

Mangawhai – Kaiwaka Speed Limits Review

Meeting: Mangawhai – Kaiwaka Speed Limits Review Hearing Committee
Date of meeting: 09 March 2021
Reporting officer: Shawn Baker, NTA Contractor – Speed Limits Project Manager

Purpose/Ngā whāinga

To receive the submissions and feedback on proposed amendments to the Speed Limits Bylaw 2018, and in particular proposed speed limits in Mangawhai, Hakaru and Kaiwaka, incorporating Oneriri Road and Oruawharo Road; and to hear submitters that wish to be heard.

Executive summary/Whakarāpopototanga

Proposed new speed limits in the Mangawhai – Kaiwaka and Oruawharo Road areas were notified on October 28th, 2020 in accordance with the Setting of Speed Limits Rule 2017 and the Local Government Act 2002. As part of the consultative process, Council must formally receive all submissions and enable submitters the opportunity to present their views in person.

This Agenda item provides a brief overview of the matters raised by submitters that wish to be heard. The attachments to this Agenda set out, in full, all submissions received. The submissions have been divided into two volumes. The first volume (Attachment A) includes all submitters that have indicated they wish to be heard. Attachment B includes all other written submissions.

Recommendation/Ngā tūtohunga

That the Mangawhai – Kaiwaka Speed Limits Review Hearing Committee:

- a) Receives the submissions as attached in Attachment A and Attachment B.
- b) Hears the submitters who wish to be heard in support of their submissions.

Context/Horopaki

Section 22AB(1)(d) of the Land Transport Act 1998 provides for a Road Controlling Authority (Council) to make a Bylaw that sets speed limits for the safety of the public, or for the better preservation of any road.

The Governments “Road to Zero” Road Safety Strategy requires all Road Controlling Authorities to review speed limits on roads under their control. The purpose of the reviews is to set speed limits that are safe and appropriate for the road environment with the principle aim of reducing fatal and serious harm crashes. Whilst all roads will be reviewed, the initial focus is on roads where the evidence shows that the greatest benefit can be achieved through speed management.

The review area contains the following high benefit roads where a speed review is expected to result in a reduction in serious harm and fatal crashes:

- Kaiwaka-Mangawhai Road (First 5%)
- Sections of Brown Road (Second 5%)
- Sections of Tara Road (First 5%) – This section did not form part of the Tara Road speed review undertaken in late 2018.
- Hilltop Road (First 5%)
- Sections of Devich Road (First 5%)
- Wood Street (First 5%)

- Mangawhai Heads Road - West (First 5%)

It should be noted that Cove Road (Whangarei District) that connects Mangawhai with Waipu Cove is identified as a High Priority (First 5%) road.

Speed Limits are set in accordance with the Setting of Speed Limits Rule 2017. This Rule requires the Road Controlling Authority (Kaipara DC) to consider the views and feedback from the affected community. The Road Controlling Authority must consult in accordance with the Special Consultative Procedures set out in Section 83 of the Local Government Act 2002.

A full Statement of Proposal was publicly notified on 29th October 2020 and submissions closed on 18th December 2020. To promote the consultation, and encourage feedback, Council:

- Placed public notices in local newspapers, including the Mangawhai Focus
- Published information, including the Statement of Proposal, Technical Review information and Frequently Asked Questions on Council's website
- Published articles in several publications about the consultation
- Directly notified key stakeholders and statutory consultees, including the Commissioner of Police and the Automobile Association
- Held community engagement drop-in sessions at Hakaru Hall, Kaiwaka Hall, Mangawhai Library Hall and Mangawhai Heads Senior Citizens Club.

Discussion/Ngā kōrerorero

Submission Received

A total of 84 submissions were received with 19 submitters wishing to be heard in support of their submissions.

Most submissions provided feedback on specific roads within the review area. It is therefore considered mis-leading to provide raw statistics on how many submitters supported or opposed the proposed amendments generally. However, it is appropriate to note that overall, although there were submissions opposed to the overall proposed speed limits, submissions received were generally positive and either supported or partially supported the proposals.

All submissions have been reviewed and, where possible, been assigned to individual roads within the review area.

This information, along with any additional feedback provided by submitters that are being heard, and road safety engineering feedback will be presented in a detailed Recommendations Report.

Out of Scope Submissions

Some submissions raised issues that are beyond the scope of this speed limit review. The principle out-of-scope issues raised included dust and the condition (or need to maintain) roads. Both issues are related to speed but cannot be directly addressed by the Speed Limit Bylaw. However, it is appropriate that the Committee note these out-of-scope issues so that they can be addressed in other, more appropriate parts of Council's roading activities.

Submitters wishing to be heard.

All submissions received have the same weighting with respect to making recommendations on any new speed limits. The following summary of submitters wishing to be heard is intended to provide the committee with a brief reference to those submissions and the issues that may arise at the Hearing. Full copies of the submissions received are set out in Attachment 1 and 2.

