

TE RUNANGA O NGATI WHATUA
FILE COPY



Whakapapa - Grow Forth

Ref: Wcc023
File: 11/5

7 April 2005

**COPY FOR YOUR
INFORMATION**

Chair
Te Warena Taua
Te Taumata Runanga
Waitakere City Council
Private Bag 93109
Henderson
WAITAKERE CITY

Tena koe,

Ngati Whatua Representation on Te Taumata Runanga

This is to advise that Karen Wikiriwhi has tendered her resignation from all boards and committees.

As a consequence, she will no longer be representing Ngati Whatua at Te Taumata Runanga meetings in the future. However, the alternate member Awa Hudson will continue in this role. A decision on a replacement for Karen will be made at the Runanga meeting on 15 April 2005.

We will advise you on the outcome of discussions following this meeting.

Kia Ora,

Allan M Pivac
Secretary

cc/- Karen Wikiriwhi
Awa Hudson

AI

TE RUNANGA O NGATI WHATUA



Whakapakari - Grow Forth

Ref: Wcc024
File: 11/5
1/10

14 June 2005

WAITAKERE CITY COUNCIL

20 JUN 2005

636291

Chair
Te Taumata Runanga
Waitakere City Council
Private Bag 93109
Henderson
WAITAKERE CITY

Tena koe,

Ngati Whatua Representation on Te Taumata Runanga

Further to our letter of 7 April 2005 (copy is attached).

This is to confirm that Awa Hudson will continue to represent Ngati Whatua at Te Taumata Runanga meetings in place of Karen Wikiriwhi. An alternate member has not been appointed.

Kia Ora,



Allan M Pivac
Secretary

cc/- Awa Hudson
→ Ross McLeod, Waitakere City Council

**COPY FOR YOUR
INFORMATION**

Chief Executive	<input checked="" type="checkbox"/>
Corporate Services	<input checked="" type="checkbox"/>
City Services	<input type="checkbox"/>
Moselle	<input type="checkbox"/>
Consultancy Services	<input type="checkbox"/>
ECO - WATER	<input type="checkbox"/>
Strategic Group	<input type="checkbox"/>
Consent Services	<input type="checkbox"/>
Field Services	<input type="checkbox"/>

A2

LOWER ORATIA STREAM RESERVES MANAGEMENT PLAN SUBCOMMITTEE

(A Subcommittee of Waitakere and Henderson Community Boards)

That the Henderson Community Board, in conjunction with the Waitakere Community Board, establishes the Lower Oratia Stream Reserves Management Plan Subcommittee, to appoint two representatives to the Subcommittee to prepare and recommend the preparation of the Lower Oratia Stream Reserves Management Plan with the scope of delegation as follows:

The Lower Oratia Stream Reserves Management Plan Subcommittee shall report to the Henderson and Waitakere Community Boards. Where the Subcommittee is not empowered to act it shall report to the Community Boards and make recommendations as necessary.

FIELD OF ACTIVITY

To prepare and recommend the preparation of the Lower Oratia Stream Reserves Management Plan, including preparing the consultation plan and programme and the hearing of submissions to the draft Plan and to make recommendations to the Henderson and Waitakere Community Boards regarding the adoption of the Lower Oratia Stream Reserves Management Plan.

MEMBERSHIP

The Subcommittee shall comprise:

- 2 Members appointed by the Henderson Community Board;
- 2 Members appointed by the Waitakere Community Board;
- 1 Member of the City Development Committee;
- The Mayor (ex officio).

Quorum: 3 Members.

DELEGATED POWERS

1. Authority to prepare and recommend the preparation of the Lower Oratia Stream Reserves Management Plan, including the adoption of the draft Plan.
2. Authority to hear the submissions to the draft Reserves Management Plan and make recommendations to the Henderson and Waitakere Community Boards regarding the adoption of the Lower Oratia Stream Reserves Management Plan.
3. Authority to classify or reclassify local parks included in the Management Plan as recommended by the draft Plan and required by the Reserves Act 1977.
4. Authority to appoint a Chairperson.

A3

SPEED LIMITS BYLAW

PURPOSE OF THE REPORT

The purpose of this report is to commence the process for validating the City's current speed limits as required by the new Land Transport Speed Limits Rule which transfers responsibility to Councils for setting speed limits.

BACKGROUND

A new speed limits rule came into force in April 2004 requiring Councils and other road controlling authorities to take over many of the Land Transport Safety Authority's responsibilities for setting speed limits which initially requires validation of current speed limits by 1 July 2005.

The new rule for setting speed limits represents more of an administrative change than a major shift in the philosophy of setting speed limits in New Zealand. Council will take over much of the administrative workload to do with speed limits from the Land Transport Safety Authority but the actual limits that can be set will still be determined by the same rules used previously to set limits to ensure national consistency. This is essentially based on the level of development in a particular area so changes to speed limits within the City will usually only be as a result of development. The benefit of the new rule is that Council may now review speed limits rather than wait for the Land Transport Safety Authority to do so, but only within the existing framework and Council must also now bear the cost of administering the speed limits.

STRATEGIC CONTEXT

Waikato City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety. Safe and appropriate speed limits play an essential role in ensuring safety on our roads.

ISSUES

The new Speed Limits Rule initially requires Council to validate current speed limits by 1 July 2005. It then requires all subsequent speed limits to be set or reviewed according to the existing prescribed procedure, including conducting a speed limit rating survey and completing the required consultation (see attached June 2004 City Development report at pages A1 to A4).

Our current speed limits will be reviewed over the next year and it is expected that several rural speed limits will be reduced as a result. This will go through the special consultative procedure to provide the opportunity for formal public submission. Once that has been done it may then be appropriate for speed limits to be amended by Council resolution, subject to compliance with the Speed Limits Rule and completion of the appropriate consultation, but without the need for use of the special consultative procedure.

Speed Limits

Council is required to set speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2003. The determining factor in deciding the appropriate speed limit under this rule is the level of roadside development. The rule encourages national consistency in speed limits and there is very limited choice available to individual territorial authorities in setting speed limits. This rule defines the types of locations which are appropriate for the particular speed limits which exist in the City at present.

30 KM

This speed limit currently only applies to Kohu Road in Tihirangi. It is appropriate for local roads in an urban setting where traffic calming measures have been installed to slow vehicles for safety reasons. The presence of traffic calming measures in these streets means that this type of speed limit is largely self-enforcing.

50 KM Urban Traffic Area

This speed limit is appropriate in fully developed areas, partially developed areas within or on the fringe of a metropolitan area and within small towns. Development on the land will generally be close to the roadside property boundary and there may be provision for parking and loading in front of commercial and industrial development. Sealed footpaths, kerb and channel, and landscaped grass areas between the kerb and the property boundary are typical of urban development.

