

Speed Management Programme 2018-2021
SH10 Awanui to Pukewhai Road – Addendum
Variable Speed Limits: Kareponia & Mahimaru marae
Northland Region

April, 2023



SPEED LIMIT REVIEW ADDENDUM

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DOCUMENT INFORMATION

Distribution List

Name	Role
Andrew Burdett	Speed Management Programme Lead
John Baillie	Programme Director – Speed and Infrastructure Programme (Acting)+
Graham O’Connell	Manager System and Safety Performance, Transport Services-National System Design

Related Documents

The following documents should be read in conjunction with this Addendum:


Note: The Speed Review Report – SH10 Awanui to Pukewhai Road- Permanent Speeds (“Permanent Speeds Report”) addresses the methodology and steps that Waka Kotahi undertook from initiation of the speed review to the implementation of permanent speed limits (including past the two marae that are the subject of this addendum).

The Permanent Speeds Report canvasses the general technical and review matters and the engagement and consultation phases undertaken for the speed review and the documents detailing these matters are included below.


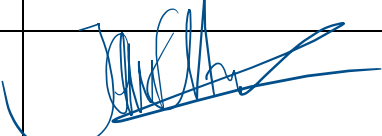
This Addendum addresses those parts of the speed review that particularly apply to the variable speed limits at the marae.

Title	Location
Speed Review Report - SH10 Awanui to Pukewhai Road - Permanent Speeds	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/50264656
Technical Assessment	https://infohub.nzta.govt.nz/otcs/cs.dll/link/36950210
Internal Review Form	https://infohub.nzta.govt.nz/otcs/cs.dll/link/37763908
Engagement Summary Report	https://infohub.nzta.govt.nz/otcs/cs.dll/link/38508536
Initial Consultation (2019) – Internal Summary Report	https://infohub.nzta.govt.nz/otcs/cs.dll/link/40578307
Further Consultation (2020) – Internal Summary Report	https://infohub.nzta.govt.nz/otcs/cs.dll/open/49660247

Document Approved for Issue


Name	Position	Date	Signature
Andrew Burdett	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	04/04/2023	

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Principal Traffic & Safety Engineer (Acting), Transport Services – Programme and Standards	28/04/2023	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	28/04/2023	

DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	08/05/2023	

EXECUTIVE SUMMARY

Key Points/Risks

Background

- This speed review addresses the variable speed limit (VSL) components of the State Highway 10 (SH10) Awanui to Pukewhai Road Speed Review. The permanent speed limits associated with this speed review were set in late 2021.
- The SH10 Awanui to Pukewhai Road Speed Review was commenced as one of the sections of state highway endorsed by the Waka Kotahi Board in March 2019. The corridor had also been the subject of broad and sustained community interest for the consideration of a generally lower speed environment for many years and community concerns were heightened by the serious injuries sustained by a child who was crossing the road at Kareponia.
- The Speed Rule 2022 was made by the Minister of Transport in April 2022. This altered the process this speed review is required to address to set speed limits and enabled the setting of VSL for marae (cl 4.9(1)(a)(vii)).

Location description

- The review addresses Kareponia and Mahimaru marae, which are located on the rural SH10 east of Awanui and which passes through the small rural townships of Kareponia and further east to Kaingaroa. This is shown on the locality map on page 6.

Safety Context

- SH10 past both these marae locations had a 100km/h speed limit until a reduction to a permanent 80km/h limit was implemented as part of this corridor review in late 2021.
- Both marae are identified as having a potential safety risk associated with turning vehicle movements that might be addressed by VSL at such times.
- Kareponia marae was also identified as being subject to a potential safety risk associated with vulnerable users when tangihanga took place, as SH10 provided de facto pedestrian access across the river between the marae and the urupā. This risk was a matter that could be addressed by a VSL.

Traffic Environment

- This part of the review is focussed on the two marae located on this rural section of SH10.

Infrastructure Context

- No relevant matters.

Safe and Appropriate Speed (SaAS)

- A SaAS of 60km/h (VSL) has been determined as appropriate to address the turning movement focus at both marae within the underlying permanent 80km/h speed limit.
- A SaAS of 30km/h (VSL) has been determined as appropriate to address the vulnerable user risk associated with pedestrian movements associated with tangihanga between Kareponia marae and its urupā.

Speed Review description

- This addendum specifically addresses VSL solutions for Kareponia and Mahimaru marae.
- The underlying permanent speed reduction to 80km/h and other associated permanent speed changes were implemented in late 2021 pursuant to the Speed Rule 2017 process.
- Pedestrian warning (kuia/tamaiti) and informational signage (cultural marae road safety billboards) have also been implemented at these locations.

