North District Council is applying to join the Sustainable Business Network.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

The Sustainable Business Network has over 500 members who are working to become more sustainable.

Membership will offer Far North District Council:

- Tools and resources in three broad areas: Climate Change, Waste Management and Regenerating Nature
- The ability to learn and collaborate with other organisations facing similar sustainability challenges to the Council
- Access to advice and learning opportunities on sustainability matters

TŪTOHUNGA / RECOMMENDATION

That the Strategy and Policy Committee receive the report - Joining the Sustainable Business Network.

TĀHUHU KŌRERO / BACKGROUND

Far North District Council will join the Sustainable Business Network.

Purpose and Mission

The purpose of the Sustainable Business Network is to empower business, so people and nature prosper. Its mission is to build unstoppable momentum to regenerate Aotearoa.

Membership

Formed in 2002, the Sustainable Business Network is the largest organisation dedicated to sustainable business in Aotearoa New Zealand with 524 investor members reported in its 2020/21 Annual Report.

Members include private companies, financial institutions and public sector organisations including government agencies and the following local authorities:

- Whangārei District Council
- Auckland Council
- Tauranga City Council
- Wellington City Council.

Three Priority Focus Areas

The Sustainable Business Network focuses on **three priority areas**:

1. **Climate Change**
   The Network recognises that climate change is the biggest issue facing the planet today and that businesses have a vital role to play in reducing emissions.

Resources offered to members in this area include the Saving Energy Guide which provides advice for businesses to save energy and reduce costs and a Climate Action Toolbox focused on small and medium businesses.

2. Waste Management

Here the Sustainable Business Network focuses on promoting a low carbon circular economy as a sustainable alternative to the dominant economic model of 'take, make and waste'. A circular economy designs out waste and pollution, keeps products and materials in use, and regenerates natural systems. Changing the way products are made and used can also help significantly reduce carbon emissions.

Resources include:

- The **Go Circular 2025 programme** which provides practical tools and resources to foster circular economy thinking into businesses to make them more efficient, more sustainable, and more resilient.
- The **Circular Economy Directory** will be launched in March 2022. This Directory will make it easy to find solutions and resources that can help businesses go circular and lower their emissions. It will cover everything from reducing waste and pollution, keeping products and materials in use, and helping regenerate nature.
- The **Circular Model Office Guide** – a guide to help businesses reduce waste and cost in their offices.
- The **NZ Plastic Packaging Masterclass** is a programme to help businesses eliminate problematic and unnecessary plastic packaging, to move from single use to multi-use packaging and to follow best recycling practice.
- A **Smart Purchasing Guide** and a **Sustainable Business Directory** listing hundreds of sustainable suppliers and products.

3. Regenerating nature

As the Sustainable Business Network website says:

> "Eight out of ten of Aotearoa New Zealand's reptiles, frogs, bats and birds are threatened or at risk of extinction. Habitat loss is a key reason. Two thirds of our native forests have been destroyed since the late 1800s and 90% of our wetlands. Pollution is another. In recent summers around 100 of our rivers, lakes and bays have been too polluted to safely swim in.

Regenerating nature is vital if we are to tackle climate change and species extinction, as well as secure a positive future for all of us"

In this area, the Sustainable Business Network has developed a range of programmes including:

The **Million Metres Project** - A mission to restore New Zealand's rivers, streams, lakes, and wetlands with the goal to plant a million metres of waterways with native plants and trees.

Mō Mahi mō te Taiao – The Jobs for Nature Fund - In partnership with the Department of Conservation, the Sustainable Business Network has administered several million dollars of grants from the Jobs for Nature Fund to support our community partners working on natural regeneration projects.

Impact of the Sustainable Business Network

See the attached document - Sustainable Business Network Impact Report 20-21.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

How the Sustainable Business Network can support Far North District Council.

- Introductions to organisations facing similar sustainability challenges to Far North District Council
- Advisory services – access to advice and coaching

- Access to tools and resources in the areas of Climate Change, Waste and Nature (examples are given above)
- Leadership training.

Membership Benefits for Far North District Council

- Learning from a community of businesses who are tacking sustainability issues
- Opportunities to collaborate on sustainable business projects
- Training and professional development opportunities
- Identification of sustainable providers and products.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The cost of Membership is $10,149 excluding GST per year which will come from the budget allocation for climate change work in the 2021 to 2024 Long Term Plan.

ĀPITIHANGA / ATTACHMENTS

1. Sustainable Business Network Impact Report 20-21 - A3607381 ⇩


2021
Sustainable Business Network
Impact Report
sustainable.org.nz


SUSTAINABLE BUSINESS NETWORK
Impact
noun /'ɪmpakt/
The long term economic, social, environmental, cultural or political changes that arise from actions by individuals or groups in society.
TIKANGA-LED IMPACT INVESTMENT THECONNECTIVE.NZ
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 2


SUSTAINABLE BUSINESS NETWORK
Manaaki whenua,
manaaki tāngata,
haere whakamua.
If we care for the land, if we care for people, we can move forward into the future.
MĀORI PROVERB
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 3

SUSTAINABLE BUSINESS NETWORK

Contents

Toitū te marae o Tāne, toitū te marae o Tangaroa, toitū te whenua.

Care for the domains of Tāne and Tangaroa, and the land will sustain.

MĀORI **PROVERB**

Rachel Brown ONZM
Founder & CEO
Sustainable Business Network

Introduction

RACHEL **BROWN ONZM**

To all SBN Investors,

Thank you! Thank you so much for investing in the mahi of the Sustainable Business Network.

It's our pleasure to welcome you to our first SBN Impact Report.

2020 will forever be the year of the pandemic. But Covid-19 did not come from outer space. It came from our incursion into the world's wild places. Our global network of travel and trade accelerated its spread. And its disruptions may be nothing compared to what climate change could bring if we don't up our game. This moment in time has reminded us how important our collective work on our key areas of climate, waste and nature is.

The understandable drive to return to 'normal life' for many of us must not divert us from these pressing issues.

At the beginning of our financial year – the year we are reporting on here – our biggest fear was that a recession could drive the same retreat from sustainability that we saw during the global financial crisis.

It didn't. We know the problems pre-Covid still need to be addressed. We need to reverse the decline of our natural systems, our biodiversity, our waterways. We must take action on climate. Our wasteful ways aren't affordable any longer. It's time to rethink wasted resources. Growing social inequality here in Aotearoa New Zealand isn't healthy for any of us. We must address all this together if we are to create a vibrant, fair and just future.

At SBN, Covid became another motivator to increase our action. Rather than retreat – we pushed forward. We're absolutely committed to creating positive impact on our three key areas of climate, waste and nature. This time inspired us to ramp up our ambition in both pace and scale and to unite our network behind systems change. This new approach has refocused our work.

SBN exists to generate outstanding value and radical impact – for businesses, for our communities and for the natural world.

That's what this Impact Report is about. We're very grateful for the increased investment from the SBN network, from our project partners and from government. I also need to acknowledge the extraordinary work of the SBN team. They all play an essential role in making this impact happen.

None of this could have been achieved without the continued support and participation of you, our SBN network, and those who have invested directly into our projects.

Thank you again for being an integral part of this movement.

I hope you are as proud of this collective impact as we are.

Nāku noa,
nā **Rachel Brown ONZM**
Founder & CEO
Sustainable Business Network

Poipoia te kākano kia puāwai.

Nurture the seed and it will blossom.

MĀORI **PROVERB**

Tori Calver
Head of Culture and Impact
Sustainable Business Network

About this report

TORI **CALVER**

The Sustainable Business Network was created in 2002. We set our sights on having a massive positive impact on the sustainability of New Zealand businesses, our economy and our way of life.

Almost 20 years later this still holds true.

Our current work is carried out under three main priorities, addressing the greatest challenges facing Aotearoa New Zealand. We're acting on climate. We are designing out waste. We are regenerating nature.

As we've developed and grown so has our impact. You will no doubt have encountered at least some of this. You may have read our newsletter. You may have seen us on social media or mainstream media. You may have read our Annual Performance Report or attended a training and connecting event.

This report is different. It's a chance for investors in SBN's mahi to see all our progress and impact in one place. It's an opportunity to take an inside look at the thinking and processes that make this happen. It's also information we would love you to share - your investment enables this work to happen.

This is our inaugural impact report.

We aim for it to be transparent, accountable and honest. Our ambition is to radically increase and expand our impact in the next few years, commensurate with meeting the scale of the challenges and opportunities ahead, and the expected rate of change.

System change is a long and complex process

Our intention is to continue to develop our measures and monitoring over time, because measuring our impact is not easy. We are a network where many connections are made. We can talk about events where we bring people together, but it's difficult to measure all the positive change that might flow on from them. Despite these challenges, we can see much to celebrate and share.

Tell us what you think

Feedback from you, our impact investors and participants, is vital. We take every opportunity to speak with you and hear what you have to say. We would love to hear from you about our impact, and this report. If you've got something to add, please contact me at:
tori@sustainable.org.nz

Ngā mihi,
nā **Tori Calver**
Head of Culture and Impact

Unless otherwise specified, the numbers in this report refer to the 2020/21 financial year. Report download figures run from each document's release. As this is our first impact report we have occasionally referred to work that predates the 2020/21 financial year. We believe it's important to show the progression of this work.

SUSTAINABLE BUSINESS NETWORK

The Big Shift[1]

HOW WE WORK

Since 2014, SBN has adopted and adapted the Big Shift approach developed by Forum for the Future in the UK. The Big Shift describes the process of system change in six steps. It provides a simple framework for generating impact.

SBN focuses on the first four steps:

1. Experiencing the need for change

We identify and clarify the issue or issues. With communications and events we inspire key people to become intellectually, psychologically and emotionally engaged with them.

2. Diagnosing the system

SBN gets to grips with the sort of system we are dealing with and how it works. Who holds the power? How might change happen? Where is innovation needed? Where are the key leverage points? We collaborate with key people and organisations to begin processes of innovation and change. We share understanding of the challenges and the relationships we need to influence.

3. Creating pioneering practices

SBN co-creates examples of an improved way of doing things, or highlights existing ones.

4. Enabling the tipping point

SBN collates the best of the emergent ideas. We support them to grow and multiply. This maximises their impact. It increases their scale, from niche to mainstream.

The final two steps are about continuing to establish and scale the change. Although this is not the core of SBN's work, we maintain a role, particularly in lobbying for the needed policies and infrastructure.

5. Sustaining the transition

SBN seeks to sustain the transition by supporting the commercialisation and sharing of new ideas and ways of doing things. We do this through our network and the creation of appropriate new groups.

6. Setting the new rules of the mainstream

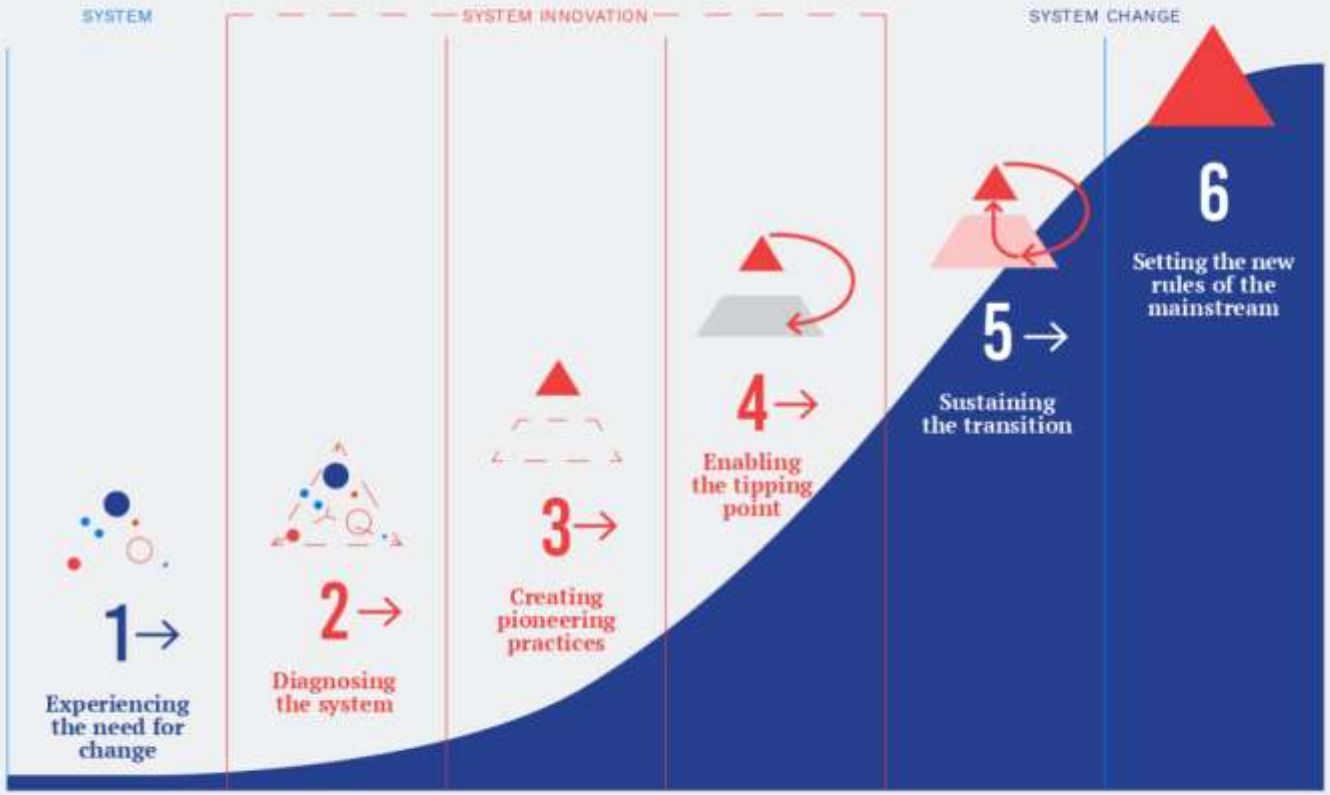
SBN advocates for changes to be cemented into the mainstream. SBN's CEO Rachel Brown sits on a number of boards, including the Small Business Council, The Green Innovation Fund Advisory Board, Auckland Mayoral Business Advisory Board Panel and The Jobs for Nature Advisory Panel. We support policy change, attitudinal shifts and promote continued evidence of success.

1 – Stephanie Draper. Forum for the Future, *Creating the big shift: system innovation for sustainability.*
Source: https://www.forumforthefuture.org/Handlers/Download.ashx?IDMF=5092e413-2f97-43bf-bd7f-9f770d213ce8

SUSTAINABLE BUSINESS NETWORK

The Big Shift

HOW WE WORK



Graph adapted from Stephanie Draper. Forum for the Future, *Creating the big shift: system innovation for sustainability.*


SUSTAINABLE BUSINESS NETWORK
Acting on climate
Climate change is the biggest issue facing humanity.
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 9

RECENT IMPACT OF OUR THEMES

Acting on climate

Business has a major role in the New Zealand Government's mission to become a net zero carbon economy by 2050. We need to make substantial progress towards that goal by 2030. Consumer and investor expectations are rising. This is creating major challenges and opportunities for business.

For many years SBN has incorporated climate action within our various work streams. But recently organisations have been contacting us directly for specific advice on what they should be doing. In 2020 we published a diagnostic report: ***Climate Action 20/25: Accelerating Climate Action by New Zealand SMEs.*** This was based on consultations with more than 40 small and medium-sized business owner-managers and sustainable business experts. It established the need for a tailored package of tools, advice and support for small and medium sized enterprises (SMEs).

Small businesses are crucial to New Zealand's economy. According to Stats NZ Tatauranga Aotearoa, small businesses contributed $153.1 billion to the economy in the 2018 financial year. "Medium-sized businesses (20–99 employees) accounted for 2.4 percent of businesses and contributed 19.3 percent ($117.1 billion) to sales in 2018. Almost one-third (29.3 percent) of wholesale trade sales came from medium-sized businesses." [2] SMEs and individuals also make up 90% of SBN Investors.

> *Climate action resources are relatively well developed for large businesses. But SMEs still face significant barriers to action. There are gaps in their knowledge. They have particular cost limitations and time pressures.*

SBN's Climate Action 20/25 programme set out to give them what they need. We soon found partners willing to help. Within a few months we had secured $600,000 of initial funding ($460,448 paid in the 2020/21 financial year). It came from six organisations: EECA, Waka Kotahi NZ Transport Agency, NZ Trade & Enterprise, BNZ, Meridian Energy, and the Ministry of Business, Innovation and Employment. DNA then signed up to be our design partner.

We wanted the resources to be free and open-sourced. We also wanted them to reach the relevant mainstream audience. So we arranged for the online elements of this package – the ***Climate Action Toolbox*** – to be hosted by the Ministry of Business, Innovation and Employment website at business.govt.nz.

Climate Action Toolbox

LAUNCHED 31 MARCH 2021

The toolbox covers five areas of action (Moving People, Moving Goods, Office Operations, Site Operations, and Designing Products). It includes more than 51 individual actions and general advice areas.

