

Statement of Proposal

Speed Limits Review – Okaihau-Kaeo-Waimate Review Area

Introduction

Far North District Council is proposing to amend our Speed Limits Bylaw 2019 as part of an ongoing programme to review speed limits on the district's roads. Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways) and is reviewing speed limits across the District as part of a nationwide programme under the Governments Safer Journey's Strategy.

This 'Statement of Proposal' (SOP) document is a legal requirement when Council is proposing to make, amend or revoke a Bylaw. The SOP is the document that is made available to you as part of the consultation process to provide background information on the proposal to assist you in providing your thoughts to Council on the topic.

This SOP includes some background information to help you understand how proposed changes to speed limits are arrived at, as well as a summary of the proposed speed limit changes within the Okaihau – Kaeo – Waimate Speed review Area.

In addition to the information in this SOP, Council has also provided more detailed technical information on the review process and the matters that we have considered when proposing new speed limits.

Background

There is a need to reduce deaths and serious injuries on the road network; but also, ensure that people and goods can move around the road network efficiently. To do this we need to ensure that the speed limits on our roads are safe and appropriate for the road conditions and the purpose for which the road is used. We set the speed limits with the Far North Speed Limits Bylaw 2019, which is made under the Land Transport Act 1998.

All Councils are required to review the speed limits on roads within their District as part of the Governments Safer Journey's Strategy. Because we have so many roads, we have decided to use a staged approach to speed limit reviews, with the highest risk areas being reviewed first. This Statement of Proposal sets out the first area that we are reviewing, and includes a large area east of State Highway 10, north of State Highway 1 and west of Waiare Road, including:

- Waimate North Road
- Part of Wairoa Road

When changing a speed limit, we are required to consider a range of matters, including crash risk information, the design and nature of the road and the surrounding land-uses, especially how the road is accessed from properties and what the road is used for. We are also required to consider the community views on any proposed speed limit. We are now seeking your views on the proposed speed limits.

Before finalising and setting any new speed limits, Council wants to hear your views. This Statement of Proposal provides you with the background and reasons for the proposed speed limits, as well as a summary of the statutory issues Council is required to consider when setting speed limits and where you can get more information. This Statement of Proposal also sets out the proposed changes to speed limits in the review area in map form.

Reasons for the proposed new speed limits

We are reviewing our speed limits as part of the governments Safer Journey's Strategy; new Speed Management Guidance; and the Setting of Speed Limits Rule 2017.

The speed limits on many of our roads were set at a time when speed limits were restricted to 50km/h in urban areas, 100km/h in most other places, with a few 70km/h zones where there was a semi urban environment. We now have greater options to identify safe and appropriate speed limits that match the road environment.

Over time, our District has grown and changed and along with this, the road environment has also changed. There are new developments and communities, more traffic on our roads and we even have new roads that did not exist before. We need to make sure that our speed limits reflect these changes.

How communities are using our roads has also changed. In some areas, the mixture of road users has changed with more cyclists, pedestrians and young people using the road environment, or more people taking short journeys. The speed limit should reflect these changes as well so that we reduce the risk of serious and fatal crashes.

There were 7409 reported crashes in Northland between 2014 – 2018, with inappropriate speed being the principle factor in 20% of those crashes. During the same time, there were 733 death and serious injury crashes with speed being a principle factor in 30% of those crashes. 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.

This Statement of Proposal provides the overall reason for the proposed changes to the speed limits.

Will it take longer to get where I am going?

In most cases, the average driver will get to their destination in about the same time that they are now. This is because the actual speed that you drive on a road is often much slower than the posted speed limit.

People who travel at an unsafe speed, whether or not they are exceeding the speed limit, may experience a small increase in journey time, but for many journeys, this will be measured in seconds rather than minutes.

A 5km journey travelled at 100km/h will take 3 minutes, the same journey travelled at 80km/h will take just 45 seconds longer.

Speed Environments

We now have more options for speed limits. In the past, speed limits were restricted to 50, 70 and 100kmph. As a result, our current speed limits do not always match the road environment. In some cases, we have a default 100kmph speed limit on narrow unsealed roads, with one lane bridges and little visibility around corners.

Matching the speed limit with the road environment achieves safer, more appropriate and predictable speeds and travel times. If you drive down one road, the speed limit should be similar to any other road that has the same look and feel to it.

We have provided a description of the speed limits expected in different road environments that we have used to set safe and appropriate speed limits that are consistent across Northland.