Engagement and Consultation

- Consultation was both extensive and iterative.
- Consultation specifically drove the VSL solutions that Waka Kotahi developed for both these marae.
- Consultation is considered to meet the requirements of the Speed Rule 2022 (clause 3.9).

Iwi

- Engagement and consultation with iwi have been extensive and iterative.
- The particular focus of this part of the speed review was solutions for Kareponia and Mahimaru marae and was driven by interaction and consultation with the respective marae committees and communities.
- This included the development of the range of signage and VSL solutions to improve pedestrian safety at both the marae and urupā and to improve location identification.
- Consultation with iwi is considered to exceed the requirements of the Speed Rule 2022 (clause 3.9).

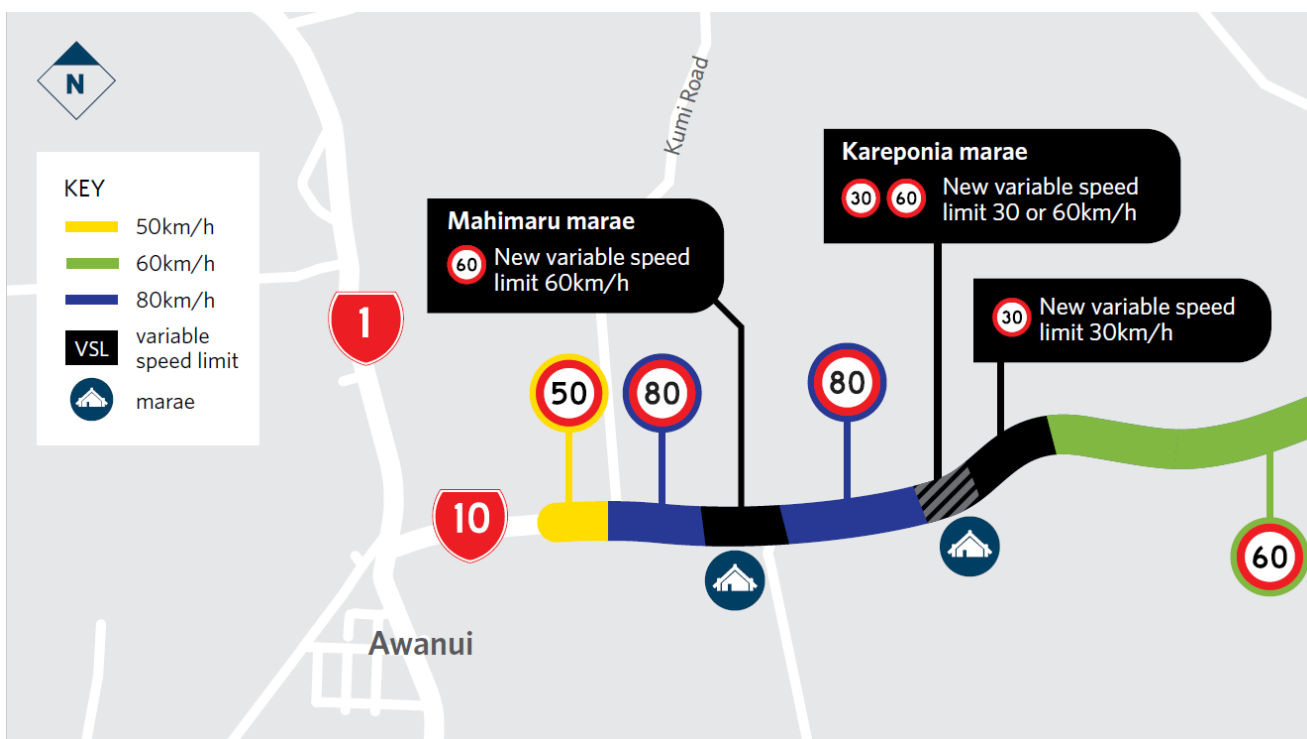
Other Matters

- VSL solutions for marae were explicitly made available by the Speed Rule 2022 (clause 4.9(1)(b)(vii)).
- Waka Kotahi as Regulator gazetted the VSL and marae supplementary sign combination in January 2023 pursuant to the Traffic Control Devices Rule, thereby enabling the solution proposed.

Outcome

Waka Kotahi as Road Controlling Authority for the state highway network, determines that the safe and appropriate speed for those sections of SH10 adjacent to Kareponia and Mahimaru marae is as detailed on the following map and table and as more particularly detailed in the National Speed Limit Register information included at Annexure One.