70 KM

This speed limit is appropriate in areas of intermediate roadside development, such as small country towns, urban fringe areas, short sections of road in partly built-up areas within a large urban traffic area or areas of single-sided development. It may also be used as a buffer between a 100 km and 50 km section, but only if there is sufficient roadside development to make the speed limit reasonable and safe.

80 KM

This speed limit is appropriate:

- in rural areas where there is significant activity generated by adjacent land uses, for example, rural sealing places or 'lifestyle' blocks;
- in small rural settlements where a 70 km speed limit is not warranted, but where local residents are obliged to use the road as part of their daily activity, due to the historical development of the area. An example of this would be where a primary school is across the main road, or along the road from the main part of the settlement;
- on lengths of arterial road through rural land within a large urban traffic area. In this situation, there should be good reason to reduce the speed limit from 100 km. Examples include high traffic flows (more than 10,000 vehicles a day) with a significant mix of local and through traffic; frequent turning movements; or considerable cycle, school or pedestrian traffic).

100 KM Rural Area

This speed limit is appropriate to rural areas which is land outside towns and cities where the level of roadside development is minimal. Land use includes agriculture, market gardening, forestry, reserves and small settlements. Houses and other structures in rural areas will generally be set back some distance from the road. There will be little kerbing and no footpaths unless installed for a specific reason (e.g. a school remote from a residential area). Street lighting will generally not be provided but, if present, it will only be at specific community facilities or used as intersection indicator lighting.

40 KM School Zone Variable Speed Limit Areas

This control has recently been installed outside Waitakere Primary and is about to be extended to Oratia Primary with the approval of Council as recommended by the Waitakere Community Board.

AS

These are areas adjacent to schools which have been targeted with support from the police to improve road user safety in locations where mean vehicle speeds are particularly high. A speed limit of 60 kilometres per hour applies except during the times set out on fixed school zone signs or when school zone variable speed limit signs are activated during which times the speed limit is 40 kilometres per hour.

In accordance with Land Transport Safety Authority guidelines (Traffic Note 37 - July 2002), school zone variable speed limit signs will be operated 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 (5) minutes before the end of school;
- 10 minutes at any other time of day when 50 children are crossing the road.

Local Government Act 2002 Bylaw Requirements

Most Appropriate Form of Bylaw

The attached draft Speed Limits Bylaw (at pages A5 to A10) is based on a model bylaw prepared by the Land Transport Safety Authority for use by road controlling authorities to ratify current speed limits.

A5-A10

New Zealand Bill of Rights Act 1990

The draft Speed Limits Bylaw has no implications which are inconsistent with the New Zealand Bill of Rights Act. The Land Transport Speed Limits Rule (which has gone through a public consultation process) requires Council to make this Bylaw in order to ratify current speed limits to ensure the continued safety of road users.

CONCLUSION

The attached Speed Limits Bylaw (at pages A5 to A10) validates our current speed limits (and also includes recent 40 km school zone variable speed limit areas) as required by the new Land Transport Speed Limits Rule which transfers responsibility to Councils for setting speed limits. These speed limits will be reviewed over the next year in accordance with the prescribed procedure and any amendments publicly notified through the special consultative procedure to provide the opportunity for formal public submission. It is then likely that speed limits could be amended by Council resolution subject to compliance with the Speed Limits Rule and completion of the required consultation.

A5-A10

RECOMMENDATIONS

1. That the Speed Limits Bylaw report be received.
2. That Council accepts that the ability to set speed limits is an important regulatory control, and a bylaw is the most appropriate way to give effect to that control.
3. That Council considers that the draft bylaw produced at this meeting is the most appropriate form of bylaw for this purpose.
4. That Council considers that the draft bylaw has no implications which are inconsistent with the New Zealand Bill of Rights Act 1990.
5. That the statement of proposal (draft bylaw and summary of information) attached to this report is approved in principle. Officers are directed to make any necessary editorial changes and to implement the special consultative procedure set out in Section 83 of the Local Government Act 2002.

6. That the Planning and Regulatory Committee is delegated authority to hear any submissions during June 2005 with a final report in relation to the bylaw to be brought back to Council.

Report prepared by: Denis Sheard, Manager, Legal Services.

HV O'Rourke
CHIEF EXECUTIVE OFFICER

PART E - CONFIDENTIAL ITEM

13 SOUTH KENSINGTON WAY LAND SWAP

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following part of the proceedings of this meeting, South Kensington Way Land Swap.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none"> • South Kensington Way Land Swap 	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> • enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). 	<p>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</p>

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(f) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- The report contains information which if released could affect the Council's negotiations.

NEW RULE FOR SETTING SPEED LIMITS

PURPOSE OF THE REPORT

The purpose of this report is to provide a summary of the provisions of the new rule regarding the setting of speed limits.

BACKGROUND

In early 2003 the Minister of Transport signed a new rule altering the way speed limits are set in New Zealand. The new rule came into force in April 2004. Under the new rule Councils and other road controlling authorities take over many of the Land Transport Safety Authority's responsibilities for setting speed limits.

There have been numerous reports in the media about the changes, many of which give a misleading impression of the changes. The elected members are often the first point of contact for members of the public with traffic concerns, and it is desirable that they are well informed of the process and rules for setting speed limits.

STRATEGIC CONTEXT

The Waikare City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Safe and appropriate speed limits play an essential role in ensuring motorist safety when using Council's road network.

ISSUES

Under the new rule Council is legally required to follow a certain procedure set out in the rule when setting or reviewing speed limits. This process comprises three steps, firstly conducting a speed limit rating survey, then conducting consultation, then finally passing a bylaw and registering the speed limit, as attached at page A2. The detail of each step is elaborated on below:

Speed Limit Rating Survey

In this survey the road is divided into a series of 100 metre sections each of which is given a development rating and a roadway rating which are then combined together to get a total rating.

The development rating is based on the number of houses and businesses that have direct access onto the road combined with a value based on the development in any side road. A residence with its own driveway is worth one rating point while businesses and other facilities or several houses sharing a driveway are worth between one and four rating points based on the scale and type of the development. Only schools and kindergartens can be worth more than four rating points, their value being based on the number of pupils.

The roadway rating is based on the number of pedestrians, the availability of a footpath, the number of cyclists, the number of cars parked on street and their distance from the traffic lanes, the forward visibility for drivers, the presence of a flush median or median barrier, the presence of traffic control devices like "Stop" and "Give Way" controls and pedestrian crossings, road classification and the type of development adjacent to the road. Each of these factors is considered and a number of rating points assigned. These are totalled and compared to the total number of development rating points. If there are more roadway rating points than development points then the roadway rating is reduced to equal the development rating.

The combined total rating is then used to find a speed limit for the section of road; the attached chart shows the number of rating points required for a particular speed limit, as well as other criteria. The speed limits for all the sections within a road are then compared with a view to achieving a consistent speed limit throughout the road. A small section of developed land within an undeveloped area will not warrant a reduced speed limit, neither will a small undeveloped section within an urban area warrant an increased speed limit. Rules for the minimum distance between speed limit changes and where to place the boundaries are included within the new rule.