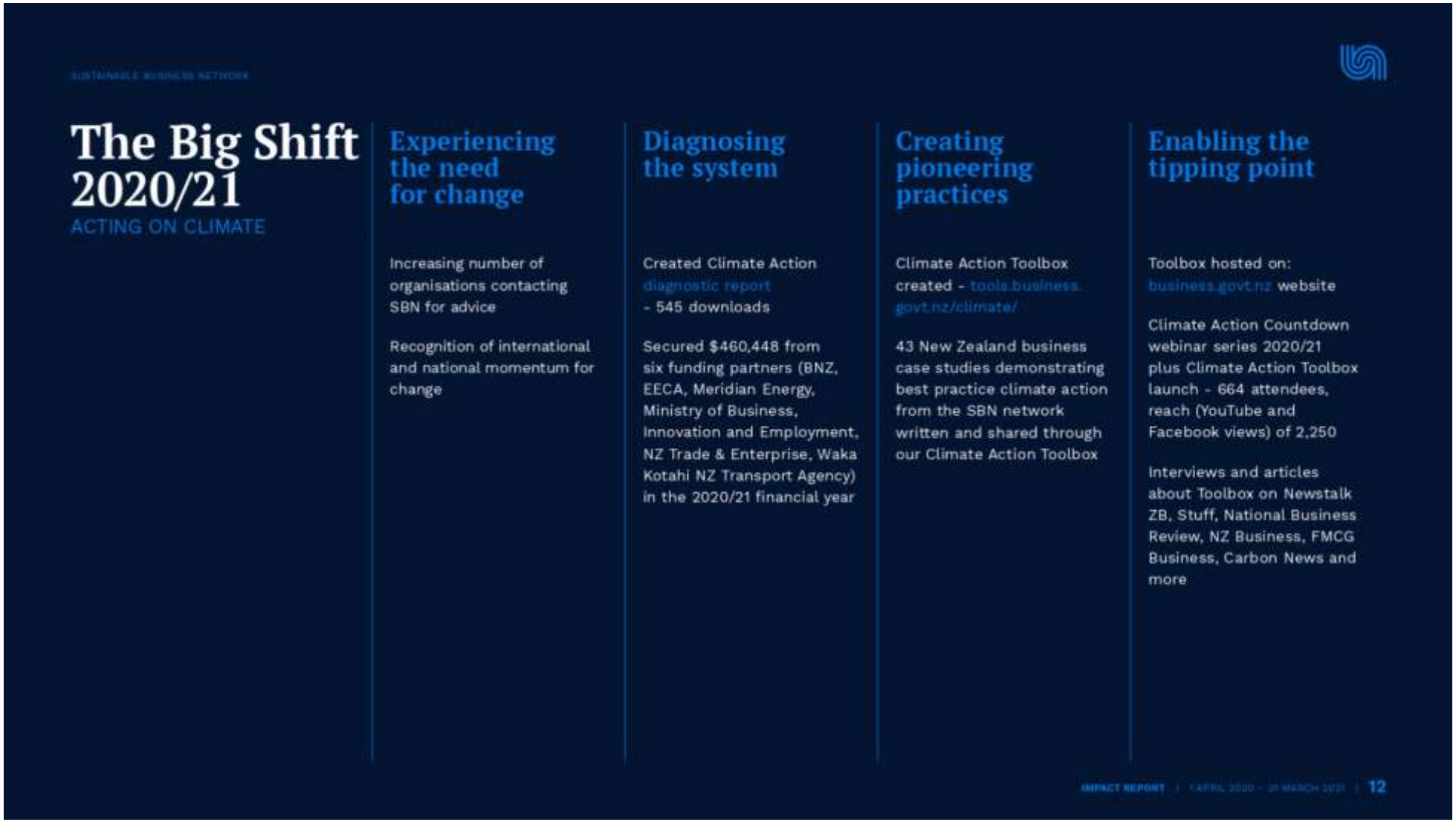
It is based on a self-assessment. The responses trigger one of a range of climate action plans. There are more than 40 case studies of smaller business taking climate action.

The toolbox was launched at the end of March 2021. We intend to further develop and hone these resources over the next five years. We aim to have 10,000 organisations complete the assessment in the first year.

You can find the toolbox at tools.business.govt.nz/climate

2 – www.stats.govt.nz/news/small-businesses-record-sales-of-153-billion-in-2018


SUSTAINABLE BUSINESS NETWORK
Acting on Climate
Climate Action 20/25 is our major five-year programme to accelerate climate action by smaller businesses. These are some of the impacts from the programme's first year.
Climate Action Toolbox created and published on business.govt.nz
Climate Action Toolbox
$460,448
Raised for climate action
43 CASE STUDIES
of businesses taking climate action shared through our Toolbox
664 PEOPLE
trained in climate action through our webinar series and Toolbox launch events
7 PARTNERS
invested in the creation of the Climate Action Toolbox
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 11


SUSTAINABLE BUSINESS NETWORK
The Big Shift 2020/21
ACTING ON CLIMATE
Experiencing the need for change
Increasing number of organisations contacting SBN for advice
Recognition of international and national momentum for change
Diagnosing the system
Created Climate Action diagnostic report - 545 downloads
Secured $460,448 from six funding partners (BNZ, EECA, Meridian Energy, Ministry of Business, Innovation and Employment, NZ Trade & Enterprise, Waka Kotahi NZ Transport Agency) in the 2020/21 financial year
Creating pioneering practices
Climate Action Toolbox created - tools.business.govt.nz/climate/
43 New Zealand business case studies demonstrating best practice climate action from the SBN network written and shared through our Climate Action Toolbox
Enabling the tipping point
Toolbox hosted on: business.govt.nz website
Climate Action Countdown webinar series 2020/21 plus Climate Action Toolbox launch - 664 attendees, reach (YouTube and Facebook views) of 2,250
Interviews and articles about Toolbox on Newstalk ZB, Stuff, National Business Review, NZ Business, FMCG Business, Carbon News and more
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 12


SUSTAINABLE BUSINESS NETWORK
Designing out waste
In a circular economy waste and pollution are designed out, products and materials are kept in use and natural systems are regenerated.
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 13


III
Only
5%
of businesses are making product stewardship a requirement in their procurement policy.
Designing out waste
THE CIRCULAR ECONOMY
To be sustainable in the long term the globalised industrialised economy must become a circular economy. To make that possible we must rethink and redesign the products we make and how we use and package them.
In 2018 we published a report demonstrating the financial and carbon reduction benefits Auckland could gain through that process. *The Circular Economy Opportunity for Auckland and How Business Can Realise It* found these potential benefits include the liberation of up to $8.8 billion in additional economic activity in 2030. It could also see a 2,700 $ktCO_2e$ reduction in carbon emissions.
In the 2020/21 financial year SBN ran two initiatives focused on this transition: Product Stewardship and Plastic Packaging.
IMPACT REPORT | 14

Product Stewardship

Every year New Zealanders send about 2.5 million tonnes of waste to landfill.[3]

Product stewardship is a key way to stem this flow. It entails companies extending their responsibility for the environmental impacts of the products and packaging they produce beyond the shop door and through to the end of their life. It includes the return of products and packaging back to their producers. That means designing and making products to last, then putting systems in place to enable them to be reused and recycled when they are worn out.

In 2020 we surveyed consumers to assess the demand for product stewardship initiatives. 96% of the 834 respondents felt it was important that products were made of materials that could be repaired, reused or recycled.

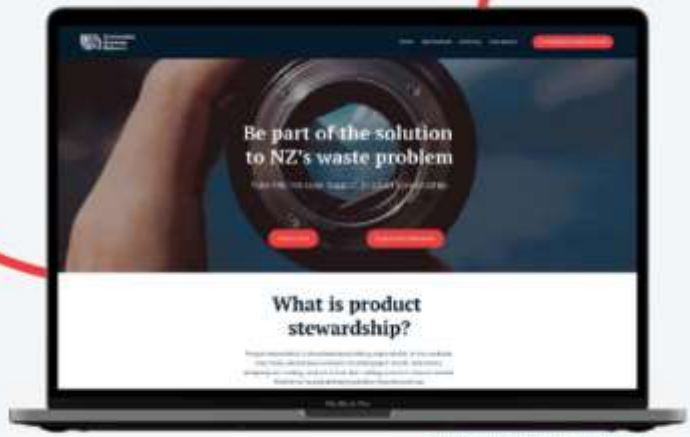
Our product stewardship campaign ran from October 2019 until March 2021. It received financial support from the Waste Minimisation Fund administered by the Ministry for the Environment.

It began with a series of nationwide workshops with our partners FUJIFILM Business Innovation, Inzide Commercial, 3R Group and Abilities Group. During these events we shared the importance of product stewardship schemes and demonstrated how to set them up. We established a pop-up website sbnproductstewardship.org.nz showcasing organisations offering end of life solutions for their products. This was visited by more than 17,000 people.

The campaign has directly engaged with more than 500 businesses, helping to progress their plans for product stewardship. 58 product stewardship initiatives have been featured on the campaign directory.

96%

of 834 survey respondents felt it was important that products were made of materials that could be repaired, reused or recycled.



sbnproductstewardship.org.nz

3 – www.mfe.govt.nz/waste/waste-guidance-and-technical-information

Plastic Packaging

The pollution and waste generated by plastic packaging is now a global concern.

Plastic waste became a critical economic issue in Aotearoa in 2017, when China effectively stopped accepting shipments of packaging waste. The challenge now is building and running sustainable packaging systems in our remote location, with a small and relatively dispersed population. The ideal is a circular economy in packaging for this country, where these materials are never abandoned to become waste or pollution. This means shifting from problematic and single-use packaging, towards reusable and refill options. It means switching problematic plastics for new materials. It means radically improving our recycling to divert waste from landfill and create value from what's returned.

In 2018 we released our diagnostic report ***New Zealand's Plastic Packaging System 2018: An initial circular economy diagnosis***. This highlighted a clear need for a more co-ordinated approach.

In 2019 we established the ***Plastic Packaging Masterclass*** series to radically reduce the impact of packaging in this country, from production to the end of its life. It brought together experts in business, packaging innovation and regulation. We have now run two series, with 203 people representing over 100 organisations attending. The 2020 Masterclass was sponsored by NZ King Salmon, Foodstuffs NZ and thinkstep-anz.

The learnings from those sessions have been widely used in various industry sectors, and captured in our ***Plastic Packaging Masterclass 2020 Key Findings Report.***

> *The Masterclasses have become a hub for a wide variety of business collaborations and initiatives on plastic packaging. We are capturing these in a series of case studies and articles.*

The latest plastics report was downloaded 246 times, and 157 people watched the webinar discussing the findings. It was also widely broadcast in mainstream media, including coverage in the ***NZ Herald***, ***Stuff***, ***Newstalk ZB***, ***Newshub*** and the ***AM Show***.

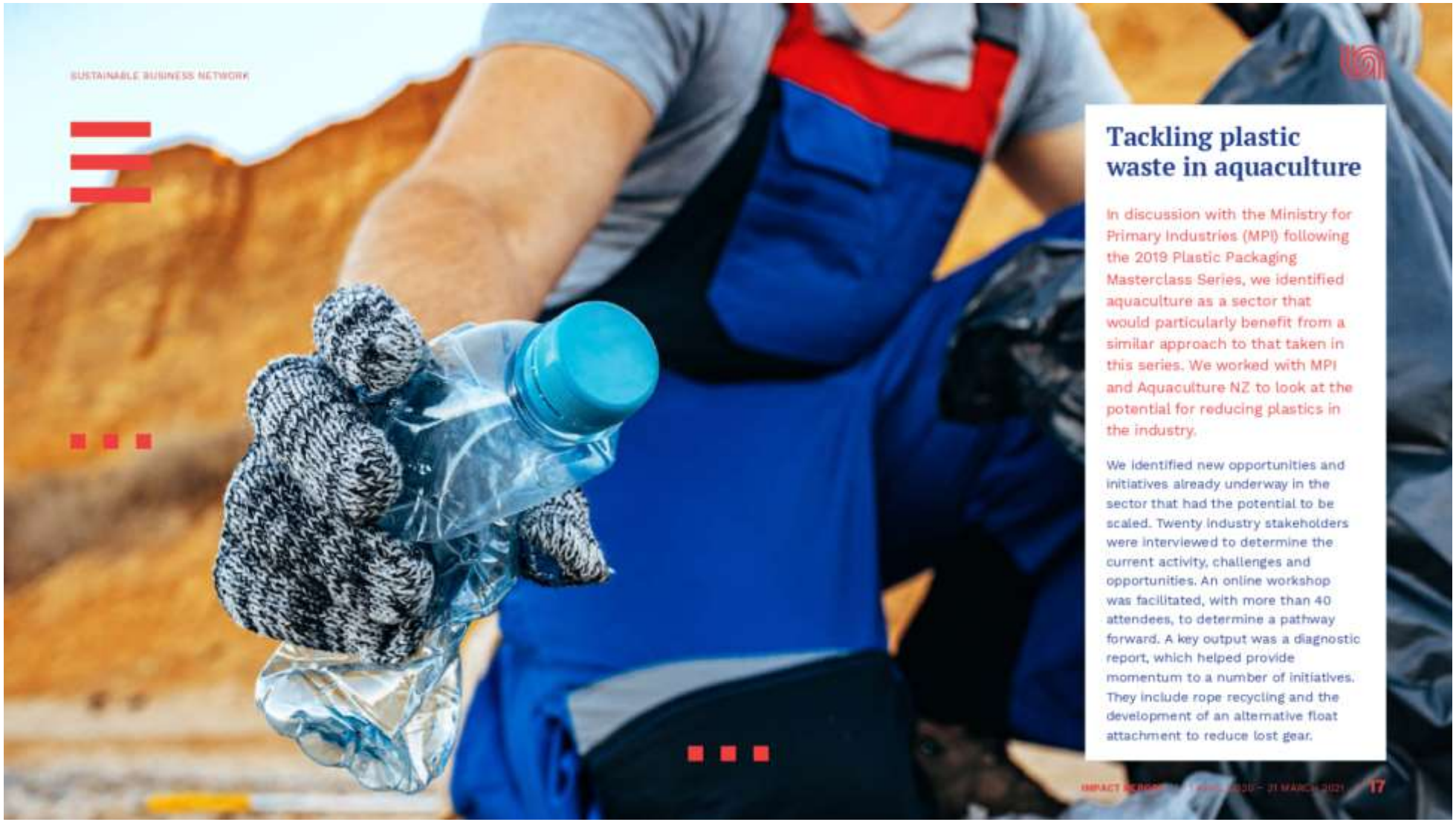
We aim to continue this work and widen its scope to include all packaging materials. The 2021 Masterclass is expanding, to become a full one-day conference and open to a wider number of businesses.

We have also supported the integration of circular economy principles with Te Ao Māori principles and their inclusion in the National Waste Strategy. This work was spearheaded by SBN founder and CEO Rachel Brown, who sits on the Ministry for the Environment's Waste Advisory Board.

Improved business practice from attending the masterclass

After attending SBN's Plastic Packaging Masterclasses, Vitaco adopted new High-Density Polyethylene (HDPE) containers and lids. This enabled more than 10,000kg of packaging to be closed-loop recycled back into containers and lids.

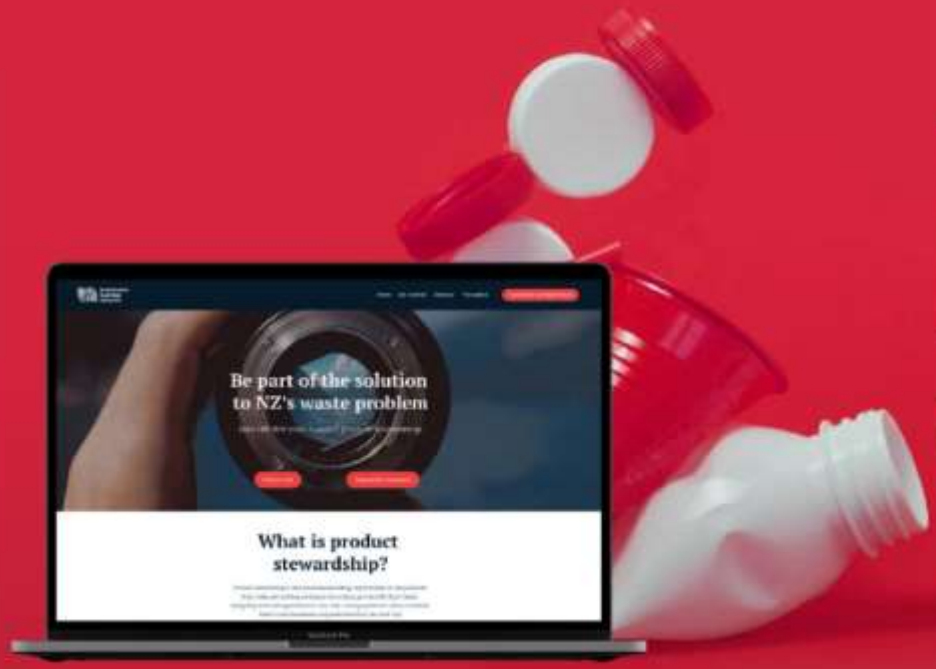
> **"With the knowledge we gained through attending the SBN Plastics Masterclasses such as choosing plastics with the highest recycling value, the need for a more circular economy and understanding the importance the consumers place on recyclable packaging, it was critical for us to use this as an opportunity to reduce our environmental footprint."**
>
> **NICK ROBERTSON**, VITACO NEW PRODUCT DESIGN MANAGER, FOOD & SPORTS


SUSTAINABLE BUSINESS NETWORK
Tackling plastic waste in aquaculture
In discussion with the Ministry for Primary Industries (MPI) following the 2019 Plastic Packaging Masterclass Series, we identified aquaculture as a sector that would particularly benefit from a similar approach to that taken in this series. We worked with MPI and Aquaculture NZ to look at the potential for reducing plastics in the industry.
We identified new opportunities and initiatives already underway in the sector that had the potential to be scaled. Twenty industry stakeholders were interviewed to determine the current activity, challenges and opportunities. An online workshop was facilitated, with more than 40 attendees, to determine a pathway forward. A key output was a diagnostic report, which helped provide momentum to a number of initiatives. They include rope recycling and the development of an alternative float attachment to reduce lost gear.
17

SUSTAINABLE BUSINESS NETWORK

Designing out waste

Our projects on plastic packaging and product stewardship are designed to speed up the inevitable and necessary transition to a circular economy in New Zealand. These are some of the impacts of our work.