- A 60km/h VSL at both Mahimaru and Kareponia marae that is triggered (automatically by sensors) by right turning vehicle movements to and from the marae
- A 30km/h VSL that is triggered manually (for a 15 minute period-that may be repeated up to six times in a 24-hour period) when pedestrians are on using SH10 between Kareponia marae and the urupā. The 30km/h VSL over-rides the 60km/h speed limit when operative. The 60km/h length is included within the extent of the 30km/h length



Locality Map of SH10 Kareponia & Mahimaru marae, Northland Speed Limit Changes

Summary Table - Speed Review Recommendation for Approval (Simple) – refer Annexure One

Location	Current speed limit (km/h)	Proposed new speed limit (km/h)
40m west of Kareponia urupā access point to 150m southwest of Kareponia marae access point.	80	Variable 30km/h when pedestrians are present
150m northeast of Kareponia marae access point to 150m southwest of Kareponia marae access point.	80	Variable 60km/h when a vehicle is turning into or out of the marae
150m northeast of Mahimaru marae Access Point to 150m southwest of Mahimaru marae Access Point.	80	Variable 60km/h when a vehicle is turning into or out of the marae

Annexure One contains the detailed speed limit and change location details that are required to address the requirements of the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 such that the information provided meets requirements of a Land Transport Record to be provided to the Registrar and be input into the National Speed Limits Register.

Notes (to assist in reading Annexure One): The NZTM2000 geocoordinates provides the accurate location of speed change points (at the centre of the road) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer.

Route position locations are provided as an approximation of the location of speed change points. Route positioning is a system utilised by Waka Kotahi in its management of the state highway network and allows officers to determine their location both on the network and through many of the software management tools used by Waka Kotahi (including Roadrunner; RAMM; etc).

Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

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PURPOSE

As the Road Controlling Authority for the state highway, Waka Kotahi is undertaking speed and infrastructure interventions on the state highway that will contribute to reducing deaths and serious injuries. Speed Reviews are being undertaken as part of the Road to Zero Infrastructure and Speed Management Strategic Programme which informs the New Zealand Road Safety Strategy 2020-30, Road to Zero. This strategy aims to achieve a 40% reduction in deaths and serious injuries on New Zealand's roads by 2030.

This document sets out the process undertaken to establish the safe and appropriate speeds for this part of the state highway network. This review was commenced in accordance with the requirements of the Speed Rule 2017 however, the Speed Rule 2022 came into force on 19 May 2022, and it is under this Rule that the review has been completed. Although, undertaken in accord with the methodology set out in the Waka Kotahi Speed Management Guide 2015 it must be emphasised that there was a significant level of awareness of the Speed Rule 2022 and its imminent coming into force whilst this speed review was being undertaken.

This awareness allowed for this speed review to be developed with cognisance of the matters set out in the Speed Management Guide, Road to Zero and for the review to be underpinned by a safe systems approach.

- The approach to Māori consultation was broader and more intensive than was the case in other speed reviews. Consultation with Māori commenced early in the pre-engagement/engagement phase of the reviews and continued throughout the review development.
 - There was a particular focus on working with the marae committees / communities and they were consulted not just on broad matters but as to what safety improvements might be made at marae and kura adjacent to the state highway.
 - As shown later in this report (within the mana whenua partners consultations section), this has resulted in a combination of warning and general information signage being provided in the vicinity of marae (and associated urupā). This emphasis on Māori contribution to the review has resulted in a significant emphasis on kura and marae in terms of what we ultimately seek to implement.
- Consultation for the review was both broad and intensive, in accord with Waka Kotahi developing best practice and ultimately might well be considered to have significantly exceeded the requirements of the Speed Rule 2022. After initial engagement there has been ongoing collaboration, including repeated rounds of formal discussion as the scope of the review was refined as a response to matters raised by the public, partners, stakeholders and in particular the marae committees and communities that were most affected.
- Although the Speed Rule 2022 had not come into force at the time this review was started, the 30km/h VSL solution was considered and consulted upon given the knowledge Waka Kotahi as Road Controlling Authority has of the likely changes to be made to the Speed Rule 2017 and the potential benefits of these solutions. Therefore, this speed review has sought to embody the approach to managing speeds that was provided for under the Speed Rule 2022. It has sought to put people and the diverse ways in which we use our roads at the heart of how we plan and manage the state highway network.

Waka Kotahi has undertaken a speed review identifying speed limits at Mahimaru and Kareponia marae that are considered safe and appropriate. Subject to confirmation of the decision of Waka Kotahi in this regard, new speed limits shall be made.

This report provides a record of the decision-making process undertaken for the subject Speed Review Addendum.

BACKGROUND

Waka Kotahi completed the implementation of permanent speed limits on SH10 Awanui to Pukewhai Road in late 2021, as shown at Plate One, below. This speed review was subject to a range of safety treatments (incl. implementation of thresholds, road markings and median strips) driven by engagement and consultation with stakeholders and in particular Māori partners associated with Kareponia and Mahimaru marae.