20kmph	<ul style="list-style-type: none">• 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.
30kmph	<ul style="list-style-type: none">• Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles• Beach access, including informal parking for pedestrian access to

	<p>beaches</p> <ul style="list-style-type: none"> All beaches
40kmph	<ul style="list-style-type: none"> Urban areas where there are facilities that generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas. 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. Areas that incorporate engineered solutions specifically designed and installed to slow traffic, including speed bumps, traffic islands and planting.
50kmph	<ul style="list-style-type: none"> Urban roads that have a high residential density, but no facilities that would generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas.
60kmph	<p>Semi-urban or rural roads that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> 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. An access road that is unsealed
70kmph	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> General rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves.
100kmph	<ul style="list-style-type: none"> 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.

Statutory Considerations

The Speed Limits Bylaw is made under Section 22AD of the Land Transport Act 1998. There is no limitation on when this Bylaw must be reviewed. In addition, the determinations required under Section 155 of the Local Government Act 2002 are not required.

Section 4.2 of the Setting of Speed Limits Rule 2017 requires Council, in its capacity as a Road Controlling Authority to have regard to:

- a) NZTA information about speed management
- b) NZTA Speed Management Guidance
- c) The function and use of the road
- d) Crash risk for all road users
- e) The characteristics of the road and roadsides
- f) Adjacent land-use
- g) The number of intersections and property accessways
- h) Traffic volume
- i) Any planned modifications to the road
- j) The views of interested persons or groups*

*The views of interested persons or groups includes feedback received as part of this submission process.

Proposed Changes

The proposed changes to speed limits are set out in both maps and tables. The Review Area Map identifies the entire area that we are reviewing.

Where we are proposing a change to the speed limit on a road, we have identified the road and set out the current posted speed limit and the proposed new speed limit in tables. We have also included a map of the proposed new speed limits.

In most cases, the proposed new speed limits on open roads will reduce to 80kmph because our roads do not meet the safety standards of a higher speed limit. On many of these roads, you will find that your journey time will not increase significantly because it is not possible to safely travel at a higher speed. The proposed speed limits on unsealed roads will be generally lower than that of a sealed road.

On a few roads, we are proposing a much lower speed limit. This is because these roads, either have a shared use purpose or are particularly narrow or unsealed. These roads are generally used for local access purposes.

School Speed Zones

We are proposing to introduce some new School Speed Zones at schools we have identified as high priority, in consultation with the Ministry of Education. As we continue with the district wide speed limits review process, we will look at introducing School Speed Zones for schools in those review areas.

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.

Okaihau-Kaeo-Waimate Speed Review Area

The review area is identified in the map below and includes the wider catchment area bounded by:

- The north-eastern side of State Highway 1 from the intersection with state highway 10 to the intersection with Puketi Road in the west.
- The western side of State Highway 10 from the intersection with State Highway 1 to the intersection with Waiare Road in the north.
- The eastern side of Puketi Road and Waiare Road.

The review area does not include State Highway 1 or State Highway 10 as these roads are not controlled by Council.