58

Product stewardship schemes and initiatives listed in our Product Stewardship website

17,487 USERS

of our Product Stewardship website since its launch in August 2020

336 PEOPLE

trained in plastic packaging through our events

504 ORGANISATIONS

directly engaged with to create, augment, join or promote their product stewardship scheme


SUSTAINABLE BUSINESS NETWORK
The Big Shift 2020/21
DESIGNING OUT WASTE
Experiencing the need for change
Product stewardship survey – 96% keen for products to be reused, repaired, recycled (834 respondents)
Recognition of international and national momentum for change
Diagnosing the system
Diagnostics Report: *The Circular Economy Opportunity for Auckland and How Business Can Realise It* – 1,368 downloads (released May 2018)
Aotearoa's Plastic Packaging System 2018: An initial circular economy diagnosis – 1,084 downloads (released December 2018)
Five funding partners in 2020 (Foodstuffs, NZ King Salmon, thinkstep-anz, Aquaculture NZ, Ministry for Primary Industries)
Identified lack of product stewardship initiatives – received funding from Waste Minimisation Fund to help businesses establish schemes
Rachel Brown on the Ministry for the Environment's Waste Advisory Board
Creating pioneering practices
Launch of product stewardship website - 58 product stewardship initiatives listed, 17,487 visitors in 7 months
504 organisations directly engaged with to create, augment, join or promote their product stewardship scheme
Product Stewardship Resource – 281 downloads
Plastic Packaging Masterclass – 81 attendees representing 50 organisations in 2020
2019 and 2020 Masterclass key findings reports – 468 downloads (released March 2020 and March 2021 respectively)
Tackling plastics in aquaculture workshop – 41 attendees
Enabling the tipping point
12 interviews and articles in mainstream media across our waste programme
Plastics Packaging webinar – 157 people watched live and an additional 1,069 people reached (YouTube and Facebook)
2019 Masterclass led to work with Aquaculture NZ - and is influencing government sector approach to plastics
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 19


SUSTAINABLE BUSINESS NETWORK
Regenerating Nature
With around 4,000 species at risk in Aotearoa, our country has one of the highest proportions of threatened indigenous species anywhere in the world.
Photo: MATT DOWDLE
IMPACT REPORT
20


90%
of our wetlands have been destroyed since the late 1800s.
Regenerating Nature
Eight out of ten of New Zealand's reptiles, frogs, bats and birds are threatened or at risk of extinction. Habitat loss is a key reason, including the damage caused by invasive plants and animals. We've destroyed two thirds of our native forests since the late 1800s and 90% of our wetlands.[4] Pollution is another. In recent summers around 100 of our rivers, lakes and bays have been too polluted to safely swim in.
Regenerating nature is vital if we are to tackle climate change and species extinction, as well as secure a positive future for all of us. Intact ecosystems are among the most powerful and effective ways to safely absorb greenhouse gas emissions. They are a fundamental source of health and wellbeing for our people. For businesses that use our natural resources or capitalise on Aotearoa New Zealand's 'clean, green, image' it's vital to their own survival that they work to ensure their extraction today does not damage the very resources upon which they rely.
Regenerating our waterways has been a focus of SBN's work for a number of years. Our recent work on this theme has grown out of this support for local rural and urban waterway restoration projects. It is now developing into a range of large scale environmental and social programmes of national significance.
4 - https://environment.govt.nz/assets/Publications/Files/environment-aotearoa-2019.pdf
Photo: MATT DOWDLE
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 21

The Million Metres Streams Project

Since 2014 SBN's Million Metres Streams Project has been on a mission to restore Aotearoa New Zealand's rivers, streams, lakes and wetlands.

The project enables landowners and local volunteers to set up and run crowdfunding campaigns. It connects them with advice, expertise, resources and funds to plan and carry out their waterway restoration projects.

SBN directs 5% of all Impact Investor annual payments to locally-led waterway restoration projects. Some investors, such as Alsco, put in significantly more funds. The rest of the project's funding is secured through an innovative mix of crowdfunding, philanthropy, government funding and business partnerships.

To date the core Million Metres Streams Project has raised more than $2 million, with support in particular from Cora, Ministry for the Environment, Alsco, Foundation North, The Body Shop, Te Uru Rākau Forestry New Zealand and the Department of Conservation.

It has enabled the planting of more than half a million native plants and trees and has generated the funds to restore more than 77 kilometres of waterway.

During the pandemic we faced the prospect of a significant drop in crowdfunding. However, the project team worked hard to launch an emergency appeal to save that winter's planting season. We were delighted with the generous support we received, raising $154,000 in just 10 weeks from businesses and individuals. We celebrated significant donations from new business donors including Fonterra, Trustpower and Salesforce and brokered new partnerships with Garage Project and many others. In 2021, we supported the work of 27 community and farmer-led waterway restoration projects across Aotearoa New Zealand.

> "It has been amazing to connect with business groups via Million Metres, through their Sustainable Business Network. Not only do we get their donations, it also gave us the opportunity to engage with them on an educational level. And they tell us their staff really like to see the changes between the first-year planting and the next, to see the trees they planted thrive is very uplifting."

ANNALILY VAN DEN BROEKE, TRUSTEE
MATUKU LINK RESERVE, AUCKLAND

Million Metres Streams Project, Whau River. Planting day.
Photo **MATT DOWDLE**

The Jobs for Nature Fund

In response to the pandemic the Government created the Jobs for Nature Fund.

This was intended to both tackle pandemic-driven regional unemployment and the declining health of Aotearoa New Zealand's waterways and landscapes.

Given the threat Covid-19 posed to our waterway restoration crowd-funding the team pivoted quickly and worked extremely hard putting proposals together targeting these funds. The hard work paid off. Through the Jobs for Nature fund, which is supported by the Department of Conservation (DOC), we were successful in securing $2.5 million. The funds are being used to support the work of community partners in our Million Metres' network, providing employment for 62 individuals over a 4-5 month period. This included growing the SBN team with two full time staff to manage the programme.

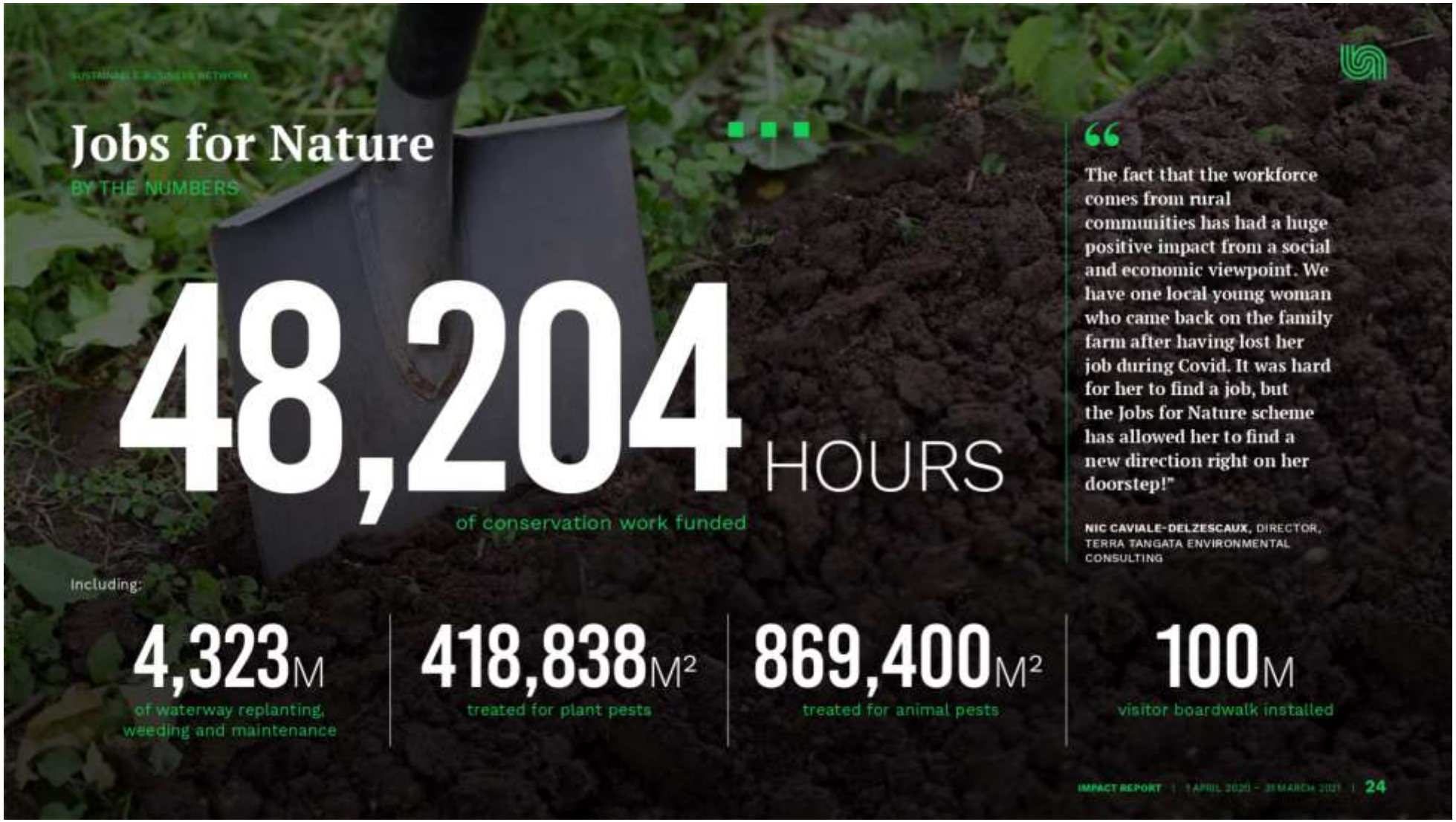
The funds generated 48,204 hours of nature conservation work in the 2020/21 financial year. This includes 4,232 metres of waterway replanting, weeding, maintenance and even appropriate infrastructure projects like a 100m visitor boardwalk. It also includes pest control, with 418,838m2 treated for plant pests and 869,400m2 for animal pests.

This programme has enabled SBN to forge new and important partnerships with Te Orewai o Ngāti Hine, Nga Uri o Hau Native Nursery and Ngāti Whātua Ōrākei.

The next stage of this work is a proposal to expand and extend its reach, to take in urban nature regeneration work, rather than just rural, and include a wider range of jobs in support of the Fund's aims. This proposal is being developed around a large-scale pilot project across the Puhinui Stream catchment in South Auckland, a socially disadvantaged area that is also one of the hardest hit by the impact of the pandemic. We are also exploring opportunities with Kāinga Ora to restore urban ngahere (forest) in South Auckland.

> "This project has had such a huge impact on our natural environment and our community. All new team members had been impacted by Covid, all in varying ways. Some were unable to find employment, others were working in forward facing industries and were worried for their health. Some owned businesses that relied on tourism or wedding industries. Bringing the diverse range of people together under this project has also created new networks and friendships that extend outside of work."

KRISTIN BUSHER, PROJECT LEAD, WAIHEKE RESOURCES TRUST


Jobs for Nature
BY THE NUMBERS
48,204 HOURS
of conservation work funded
"The fact that the workforce comes from rural communities has had a huge positive impact from a social and economic viewpoint. We have one local young woman who came back on the family farm after having lost her job during Covid. It was hard for her to find a job, but the Jobs for Nature scheme has allowed her to find a new direction right on her doorstep!"
NIC CAVIALE-DELZESCAUX, DIRECTOR, TERRA TANGATA ENVIRONMENTAL CONSULTING
Including:
4,323M
of waterway replanting, weeding and maintenance
418,838M²
treated for plant pests
869,400M²
treated for animal pests
100M
visitor boardwalk installed
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 24

Our work in the Hauraki Gulf

In October 2018 we began a programme of work around restoring the Hauraki Gulf/Tikapa Moana or Te Moana-nui-a-Toi. It has received funding from Gulf Innovation Fund Together (G.I.F.T) – a Foundation North initiative.

SBN aims to facilitate collaborative efforts to tackle land-sourced pollution in the Gulf. We also seek to inspire more business people and related influencers to become involved with the protection and restoration of the mauri ('life-giving essence and connections') of these waters.

In December 2020 we hosted a series of *Gift to the Gulf* webinars, reaching 2,360 people. Amid the lockdown year, we were still able to organise a live event to conclude the series.

The project provides a Gulf context to key areas of SBN's work, especially waterway replanting and the circular economy, which tackles waste and pollution at source. For example, six of the current waterway restoration projects that Million Metres is supporting are located on waterways that flow into the Hauraki Gulf. It also promotes two key actions businesses can take – installing litter traps into storm water drains and switching to copper-free brake pads on vehicles to reduce marine heavy metal toxicity.

Our influence

From the outset of this project we have been building new collaborations.

We have been lobbying to stimulate innovative and creative responses to the pressures on the Gulf. This has included prompting the Energy Efficiency and Conservation Authority (EECA) to support an initiative to electrify Auckland's ferry fleet. SBN also created a new formal working agreement with the Hauraki Gulf Forum.

"SBN'S INFLUENCING ROLE:

SBN has also been a key voice in lobbying to unlock the gates that were holding us back, including the successful lobby for the inclusion of maritime electrification projects in funding programmes offered by Energy Efficiency & Conservation Authority (EECA). This in turn has helped bring maritime electrification into the spotlight within policy circles. Through SBN's own invitation and that of others whom they have introduced, EV Maritime has also been able to take advantage of several powerful promotional opportunities for us, including Foundation North's State of our Gulf launch, SBN's Gift of the Gulf event and others."

MICHAEL EAGLEN, CO-FOUNDER AND CHIEF EXECUTIVE, EV MARITIME LIMITED

Indigenous world view combined with Western science

Through our work with nature we have seen our conventional thinking challenged as our staff engaged more with Te Ao Māori.

We see great synergy between the Te Ao Māori world view and our core sustainability principles. To work more effectively in partnerships in this area we have undergone a series of trainings. These include working with Te Kaa the Emerge Institute and more recently Tūtira Mai NZ and have employed a cultural advisor, Te Huia Taylor. Much of this work has received financial support from Foundation North. This has deeply influenced the way we approach our work, especially around nature regeneration. It has also inspired different modes of storytelling, with a focus on emotional rather than purely economic connection of a dramatic monologue, *The Memory of Water*. It has also led to the creation of accompanying newsletter articles like *The Sea Waits for Us*.

We gave support for the rahui on shellfish collection around Waiheke Island, with a submission to the Ministry of Primary Industries.

We will continue to focus on growing our understanding and forging partnerships with mana whenua.

Million Metres Streams Project, Whau River. Planting day.

Photo MATT DOWDLE

We see great synergy between the Te Ao Māori world view and our core sustainability principles.


SUSTAINABLE BUSINESS NETWORK
Regenerating Nature
Nature is the fundamental source of health and wellbeing for our people. Intact ecosystems absorb greenhouse gas emissions. They will make a crucial contribution to addressing the climate emergency. These are some of the impacts of our work.
Million Metres Streams project enabled the planting of:
215,000+
NATIVE TREES AND PLANTS
27
organisations partnered with us on our Million Metres Streams project
$2.89 MILLION
Raised for nature conservation
62 NATURE CONSERVATION
jobs created (30.9 Full Time Equivalent jobs)
"Awesome organisation from top to bottom, clear leaders"
INVESTOR FOR IMPACT 2021 SURVEY RESPONSE
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 27


SUSTAINABLE BUSINESS NETWORK
The Big Shift 2020/21
REGENERATING NATURE
Experiencing the need for change
SBN recognised state of Aotearoa New Zealand's waterways – established Million Metres to fund restoration
5% of all network fees contribute to locally-led projects across the country.
Gift to the Gulf series highlighting the dire state of the Hauraki Gulf – 177 watched live, with 2,386 reached (Facebook and YouTube views)
Diagnosing the system
Work on Hauraki Gulf identifies importance of switching to electric ferries – broker introductions for EV Maritime
Rachel Brown on the Jobs for Nature Advisory Panel
Creating pioneering practices
Working on Urban Jobs for Nature programme – focused on South Auckland and the regeneration of Puhinui Stream
Enabling the tipping point
In 2020/21 financial year SBN raised $2.89 million for nature restoration. This supported the creation of 31 FTE jobs; enabled 215,000 trees to be planted; 418,838m² treated for plant pests and 869,400m² for animal pests; and enabled 48,204 conservation hours
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 28


SUSTAINABLE BUSINESS NETWORK
Training
& connecting
The roots and power of the Sustainable Business Network lie in bringing people together to share knowledge and collaborate.
III
1 APRIL 2020 – 31 MARCH 2021 | 29

Training and events

In recent years we have continued to increase our focus on curating events for maximum learning and impact. We have two key types of events: those focused on training (such as the Plastic Packaging Masterclass) and those focused on profiling sustainable solutions (the most notable being the Sustainable Business Awards). At both we ensure there is ample opportunity to 'network with purpose', enabling people to come together to connect and collaborate.