As noted in this addendum, the proposal to implement safety improvements at Mahimaru and Kareponia marae, including VSL at marae, was an innovative solution that had yet to be installed on the NZ network and this raised a range of legalities that needed to be addressed to ensure that the proposal was feasible. It was recognised that these issues would take time to resolve so it was on that basis that the safe and appropriate permanent speeds were implemented without the marae VSL in 2021 under the then current legislative process.



Plate One: Locality Map of SH10 Awanui to Pukewhai Road Permanent Speed Limits

Table One - Background

Element	Information
Corridor title	SH10 Awanui to Pukewhai Road Addendum – Variable Speed Limits: Kareponia & Mahimaru marae in the Northland Region
Location description	This addendum addresses VSL located adjacent to two marae (Kareponia and Mahimaru) located on SH10 between Awanui and Kaingaroa.
District	Far North District Council

CONSULTATION

When Waka Kotahi undertook formal consultation in November 2020 it included the following proposals adjacent to Kareponia and Mahimaru marae. Notably this included the reduction of the permanent speed limit to 80km/h, with such permanent speed limits being implemented in late 2021.

Subsequent to the implementation of the permanent speed limits, engagement with partners has been ongoing as Waka Kotahi has sought to develop legal and appropriate solutions to enable the VSL that were proposed, and which were supported through the consultation process.

Consultation was undertaken in 2020 from 23 November to 20 December. This was a period of at least four weeks which meets the minimum period of consultation required by clause 3.9 of the Speed Rule 2022.

Notwithstanding that the consultation was undertaken pursuant to the Speed Rule 2017, it is considered that subject to necessary modification (as provided for by clause 2.6(6)), the consultation generally followed the requirements of clause 3.9. In particular, the review was published on the Waka Kotahi website and consultation extended over a period of four weeks.

Māori were not consulted under a separate process as this was not required pursuant to the Speed Rule 2017 and it is noted that the proposal did not directly affect Māori land or land subject to claims or with known historical, cultural, or spiritual interest (clause 3.9(6) of the Speed Rule 2022).

Notwithstanding, the particular focus of this addendum is the setting of VSL at Kareponia and Mahimaru marae. The particular focus of the engagement and consultation was with Māori and the marae communities who were seeking these speed changes be made. This is addressed more particularly in the following section.

It is considered that Waka Kotahi as Road Controlling Authority has consulted in general accordance with clause 3.9 of the Speed Rule 2022.

For details, please refer to the Consultation Summary.

Table Two-Speed Review Recommendation for Consultation

Note: This table reflects the situation when consultation was undertaken and includes the since implemented permanent speed limit change on SH10 past the two marae (a reduction from 100km/h to 80km/h in late 2021).

Location	Current speed limit (km/h)	Proposed new speed limit (km/h)
Existing 100km/h area from 40m west of Kareponia urupā Access Point to 150m southwest of Kareponia marae Access Point.	100	Variable 30km/h when pedestrians are present 80km/h at all other times
Existing 100km/h area from 150m northeast of Kareponia marae Access Point to 150m southwest of Kareponia marae Access Point.	100	Variable 30km/h when pedestrians are present OR Variable 60km/h when a vehicle is turning into or out of the marae 80km/h at all other times
Existing 100km/h area from 150m northeast of Mahimaru marae Access Point to 150m southwest of Mahimaru marae Access Point.	100	Variable 60km/h when a vehicle is turning into or out of the marae 80km/h at all other times

MANA WHENUA PARTNERS - ENGAGEMENT & CONSULTATION

Waka Kotahi continues to develop its engagement practice with Māori. This is an ongoing effort by Waka Kotahi in accord with its Statement of Intent (Waka Kotahi tauākī whakamaunga atu).

Waka Kotahi respects Te Tiriti o Waitangi and continues to work with Māori to build strong, meaningful, and enduring relationships to achieve mutually beneficial outcomes. We are guided by Te Ara Kotahi which provides our strategic direction for working with and responding to Māori as the Crown's Te Tiriti partner. The vision of Te Ara Kotahi is for Waka Kotahi and Māori to work together to succeed for a better Aotearoa. The name Te Ara Kotahi symbolises the pathway that Māori and the Crown walk together on as envisaged by Te Tiriti.

It is within this context that the approach to consultation with Māori was undertaken in Northland and with regard for identifying and implementing improved safety solutions at Kareponia and Mahimaru marae.

The approach to Māori consultation was broad and intensive, reflecting safety concerns that had been publicly identified on this section of SH10. Waka Kotahi sought to take an approach that would reflect the signalled requirements of the Speed Rule 2022.