Thus the final limit chosen for a road will be the same for the entire road or large sections of the road. The speed limits in connecting roads also need to be taken into account.

It is important to note that since the roadway rating cannot exceed the development rating, regardless of other factors, the development adjacent to the roadway is the driving factor in determining speed limits. A well developed urban area will have 50km/h limit regardless of other factors, whilst an undeveloped rural area will have a 100km/h limit. This means that a 100km/h limit may apply on a road where, because of a number of curves in the road of other geometric features, it is unsafe or impossible to travel at the speed limit. Mountain Road is a good example of a road with a 100km/h limit which cannot be safely traversed at 100km/h. In situations like these roadway delineation and warning measures like curve warning signs, chevron signs, advisory speed signs, edge marker post and edge lines can be used to improve motorist safety.

Consultation

The new rule requires that Council consult the following parties in writing before setting a new speed limit, as follows:

- The Land Transport Safety Authority;
- The Police;
- The Automobile Association;
- The Road Transport Forum;
- Any other road controlling or territorial authority affected by the change;
- Persons which may be affected by the proposed speed limit (In practice this will normally mean members of the public or businesses whose properties are adjacent to the road or use the road regularly).

Council is obliged to take into account any submissions received during consultation when setting speed limits, however this does not relieve Council of the requirement to set limits according to the rigid procedure laid down in the rule.

Bylaw and Registration of Speed Limits

The final step in setting a speed limit is for Council to make a bylaw setting the new limit. Council is also required to keep an up to date register of all speed limits in the City and all correspondence and other documentation relating to speed limits for seven years. Council must inform the Land Transport Safety Authority of any change in the speed limit at least 14 days before the new limits come into effect.

The new rule requires that road controlling authorities pass a bylaw ensuring that all existing speed limits are retained before any new speed limits are set. The Land Transport Safety Authority are currently producing a model bylaw for councils which is expected to be released in the near future.

Role of the Land Transport Safety Authority

The role of the Land Transport Safety Authority under the new rule is to oversee the application of the rule by road controlling authorities. A consistent national approach is essential and the Director of the Land Transport Safety Authority has the power to compel Council to review or change a speed limit or by notice in the New Zealand Gazette change a speed limit if Council refuses to do so.

Differences when Compared with the Old Method for Setting Speed Limits

The method by which speed limits are set has not changed significantly. The speed limit ratings survey which is the determining factor in choosing a limit is the same method previously used by the Land Transport Safety Authority. The consultation requirements are new, but as the limit chosen is determined by the survey result this makes little practical difference. The main change is an administrative one. Council rather than the Land Transport Safety Authority is now responsible for the bulk of the administration of speed limits and this will enable faster processing of reviews and requests.

A2 4 A7

Timeframe for Setting New Speed Limits

After the bylaw has been passed the process for changing a speed limit is still likely to be rather lengthy. The speed limit rating survey can be undertaken quite quickly, but consultation and the process required to pass a new bylaw whenever a speed limit is changed are both likely to take some time. The 14 days notice that must be given to the Land Transport Safety Authority before a new limit comes into effect will also add another two weeks to the time needed to change a speed limit.

The new rule requires Council to review all non-50 limits in urban areas and all non-100 limits in rural areas before 1 July 2005, for this reason there are likely to be a number of speed limit changes within the next year.

Pilot Study

At the request of the Waitakere Community Board, Transport Assets is conducting a pilot application of the new rule in Candella Road. Final outcomes of the pilot will be distributed to all Community Boards and the City Development Committee.

RESOURCES

The requirement to review a number of speed limits before 1 July 2005 will require approximately three person months of time. This can be absorbed into existing budgets through the use of Transport Assets staff time and consultants paid for from the transport planning budget.

CONCLUSION

The new rule for setting speed limits represents more of an administrative change than a major shift in the philosophy of setting speed limits in New Zealand. Council will take over much of the administrative workload to do with speed limits from the Land Transport Safety Authority but the actual limits that can be set will still be determined by the necessarily rigid rules used previously to set limits. For this reason it is unlikely that there will be many extensive changes to speed limits within the City.

The main benefit of the new rule to Council is that Council may now review limits when it feels that a change may be warranted rather than wait for the Land Transport Safety Authority to process a review of the limit. The speed limit review process was also very drawn out when it was conducted by the Land Transport Safety Authority. Council now has the ability to ensure that speed limit reviews are conducted promptly where constituents consider that there is a discrepancy.

The main disadvantage to Council is that the majority of the cost of administering the speed limits must now be borne by Council.

RECOMMENDATION

That the New Rule for Setting Speed Limits report be received.
Report prepared by: Paul Schischka, Transport Engineer.

Chart showing available speed limits and criteria for public roadways under new rules

Speed Limit (km/h)	Permitted Locations	Total Rating (Development + roadway rating)	Development Level Range (per 100m of roadway)	Note
20, 30 or 40	Urban, Urban/Rural Boundary	11 or more	5 or more single residential dwellings or equivalent	Traffic calming measures, i.e. speed humps and speed of traffic is no more than 5km/h over the proposed limit before Council may set one of these limits.
50	Urban, Urban/Rural Boundary	11 or more	5 or more single residential dwellings or equivalent	Standard speed limit for urban areas
60	Urban, Urban/Rural Boundary (Arterial Roads Only)	11 or more	5 or more single residential dwellings or equivalent	A 60km/h speed limit can only be used on urban arterial roads where all of the following apply: 4.5m or wider flush median or median barrier, lane widths 3.5m or greater, property boundaries at least 5m from cartage way, street lighting available, mean operating speed of vehicles 60km/h or higher, top 15% of vehicles have a speed 70km/h. There are currently no 60km/h zones in Waitakere City. It is doubtful that any roads within the city will meet all these criteria.
70	Rural, Urban/Rural Boundary	6 to 11	3 to 10 single residential dwellings or equivalent	
80	Rural, Urban/Rural Boundary	3 to 5	2 to 5 single residential dwellings or equivalent	
100	Rural, Urban/Rural Boundary	2 or less	2 or less single residential dwellings or equivalent	Standard rural speed limit

A24

Notes:
1. The exact speed limit set on any public roadway must be one of the options listed above.
2. The exact speed limit that is set must be within the development level range listed above and is determined by adding the development and roadway factors to get a total rating.