We use webinars to launch and explain new tools and resources. We demystify new concepts and approaches to sustainability. We increase engagement with sustainability issues.

After many years of running in-person workshops we have also built on the success of the Packaging Masterclasses to design events series. These provide more opportunities for cross-sector sharing and learning, and longer-term collaboration and development.

In 2020 2,997 people attended one of our training events, either in person or live online. We reached a further 139,476 through Facebook and YouTube views.

Sustainable Business Awards 2020

Photo DAVE OLSEN


SUSTAINABLE BUSINESS NETWORK
“I can honestly say it was one of the best courses I’ve ever been on”
HEATHER JOHNSTON, HEAD OF SAFETY AND SUSTAINABILITY COMVITA
Leadership in Sustainable Business Course
The Sustainable Business Network has years of experience training some of the most dynamic and successful sustainability leaders in Aotearoa New Zealand.
SBN’s leadership course began in 2015. It has been designed, developed and honed specifically by and for Aotearoa New Zealand-based sustainability professionals. It attracts people from both small and large businesses and is ideally suited to this country’s economic, cultural and ecological context.
A total of 131 participants have completed the programme. 36 attended in 2020. All participants are guided to produce a project plan for a sustainability initative in their organisation. The aim is for it to be ready for immediate implementation. In 2020 73% of the survey respondents stated that they made a positive change as a result. Projects ranged from waste reduction, setting sustainable KPIs for all employees to circular packaging initiatives. More than 50 top NZ companies have sustainability leaders who are Leadership in Sustainable Business Course alumni.
Participants are challenged and supported to deepen their personal connection to the environmental issues of our time. They are introduced to the world’s best tools for bringing that insight and passion into their everyday work. They finish the course equipped with the knowledge, confidence and commitment to lead personal and professional change.
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 31

Leadership in Sustainable Business Course

"A massive thank you to the SBN team for a truly magical six days. I left feeling inspired, full of gratitude, possibility and ready to get stuck in. Your knowledge and the way you and the team facilitate the course, is what creates the space and environment for attendees to be open, share, engage, connect and learn. And that's what makes it truly unique and transformational."

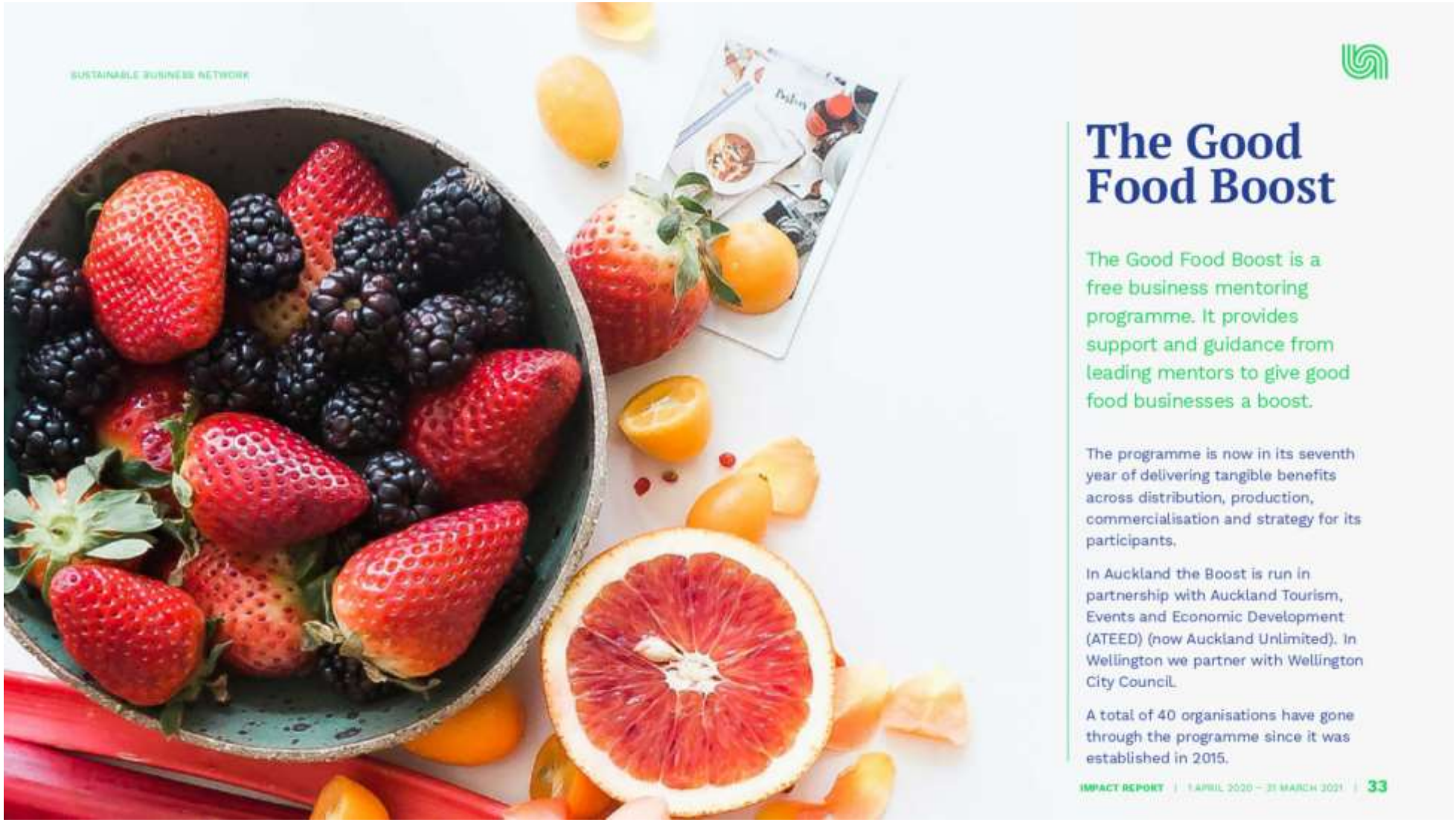
HANNAH BOWER, CO-FOUNDER, ZEFFER CIDER

"On the SBN course as a group we covered how to make change by thinking differently and how to take other people with you.

The course absolutely helped me test ideas and shape my thinking. The course provides a trusting place to open up, challenge and innovate. It helped me shape my thinking and gave me the confidence to launch.

Pathfinder KiwiSaver (initially called CareSaver) launched about 6 months after I finished the course. In a year and a half since it has grown to over $75 million, generated market leading investment returns and raised around $150,000 for our 17 charity partners."

JOHN BERRY, CEO, PATHFINDER


SUSTAINABLE BUSINESS NETWORK
The Good Food Boost
The Good Food Boost is a free business mentoring programme. It provides support and guidance from leading mentors to give good food businesses a boost.
The programme is now in its seventh year of delivering tangible benefits across distribution, production, commercialisation and strategy for its participants.
In Auckland the Boost is run in partnership with Auckland Tourism, Events and Economic Development (ATEED) (now Auckland Unlimited). In Wellington we partner with Wellington City Council.
A total of 40 organisations have gone through the programme since it was established in 2015.
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 33

The Glass Milk Bottle & Lewis Road Creamery Refillery stations at Farro Fresh supermarkets.

EXAMPLE

The Good Food Boost in action

It was through the Boost that the Glass Milk Bottle company connected with Lewis Road Creamery to create Lewis Road Creamery refillery stations at Farro Fresh supermarkets.

> "The mentors gave me confidence and reassured us. We felt like we were a year ahead after the programme. We trimmed our ideas down into a concise vision and streamlined our ideas."

MATT RAWLINGS,
GLASS BOTTLE MILK CO

The Sustainable Procurement Leaders Group

Businesses in New Zealand can reduce their environmental impact through changes in procurement – what they buy, who from and how.

That's why we created the Sustainable Procurement Leaders Group. It's for significant procurers in Aotearoa New Zealand keen to work together and lead on this issue.

We know that within the SBN network there are excellent suppliers with positive social and environmental practices who are often overlooked by procurers. These smaller progressive businesses often don't receive the contract because sustainability criteria is not given appropriate weight when businesses are making their decisions.

Businesses know they have huge influence. They can set high standards for things like climate, waste and water in their procurement policies. But it can be tough to find the right suppliers and know what to ask them. It's also challenging to know how to monitor changes, measure success and get leadership buy-in. We want to make sustainable procurement the norm for everybody.

SBN has been working on supply chain sustainability for many years. Between 2015 and 2019 we worked with procurers and suppliers to identify a way forward. This led to the creation of a number of resources tackling issues like how to identify existing barriers to sustainable procurement, and how to implement this approach into your day to day business.

In 2020 we set up the SBN Sustainable Procurement Leaders Group. It included major businesses, local authorities, three major New Zealand universities and representatives from national and local government. The group met quarterly from August 2020, developing and sharing best practice, tools and resources. This was followed up with a series of practical reports and action plans for the individual businesses and the Group.

> "It's been incredibly useful. Not only has it helped upskill us on what best practice looks like... it also has been invaluable in terms of creating connections with other corporates dealing with similar challenges. We're currently working on a review of our corporate vehicle fleet, and we have connected with a number of other organisations in both the public and private sector through the Leaders Group who are on the same journey. Sharing experiences and potential solutions with these organisations has been invaluable."

JESS RODGER, SUSTAINABILITY MANAGER, IAG


SUSTAINABLE BUSINESS NETWORK
The Sustainable Procurement Leaders Group
“A large number of Aotearoa businesses of all types and sizes have raised the profile of social and sustainable procurement within their business models – giving more emphasis on how they do business and where they source products and services from. We are now more intentional and genuine about what this means for our business as a differentiating characteristic as we move towards our overall sustainability goals. We have been able to almost benchmark our existing procurement standards against others who perhaps are more mature in this space. It has helped us develop further – where sustainability is now a key component of any go to market/ procurement review undertaken by our team and the wider business.”
HELEN JOHNSTON, COMVITA
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 36


SUSTAINABLE BUSINESS NETWORK
Sustainable Business Awards
We strongly believe in celebrating the success of sustainable business.
Supreme Award:
Transforming New Zealand Award
Sponsored by Meridian Energy
Winner: Tahi
Photo: Professor John Craig, collecting Award on behalf of Tahi
Photo DAVE OLSEN
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 37

SUSTAINABLE BUSINESS NETWORK

Sustainable Business Awards

Created in 2002, the Sustainable Business Awards are the largest and longest-established awards programme of their kind in New Zealand.

They recognise and celebrate success in sustainability across categories ranging from climate action, circular economy and nature restoration to communicating sustainability, social impact, collaboration, individual superstars and much more. Expert judges assess hundreds of entries through a robust, multi-staged process to ensure consensus. A wide range of sponsors help celebrate success and broaden the reach of the Awards.

Finalists and winners enjoy widespread promotion throughout the year, through SBN communication channels as well as mainstream media.

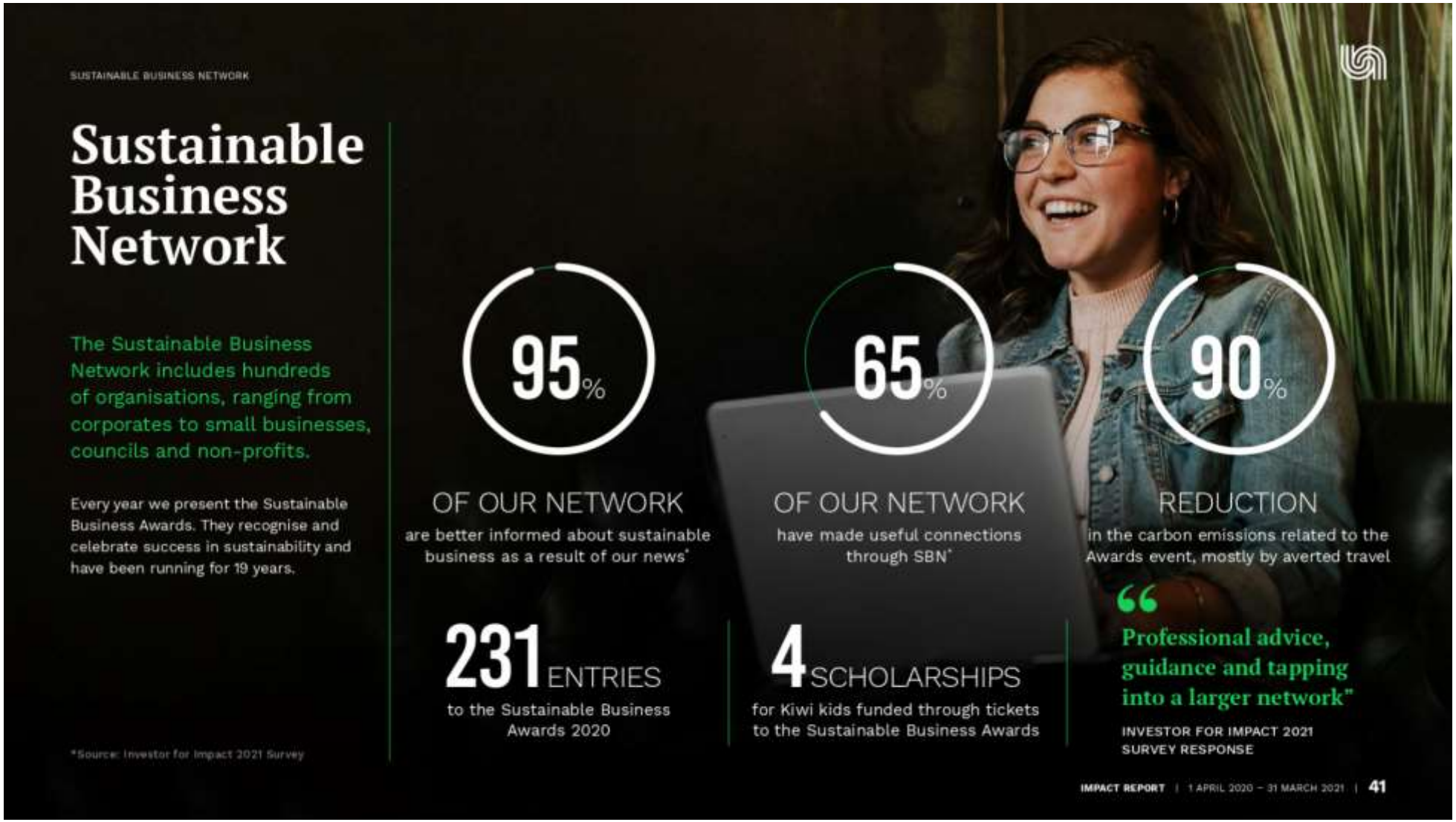
The Awards night has become the de facto annual family gathering for Aotearoa New Zealand's sustainable business community. In 2019 the event attracted more than 700 attendees and VIP guests to Shed 10 on Auckland's waterfront. In 2020 we had to respond quickly to the challenge of the pandemic on live events. We made the Awards event free, low carbon and accessible to everyone. The presentations were held at an in-person event in Auckland and broadcast live in a new entertainment show format on Facebook and to four live satellite events hosted by the SBN team up and down the country. This transition itself received national media coverage in Stuff, as an example of the changing face of live events. This was also part of a wider successful media partnership established with Stuff for this year's Awards, but continuing beyond.

> *We estimate that the change in format resulted in a 90% reduction in the carbon emissions related to the event, mostly by averted travel. Including all the events and live streams, the event reached more than 9,000 people.*

We plan to further develop this new format in the years to come. We're intent on continuing to provide a high profile, low carbon, no waste, highly enjoyable event that is accessible to all.