Consultation with Māori commenced early in the pre-engagement/engagement phase and continued throughout the process until a potential solution was identified and since that time a regular engagement and informational relationship has continued as Waka Kotahi sought to develop a safe and feasible implementation solution.

For details, please refer to the Consultation Summary.

VIABILITY ASSESSMENT

When the speed review commenced there was little in the way of signage that had been developed specifically for situations at marae. Although pedestrian and vulnerable user warning signage was available there was no specific signage that was marae-only, and neither was there the ability to add supplementary 'marae' signage to pedestrian warning signs (as was available for schools and some other situations). Similarly, there were no VSL speed solutions available.

In parallel to addressing the situations at the subject marae, Waka Kotahi was developing broader solutions to address speed and safety improvements at marae, which is briefly discussed below.

Marae signage

Culturally appropriate marae signage that has been in development in parallel to the consideration of this speed review. The types of signage are shown at Plate Two, below.

Plate Two: marae signage

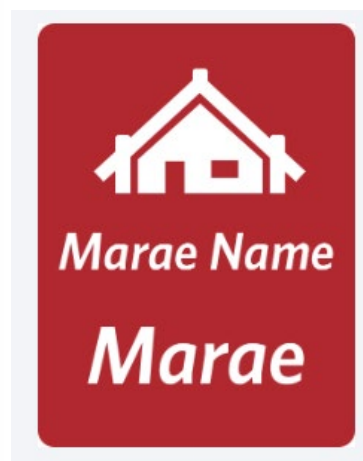


Regulatory sign - R1-2.2

Example: W16-11 Marae warning sign



Warning sign – W16-11



Road safety billboard/cultural marae sign

The available signs consist of three types of signage:

- Regulatory sign. R1-2.2 Marae VSL regulatory signage that provides for the instatement of a VSL at a road adjacent to a marae if there is a safety issue that this would address. This sign combination was gazette on 26th January 2023
- Warning sign. W16-11 Pedestrians – kuia and tamaiti with marae supplementary. This permanent warning signage can be used to warn road users that there are likely to be elderly and young pedestrians ahead associated with marae activity. This sign combination was gazette on 28th April 2021.
- Road safety billboard. This cultural marae sign may be located in the vicinity of a marae or on its approach to assist in identifying the presence of a marae. This signage was in development by Waka Kotahi and was published on its website on 6th October 2022.

Note; defined as a billboard, the use of this sign requires an exemption from the conditions for the use of billboards on the state highway network as defined in Part 16 the State Highway Control Manual (2023),

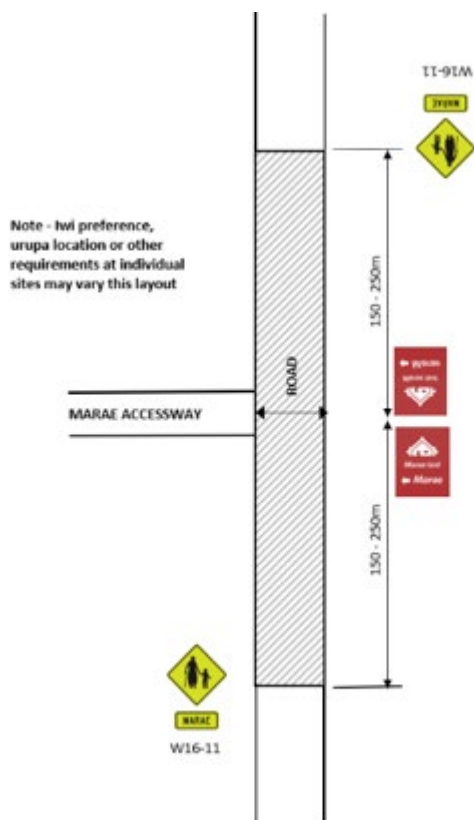
These signage types were all considered in addressing the potential speed and signage solutions at the two marae.

It is noted that the regulatory marae VSL signage was only given approval pursuant to the requirements of the Traffic Control Devices Rule 2004 in January 2023 and this was directly related to efforts involved in developing safety solutions as part of this speed review and similar efforts which continue as part of the ongoing bilingual sign review.

An indicative/standard signage layout is shown at Plate Three, following. This layout reflects the interim improvements that were implemented at Kareponia and Mahimaru marae when these types of warning and cultural marae signage became available and were able to be implemented whilst the variable speed solution was being developed.

This approach provides for pedestrian warning at the marae approaches and cultural marae signage proximate to the marae entrance.