A8

WAITAKERE CITY COUNCIL SPEED LIMITS BYLAW 2005

SCHEDULE 1 (30 KM) :

A speed limit of 30 kilometres per hour applies to the roads listed below :

- Kohu Road, Tilitrangī

- 1. Citation**
This Bylaw may be cited as the Waitakere City Council Speed Limits Bylaw 2005.
- 2. Commencement**
This Bylaw comes into force on the date on which it is approved by Council resolution.
- 3. Purpose**
This Bylaw is made pursuant to Section 864(5)(13) of the Local Government Act 1974, the Local Government Act 2002 and Land Transport Rule 54001: Setting of Speed Limits 2003 to ratify and confirm current speed limits within the City.
- 4. Definitions and Interpretation**
Road has the same meaning as in Land Transport Rule: Setting of Speed Limits 2003 and "*includes:*
(i) a street; and
(ii) a motorway; and
(iii) a beach; and
(iv) a place to which the public has access, whether as of right or not; and
(v) all bridges, culverts, ferries and ferds forming part of a road or street or motorway, or a place in (iv) all sites at which vehicles may be weighed for the purposes of the Land Transport Act 1988 or other enactment and
(vi) includes a section of a road."
Speed limit has the same meaning as in Land Transport Rule: Setting of Speed Limits 2003, namely:
(a) the maximum speed at which a vehicle may legally be operated on a particular road, but does not mean the maximum permitted operating speed for classes or types of vehicle specified in any Act, regulation or rule;
(b) for a minimum speed limit, the minimum speed at which a vehicle may legally be operated in a specified lane of a road;
(c) an urban, rural, permanent, holiday, temporary, variable or minimum speed limit.
Urban traffic area has the same meaning as in Land Transport Rule: Setting of Speed Limits 2003, namely:
"an area designated under this rule that consists of one or more specified roads or a specified geographical area, to which the urban speed limit generally applies."
All distances detailed in the Schedules are measured along the centre-line of the Road
- 5. Speed limits**
Speed limits applying within Waitakere City are:
(a) Roads with a speed limit of 30 kilometres per hour set out in Schedule 1
(b) Roads with a speed limit of 70 kilometres per hour set out in Schedule 2
(c) Roads with a speed limit of 80 kilometres per hour set out in Schedule 3
(d) Roads with a rural area speed limit of 100 kilometres per hour set out in Schedule 4
(e) Roads with a school zone variable speed limit of 40 kilometres per hour set out in Schedule 5
(f) An urban traffic area speed limit of 60 kilometres per hour applies to all other Roads

The Common Seal of WAITAKERE CITY COUNCIL)
was affixed pursuant to Resolution No. 300 / 2005)
dated 28 June 2005 in the presence of:

MAYOR / DEPUTY MAYOR

CHIEF EXECUTIVE or REPRESENTATIVE

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A6

A9

SCHEDULE 2 (70 KM) : A speed limit of 70 kilometres per hour applies to the sections of road listed below.

Arctic Valley Road	South of 20 Metres South of Bethells Road
Alvina Gardens	
Bendalls Lane	East of 75 Metres East of Waitakere Road
Bethells Road	North of 20 Metres South of Red Hills Road
Birwood Road	
Bush Road	South of 70 Metres North of Henderson Valley Road
Candia Road	North of 26 Metres North of Coulters Road
Carter Road	
Castles Avenue	
Coonan Road	
Fair Road	South of 35 Metres South of Healdens Road
Forest Hill Road	
Gum Road	
Hayes Road	
Heales Place	From 710 Metres West of Pine Avenue to 580 Metres West of Gum Road
Henderson Valley Road	West of 80 Metres East of Openair Road
Henderson Valley Road	South of 70 Metres South of Hula Dam Road
Hula Road	From 80 Metres West of Shirley Road to 40 Metres West of Armour Road
Hula Road	From 425 Metres West of Victory Road to 1020 Metres North of Stainers Road
Hula Road	From 410 Metres East of Sylvia Valley Avenue to 250 Metres South of Scenic Drive
Kearl Road	
Kearl Loop Road	
Kearl Road	
Leigham Drive	North of 25 Metres North of Desford Place
Leigham Drive	
Long Rices Road	
Marakea Road	North of 45 Metres South of Woodlands Park Road
Mountain Road	East of 920 Metres West of Hayes Road
Mountain Road	From 50 Metres East of Spence Drive to 325 Metres East of Tureingui Road
Nosa Road	South of 120 Metres North of Pecks Road
North Way	
O'Melia Road	From 46 Metres North of Crown Road to 145 Metres South of Swenson Road
Opanahu Road	
Parker Road	
Pony Off-Hours Place	
Pine Road	From 275 Metres West of Kerekena Road to 320 Metres South of Penfold Road
Pine Road	East of 110 Metres East of Ouirns Road
Pookes Road	West of 60 Metres East of Candia Road
Quirns Road	
Royal Terrace	South of 40 Metres North of Hula Road
Raukahu Crescent	From 315 Metres East of Don Rock Road to 655 Metres East of Sumiyala Road
Red Hills Road	
Rimu Road	
Scenic Drive	From 680 Metres West of Hula Road to 35 Metres West of Kofu Road
Scenic Drive	From 70 Metres North of Belmont Road to 345 Metres South of Tower Road
Scenic Drive	From 70 Metres West of North Way to 60 Metres West of Tower Road
Scenic Drive	From 120 Metres East of Quirns Road to 165 Metres West of West Coast Road
Scenic Drive	From 485 Metres North of Mountain Road to 3210 Metres South of Te Hekepa Road
Shaw Road	South of 375 Metres South of West Coast Road
Shireway Road	
Simpson Road	
Steed Road	
Sunrayvale Road	From 25 Metres South of Red Hills Road to 565 Metres North of Crown Road
Sunrayvale Road	
Te Anahu Road	
Te Hekepa Road	From 270 Metres West of Unity Road to 395 Metres West of Falgout Road
Tofim Road (Whanuihau)	From 275 Metres North of McKean Road to 50 Metres West of Karaka Road
Towariki Road	South of 30 Metres North of Waitakere Road
Tui Crescent	
Turanga Road	
Waitakere Road	From 220 Metres South of Township Road to 180 Metres North of Bethells Road
Wansly Road	
West Coast Road	West of 240 Metres West of Silver Road
Whangai Road	East of 950 Metres West of Hula Road
Woodlands Park Road	East of 170 Metres East of Waima Crescent

A10

SCHEDULE 3 (80 KM) :

A speed limit of 80 kilometres per hour applies to the sections of road listed below.

Brigham Creek Road	West of 50 Metres West of Totara Avenue
Brigham Creek Road	From 280 Metres West of Trig Road to 155 Metres West of Hobsonville Road
Dunlop Road	
Heales Road	
Kauri Road	South of 80 Metres North of Brigham Creek Road
Key Road	South of 35 Metres North of Waitakere Road
Kennedy's Road	
Northfield Road	South of 35 Metres North of Waitakere Road
Scenic Drive North	North of 400 Metres East of Awhiorangi Promenade
Swenson Road	West of 125 Metres West of Christian Road
Trig Road	North of 70 Metres South of Brigham Creek Road
Waitakere Road	South of 220 Metres South of Township Road

A3

SCHEDULE 4 (100 KM) : A rural area speed limit of 100 kilometres per hour applies to the sections of road listed below.