SUSTAINABLE BUSINESS NETWORK
Sustainable Business Awards
2020 WINNERS
SUPREME AWARD TRANSFORMING NEW ZEALAND AWARD
SPONSORED BY MERIDIAN ENERGY
Tahi
SUSTAINABILITY SUPERSTAR
SPONSORED BY NZI
Steve West from ChargeNet
CHANGE MAKER
Francesca Goodman-Smith, Foodstuffs NZ
COMMUNICATING FOR IMPACT
SPONSORED BY KIND&CO
Predator Free Wellington
SOCIAL IMPACTOR
SPONSORED BY MAS
Pathfinder Asset Management
GOING CIRCULAR
SPONSORED BY AUCKLAND COUNCIL
X-Frame
CLIMATE ACTION LEADER
SPONSORED BY EECA
Soar
CLIMATE ACTION INNOVATOR
SPONSORED BY WAKA KOTAHI NZ TRANSPORT AGENCY
CarbonClick
OUTSTANDING COLLABORATION
SPONSORED BY TOITŪ ENVIROCARE
Elastomer Products and Scion
TECH FOR GOOD
Sustainable Coastlines
GOOD FOOD
SPONSORED BY NEW WORLD
Bostock Brothers
RESTORING NATURE
SPONSORED BY THE DEPARTMENT OF CONSERVATION
Tahi
RESILIENCE IN CRISIS
SPONSORED BY STUFF
Student Volunteer Army
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 39


Sustainable Business Awards
CHANGE MAKER 2020 WINNER
The impact of our Awards
Francesca Goodman-Smith was the winner of the 2020 Change Maker Award.
She says the win:
"created so many great opportunities to share the message about food waste reduction".
As a result of her Award win she featured in a number of media interviews. She obtained seed funding from the University of Otago Food Waste Research Theme to supervise a research project on upcycled food at Foodstuffs. She was invited to participate in a US Podcast series called 'Too Good to Waste'. She said in the end it created more opportunities than she was able to take advantage of!
IMPACT REPORT
40


SUSTAINABLE BUSINESS NETWORK
Sustainable Business Network
The Sustainable Business Network includes hundreds of organisations, ranging from corporates to small businesses, councils and non-profits.
Every year we present the Sustainable Business Awards. They recognise and celebrate success in sustainability and have been running for 19 years.
*Source: Investor for Impact 2021 Survey
95%
OF OUR NETWORK
are better informed about sustainable business as a result of our news*
65%
OF OUR NETWORK
have made useful connections through SBN*
90%
REDUCTION
in the carbon emissions related to the Awards event, mostly by averted travel
231 ENTRIES
to the Sustainable Business Awards 2020
4 SCHOLARSHIPS
for Kiwi kids funded through tickets to the Sustainable Business Awards
"Professional advice, guidance and tapping into a larger network"
INVESTOR FOR IMPACT 2021 SURVEY RESPONSE
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 41


SUSTAINABLE BUSINESS NETWORK
The Big Shift 2020/21
TRAINING AND EVENTS
Experiencing the need for change
SBN recognises that we need to increase our national sustainability skill sets in business and to highlight examples of success to drive more action (such as through our annual Awards)
Diagnosing the system
SBN Procurement reports - 376 downloads
Identified that organisations need help with improving procurement practices – need for aligned best practice across New Zealand
Creating pioneering practices
Leadership course – 36 attendees in 2020. 131 to date
Good Food Boost programme – 8 organisations in 2020. 40 organisations mentored since 2015
Sustainable Procurement Leadership Group established – 82 people from 45 organisations
Enabling the tipping point
2020 Sustainable Business Awards – 231 entries, 91 finalists over 12 categories. Awards night reached 9,000
2,997 people trained through SBN training and updates
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 42


Thank you!
ACKNOWLEDGMENTS
IMPACT REPORT
43


SUSTAINABLE BUSINESS NETWORK
Thank you!
ACKNOWLEDGMENTS
Thank you for taking the time to read this report and for your interest in the Sustainable Business Network.
Thank you to Dr Adrian Field of Dovetail for guiding us through the process of identifying our impacts.
Special thanks to all our partners for investing and believing in us. None of these projects would be possible without you.
ACTING ON CLIMATE
CLIMATE ACTION 20/25
+ Bank of New Zealand (BNZ)
+ Energy Efficiency & Conservation Authority (EECA)
+ Meridian Energy
+ Ministry of Business Innovation and Employment
+ New Zealand Trade and Enterprise
+ Waka Kotahi / NZ Transport Agency
DESIGNING OUT WASTE
PRODUCT STEWARDSHIP
+ Abilities Group
+ FUJIFILM Business Innovation
+ Inzide Commercial
+ 3R Group
+ Ministry for the Environment (Waste Minimisation Fund)
PLASTIC PACKAGING
+ Foodstuffs NZ
+ NZ King Salmon
+ thinkstep-anz
GOOD FOOD BOOST
+ Auckland Unlimited (formerly ATEED)
+ Wellington City Council
REGENERATING NATURE
MILLION METRES STREAMS PROJECT
– ORGANISATIONS CONTRIBUTING OVER $15K
+ Alsco
+ Auckland Council
+ Fonterra
+ Foundation North
+ Lion
+ Ministry for the Environment
+ Ministry for Primary Industries New Zealand Forestry Te Uru Rākau
+ Trustpower
JOBS FOR NATURE
+ Department of Conservation
HAURAKI GULF
+ Foundation North
SUSTAINABLE BUSINESS AWARDS
+ Auckland Council
+ Department of Conservation
+ Energy Efficiency & Conservation Authority (EECA)
+ Kind&Co
+ Medical Assurance Society (MAS)
+ Meridian Energy
+ New World
+ NZ Insurance (NZI)
+ Stuff
+ Toitū Envirocare
+ Waka Kotahi / NZ Transport Agency
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 44

SUSTAINABLE BUSINESS NETWORK

Investors for Impact 2020/21

ACKNOWLEDGMENTS

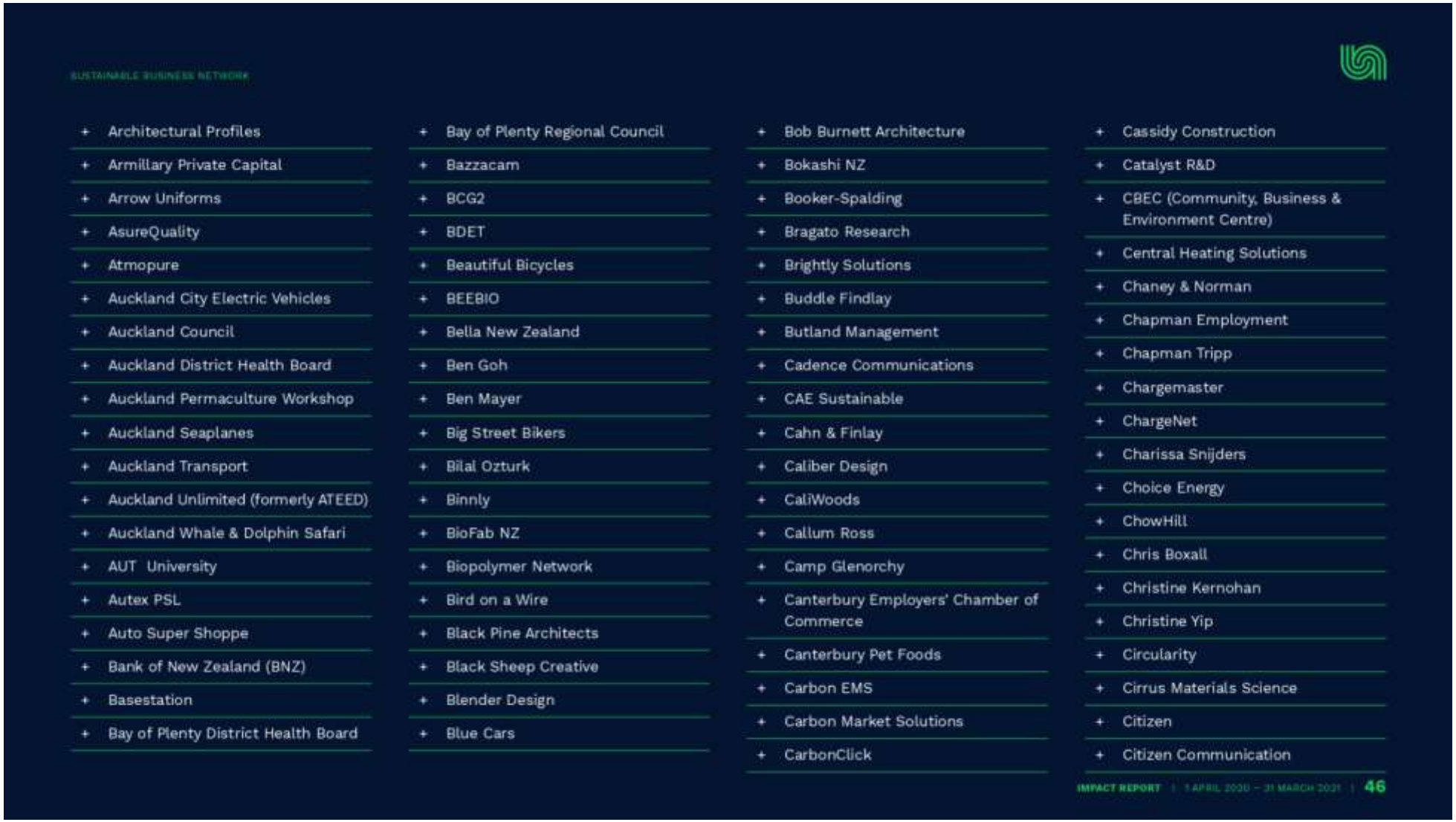
Thanks to all our impact investor network who make this work possible. And thanks to the SBN staff, who work tirelessly to tackle the challenges we face in moving to a regenerative future.

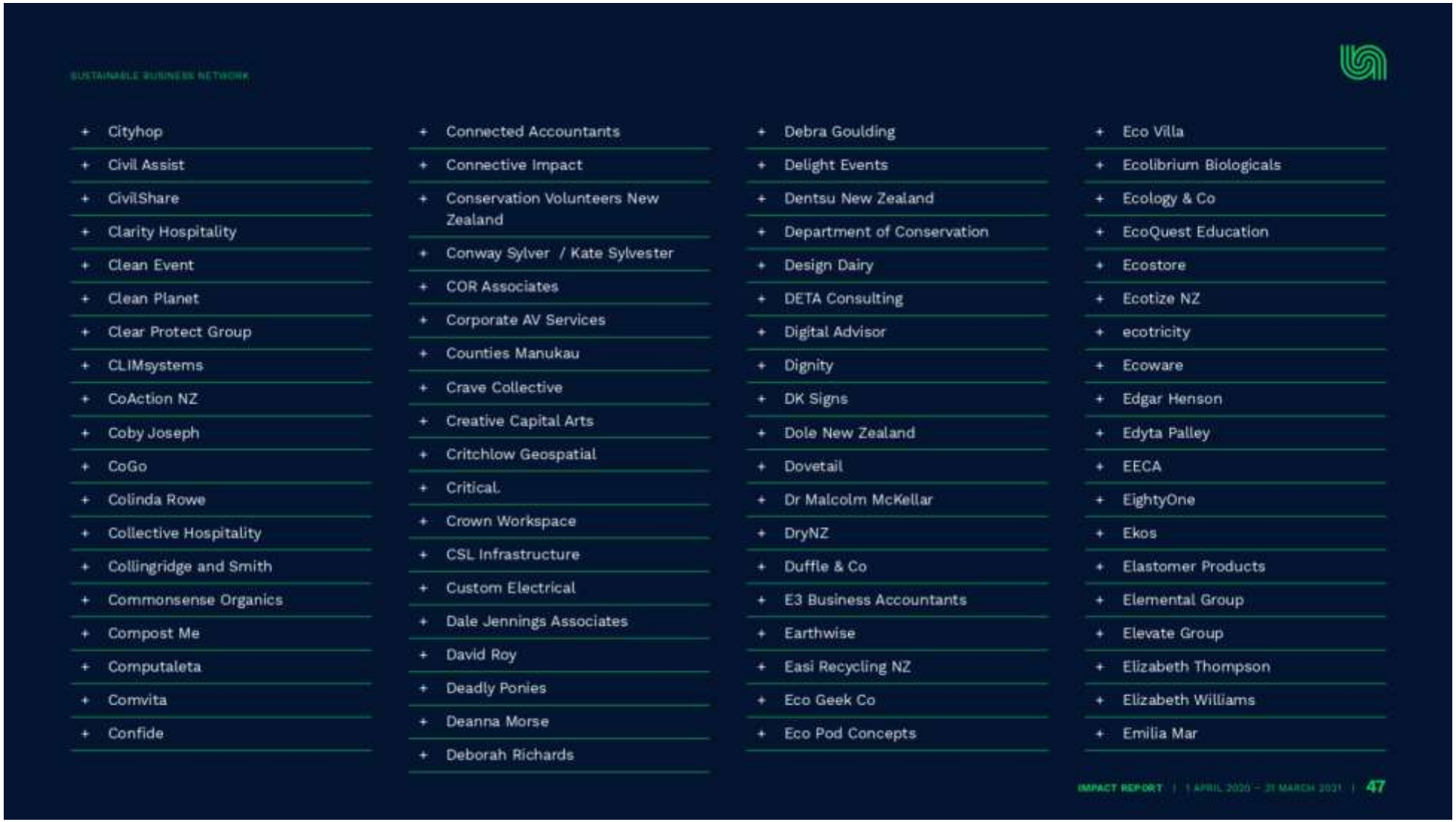
For a full Directory of our Impact Investors go to: sustainable.org.nz/investors

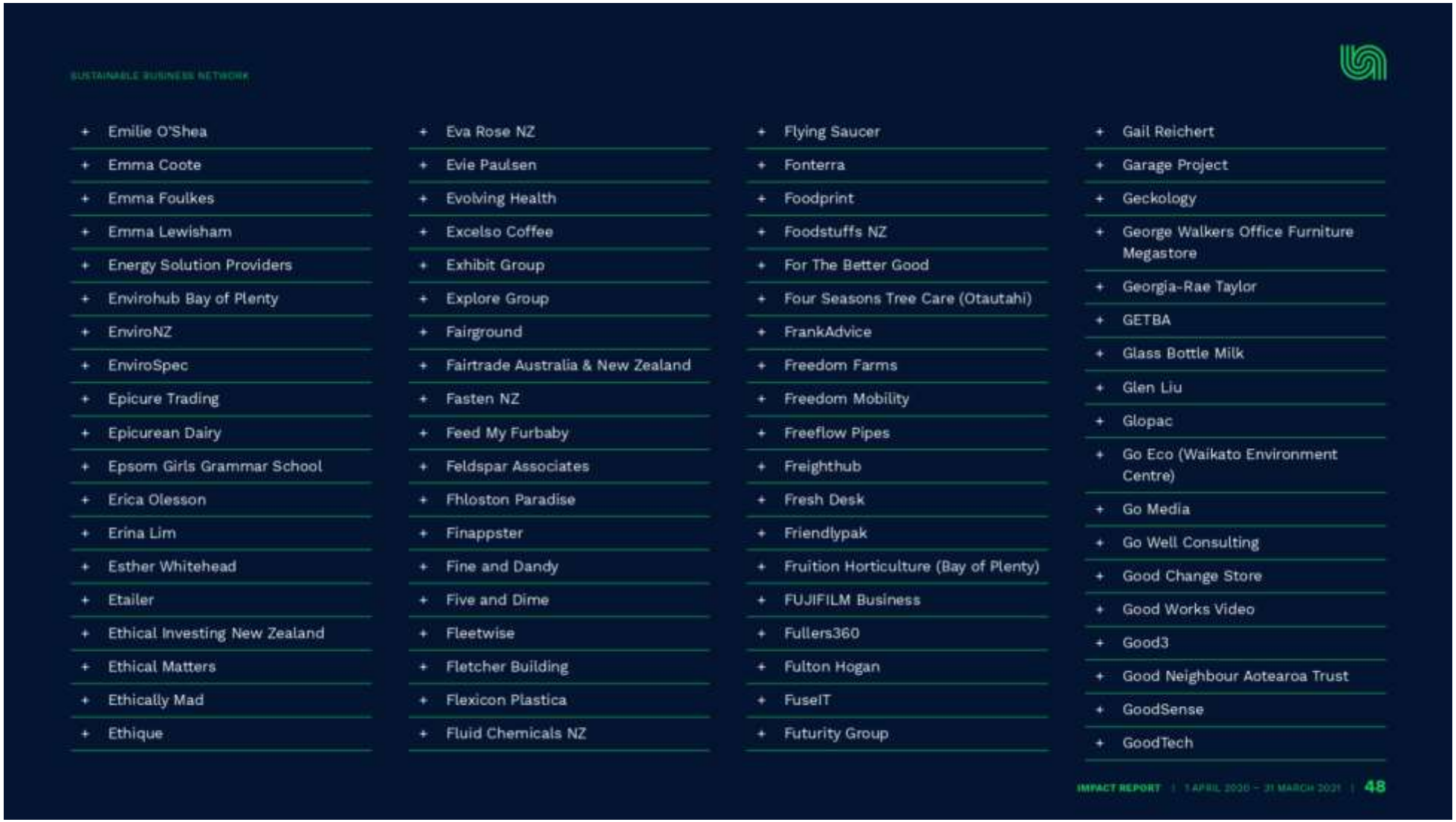
INVESTORS FOR IMPACT 20/21
LISTED ALPHABETICALLY

- 3R Group
- 3sixty2 Wines
- AA Solar & Marinetronics
- Aaron Haymes
- Aaron Ho
- Aart van Dijk
- Abby Jones
- Abe's Bagels
- Abilities Incorporated
- Abley
- Absolute Energy
- Action Bicycle Club
- Active Refrigeration Bay of Plenty
- Adriana Hitch
- Adventure Capital
- Again Again
- AGE School
- Agrecovery
- Agreeable (formerly CODR)
- AgriSea New Zealand
- Ahika Consulting
- Air & Odour Management
- Air New Zealand
- Åkina Foundation
- Alana Williamson
- Alasdair Mawdsley
- Aleph Beauty
- Alex Hazlett
- All About Promo
- All Heart NZ
- All Office Furniture
- Ally Hopwood
- Alsco NZ
- altezano
- Alvarium Wealth (NZ)
- AMP Capital Bayfair
- AMP Capital Investors (NZ)
- Amplify
- Anabelle David
- Andrea Martin
- Andrew Barker
- Angus Harman
- Angus Napier
- Anna D'Arcy
- Annabelle O'Donnell
- Annie Montgomery
- Anns Taylor Design
- Antipode Studio
- Antoinette Wessels
- AO Growth Strategies
- Aotearoad
- Apex Insurance
- Appleby Farms
- Ara Institute of Canterbury
- Arada Promotions