Plate Three: Example marae signage layout



Marae variable speed limit signage

When the Speed Rule 2022 came into force it included at clause 4.9 an additional matter that might be addressed for which a VSL might be used to provide a safe and appropriate speed limit for the road. This was the presence of a marae (clause 4.9(1)(b)(vii) of the Speed Rule 2022).

This meant that Waka Kotahi as Road Controlling Authority could set a VSL if it was satisfied that the presence of a marae required this as a management solution to provide a safe and appropriate limit for the road.

Waka Kotahi as Road Controlling Authority had been investigating a VSL as a potential solution at Kareponia and Mahimaru marae prior to the Speed Rule 2022 coming into force and had been in discussions with Waka Kotahi as Regulator regarding what such a solution might require.

The Speed Rule 2022 confirmed the use of a VSL solution at marae. Further, as stated above, the approval of Waka Kotahi as Regulator pursuant to the requirements of the Traffic Control Devices Rule 2004 in January 2023 was gazetted for the marae VSL sign combination and this speed review now proposes VSL solutions to provide safe and appropriate speed limits at the Marae.

At both marae, there is the potential for conflict with turning vehicles when events such as tangihanga occur. The solution proposed to address this is to provide a VSL speed limit of 60km/h when turning movements occur. This mirrors the successful approach taken with rural schools and with Intersection Speed Zones

Additionally, at Kareponia marae, there is an urupā located to the northeast along the state highway and separated from the marae by a stream which means to gain access the urupā users will have to walk along the state highway. To address the potential safety risk of conflict between traffic and vulnerable users, it is proposed to install a 30km/h VSL between Kareponia marae and the urupā accesses that will be operated when such tangihanga processions are happening. This solution adopts the successful approach that has been taken with kura/schools, where the matter to address is potential conflict with vulnerable road users.

Prior to the Speed Rule 2022 the adoption of a VSL solution at marae wasn't available to Waka Kotahi as Road Controlling Authority except subject to process that would have not been dissimilar to the various trialing that was required to be adopted when school VSL solutions were initially adopted.

It was in this context that Waka Kotahi as Road Controlling Authority sought to develop monitoring capabilities within the VSL signs and utilise them in a manner that would allow for easy data capture and allow for the effectiveness of the proposed VSL solutions to be determined in reducing speeds in the circumstances under consideration.

Waka Kotahi as Road Controlling Authority as part of the proposed VSL implementation has included speed monitoring equipment that will allow it to capture the speeds of vehicles whilst both the 60km/h (both marae) and the 30km/h (Kareponia marae) are in operation.

The gathering of this data will be both useful in determining the effectiveness of the proposed solutions at these maraes and informing Waka Kotahi as to the potential effectiveness of installing similar solutions at other marae in state highway environments.

Technical solution for adoption

Kareponia and Mahimaru marae

Both marae solutions include 60km/h VSL. The 60km/h speed limit is proposed to operate such that it will provide greater safety associated with turning vehicle movements.

The 60km/h VSL will be automatically turned on when turning vehicle movements trigger the sensors, which will then turn off (80km/h speed resumed) after a 5 second delay once all vehicles have left the stop zones. This VSL is fully automatic and there is no intervention required. The VSL identifies right turning traffic slowing into the sensor zone

The details of the functionality of the VSL systems proposed to be implemented at both marae are included in the technical review documents (links provided at Table Three on page 16).

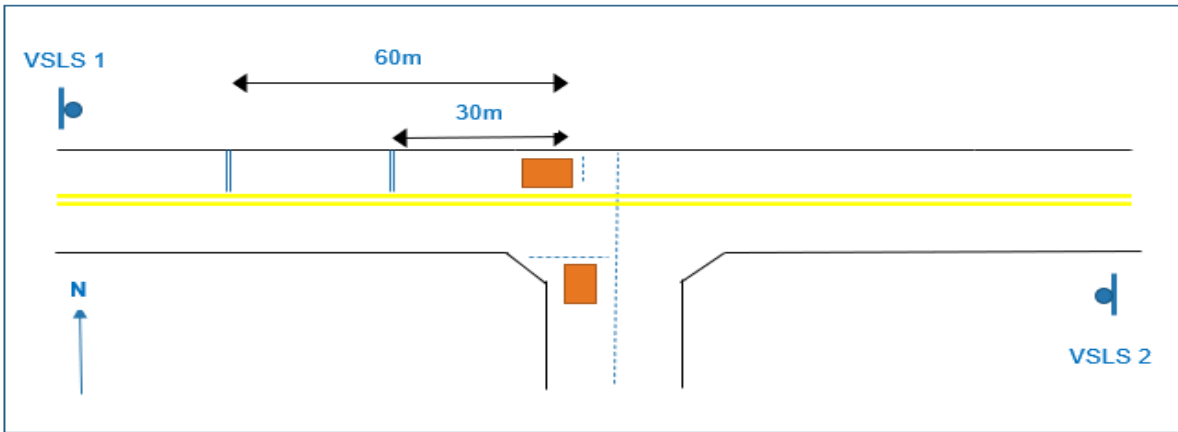
Kareponia marae

Kareponia marae additionally includes a 30km/h VSL. This 30km/h VSL over-rides the 60km/h speed limit when it is activated. As shown at Plate Four on page 16, the 30km/h extends from the marae entrance to the urupā entrance (a length that includes the 60km/h VSL).