Als Wire Road	North of 80 Metres North of McEneaney Road
Amey Road	
Amey Road	
Barbieri Road	From 80 Metres East of Mearns Road to 380 Metres East of Teaman Road
Bethells Road	From 150 Metres North of Glen Road to 20 Metres South of Red Hill Road
Birkwood Road	
Brinkley Road	From Hobsonville Road to Adzeys
Buckley Avenue	From 70 Metres North of Henderson Valley Road to 25 Metres North of Couller Road
Canada Road	West of 175 Metres West of Don Buck Road
Changestrich Road	South of 80 Metres South of Swensen Road
Christian Road	South of 80 Metres South of Piva Road
Cornwallis Road	
Couller Road	
Crows Road	
Dale Road	
Donald McLean Road	
Downer Road	From 80 Metres East of Openaku Road to 600 Metres West of Gurn Road
Henderson Valley Road	From 20 Metres West of Blidley Road to 630 Metres East of Foster Avenue
Hill Road	North of 80 Metres North of Washburns Road
Korokoro Road	From 175 Metres North of Pava Road to 600 Metres South of Kingsway Road
Kyri Road	North of 315 Metres North of Waiheke Road
Kyri Road	
Kokako Grove	East of 300 Metres South of Washburns Road
Lone Kauri Road	
Long Road	
Mamari Road	
McEneaney Road	East of 50 Metres East of Amey's Road
McKeen Road	
Mountain Road	From 325 Metres East of Turanga Road to 970 Metres West of Hayes Road
Mountain Road	
Midway Road	
Midway Road	
Openaku Road	West of 45 Metres East of Downer Road
Pava Road	West of 150 Metres South of Gussars Road
Pava Road	
Pine Avenue	From 110 Metres West of Ouhira Road to 275 Metres West of Korokoro Road
Red Hill Road	
Rivera Road	West of 950 Metres East of Suroyala Road
Ropa Road	
Scenic Drive	From 70 Metres West of North Way to 105 Metres East of West Coast Road
Scenic Drive	From 455 Metres West of Mountain Road to 345 Metres East of Tewaui Road
Scenic Drive	From 70 Metres West of Barbieri Road to 170 Metres West of Scenic Drive
Scenic Drive	North of 3210 Metres South of Te Haro Road
Scott Road	
Seibel Road	East of 100 Metres East of Clark Road
Simpson Road	South of 190 Metres South of Teaman Avenue
Spending Road	
Stream Highway	
Stratton Road	West of 850 Metres West of Cavilla Road
Sunnyside Road	South of 565 Metres North of Ouhira Road
Tawaui Road	
Te Aute Ridge Road East	
Te Aute Ridge Road West	
Te Haro Road	East of 270 Metres West of Unity Road
Te Haro Road	West of 385 Metres West of Fairs Road
Totara Road (Whenuapai)	From 100 Metres North of Bligham Creek Road to 275 Metres North of Mokein Road
Team Valley Road	
Tika Road	From 50 Metres North of Pava Road to 70 Metres South of Bligham Creek Road
Urua Road	
Vineyard Road	
Waiheke Road	
Waiheke Road	North of 180 Metres North of Bethells Road
Walker Road	
Waihi Hills Road	
Wairua Road	
Wairua Road	West of 590 Metres West of Hill Road
Wairua Road	

SCHEDULE 5 (40 KM SCHOOL ZONE VARIABLE SPEED LIMIT) :

A speed limit of 50 kilometres per hour applies to the sections of road listed below except during the times set out on fixed school zone signs or when school zone variable speed limit signs are activated during which times the speed limit shall be 40 kilometres per hour.

In accordance with Land Transport Safety Authority guidelines (Traffic Note 37 -- July 2002), school zone variable speed limit signs will be operated 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 6 minutes before the end of school
- 10 minutes at any other time of day when 50 children are crossing the road

Bethells Road (Waiheke Primary)	From 358 Metres West of Anzac Valley Road to 40 Metres West of Anzac Valley Road
West Coast Road (Oratia Primary)	From 283 Metres West of Shaw Road to 145 Metres East of Shaw Road
Shaw Road (Oratia Primary)	From West Coast Road to 375 Metres South of Anzac Valley Road

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**HENDERSON
INTERMEDIATE
SCHOOL
ANNUAL MEETING**

To be held in the
Staffroom
70 Lincoln Road
Henderson
Tuesday, 17th May @
6:00pm

Public Notices

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Contact the College Office

29 RATHGAR ROAD
HENDERSON

PHONE: 839 0380
FAX: 839 0390

E-mail: stdoms@stdoms.ac.nz



Waitakere City Council
Te Tatao o Waitakere

**WAITAKERE CITY COUNCIL
SPEED LIMITS BYLAW 2005**

Land Transport Rule 54001 transfers administrative
responsibility for speed limits from the Land Transport Authority
to Councils and requires current speed limits to be notified by 1
July 2005, which is the purpose of this bylaw, approved for
public consultation at Waitakere City Council's meeting of 30
March 2005. Please note however that the City's speed
limits will be reviewed over the next year and there will be
an opportunity to make submissions on these in due
course.

For a Statement of Proposal (including summary of
information and draft bylaw) and/or Submission Form in
relation to the Speed Limits Bylaw 2005, please visit
Waitakere City Council's Counter Services at the Civic
Centre, 6 Waipareira Ave, Henderson, phone the Call
Centre on 0-9-838 0400, go to the website:
<http://www.waitakere.govt.nz/HavSay/index.asp> or email
info@waitakere.govt.nz

Submissions on the Speed Limits Bylaw 2005 must be
received by the deadline of 4pm Friday 20 May 2005, and
should be sent to Waitakere Council, Private Bag 93109
Henderson (or fax: 0-9-836 8001, email info@waitakere.govt.nz
or visit <http://www.waitakere.govt.nz/HavSay/index.asp>).
Submissions will be considered by Council's Planning &
Regulatory Committee from 8.30am on Friday 10 June and
from 12.30pm on Tuesday 14 June and recommendations
made to Council's Wednesday 29 June meeting.
Waitakere City Council's contact person for the Speed
Limits Bylaw 2005 is: Paul Schischka, Transport Engineer,
ph: 0-9-836 8000 ext 8742, email:
paul.schischka@waitakere.govt.nz

H V O'Rourke
Chief Executive Officer

"SUSTAINABLE, DYNAMIC, JUST"

A12

Refer:
Paul Schischka, Transport Engineer
City Services, 131 Lincoln Rd, Henderson
Telephone : (09) 836-8000 extn.8742
Facsimile : (09) 836-8024
E-mail : paul.schischka@waitakere.govt.nz

20 April 2005

«Title»
«Company»
«Address1»
«Address2»
«City»

Dear

**WAITAKERE CITY COUNCIL SPEED LIMITS BYLAW 2005
SUMMARY OF INFORMATION**

At Council's meeting on 30 March 2005 the Speed Limits Bylaw 2005 was approved for public consultation. The deadline for any submissions is 4pm Friday 20 May 2005.