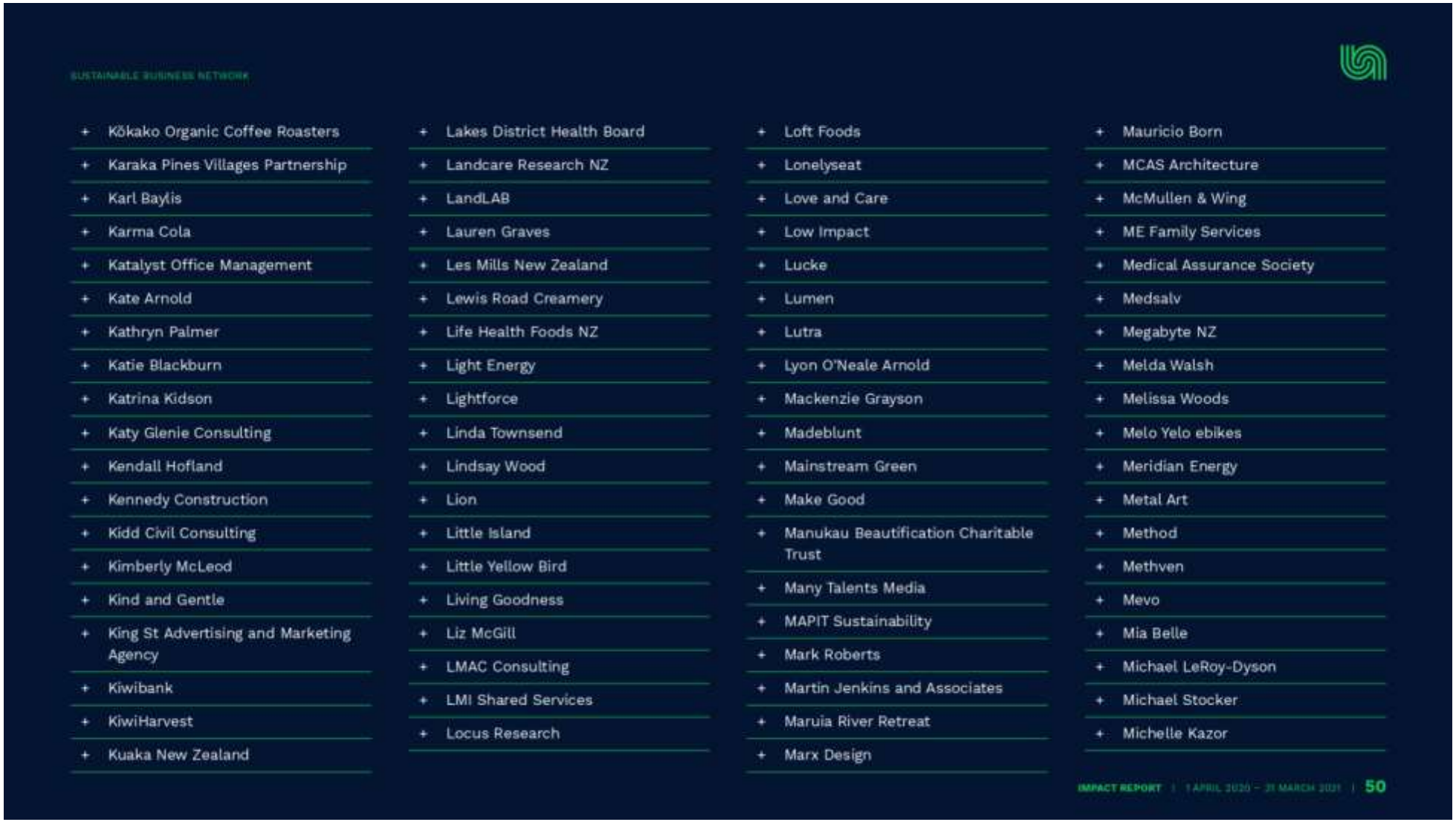
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 45

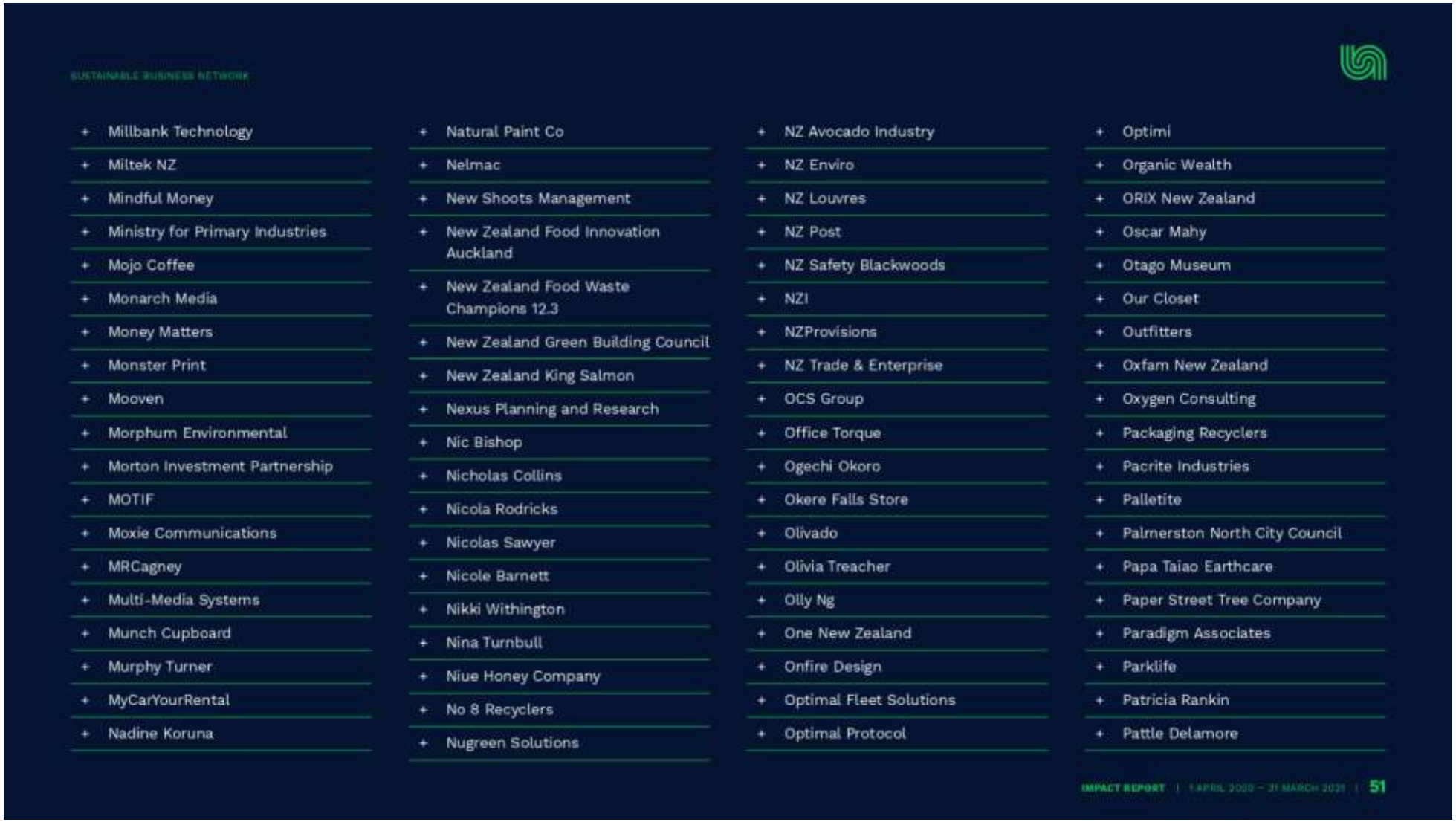

SUSTAINABLE BUSINESS NETWORK
+ Architectural Profiles
+ Armillary Private Capital
+ Arrow Uniforms
+ AsureQuality
+ Atmopure
+ Auckland City Electric Vehicles
+ Auckland Council
+ Auckland District Health Board
+ Auckland Permaculture Workshop
+ Auckland Seaplanes
+ Auckland Transport
+ Auckland Unlimited (formerly ATEED)
+ Auckland Whale & Dolphin Safari
+ AUT University
+ Autex PSL
+ Auto Super Shoppe
+ Bank of New Zealand (BNZ)
+ Basestation
+ Bay of Plenty District Health Board
+ Bay of Plenty Regional Council
+ Bazzacam
+ BCG2
+ BDET
+ Beautiful Bicycles
+ BEEBIO
+ Bella New Zealand
+ Ben Goh
+ Ben Mayer
+ Big Street Bikers
+ Bilal Ozturk
+ Binnly
+ BioFab NZ
+ Biopolymer Network
+ Bird on a Wire
+ Black Pine Architects
+ Black Sheep Creative
+ Blender Design
+ Blue Cars
+ Bob Burnett Architecture
+ Bokashi NZ
+ Booker-Spalding
+ Bragato Research
+ Brightly Solutions
+ Buddle Findlay
+ Butland Management
+ Cadence Communications
+ CAE Sustainable
+ Cahn & Finlay
+ Caliber Design
+ CaliWoods
+ Callum Ross
+ Camp Glenorchy
+ Canterbury Employers' Chamber of Commerce
+ Canterbury Pet Foods
+ Carbon EMS
+ Carbon Market Solutions
+ CarbonClick
+ Cassidy Construction
+ Catalyst R&D
+ CBEC (Community, Business & Environment Centre)
+ Central Heating Solutions
+ Chaney & Norman
+ Chapman Employment
+ Chapman Tripp
+ Chargemaster
+ ChargeNet
+ Charissa Snijders
+ Choice Energy
+ ChowHill
+ Chris Boxall
+ Christine Kernohan
+ Christine Yip
+ Circularity
+ Cirrus Materials Science
+ Citizen
+ Citizen Communication
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 46


SUSTAINABLE BUSINESS NETWORK
+ Cityhop
+ Civil Assist
+ CivilShare
+ Clarity Hospitality
+ Clean Event
+ Clean Planet
+ Clear Protect Group
+ CLIMsystems
+ CoAction NZ
+ Coby Joseph
+ CoGo
+ Colinda Rowe
+ Collective Hospitality
+ Collingridge and Smith
+ Commonsense Organics
+ Compost Me
+ Computaleta
+ Comvita
+ Confide
+ Connected Accountants
+ Connective Impact
+ Conservation Volunteers New Zealand
+ Conway Sylver / Kate Sylvester
+ COR Associates
+ Corporate AV Services
+ Counties Manukau
+ Crave Collective
+ Creative Capital Arts
+ Critchlow Geospatial
+ Critical.
+ Crown Workspace
+ CSL Infrastructure
+ Custom Electrical
+ Dale Jennings Associates
+ David Roy
+ Deadly Ponies
+ Deanna Morse
+ Deborah Richards
+ Debra Goulding
+ Delight Events
+ Dentsu New Zealand
+ Department of Conservation
+ Design Dairy
+ DETA Consulting
+ Digital Advisor
+ Dignity
+ DK Signs
+ Dole New Zealand
+ Dovetail
+ Dr Malcolm McKellar
+ DryNZ
+ Duffle & Co
+ E3 Business Accountants
+ Earthwise
+ Easi Recycling NZ
+ Eco Geek Co
+ Eco Pod Concepts
+ Eco Villa
+ Ecolibrium Biologicals
+ Ecology & Co
+ EcoQuest Education
+ Ecostore
+ Ecotize NZ
+ ecotricity
+ Ecoware
+ Edgar Henson
+ Edyta Palley
+ EECA
+ EightyOne
+ Ekos
+ Elastomer Products
+ Elemental Group
+ Elevate Group
+ Elizabeth Thompson
+ Elizabeth Williams
+ Emilia Mar
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 47

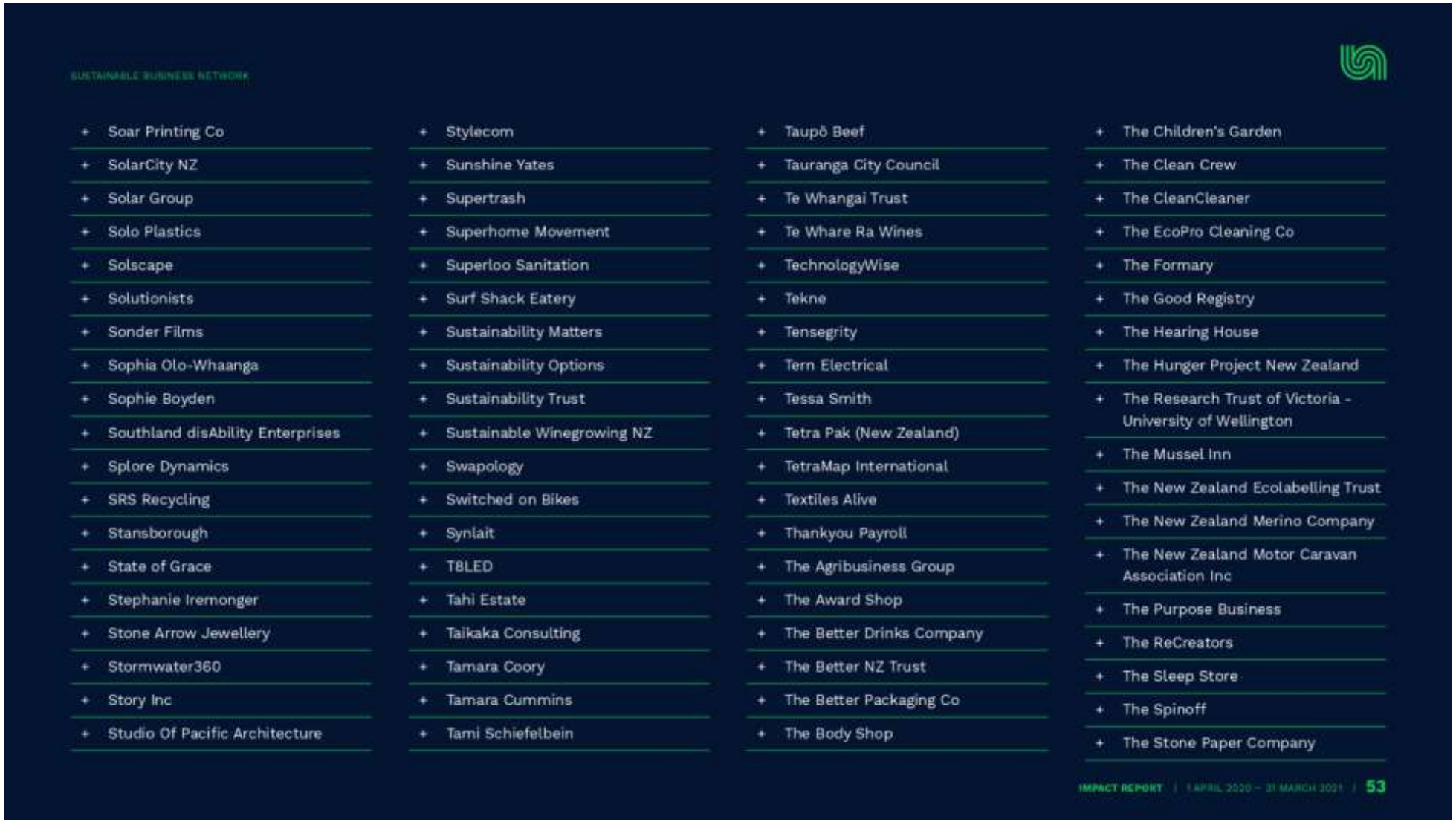

SUSTAINABLE BUSINESS NETWORK
+ Emilie O'Shea
+ Emma Coote
+ Emma Foulkes
+ Emma Lewisham
+ Energy Solution Providers
+ Envirohub Bay of Plenty
+ EnviroNZ
+ EnviroSpec
+ Epicure Trading
+ Epicurean Dairy
+ Epsom Girls Grammar School
+ Erica Olesson
+ Erina Lim
+ Esther Whitehead
+ Etailer
+ Ethical Investing New Zealand
+ Ethical Matters
+ Ethically Mad
+ Ethique
+ Eva Rose NZ
+ Evie Paulsen
+ Evolving Health
+ Excelso Coffee
+ Exhibit Group
+ Explore Group
+ Fairground
+ Fairtrade Australia & New Zealand
+ Fasten NZ
+ Feed My Furbaby
+ Feldspar Associates
+ Fhloston Paradise
+ Finappster
+ Fine and Dandy
+ Five and Dime
+ Fleetwise
+ Fletcher Building
+ Flexicon Plastica
+ Fluid Chemicals NZ
+ Flying Saucer
+ Fonterra
+ Foodprint
+ Foodstuffs NZ
+ For The Better Good
+ Four Seasons Tree Care (Otautahi)
+ FrankAdvice
+ Freedom Farms
+ Freedom Mobility
+ Freeflow Pipes
+ Freighthub
+ Fresh Desk
+ Friendlypak
+ Fruition Horticulture (Bay of Plenty)
+ FUJIFILM Business
+ Fullers360
+ Fulton Hogan
+ FuseIT
+ Futurity Group
+ Gail Reichert
+ Garage Project
+ Geckology
+ George Walkers Office Furniture Megastore
+ Georgia-Rae Taylor
+ GETBA
+ Glass Bottle Milk
+ Glen Liu
+ Glopac
+ Go Eco (Waikato Environment Centre)
+ Go Media
+ Go Well Consulting
+ Good Change Store
+ Good Works Video
+ Good3
+ Good Neighbour Aotearoa Trust
+ GoodSense
+ GoodTech
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 48

