

Speed limit review – Recommendations Report

Meeting: Kaipara District Council
Date of meeting: 25 August 2021
Reporting officer: Shawn Baker, NTA Speed Limits Project Manager

Purpose/Ngā whāinga

To adopt the Regional Speed Review Mangawhai and Kaiwaka (including Oneriri and Oruawharo Road) Recommendations Report as recommended to Council by the Speed Limits Hearings Committee.

Executive summary/Whakarāpopototanga

Council, in its capacity as a Road Controlling Authority is reviewing speed limits as part of a regional speed limit review, led by the Northland Transportation Alliance. The reviews are being undertaken as part of the national “Road to Zero” Road Safety Strategy.

In addition to technical assessments of the road environment, the Setting of Speed Limits Rule 2017 and the Local Government Act 2002 require Council to consult on proposed changes to speed limits. Council delegated authority to a Hearings Committee to consider submissions and hear submitters and make recommendations to Council.

In adopting the Recommendations Report (Attachment A), Council will enable the implementation phase of the speed limit review to commence.

Recommendation/Ngā tūhonga

That the Kaipara District Council:

- a) Adopts the attached “Regional Speed Review Mangawhai and Kaiwaka (including Oneriri and Oruawharo Road) Recommendations Report” as recommended by the Kaiwaka-Mangawhai Speed Limits Review Panel.

Context/Horopaki

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. A total of 86 submissions were received.

A Hearing was held for submitters wishing to be heard on 25th March 2021. All submissions, including those that did not attend the Hearing were received and read by the Hearing Committee.

Following the Hearings, Northland Transportation Alliance road safety engineers prepared a Recommendations Report that considered all written and verbal submissions made to the Committee, alongside the additional matters that must be considered in accordance with the Setting of Speed Limits Rule 2017.

The Hearings Committee deliberated on the recommendations made by Northland Transportation Alliance staff. As a result of the deliberations, the Hearings Committee made some amendments to the recommendations. NTA staff confirmed that the amendments made by the committee were sound in terms of road safety; the relevant guidance and standards; and the Setting of Speed Limits rule 2017.

Discussion/Ngā kōrerorero

All requirements of the Setting of Speed Limits Rule 2017 have now been met and Council, in its capacity of Road Controlling Authority may adopt the recommendations Report.

The adoption of the Recommendations Report enables the procurement and implementation stage of the speed limit review to commence. Once adopted, a detailed design for signage and other physical works can be finalised and the procurement process commenced.

It should be noted that the global Covid-19 pandemic continues to disrupt supply chains, slowing the procurement process for contractors. Detailed design and implementation are expected to take between 4 and 6 months.

As the physical works nears completion, an agenda item will be presented to Council to make the required amendments to the Speed Limits Bylaw and an operative date will be set.

Options

Option 1: Council may adopt the Recommendations Report as amended by the Speed Limits Hearing Committee (Attachment A). This option will enable the next stage of implementing new speed limits to be undertaken. Option one is recommended.

Option 2: The Committee may reject the Recommendations Report in its entirety and request that the Hearings Committee reconsider submissions. This option is not recommended as the Hearings Committee has had the benefit of considering all technical information all submissions.

It should be noted that, as full Council has not heard all submissions, it does not have the option of making additional amendments to the Recommendations Report.

The recommended option is **option 1**.

Policy and planning implications

There are no policy and planning implications arising from this decision.

Financial implications

There are no ongoing financial and budgetary implications of this decision. However, there will be initial implementation costs. These costs have been budgeted for within the current Long-Term Plan.

Risks and mitigations

There are no ongoing risks associated with this decision.

Significance and engagement/Hirahira me ngā whakapāpā

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy as it adopts recommendations arising from a consultation process.

Next steps/E whaiake nei

The adoption of the attached Recommendations Report provides certainty for staff and contractors to finalise the detailed design process and commence procurement of the required physical works. NTA staff will incorporate the installation and removal of the required signage into existing maintenance and renewal contracts as part of the 2021-2022 financial year budgets.

When there is certainty that all signage will be completed, an additional Agenda Item will be put before Council to make the appropriate amendments to the Speed Limits Bylaw and identify the date when the new speed limits come into force.

Attachments/Ngā tapiritanga

	Speed limit review
A	Regional Speed Review Mangawhai and Kaiwaka (including Oneriri and Oruawharo Road) Recommendations Report as amended by the Kaiwaka-Mangawhai Speed Limits Review Panel.