The Local Government Act 2002 requires that a Summary of Information setting out the main points of a proposed bylaw be distributed as a basis for consultation. I therefore enclose a Summary of Information along with a copy of the Western Leader Public Notice for the Speed Limits Bylaw 2005.

Land Transport Rule 54001 transfers responsibility for speed limits from the Land Transport Authority to Councils and requires current speed limits to be ratified by 1 July 2005, which is the purpose of this bylaw. Please note however that Waitakere City's speed limits will be reviewed over the next year and there will be an opportunity to make submissions on these in due course.

Yours faithfully

Paul Schischka
Transport Engineer

Encs.

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WAITAKERE CITY COUNCIL SPEED LIMITS BYLAW 2005

SUMMARY OF INFORMATION

❖ **BACKGROUND INFORMATION TO SPEED LIMITS BYLAW**

Land Transport Rule 54001 transfers responsibility for speed limits from the Land Transport Authority to Councils and requires current speed limits to be ratified by 1 July 2005, which is the purpose of this bylaw. Please note however that Waitakere City's speed limits will be reviewed over the next year and there will be an opportunity to make submissions on these in due course.

Though Councils will take over the administrative workload of speed limits, the actual limits that can be set must still be determined by the same rules used previously to ensure national consistency (the Director of Land Safety is still in charge of this). This is based on the level of development in a particular area rather than the actual road itself.

It should be noted that although Waitakere City Council now has responsibility for setting speed limits in its area (within the parameters of the Land Transport Rules), the enforcement of the speed limits remains the sole responsibility of the NZ Police. Maximum speed limits of 50 kms per hour in urban traffic areas and 100 kilometres per hour on rural roads will also still apply.

❖ **PROCESS FOR MAKING THIS BYLAW**

A bylaw must be made through a special consultative procedure as set out in sections 83, 86 and 89 of the Local Government Act 2002. This involves preparing a Statement of Proposal including a Summary of Information and Draft Bylaw for public consultation. This documentation for the Speed Limits Bylaw was approved at Waitakere City Council's meeting of 30 March 2005.

Please note that this bylaw only ratifies current speed limits as required by Land Transport Rule 54001. Waitakere City's speed limits will be reviewed over the next year and there will be an opportunity to make submissions on these in due course.

For a Statement of Proposal (including summary of information and draft bylaw) and/or Submission Form in relation to the Speed Limits Bylaw 2005, please visit Waitakere City Council's Counter Services at the Civic Centre, 6 Waipareira Ave, Henderson, phone the Call Centre on 839-0400, go to the website: <http://www.waitakere.govt.nz/HavSay/index.asp> or email info@waitakere.govt.nz.

Submissions on the Speed Limits Bylaw 2005 must be received by the deadline of 4pm Friday 20 May 2005, and should be sent to Waitakere City Council, Private Bag 93109 Henderson (or fax: 836-8001, email: info@waitakere.govt.nz or visit <http://www.waitakere.govt.nz/HavSay/index.asp>). Submissions will be considered by Council's Planning & Regulatory Committee from 9.30am on Friday 10 June and from 12.30pm on Tuesday 14 June and recommendations made to Council's 29 June meeting.

Waitakere City Council's contact person for the Speed Limits Bylaw 2005 is:

Paul Schischka, Transport Engineer
Ph: 836-8000 extn 8742
E-mail : paul.schischka@waitakere.govt.nz

17 May 2005

Paul Schischke
Waikare City Council
Private Bag 93 107
Henderson

Dear Paul

Subject: Waikare City Council speed limits savings bylaw 2005

Thank you for the opportunity to comment on the Waikare City Council Speed Limits Bylaw 2005. Land Transport New Zealand wishes to make comments relating to specific roads described within the schedules, plus a couple of general comments.

General comments

- The Model Bylaw distributed by Land Transport NZ showed the link between the previous enabling legislation and the new legislation for each road or area described in the schedules. While it is not mandatory to format the schedules in this way, it is encouraged as it removes any ambiguity about the legal status of the roads. A secondary benefit of recording this information is that the schedules can also serve as the register of speed limits within the city.

AIS

- The abbreviation shown at the head of each schedule is incorrect – in all cases (km) should be replaced by (km/h)

Comments about specific roads

All the corrections made by John should be made with the exception of the corrections suggested for schedule 3 or where specifically noted otherwise)

Schedule 2 (70 km/h)

- North Candia Road: the description given (south of 120 metres North of Pooks Road) appears to be correct, however this information is not shown on the current speed limits map

[The information in the draft bylaw is correct regarding North Candia Road]

- Red Hills Road: replace east with west
[should read: from 315 Metres West of Don Buck Road to 655 Metres East of Sunnyvale Road]

- Scenic Drive: replace Barbant Road with Brabant Road

- Sunnyvale Road (North of 25 metres south of Red Hills Road): delete from Schedule 2 and insert in Schedule 4 (100 km/h)

Auckland Regional Office
Safety

Level 6 1 Queen Street
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Fax 09 995 9613

www.landtransport.govt.nz

- Babicht Road: insert in Schedule 2

Schedule 3 (80 km/h)

[Everything in schedule 3 is correct, ignore John's comments]

There appears to be inconsistencies between the start and end points of a number of the roads described in this schedule, and the descriptions shown in the current map gazette for roads that are excluded from the limitation as to speed (in other words derestricted/100 km/h) – in theory start and end points of 80 km/h roads should match start and end points of derestricted roads. Land Transport NZ does not have copies of existing Waikare City Council 80 km/h bylaw roads, and is not certain how these anomalies came about. Some of the discrepancies are minor (5 metres or so), while others are more substantial.

- Brigham Creek Road (west of 50 metres west of Totara Avenue): current map gazette shows derestriction extends to 100 metres west of Totara Avenue
- Brigham Creek Road (from 260 metres west of Trig Road to 155 metres west of Hobsonville Road): current map gazette shows 230 and 160 metres respectively for derestriction
- Northfield Road: map gazette shows derestriction extending to 30 metres north of Waitakere Road
- Swenson Road: map gazette shows derestriction to 120 metres west of Christian Road

Schedule 4 (100 km/h)

- Barbant Road: replace with Brabant Road
- Bethells Road: Teaman Road should read Teaman View Road
- Corwallis Road: south of 990 metres ... should read north of 990 metres ... [Should read: North of 990 Metres South of Hulja Road]
- Manari Road: should be from south of 225 metres south of Brigham Creek Road
- Pine Avenue: delete from Schedule 4 (it has a 60 km/h limit)
- Scenic Drive (from 70 metres west of Barbant Road ...): replace Barbant Road with Brabant Road
- Sturges Road: replace west of Candia Road with east of Candia Road [Should read From Candia Road to 595 Metres East of Candia Road]

[insert these roads as requested]

Insert these roads:

- Duffy Road
- Isabel Drive [this road was included in the 100km/h section of the last list I gave you, and we discussed it, did you remove it for some reason?]
- Sunnyvale Road (north of 25 metres south of Red Hills Road)

I trust you will find these comments of benefit in the formulation of your speed limits savings bylaw. If you have any questions, please contact Benior Road Safety Engineer John Jarroen.