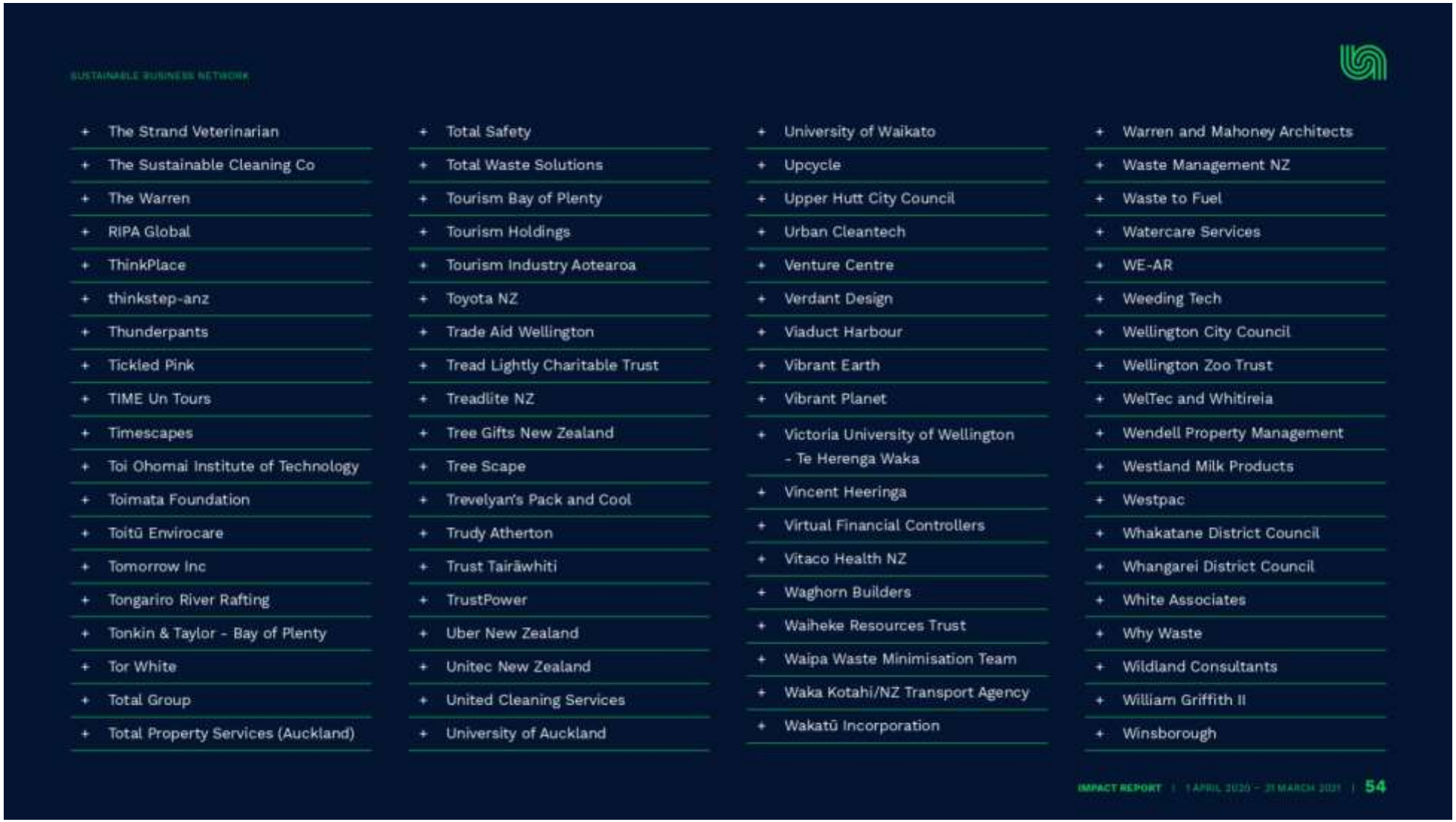

SUSTAINABLE BUSINESS NETWORK
+ Goodwood
+ Grace Team Accounting
+ Grant Thornton
+ Grater Goods
+ Gravure Packaging
+ Greatest Friend
+ Green Business HQ
+ Green Cabs
+ Green Fuels NZ
+ Green Gorilla
+ Green School
+ Green Start
+ Green Way NZ
+ Greenback
+ Greencycle
+ Greenfern Industries
+ Grounded & Co
+ Grow Good
+ GSL Promotus
+ Gyro Plastics
+ Habitat for Humanity Auckland
+ Hakanoa Handmade
+ Hallertau
+ Happea Events
+ Health Promotion
+ Healthpost
+ Healthy Homes Construction and Renovation
+ Hector Mejia
+ Helene Bizouerne
+ Hemp New Zealand
+ Hillary Outdoors
+ Hire Plants
+ HLC (2017)
+ Holistic Hair
+ Holistic Vets
+ Holly Whittaker
+ Bookabach
+ Honeywrap
+ Hop Revolution
+ Hopper Home Eco Shop
+ HR Cement
+ Hunt and Gather Bee Co
+ Hutt City Council
+ Ian McGrath
+ ICONIQ GROUP
+ Idealcup
+ Ideas Accelerator
+ Ideqa
+ Impact Tea
+ IncaFé Organic Coffee
+ INDIS NZ
+ Infratec New Zealand
+ Insight Online
+ Insinc Products
+ Integrated Electrical & Solar
+ Invita NZ
+ Inzide Commercial
+ Irie Architechtural Design
+ Isabel Emerson
+ Jacobsen Holdings
+ Jamie Heather
+ Jane Sundstrum
+ Janine Cole
+ Jason Li
+ Jeanette Thorne
+ Jen Webb-Bowen
+ Jennifer Pearson
+ John Gorman
+ Jon Brett
+ Jonathan Aumonier-Ward
+ Josh Borthwick
+ Josie Carson-Jacobs
+ Juhi Shareef
+ Junk Run
+ Kaibosh Food Rescue
+ Kainga Ora - Homes and Communities
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 49


SUSTAINABLE BUSINESS NETWORK
+ Kōkako Organic Coffee Roasters
+ Karaka Pines Villages Partnership
+ Karl Baylis
+ Karma Cola
+ Katalyst Office Management
+ Kate Arnold
+ Kathryn Palmer
+ Katie Blackburn
+ Katrina Kidson
+ Katy Glenie Consulting
+ Kendall Hofland
+ Kennedy Construction
+ Kidd Civil Consulting
+ Kimberly McLeod
+ Kind and Gentle
+ King St Advertising and Marketing Agency
+ Kiwibank
+ KiwiHarvest
+ Kuaka New Zealand
+ Lakes District Health Board
+ Landcare Research NZ
+ LandLAB
+ Lauren Graves
+ Les Mills New Zealand
+ Lewis Road Creamery
+ Life Health Foods NZ
+ Light Energy
+ Lightforce
+ Linda Townsend
+ Lindsay Wood
+ Lion
+ Little Island
+ Little Yellow Bird
+ Living Goodness
+ Liz McGill
+ LMAC Consulting
+ LMI Shared Services
+ Locus Research
+ Loft Foods
+ Lonelyseat
+ Love and Care
+ Low Impact
+ Lucke
+ Lumen
+ Lutra
+ Lyon O'Neale Arnold
+ Mackenzie Grayson
+ Madeblunt
+ Mainstream Green
+ Make Good
+ Manukau Beautification Charitable Trust
+ Many Talents Media
+ MAPIT Sustainability
+ Mark Roberts
+ Martin Jenkins and Associates
+ Maruia River Retreat
+ Marx Design
+ Mauricio Born
+ MCAS Architecture
+ McMullen & Wing
+ ME Family Services
+ Medical Assurance Society
+ Medsalv
+ Megabyte NZ
+ Melda Walsh
+ Melissa Woods
+ Melo Yelo ebikes
+ Meridian Energy
+ Metal Art
+ Method
+ Methven
+ Mevo
+ Mia Belle
+ Michael LeRoy-Dyson
+ Michael Stocker
+ Michelle Kazor
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 50


SUSTAINABLE BUSINESS NETWORK
+ Millbank Technology
+ Miltek NZ
+ Mindful Money
+ Ministry for Primary Industries
+ Mojo Coffee
+ Monarch Media
+ Money Matters
+ Monster Print
+ Mooven
+ Morphum Environmental
+ Morton Investment Partnership
+ MOTIF
+ Moxie Communications
+ MRCagney
+ Multi-Media Systems
+ Munch Cupboard
+ Murphy Turner
+ MyCarYourRental
+ Nadine Koruna
+ Natural Paint Co
+ Nelmac
+ New Shoots Management
+ New Zealand Food Innovation Auckland
+ New Zealand Food Waste Champions 12.3
+ New Zealand Green Building Council
+ New Zealand King Salmon
+ Nexus Planning and Research
+ Nic Bishop
+ Nicholas Collins
+ Nicola Rodricks
+ Nicolas Sawyer
+ Nicole Barnett
+ Nikki Withington
+ Nina Turnbull
+ Niue Honey Company
+ No 8 Recyclers
+ Nugreen Solutions
+ NZ Avocado Industry
+ NZ Enviro
+ NZ Louvres
+ NZ Post
+ NZ Safety Blackwoods
+ NZI
+ NZProvisions
+ NZ Trade & Enterprise
+ OCS Group
+ Office Torque
+ Ogechi Okoro
+ Okere Falls Store
+ Olivado
+ Olivia Treacher
+ Olly Ng
+ One New Zealand
+ Onfire Design
+ Optimal Fleet Solutions
+ Optimal Protocol
+ Optimi
+ Organic Wealth
+ ORIX New Zealand
+ Oscar Mahy
+ Otago Museum
+ Our Closet
+ Outfitters
+ Oxfam New Zealand
+ Oxygen Consulting
+ Packaging Recyclers
+ Pacrite Industries
+ Palletite
+ Palmerston North City Council
+ Papa Taiao Earthcare
+ Paper Street Tree Company
+ Paradigm Associates
+ Parklife
+ Patricia Rankin
+ Pattle Delamore
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 51


SUSTAINABLE BUSINESS NETWORK
+ Paul Minett
+ Paul Styles
+ Paxton Property Services
+ Peoples Coffee
+ Peter Crothall
+ Peter Miles
+ Phil Lyons
+ Philip McKenzie
+ Phoebe Stewart
+ Phone Surgeons
+ Planet Protector Packaging
+ PledgeMe
+ Plus1 Creative
+ Polyglot Group
+ Power Trip
+ Pita Pit (NZ)
+ Prima Roastery
+ Producto
+ Professional Property & Cleaning Services
+ Progressive Group
+ Proxima Consulting
+ Public Relations Institute of New Zealand
+ Purefresh Organic
+ Purpose Capital
+ Purpose Fill Waste & Recycling
+ Q2
+ Quadbeam Technologies
+ Quigley and Watts
+ R3Pack
+ Rachel Sanson
+ Ramboll Environ New Zealand
+ Raquelle de Vine
+ Raw Essentials
+ Rawstorne
+ RDT Pacific
+ RE:
+ Reclaim
+ Redco NZ
+ Reframe Aotearoa
+ Regional Facilities
+ Reid Technology
+ Remarkable Homes NZ
+ Rentokil Initial
+ Resene Paints
+ Responsive Maintenance 2000
+ Return to Sender Caskets
+ Retyna
+ Revology
+ Revolution Packaging
+ Ricardo Pena
+ Ricoh New Zealand
+ Rise Creative
+ Rise Financial
+ Robert Cardwell
+ Robert Fleming
+ Robynne Squire
+ Rotorua Lakes Council
+ Rua Bioscience
+ RyanJones
+ Sara Mole
+ Scafit
+ Scales Corporation
+ Scarecrow
+ Schickedanz Design Studio
+ Scott Nicol
+ SeaDragon Marine Oils
+ Sealed Air
+ Sean Kelly
+ Service King
+ Sharesies
+ Shaye Nobilo
+ Shirlee Xue
+ Siempre Sustainable Solutions
+ Simply Jute
+ Smart Environmental
+ Smartass
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 52


SUSTAINABLE BUSINESS NETWORK
+ Soar Printing Co
+ SolarCity NZ
+ Solar Group
+ Solo Plastics
+ Solscape
+ Solutionists
+ Sonder Films
+ Sophia Olo-Whaanga
+ Sophie Boyden
+ Southland disAbility Enterprises
+ Splore Dynamics
+ SRS Recycling
+ Stansborough
+ State of Grace
+ Stephanie Iremonger
+ Stone Arrow Jewellery
+ Stormwater360
+ Story Inc
+ Studio Of Pacific Architecture
+ Stylecom
+ Sunshine Yates
+ Supertrash
+ Superhome Movement
+ Superloo Sanitation
+ Surf Shack Eatery
+ Sustainability Matters
+ Sustainability Options
+ Sustainability Trust
+ Sustainable Winegrowing NZ
+ Swapology
+ Switched on Bikes
+ Synlait
+ T8LED
+ Tahi Estate
+ Taikaka Consulting
+ Tamara Coory
+ Tamara Cummins
+ Tami Schiefelbein
+ Taupō Beef
+ Tauranga City Council
+ Te Whangai Trust
+ Te Whare Ra Wines
+ TechnologyWise
+ Tekne
+ Tensegrity
+ Tern Electrical
+ Tessa Smith
+ Tetra Pak (New Zealand)
+ TetraMap International
+ Textiles Alive
+ Thankyou Payroll
+ The Agribusiness Group
+ The Award Shop
+ The Better Drinks Company
+ The Better NZ Trust
+ The Better Packaging Co
+ The Body Shop
+ The Children's Garden
+ The Clean Crew
+ The CleanCleaner
+ The EcoPro Cleaning Co
+ The Formary
+ The Good Registry
+ The Hearing House
+ The Hunger Project New Zealand
+ The Research Trust of Victoria - University of Wellington
+ The Mussel Inn
+ The New Zealand Ecolabelling Trust
+ The New Zealand Merino Company
+ The New Zealand Motor Caravan Association Inc
+ The Purpose Business
+ The ReCreators
+ The Sleep Store
+ The Spinoff
+ The Stone Paper Company
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 53


SUSTAINABLE BUSINESS NETWORK
+ The Strand Veterinarian
+ The Sustainable Cleaning Co
+ The Warren
+ RIPA Global
+ ThinkPlace
+ thinkstep-anz
+ Thunderpants
+ Tickled Pink
+ TIME Un Tours
+ Timescapes
+ Toi Ohomai Institute of Technology
+ Toimata Foundation
+ Toitū Envirocare
+ Tomorrow Inc
+ Tongariro River Rafting
+ Tonkin & Taylor - Bay of Plenty
+ Tor White
+ Total Group
+ Total Property Services (Auckland)
+ Total Safety
+ Total Waste Solutions
+ Tourism Bay of Plenty
+ Tourism Holdings
+ Tourism Industry Aotearoa
+ Toyota NZ
+ Trade Aid Wellington
+ Tread Lightly Charitable Trust
+ Treadlite NZ
+ Tree Gifts New Zealand
+ Tree Scape
+ Trevelyan's Pack and Cool
+ Trudy Atherton
+ Trust Tairāwhiti
+ TrustPower
+ Uber New Zealand
+ Unitec New Zealand
+ United Cleaning Services
+ University of Auckland
+ University of Waikato
+ Upcycle
+ Upper Hutt City Council
+ Urban Cleantech
+ Venture Centre
+ Verdant Design
+ Viaduct Harbour
+ Vibrant Earth
+ Vibrant Planet
+ Victoria University of Wellington - Te Herenga Waka
+ Vincent Heeringa
+ Virtual Financial Controllers
+ Vitaco Health NZ
+ Waghorn Builders
+ Waiheke Resources Trust
+ Waipa Waste Minimisation Team
+ Waka Kotahi/NZ Transport Agency
+ Wakatū Incorporation
+ Warren and Mahoney Architects
+ Waste Management NZ
+ Waste to Fuel
+ Watercare Services
+ WE-AR
+ Weeding Tech
+ Wellington City Council
+ Wellington Zoo Trust
+ WelTec and Whitireia
+ Wendell Property Management
+ Westland Milk Products
+ Westpac
+ Whakatane District Council
+ Whangarei District Council
+ White Associates
+ Why Waste
+ Wildland Consultants
+ William Griffith II
+ Winsborough
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 54


SUSTAINABLE BUSINESS NETWORK
+ Wishbone Design Studio
+ Wollemi Consulting
+ Woolchemy NZ
+ Workwear Group
+ World Organic
+ Wright Communications
+ Write - Auckland branch
+ Write - Wellington branch
+ WSP NEW ZEALAND
+ WWF New Zealand
+ XPO Exhibitions
+ Yachting New Zealand
+ Yealands Estate Wines
+ Yoann Ledey
+ Yolene Williams
+ Youngman Richardson & Co
+ Z Energy
+ Zap
+ Zealandia Honey
+ ZEALANDIA, Karori Sanctuary Trust
+ Zeffer Brewing
+ Zespri Group
+ Zilch
+ Ziptrek Ecotours
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 55


SUSTAINABLE BUSINESS NETWORK
Sustainable Business Network
OUR PURPOSE
Empowering business so people and nature prosper.
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 56


SUSTAINABLE BUSINESS NETWORK
Sustainable Business Network
Ko ahau te taiao, ko te taiao ko ahau.
I am nature and nature is me.
MĀORI PROVERB
IMPACT REPORT | 1 APRIL 2020 – 31 MARCH 2021 | 57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Impact Report
2020 / 2021
READ ALSO OUR
Annual Performance Report 20/21
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6.3 STRATEGY AND POLICY ACTION SHEET UPDATE MARCH 2022

File Number: **A3618577**

Author: **Marlema Baker, Meetings Administrator**

Authoriser: **Aisha Huriwai, Team Leader Democracy Services**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To provide the Strategy and Policy Committee with an overview of outstanding decisions from 1 January 2020.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Action sheets provide the meeting with oversight of decisions not yet implemented.
- This report and attachment are as at March 2022.
- There were 10 outstanding action sheet items.
- A verbal update on the Action Sheet items will be provided at the meeting at the request of the committee members.