Okaihau-Kaeo-Waimate Review Area



— Roads in review - - - Private Road



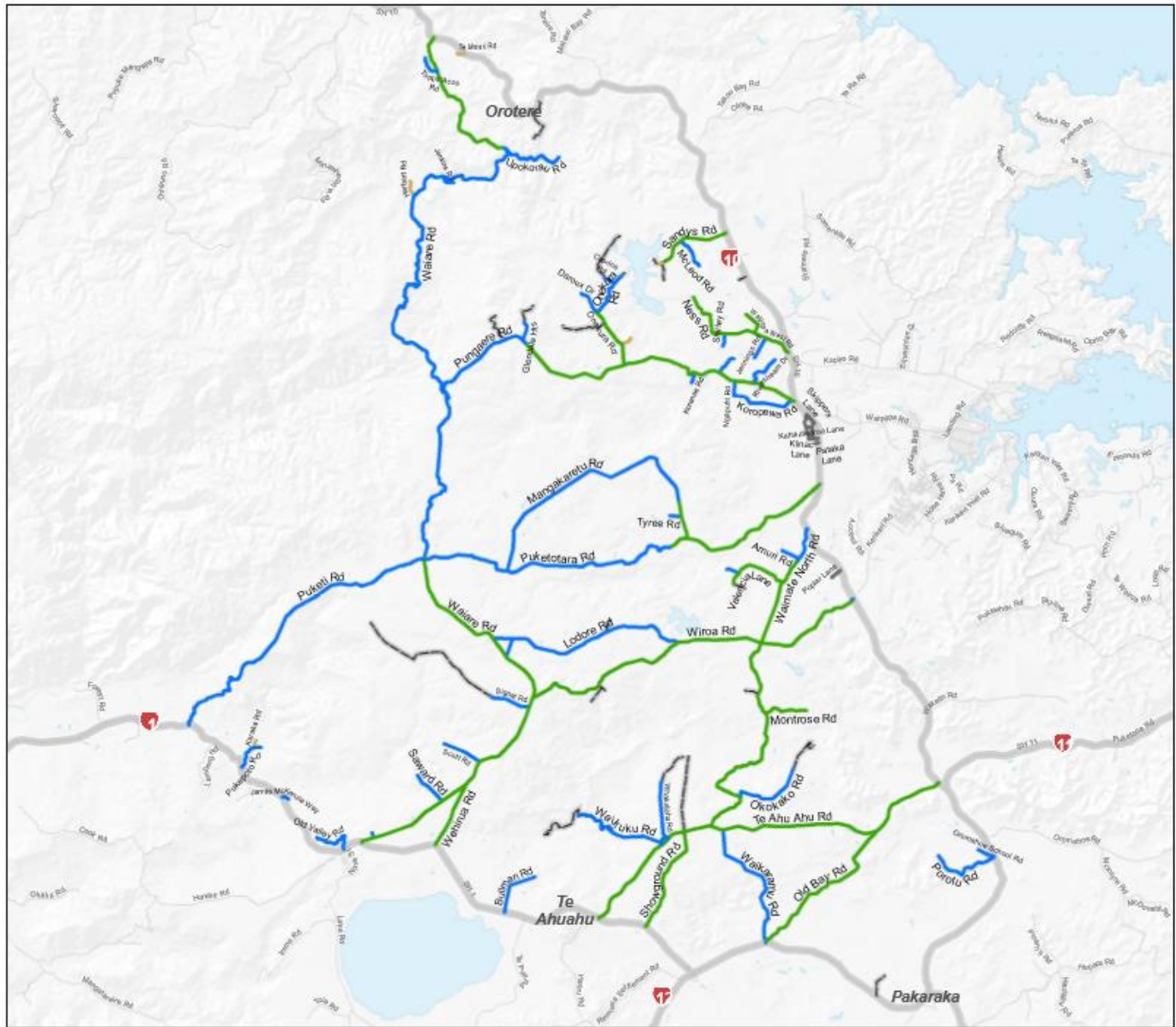
Proposed Speed Limit Changes

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:

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Amuri Road	100	60
Bullman Road	100	60
Caprine Road	100	60
Courthouse Lane	100	60
Daroux Drive	100	60
Herbert Road	100	40
Ironbark Road	100	60
Jennings Road	100	60
Jenkins Road	100	60
Kahikatearoa Lane	50	50
Karaka Road	100	40
Klinac Lane	50	50
Koranae Road	100	60
Koropewa Road	100	60
Lodore Road	100	60
Lodore Road East	100	60
Mangakaretu Road from Puketotara Rd to 50m south of Maungaparerua Stream Bridge	100	80
Mangakaretu Road from 50m south of Maungaparerua Stream Bridge to Puketotara Rd (unsealed)	100	60
Manuwai Road	100	40
Maritime Lane	50	50
McLeod Road	100	60
Montrose Road	100	80
Ness Road	100	80
Ngapuhi Road	100	60

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Old Bay Road	100	80
Old Valley Road	70	60
Onekura Road from Pungaere Rd to Daroux Dr	100	80
Onekura Road from Daroux Dr to end of road	100	60
Oromahoe School Road	100	60
Otaere Road	100	60
Pataka Lane	50	50
Poplar Lane	50	50
Porotu Road	100	60
Pukepoto Road	100	60
Puketi Road	100	60
Puketotara Road from SH10 to end of seal near Mangakaretu Rd	100	80
Puketotara Road unsealed to Waiare Rd.	100	60
Pungaere Road from SH10 to 120m south of Glendale Heights (end of seal)	100	80
Pungaere Road from 120m south of Glendale Heights (end of seal) to Waiare Rd	100	60
Riverstream Drive	100	60
Saward Road	100	60
Scott Road	100	
Shirley Road	100	60
Showground Road	100	80
Te Ahu Ahu Road	100	80
Topps Access Road	100	60
Tyree Road	100	60
Upokorau Road	100	60
Valencia Lane	100	80
Waiare Road from State Highway 10 to Upokorau Rd (end of seal)	100	80
Waiare Road from Upokorau Rd to 50m north of Puketi Road	100	60
Waiare Road from 50m north of Puketi Road to State Highway 1	100	80
Waikaramu Road	100	60