Yours sincerely

Brian McSwigan
Regional Engineer (Safety)

**Huia-Cornwallis Ratepayers & Residents Association
Incorporated**

CHAIRPERSON: Barry Neal

SECRETARY: Jo Quaternmass
Telephone: 8118 770

c/- 17 Upland Road

Huia

Waikare City 1250

19 May 2005

Chief Executive Officer
Waikare City Council
Private Bag 93 109
Henderson
Waikare City

Attention: Paul Schischka, Transport Engineer

Dear Sir,

Submission on the Draft Speed Limits By-law

Thank-you for the opportunity to submit on this proposed by-law.

Our Association represents ratepayers and residents of the area between Mill Bay and Whatipu which also encompasses Cornwallis, Huia, Little Huia and Foster Bay, and covers over 350 households. A significant part of this area is ARC parkland or Watercare catchment and is part of the Western foothills of the Waikare Ranges. It comprises a small coastal village and rural areas and consequently much of our reading is rural.

Attached is the Association's submission, lodged on the Association's behalf by its Secretary, Jo Quaternmass.

Contact details are:
Home telephone: 8118 770
Mobile: 027 240 7135

We wish to be heard in support of our submission

Jo Quaternmass
Secretary

**Submission from the Huia-Cornwallis Ratepayers and Residents
Association on the Draft Speed Limits By-law**

The Association supports the draft by-law as it appears on Council's website.

The current speed limits for roads in our area are set out in the draft, even though we believe some of them (e.g. Huia Road, Whatipu Road) are dangerously inappropriate in that they indicate maximum speed limits that are dangerous given the nature of the roads. We know this is a concern shared by many communities in the rural parts of the city.

We understand that the passing of this by-law is not intended to be an opportunity to review existing speed limits and that limits will be reviewed in a separate process.

We therefore ask that

- the review of speed limits referred to in the background information is given a high priority and carried out as soon as possible so that issues such as we have can be addressed.
- this Review is done with maximum input from the community and groups such as ours.
- Council prepare a report on the wider road issues and speed issues relating to Huia Road, Cornwallis Road and Whatipu Road, (similar to the report requested of the CEO by Waikare Community Board at its 3 May meeting in respect of Waikare Road, Waikare). In fact it is our belief that all rural roads should be included in the report. This is a longstanding issue in the wider community of the Waikare Ward.

Jo Quaternmass
Secretary

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23 May 2005

Private Bag 93109
Henderson
Waitakere City

Huia-Cornwallis Ratepayers
& Residents Association Incorporated
c/- Jo Quatermass (Secretary)
17 Upland Road, Huia
WAITAKERE CITY

BY POST & EMAIL : denisejohuia@xtra.co.nz

WAITAKERE CITY COUNCIL SPEED LIMITS BYLAW 2005 - SUBMISSION ACKNOWLEDGEMENT

Thank you for the submission from your Association regarding the Waitakere City Council Speed Limits Bylaw 2005, received by e-mail on the submission closing date of Friday 20 May 2005.

I note you have indicated that your Association wishes to be heard in support of the submission, however after speaking with you this morning, you have instead agreed to meet with me at 11.30am on Tuesday 31 May (please note that my office is at 131 Lincoln Rd and not at the main Council Civic Centre building in Waipareira Avenue) rather than go through the Council Hearings Committee process at this stage before current speed limits are ratified when the bylaw is adopted at Council's meeting on 29 June 2005. I have also agreed to invite representatives from Land Transport NZ to this meeting.

As mentioned in your submission (and as publicly notified with this bylaw), the current process is simply required to ratify existing limits. Waitakere City's speed limits will be reviewed before December 2005 and there will be an opportunity for all interested parties to make submissions on these in due course.

Huia-Cornwallis Ratepayers & Residents Association supports the draft Speed Limits bylaw ratifying existing speed limits, but submits that some speed limits (eg. Huia Road, Whatipu Road) are dangerously inappropriate in that they indicate maximum speed limits that are dangerous given the nature of the roads. You state that this concern is shared by many communities in the City's rural areas.

You have asked that in relation to the upcoming review of existing Waitakere City speed limits:

- the review of speed limits** referred to in the background information is **given a high priority** and carried out as soon as possible so that issues such as we have can be addressed.
- this Review is done with **maximum input** from the community and groups such as ours.
- Council prepare a report on the wider road issues and speed issues relating to Huia Road, Cornwallis Road and Whatipu Road, (similar to the report requested of the CEO by Waitakere Community Board at its 3 May meeting in respect of Waitakere Road, Waitakere). In fact it is our belief that all rural roads should be included in the report. This is a longstanding issue in the wider community of the Waitakere Ward.

As discussed this morning, the review of existing Waitakere City speed limits will take place later this year, and priority will be given to those in rural areas such as yours. There will be an opportunity for community input both during this review, and in the formal submission process in relation to reviewed speed limits, which will be presented as an amendment to the Speed Limits Bylaw 2005. The request for a report on wider road and speed issues at Huia, Cornwallis and Whatipu roads needs to be made in the public forum section of the Waitakere Community Board meeting (this is at the start of each meeting and you will need to arrive at 6.50pm to fill in a form with details of the issue). Their next meeting is 7pm Tuesday 31 May at the Council Chambers, Civic Centre Building, 6 Waipareira Avenue, Henderson. However we will discuss these issues at our meeting, and current improvements that can be achieved.

Should you wish to discuss this matter further please do not hesitate to call me on 836-8000 extn 8742. I look forward to meeting with you at 11.30am on Tuesday 31 May.

Yours faithfully

Paul Schischka
Transport Engineer

Cc: Monique Davis - Waitakere Community Board Member
Christine Shepherd - Waitakere Community Board Chairperson

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Waitakere City Council
Civic Centre
6 Waipareira Ave
Waitakere City

Private Bag 93109
Henderson
Waitakere City

Refer:
Paul Schischka, Transport Engineer
City Services, 131 Lincoln Rd, Henderson
Telephone : (09) 836-8000 extn.8742
Facsimile : (09) 836-8024
E-mail : paul.schischka@waitakere.govt.nz

8 June 2005

Brian McSwigan - Regional Engineer (Safety)
Auckland Regional Office (Safety)
Land Transport Safety NZ
Private Bag 106-602
AUCKLAND CITY

WAITAKERE CITY COUNCIL SPEED LIMITS BYLAW 2005 - SUBMISSION ACKNOWLEDGEMENT

Thank you for the submission from your organisation on the Waitakere City Council Speed Limits Bylaw 2005. I note that you have not indicated you wish to be heard in support of your submission at a Council Hearings Committee.