TŪTOHUNGA / RECOMMENDATION

That the Strategy and Policy Committee receive the report Action Sheet Update March 2022.

1) TĀHUHU KŌRERO / BACKGROUND

The Democracy Services Team have been working on a solution to ensure that elected members can receive regular updates on progress against decisions made at meetings, in alignment with a Chief Executive Officer key performance indicator.

Action sheets are a mechanism to communicate with elected members, progress by staff on implementing resolutions of a formal meeting.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

This report includes 10 outstanding items. A majority of the outstanding tasks are multi-facet projects that take longer to fully complete.

The Democracy Services staff are working with staff to ensure that the project completion times are updated so that action sheets provided to members differentiate between work outstanding and work in progress.

Staff are encouraged to provide commentary that keeps in mind

- Consistent wording indicating a traffic light, on track off track terminology.
- The date and promise culture that the organisation strives for.

Take Tūtohunga / Reason for the recommendation

To provide the Strategy and Policy Committee with an overview of outstanding committee decisions from 1 January 2020.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or need for budgetary provision in receiving this report.

ĀPITIHANGA / ATTACHMENTS

1. SPP Draft Action Sheet - March 2022 - A3618570 ⇩

OUTSTANDING ACTIONS REPORT

Printed: Thursday, 3 March 2022 4:12:58 pm

Division:
Committee: Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
Strategy and Policy Committee 30/07/2020	Options Report - Parks and Reserves General Policies Development	**COMMITTEE RESOLUTION 2020/3** Moved: Cr Moko Tepania Seconded: Cr John Vujcich **The Strategy and Policy Committee agrees and recommends to Council that new general policies for the management of parks and reserves be developed.** **CARRIED** Note: The Committee requested the minutes note that the process needs to be inclusive of Community Boards in recognition of their delegations.	**27 Oct 2020 11:36am Hammond, Kim - Reallocation** Action reassigned to Sargent, Chris by Hammond, Kim - Caitlin entered this report on behalf of Chris **08 Mar 2021 4:15pm Hammond, Kim - Reallocation** Action reassigned to Ackers, Roger by Hammond, Kim - This was assigned to Chris Sargent - reassigning to you. **12 Oct 2021 11:29am Baker, Marlema - Reallocation** Action reassigned to Macken, Briar by Baker, Marlema - Reallocated this action item as per your request **12 Oct 2021 11:29am Baker, Marlema** Briar Macken - "The Parks and Reserves policy is in the process of being drafted. Engagement with Elected Members and Domain Boards has been undertaken. Planning regarding engagement with iwi / hapū is underway." **29 Oct 2021 3:33pm Andersen, Gayle** Update on behalf of Ross Baker, • That two separate internal staff workshops have been held, followed by an elected members workshop held on 10 June 2021., • A questionnaire was presented to and responses received from the Domain Boards and Reserve Committees., • Drafting of the Parks and Reserves Policy is nearly completed., • A final staff internal workshop on the wording of the draft Parks and Reserves Policy is scheduled for 19 November 2021. , • It is proposed to present the draft Parks and Reserves Policy to the first SPP Committee meeting of 2022 for consideration and to seek approval to commence public consultation.
Strategy and Policy Committee 23/03/2021	Solid Waste Bylaw Review	**RESOLUTION 2021/8** Moved: Cr Kelly Stratford Seconded: Bay of Islands-Whangaroa Community Board Belinda Ward **That the Strategy and Policy Committee recommends that the Council:** **a) agree, under section 155(1) of the Local Government Act 2002, the Solid Waste Bylaw 2016 is the most appropriate way of addressing solid waste problems in the Far North District**	**29 Apr 2021 10:36am Macken, Briar** Next steps: Work on consultation requirements underway. Proposal due 20 July meeting. **03 Sep 2021 9:09am Macken, Briar** Formal consultation period completed. Oral submisions booked to be heard 07/09/2021. Analysis to be presented to committee 24 November 2021. , Cross-Council solid waste strategic policy working group initiated to begin development on WMMP. **03 Sep 2021 10:27am Hammond, Kim - Target Date Revision** Target date changed by Hammond, Kim from 06 April 2021 to 02 January 2023 **23 Feb 2022 2:31pm Andersen, Gayle**

OUTSTANDING ACTIONS REPORT

Printed: Thursday, 3 March 2022 4:12:58 pm
Division:
Committee: Strategy and Policy Committee
Officer:
Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
		b) agree, under section 155(2) of the Local Government Act 2002, the Solid Waste bylaw 2016: i) is the most appropriate form of bylaw ii) does not give rise to any implications under the New Zealand Bill of Rights Act 1990 c) agree the provisions of the Solid Waste Bylaw be reassessed in conjunction with the Waste Management and Minimisation Plan review, which is due by 2023, or after central government legislation comes into effect. **CARRIED**	Review date will tie in with the Waste Management & Minimisation Plan.
Strategy and Policy Committee 15/06/2021	Resident Opinion Survey	**RESOLUTION 2021/20** Moved: Chair Rachel Smith Seconded: Cr Moko Tepania **That the Strategy and Policy Committee agrees to the changes of the frequency for the Resident Opinion Survey from annually to quarterly in 2021/2022.** **CARRIED**	**09 Jul 2021 3:14pm Edmondson, Richard** A report outlining how the Council will transition from an annual survey to a quarterly survey will go to the Strategy & Policy Committee meeting on 7 September. This report will also include the results of the 2020/21 survey.
Strategy and Policy Committee 15/06/2021	Speed Limit Bylaw Review Statement of Proposal	**RESOLUTION 2021/22** Moved: Cr Kelly Stratford Seconded: Cr Felicity Foy **That the Strategy and Policy Committee:** a) adopt the attached "Statement of Proposal – Proposed Amendments to the Speed Limits Bylaw 2019" for consultation.	**10 Feb 2022 9:38am Baker, Marlema - Reallocation** Action reassigned to Macken, Briar by Baker, Marlema - This action item has been reassigned to you as Caitlin Thomas is no longer with FNDC **15 Feb 2022 4:18pm Andersen, Gayle** Analysis of submissions is currently underway by NTA

OUTSTANDING ACTIONS REPORT

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Division:
Committee: Strategy and Policy Committee
Officer:
Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
		b) agrees to undertake consultation on the proposed changes to speed limits set out in the attached Statement of Proposal in accordance with the Special Consultative Procedures set out in Section 83 of the Local Government Act 2002. **c) confirms that the submission period will last for a period of six weeks from 29th June 2021 to 10th August 2021.** **d) authorises the Chief Executive to make any necessary minor drafting or presentation amendments to the attached Statement of Proposal and to approve the final design and layout of the documents prior to final printing and publication.** At 10:40 am, Chair Rachel Smith left the meeting and Cr Clendon took the Chair. At 10:43 am, Chair Rachel Smith returned to the meeting and took the Chair. At 11:00 am, Cr Kelly Stratford left the meeting. At 11:03 am, Cr Kelly Stratford returned to the meeting. At 11:15 am, Deputy Mayor Ann Court returned to the meeting. **CARRIED** Abstained: Cr Ann Court	
Strategy and Policy Committee 19/10/2021	Naming Policy Proposal	**RESOLUTION 2021/38** Moved: Chair Rachel Smith Seconded: Cr Moko Tepania **That the Strategy and Policy Committee recommend that Council agree to develop a new Naming Policy for roads, open spaces, and Council facilities.** In Favour: Mayor Carter, Deputy Mayor Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly	**02 Dec 2021 11:47am Griffiths, Kirsten** Early engagement and research into potential policy options has commenced. A draft naming policy is planned to be prepared by June 2022. **15 Feb 2022 4:33pm Andersen, Gayle** Drafting of policy is underway

Far North District Council Page 3 of 9

OUTSTANDING ACTIONS REPORT

Printed: Thursday, 3 March 2022 4:12:58 pm
Division:
Committee: Strategy and Policy Committee
Officer:
Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
		Stratford, Moko Tepania, John Vujcich and Belinda Ward Against: Nil **CARRIED 10/0CARRIED**	
Strategy and Policy Committee 8/02/2022	Review of the Equity and Access for People with Disabilities Policy	**RESOLUTION 2022/3** Moved: Cr Kelly Stratford Seconded: Cr Dave Collard **That the Strategy and Policy Committee recommends that the Council:** **a) agree, the Access and Equity for People with Disabilities Policy should continue with amendment; and,** **b) agree, a strategy is the most appropriate way to address access to Council services, facilities, and assets in the Far North.** In Favour: Crs Rachel Smith, David Clendon, Ann Court, Dave Collard, Felicity Foy, Kelly Stratford, Moko Tepania, John Vujcich and Member Belinda Ward Against: Nil **CARRIED**	**10 Feb 2022 9:37am Baker, Marlema - Reallocation** Action reassigned to Macken, Briar by Baker, Marlema - This action item has been reassigned to you as Caitlin Thomas is no longer with FNDC **15 Feb 2022 4:27pm Andersen, Gayle** Drafting of policy is underway
Strategy and Policy Committee 8/02/2022	Parks and Reserves Policy Development	**MOTION** Moved: Chair Rachel Smith Seconded: Cr Felicity Foy	**18 Feb 2022 2:38pm Baker, Ross** Under investigation

OUTSTANDING ACTIONS REPORT

Printed: Thursday, 3 March 2022 4:12:58 pm
Division:
Committee: Strategy and Policy Committee
Officer:
Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
		That the Strategy and Policy Committee recommend that Council adopt the Parks and Reserves Policy. **AMENDMENT** Moved: Cr David Clendon Seconded: Cr Kelly Stratford ~~Subject to an amendment to include "that Council commits to significantly reducing the use of herbicides in parks and reserves, in line with international and local best practice".~~ Cr Tepania left the meeting at 10.52 am and the meeting adjourned for a brief break at 10.52 to reconvene at 10.56 am With the agreement of the mover and seconder, the above amendment was withdrawn. **AMENDMENT** Moved: Deputy Mayor Ann Court Seconded: Cr Kelly Stratford That the report Parks and Reserves Policy Development be left to lie on the table to enable staff to consider a reduction to the use of herbicides be captured in the policy. In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward Against: Nil **CARRIED** **RESOLUTION 2022/4** Moved: Deputy Mayor Ann Court Seconded: Cr Kelly Stratford	

OUTSTANDING ACTIONS REPORT

Printed: Thursday, 3 March 2022 4:12:58 pm
Division:
Committee: Strategy and Policy Committee
Officer:
Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
		That the report Parks and Reserves Policy Development be left to lie on the table to enable staff to consider a reduction to the use of herbicides be captured in the policy. In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward Against: Nil **CARRIED**	
Strategy and Policy Committee 8/02/2022	Review of Class 4 Gaming and TAB Venues Policy	**RESOLUTION 2022/5** Moved: Deputy Mayor Ann Court Seconded: Cr Kelly Stratford **That the Strategy and Policy Committee recommends that the Council:** **a) note, under section 102 of the Gambling Act 2003 and section 97 of the Racing Industry Act 2020, the Class 4 Gaming and TAB Venue Policy has been reviewed regarding the social impacts of gambling in the Far North District** **b) approve, under section 102 of the Gambling Act 2003, that the Class 4 venues policy component of the Class 4 Gaming and TAB Venue Policy continue with amendment to improve certainty** **c) approve, under section 102 of the Gambling Act 2003, that the relocation policy component of the Class 4 Gaming and TAB Venue Policy continue with amendment to further align with the intent of the Class 4 gaming sinking lid policy**	**15 Feb 2022 4:27pm Andersen, Gayle** Drafting of Policy is underway

Far North District Council Page 6 of 9

OUTSTANDING ACTIONS REPORT

Printed: Thursday, 3 March 2022 4:12:58 pm

Division:
Committee: Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
		d) approve, under section 97 of the Racing Industry Act 2020, that the TAB venues policy component of the Class 4 Gaming and TAB Venue Policy be replaced by a sinking lid policy. In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward Against: Cr Dave Collard **CARRIED**	
Strategy and Policy Committee 8/02/2022	Easter Sunday Trading Policy	**RESOLUTION 2022/6** Moved: Chair Rachel Smith Seconded: Deputy Mayor Ann Court **That the Strategy and Policy Committee recommends that Council approve, pursuant to section 5A of the Shop Trading Hours Act 1990, a new Easter Sunday Trading Policy be developed allowing shops to open on Easter Sunday across the whole of the Far North District.** In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward Against: Nil **CARRIED**	**10 Feb 2022 9:38am Baker, Marlema - Reallocation** Action reassigned to Macken, Briar by Baker, Marlema - This action item has been reassigned to you as Caitlin Thomas is no longer with FNDC **15 Feb 2022 4:28pm Andersen, Gayle** Drafting of policy is underway
Strategy and Policy Committee 8/02/2022	Review of Vehicles on Beaches Bylaw	**RESOLUTION 2022/8** Moved: Chair Rachel Smith	

Far North District Council Page 7 of 9

OUTSTANDING ACTIONS REPORT

Printed: Thursday, 3 March 2022 4:12:58 pm
Division:
Committee: Strategy and Policy Committee
Officer:
Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
		Seconded: Deputy Mayor Ann Court **That the Strategy and Policy Committee recommends that the Council:** **a) agree, under section 155(1) of the Local Government Act 2002, that a bylaw is the most appropriate way of addressing problems related to vehicles on beaches in the Far North District;** **b) agree that the current Vehicles on Beaches Bylaw 2015 is not the most appropriate form, because it does not address problems with vehicles on beaches effectively;** **c) agree that the most appropriate form of bylaw will be to include relevant provisions in:** **the proposed Road Use Bylaw** **a potential Reserves Bylaw** **the Speed Limits Bylaw;** **d) approve the inclusion of provisions regulating vehicles on beaches in the proposed draft Road Use Bylaw, to be made under section 22AB of the Land Transport Act 1998;** **e) approve the Vehicles on Beaches Proposal in Attachment 2, including the provisions regulating vehicles on beaches in the proposed draft Road Use Bylaw, to be released for public consultation to meet the requirements of section 22AD of the Land Transport Act 1998 and section 156 of the Local Government Act 2002;** **f) agree the period for making written submissions on the proposal will begin 25 February 2022 and end 24 March 2022;** **g) agree the Strategy and Policy Committee will hear any people wanting to present oral submissions on Tuesday**	

Far North District Council Page 8 of 9

OUTSTANDING ACTIONS REPORT

Printed: Thursday, 3 March 2022 4:12:58 pm

Division:
Committee: Strategy and Policy Committee
Officer:

Date From: 1/01/2020
Date To: 3/03/2022

Meeting	Title	Resolution	Notes
		22 March 2022 and agrees to delegate, to the Chair, the power to change the date of the oral submissions **h) authorise the Chief Executive Officer to make minor changes to the Vehicles on Beaches Proposal to correct grammatical or spelling errors, or formatting.** In Favour: Deputy Mayor Ann Court, Crs Rachel Smith, David Clendon, Dave Collard, Felicity Foy, Kelly Stratford, John Vujcich and Member Belinda Ward Against: Nil **CARRIED**	

Far North District Council Page 9 of 9

7 KARAKIA WHAKAMUTUNGA – CLOSING PRAYER

8 TE KAPINGA HUI / MEETING CLOSE