Submitter Number	Name	Summary of matters raised
8	Philip Joseph Nesbit	Opposes proposed changes. Considers that there is no requirement to reduce urban speed limits below 50kph or 60kph. Considers lowering speed limits is being undertaken to lower Council's responsibility to maintain roads. Lists some key arterial routes.
10	Greg Campbell	Supports proposals in part. Primarily interested in Cames Road and Lawrence Road. Supports reduction of speed on Cames Road to 40kph – but along its entirety, except the current temporary 30kph section to be retained as 30kph permanently. Reduce Lawrence Road Speed Limit to 60kph.
21	Catharina Cornelia Maria (Tineke) Hosking	Supports proposals in part. Supports proposed changes on urban Mangawhai streets and Wood Street. Supports a reduction in speed along Molesworth Drive but considers that it should be reduced to 50kph or 40kph along its entirety. The difference in journey time is minimal.
23	Christine Gwilliam	Supports proposals in part. Most interested in Bagnal Road and seeks an additional reduction in speed limits to 50kph on this road.
24	Grant Gwilliam	Supports proposals in part. Most interested in Bagnal Road and seeks an additional reduction in speed limits to 50kph on this road.
27	Katherine Ballantyne	Supports proposals in part. Support lowering the speed limit on Settlement Rd, Hakaru, but seeks a lower 40kph speed limit near the Hakaru Hall.
28	David Medland-Slater	Supports proposals in part. Supports the majority of proposed speed limits, except Black Swamp Road where the proposed limit of 80kph and 60kph is too high. Black Swamp road should be 60kph and 40kph. Need more warnings to look out for pedestrians and about the upcoming camp site entrance.
32	Back Bay Property Committee per Catharina Hosking	Supports proposals in part. Supports proposed changes on urban Mangawhai streets and Wood Street. Supports a reduction in speed along Molesworth Drive but considers that it should be reduced to 50kph or 40kph along its entirety. The difference in journey time is minimal.
37	Chris Carey	Fully supports proposals on Oneriri Road. The unsealed section of Oneriri Road has changed from a back country road servicing farms at the end; to being a busy access road to the new and ever-increasing lifestyle blocks being developed and new houses being built. 80 kph on Oneriri Rd sealed as it is to dangerous sustain the current setting. 60 kph on Oneriri road unsealed section raising issues of Dust, Noise, Speed, Pedestrians, Potholes and corrugations.
47	Dr Moira Jackson	Supports proposals in part. Concerned about King Road and Spienkopf Road where it is proposed to increase the speed limit to 60. The unsealed section should be retained at 50kph.

54	Ashlee Radovan	Supports proposals in part. Supports a speed reduction on Lawrence Road from Kaiwaka Mangawhai Road - through to Cames Road but needs to be further lowered to 60kph.
63	Paul Wightman	Supports proposals in part. Supports the proposed speed limit on the sealed section of Devich Road. Opposes the proposed speed limits on Lawrence Road and Cames road as they are not fit for purpose. Raises concerns over subdivision increasing traffic volumes, but nothing spent on the roads.
68	Rashel Rey Hall	Supports proposals in part. Supports proposed speed limit in Wood Street. Does not support lowering part of Moir Street and Molesworth Drive to 30kph as it is an arterial route. Pebblebrook Road and Jude Road should be either 50kph or 40kph. Dust issue is also raised.
69	Alan William Preston	Supports proposals in part. Seeks a lower general speed limit of 60kph on all rural roads. Areas such as Mangawhai Village, Wood Street Centre and Mangawhai Heads surf beach should be lowered to a maximum of 30kph. Raises issues relating to signage on roads and improved road marking of speed limits.
70	Melanie Scott	Supports proposals in part. Cames Road should be 40kph for its entirety. Devich Road should be 60kph for its entirety. Lawrence Road should be 60kph for its entirety. Tara road should be 60kph from 679 Tara Road to Brown Road.
73	MCL Ltd - Mark Tollemache	Seeks a lower speed limit of 50kph along Molesworth Drive.
74	John Dickie	Supports proposals in part. Considers the proposals overall as too complicated. Supports general urban speed limit of 40kph, except the main arterial routes. Supports limited 30kph zones such as Wood Street but seeks an additional 30kph zone on Mangawhai Heads Road from Wintle Street to the camping ground. Main Route from Cove Road through Molesworth Drive, the Village and Moir Street should be a consistent 50kph.
75	Andre Venter	Seeks a reduction of the 70kph speed limit on the Waipu Road end of Mangawhai Heads Road to 50kph. Seeks a 40kph speed limit for Mangawhai Heads Road West so it is the same as Mangawhai Heads Rd East.
83	Automobile Association (Steve Westgate)	The Automobile Association has provided an extensive submission on a wide range of matters, including the technical analysis undertaken, speeds on unsealed roads, speed limits outside schools as well as potential government policy and rule changes.

Notes:

Full written submissions of those that **wish to be heard** are set out in Attachment A.

Full written submissions of those **not wishing to be heard** are set out in Attachment B.

Options

The Committee is receiving submissions and hearing submitters that wish to be heard in support of their submission. Options will be provided once the Committee has heard and considered all submissions and are required to make a recommendation on those submissions.

Policy and planning implications.

Council is receiving submissions and hearing submitters that wish to be heard in support of their submission. There are no policy and planning implications.

Financial implications

The Committee has been delegated authority by Council, in its capacity as Road Controlling Authority to receive submissions and listen to those wishing to be heard in support of their submissions. As there are no decisions being made as part of this Agenda, there are no financial or budget implications.

Risks and mitigations

There are no ongoing risks associated with receiving and hearing submissions.

Significance and engagement/Hirahira me ngā whakapāpā

The matters in this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via agenda on the website.

Next steps/E whaiake nei

A detailed Recommendations Report will be produced. This Report will contain feedback from the community and road safety engineering responses to that feedback, as well as other information that Council, in its role as Road Controlling Authority need to consider when setting speed limits.

Staff seek direction as to whether the Committee wishes to workshop the recommendations before making formal recommendations to full Council. A workshop will enable the Committee to understand the engineering implications of setting new speed limits.

Attachments/Ngā tapiritanga

	Title
A	Submitters wishing to be heard on Proposed Amendments to Speed Limits Bylaw 2018
B	Submissions on Proposed Amendments to Speed Limits Bylaw 2018
C	Statement of Proposal