In your submission you set out some general comments regarding suggested editorial amendments, and also a number of comments about specific roads which relate to the Schedules attached to the Bylaw detailing the varying speed limits that apply in Waitakere City.

In relation to Schedule 3 (roads with a speed limit of 80 km/hr), you submit that there appears to be inconsistencies between the start and end points of a number of roads according to the descriptions as shown in the current map gazette for roads excluded from the derestricted speed limit of 100 km/hr. However as you mention in your submission, this relates to 80 km/hr limits set under the Council's Bylaw No.7 Traffic (Clause 11A Speed Limits), to be confirmed by the new Speed Limits Bylaw 2005.

I note that your comments regarding Schedules 2 and 4 relate largely to an older version of the bylaw attached to the 30 March 2005 Council Agenda Report, and not the version for consultation that was displayed on Council's website (see <http://www.waitakere.govt.nz/AbtCn/pp/draft-policies/speedbylaw.asp>). This is with the exception of your final comments on Schedule 4 regarding Duffy and Sunnyvale roads, and these have now been corrected.

I enclose with this letter the bylaw which is to be adopted at the Council meeting on 29 June 2005. I note that Schedule 5 (40km School Zone Variable Speed Limits) has been updated to incorporate the recent LTSA notice in the NZ Gazette on 2 June 2005.

As publicly notified with this bylaw, Waitakere City's speed limits will be reviewed over the next year and there will be an opportunity for all interested parties to make submissions on these in due course.

Should you wish to discuss this matter further please do not hesitate to call me on 836-8000 extn 8742.

Yours faithfully

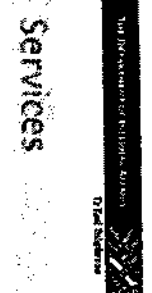
Paul Schischka
Transport Engineer

Enc: Speed Limits Bylaw to be adopted at the Council meeting on 29 June 2005

Cc:

Director Land Transport Safety NZ PO Box 2840 WELLINGTON	Police Commissioner NZ Police PO Box 3017 WELLINGTON	Transit NZ Auckland Office Qantas House Level 13, 191 Queen St PO Box 1459 AUCKLAND	Transit NZ National Office Investment House 20-26 Ballance Street PO Box 5084 WELLINGTON
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New Zealand Gazette - Te Kahiri o Aotearoa

Please note: the display of some search results may be affected by the original source data, which cannot be edited or changed.

Notice Number: 3469
Year: 2005
Publication Date: 02 June 2005
Page Number: 2051

Title: Variable Speed Limit in School Zones
Notice Text: Pursuant to clause 6.1 of Land Transport Rule: Setting of Speed Limits 2003 and a delegation from the Director of Land Transport, I, Peter Graeme Croft, Manager Safer Roads, approve variable speed limits in school zones in accordance with the conditions set out in this notice.

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New Zealand Gazette PDF's

5. **Warrent**
 A road controlling authority may only set a variable speed limit in a school zone under the following conditions:
 (a) There is a high level of school-related activity on the road outside the school, with at least 50 children crossing the road or entering or leaving vehicles at the roadside; and
 (b) 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 45 km/h; or
 (ii) the 95th percentile speed of free-running vehicles is greater than 50 km/h; or
 (iii) there have been speed related crashes in the previous five years; or
 (iv) the school-related activity in condition 5 (a) occurs on a main traffic route.

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.

The notice dated the 26th day of June 2002, published in the New Zealand Gazette, 4 July 2002, No. 70, page 2029, relating to school zone signs is hereby revoked.
Definition
 School zone means a length of road outside a pre-school, primary school, intermediate school or secondary school.
 Dated at Wellington this 31st day of May 2005.
PETER GRAEME CROFT, Manager Safer Roads.

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Last updated: 04/03/2003

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WAITAKERE CITY COUNCIL SPEED LIMITS BYLAW 2005

1. Citation

This Bylaw may be cited as the Waitakere City Council Speed Limits Bylaw 2005.

2. Commencement

This Bylaw comes into force on the date on which it is approved by Council resolution.

3. Purpose

This Bylaw is made pursuant to Section 684(1)(13) of the Local Government Act 1974, the Local Government Act 2002 and Land Transport Rule 54001: Setting of Speed Limits 2003 to ratify and confirm current speed limits within the City.

4. Definitions and Interpretation

Road has the same meaning as in Land Transport Rule: Setting of Speed Limits 2003 and

"(a) includes:

(i) a street; and

(ii) a motorway; and

(iii) a beach; and

(iv) a place to which the public have access, whether as of right or not; and

(v) all bridges, culverts, ferries and fords forming part of a road or street or motorway, or a place in (iv)

(vi) all sites at which vehicles may be weighed for the purposes of the Land Transport Act 1998 or other enactment;

and

(b) includes a section of a road."

Speed limit has the same meaning as in Land Transport Rule: Setting of Speed Limits 2003, namely:

"(a) the maximum speed at which a vehicle may legally be operated on a particular road, but does not mean the maximum permitted operating speed for classes or types of vehicle specified in any Act, regulation or rule;

(b) for a minimum speed limit, the minimum speed at which a vehicle may legally be operated in a specified lane of a road;

(c) an urban, rural, permanent, holiday, temporary, variable or minimum speed limit."

Urban traffic area has the same meaning as in Land Transport Rule: Setting of Speed Limits 2003, namely:

"an area designated under this rule that consists of one or more specified roads or a specified geographical area, to which the urban speed limit generally applies."

All distances detailed in the Schedules are measured along the centre-line of the Road

5. Speed limits

Speed limits applying within Waitakere City are:

(a) Roads with a speed limit of 30 kilometres per hour set out in Schedule 1

(b) Roads with a speed limit of 70 kilometres per hour set out in Schedule 2

(c) Roads with a speed limit of 80 kilometres per hour set out in Schedule 3

(d) Roads with a rural area speed limit of 100 kilometres per hour set out in Schedule 4

(e) Roads with a school zone variable speed limit of 40 kilometres per hour set out in Schedule 5

(f) An urban traffic area speed limit of 50 kilometres per hour applies to all other Roads

The Common Seal of WAITAKERE CITY COUNCIL)
was affixed pursuant to Resolution No. ~~600~~ / 2005)
dated 29 June 2005 in the presence of:)

MAYOR / DEPUTY MAYOR

CHIEF EXECUTIVE OFFICER or REPRESENTATIVE

A20