The 30km/h VSL is proposed to operate such that it will provide greater safety for vulnerable road users and pedestrians who are present at tangihanga travelling between the marae and the urupā.

The 30km/h VSL is operated manually by mobile phone. When triggered by the mobile phone signal, the 30km/h VSL is turned on for 15 minutes. Subsequent and consecutive mobile activations can be made whilst vulnerable users remain within the extent of the VSL. The number of activations is limited to six in any 24-hour period. To optimise safety the 30km/h limit is repeated at the marae exit to inform those leaving of the speed limit on the state highway.

Mahimaru marae ITS schematic



Kareponia marae ITS schematic

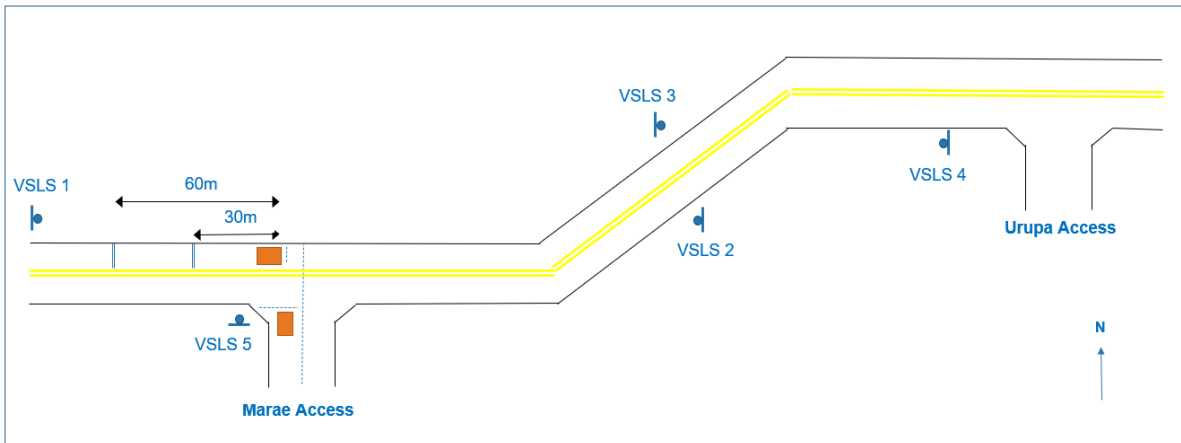


Plate Four: Proposed VSL-shows extent of 60km/h VSL within 30km/h VSL at Kareponia