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Waikopiro Lane	100	60
Waikuku Road	100	60
Waimate North Road from SH10 to 50m south of Amuri Road intersection	100	60
Waimate North Road from 50m south of Amuri Road intersection to Te Ahu Ahu Rd	100	80
Waipapa Loop Road	50	50
Waipapa West Road	100	80
Wehirua Road	100	80
Whakataha Road	100	60
Wiroa Road from SH1 to 30m southwest of Kerikeri Entrance (current 100km/hr transition)	80	60
Wiroa Road from 30m southwest of Kerikeri Entrance to Waiare Rd	100	80



Legend

- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Private Road
- Roads outside review

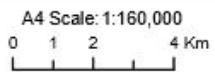
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

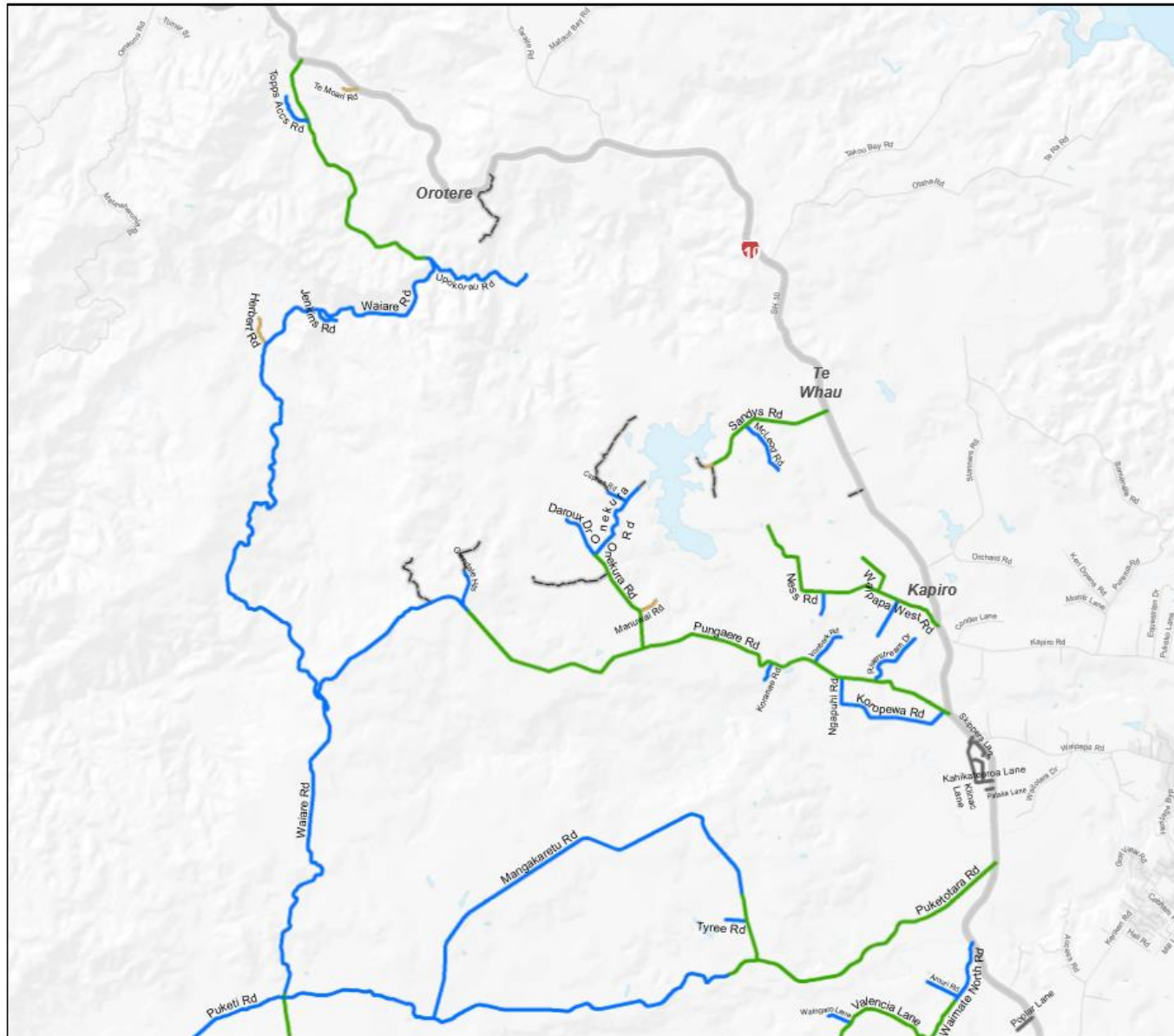
Created by Spatialize.co.nz on 25/07/2019

(C) Crown Copyright Reserved. Data sourced from Land Information New Zealand. Licensed for re-use under the Creative Commons Attribution 4.0 International Licence.



FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
OKAIHAU-KAEO-WAIMATE SPEED LIMIT LOCATIONS





Legend

- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- - - Private Road
- Roads outside review

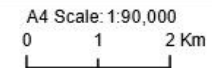
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

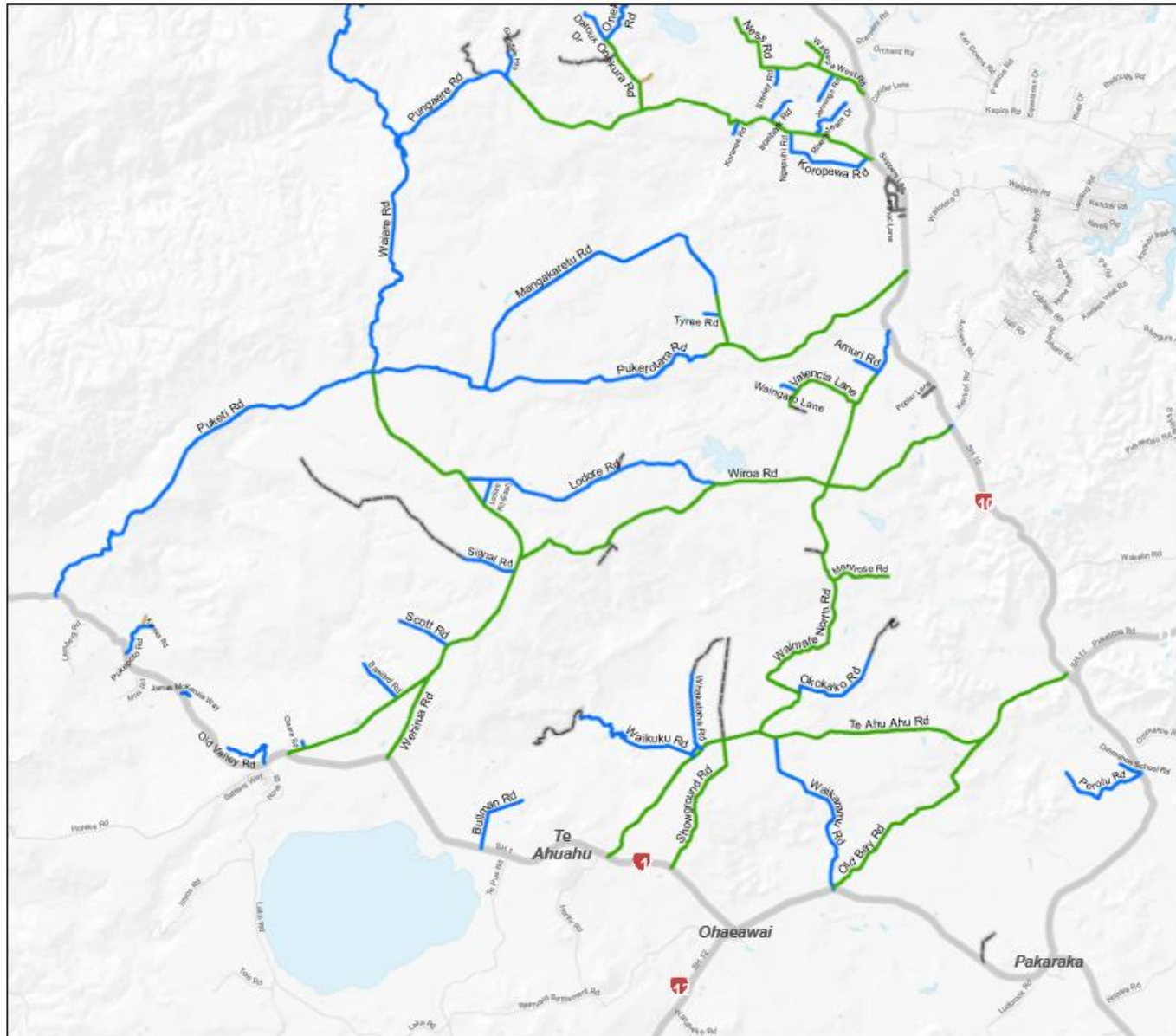
Created by Spatialize.co.nz on 25/07/2019

(C) Crown Copyright Reserved. Data sourced from Land Information New Zealand. Licensed for re-use under the Creative Commons Attribution 4.0 International Licence.



FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019 PUKETI-KAEO SPEED LIMIT LOCATIONS





Legend

- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Private Road
- Roads outside review

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a slieroad, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

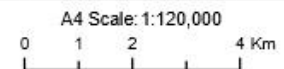
Created by Spatialise.co.nz on 25/07/2019

(C) Crown Copyright Reserved. Data sourced from Land Information New Zealand. Licensed for re-use under the Creative Commons Attribution 4.0 International Licence.



FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW 2019

WAIHOU VALLEY-PAKARAKA SPEED LIMIT LOCATIONS



Proposed Variable School Speed Zones

Springbank School – Waimate North Road

Springbank School is an independent co-educational school that caters for Year 1 – 13 students with a junior, middle and senior school. The school is located on Waimate North Road approximately 500m south of State Highway 10.

Waimate North Road, from State Highway 10 to Springbank School is a two-lane winding road with a current speed limit of 100km/h. The southbound approach to the school is characterized by several curves that limit visibility of the main school entrance for northbound traffic.

The northbound approach to the school is characterized by a long straight with a gentle downward slope. The school, and the main school entry is not obvious until the driver is approximately 50m from the school. There is a School road sign located at Amuri Road intersection.

Most school students arrive by car or bus. However, some local students do walk to school.

It is proposed to introduce a Variable School Speed Zone commencing at a point 50m north of Amuri Road intersection and continuing to 50m north of the current School road sign. The proposed Variable School Speed Zone will extend 50m on Amuri Road.

The proposed Variable School Speed Zone will introduce a 40km/h speed limit for a period of 35 minutes before school starts and 20 minutes at the end of the school day. At all other times the proposed speed limit on this stretch of Waimate North Road is 60km/h.



Te Rangi Aniwaniwa – Quarry Road Kaitaia

Te Rangi Aniwaniwa is located on Quarry Road, near the Kaitaia Airport. Although the School is outside of the Okaihau-Kaeo-Waimate Speed Review Area; the Ministry of Education has identified it as a priority for introducing a Variable School speed Zone.

Te Rangi Aniwaniwa is a rural school that caters for Year 1 to 13 students with 162 students and 30 staff members.

Quarry Road, from the Kaitaia Airport to the Te Rangi Aniwaniwa is a two-lane undivided sealed road with a medium width carriageway and a very narrow shoulder width. The school buildings and main entrance to the school are located approximately 3m from the road carriageway. Quarry Road is curved around the school with no visibility of the main entrance and student drop off area for southbound vehicles.

Quarry Road transitions to an unsealed road approximately 50m to the south of Te Rangi Aniwaniwa. The road curves around the school, providing less than 50m visibility of the student drop off area, and of vehicles, including busses crossing the road.

All students and staff arrive at the school by bus or car. The bus drop-off point is outside the school buildings on Quarry Road. School buses utilize a turning area on the opposite side of Quarry Road, which requires busses to cross Quarry Road in order to drop off; or pick up students.

The current posted speed limit on Quarry Road is 100km/h, although it is anticipated that a lower speed limit will be proposed as part of a future speed review for this road.

It is proposed to introduce a Variable School Speed Zone commencing at the point where Quarry Road transitions from unsealed to a sealed carriageway and continuing to 50m north of the northern gate to the school.

The proposed Variable School Speed Zone will introduce a 40km/h speed limit for a period of 35 minutes before school starts and 20 minutes at the end of the school day. At all other times the proposed speed limit on this stretch of Quarry Road is 100km/h until the wider Quarry Road catchment area is reviewed.

Te Rangi Aniwaniwa - Proposed Variable School Zone Speed Limit



How to have your say

Your views on the proposed new speed limits are important to us, but we need your feedback by **5pm on [Insert Date]**.

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.

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 **xx to xx 2019**. To make a submission you can:

- submit online <https://www.fndc.govt.nz/speedlimitsbylaw>
- 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.

Timeline for considering the proposed speed limit changes

Submissions Period: **[Insert Dates]**

Hearings (if required): **[Insert date to be confirmed]**

Council amends Bylaw: **[Insert Month]**

Any amendments come into force **[Insert month]**