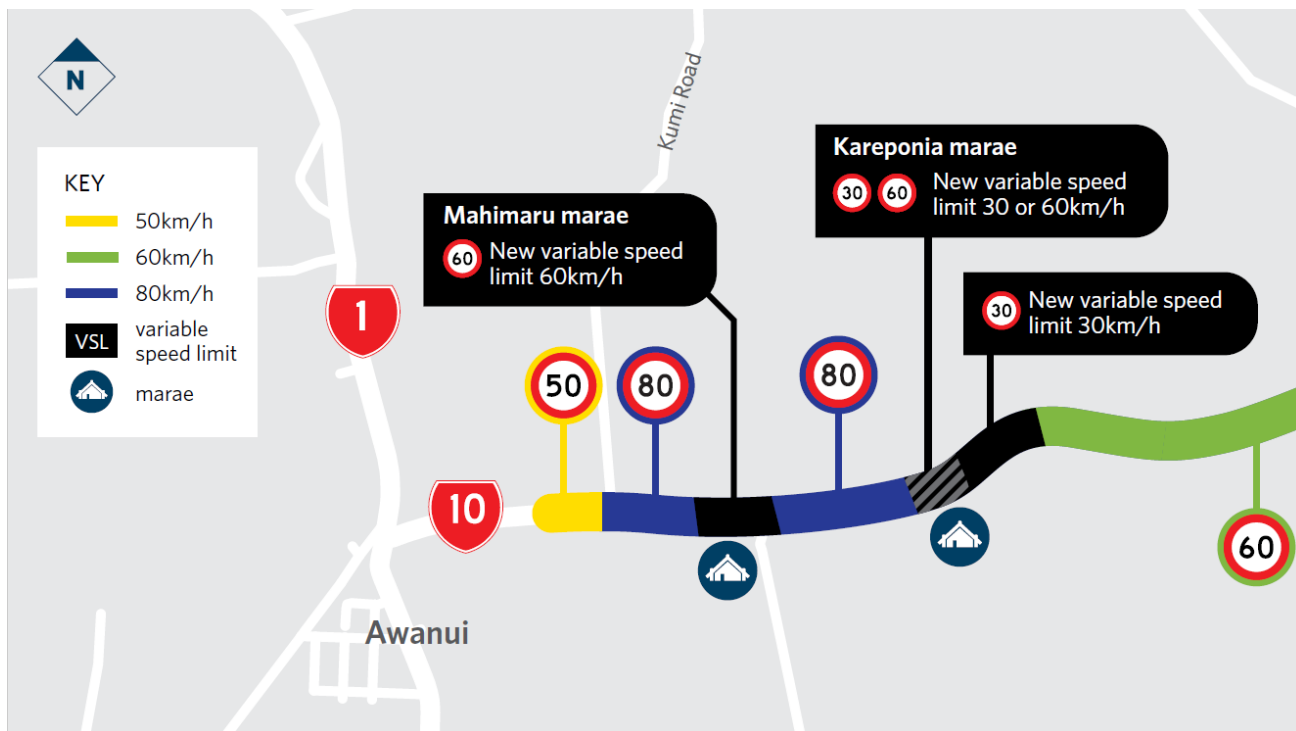


Table Three – Variable speed limits: Technical documents

Title	Location
SH10 Awanui to Kaitaia ISZ, VSL - ITS High-Level Requirements	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/56715665
SH10 Awanui to Kaingaroa ISZ, VSL - NZTA Technology - ITS review paper + MoM approval	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview=56715665
SH10 Awanui to Kaingaroa ISZ, VSL – Supplier ITS Functional Description and Detailed Design drawings	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/56716253

RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, it was concluded that VSL (reflecting the determined safe and appropriate speeds) should be implemented at Kareponia and Mahimaru marae.

Table Four Speed Review Recommendation for Approval

Location	Current speed limit (km/h)	Proposed new speed limit (km/h)
40m west of Kareponia urupā Access Point to 150m southwest of Kareponia marae Access Point.	80	Variable 30km/h when pedestrians are present 80km/h at all other times
150m northeast of Kareponia marae Access Point to 150m southwest of Kareponia marae Access Point.	80	Variable 30km/h when pedestrians are present OR Variable 60km/h when a vehicle is turning into or out of the marae 80km/h at all other times
150m northeast of Mahimaru marae Access Point to 150m southwest of Mahimaru marae Access Point.	80	Variable 60km/h when a vehicle is turning into or out of the marae 80km/h at all other times

Note: the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps. Detailed information required to populate the National Speed Limit Register is included at Annexure One.

ANNEXURE ONE: NSLR SPEED CHANGE INFORMATION

Refer below information containing relevant speed change information for Kareponia and Mahimaru Marae.

Location	Start SH-RS/RP Coordinates (NZTM200)	End SH-RS/RP Coordinates (NZTM200)	Length (km)	Current speed limit (km/h)	Proposed new speed limit (km/h)
40m west of Kareponia urupā Access Point to 150m southwest of Kareponia marae Access Point.	10-95/ 7.700 1626116, 6122246	10-95/ 8.280 1625613, 6121988	0.580	80	Variable 30km/h when pedestrians are present 80km/h at all other times
150m northeast of Kareponia marae Access Point to 150m southwest of Kareponia marae Access Point.	10-95/ 7.980 1625886, 6122113	10-95/ 8.280 1625613, 6121988	0.300	80	Variable 30km/h when pedestrians are present OR Variable 60km/h when a vehicle is turning into or out of the marae. 80km/h at all other times
150m northeast of Mahimaru marae Access Point to 150m southwest of Mahimaru marae Access Point.	10-95/ 8.920 1624992, 6121891	10-95/ 9.240 1624666, 6121859	0.320	80	Variable 60km/h when a vehicle is turning into or out of the marae. 80km/h at all other times

Note: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the centre of the road) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer

Route position locations are provided as an approximation of the location of speed change points. Route positioning is a system utilised by Waka Kotahi in its management of the state highway network and allows officers to determine their location both on the network and through many of the software management tools used by Waka Kotahi (including Roadrunner; RAMM; etc).

ANNEXURE TWO: LETTER TO DIRECTOR

Separate Document