



Far North
District Council



Te Kaunihera o Tai Tokerau ki te Raki

AGENDA

Ordinary Te Koukou - Transport Committee Meeting

Monday, 30 October 2023

Time: 10:00 am
Location: Council Chamber
Kaikohe

Membership:

Kahika - Mayor Moko Tepania
Kōwhai - Deputy Mayor Kelly Stratford
Cr Steve McNally
Cr Felicity Foy
Cr Ann Court
Cr Hilda Halkyard-Harawira
Cr Babe Kapa
Cr Penetaui Kleskovic
Cr Tāmati Rākena
Cr Mate Radich
Cr John Vujcich

	Authorising Body	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	Title	Te Koukou - Transport Committee Terms of Reference
	Approval Date	14 August 2023
	Responsible Officer	Northland Transport Alliance General Manager

Kaupapa / Purpose

The purpose of Te Koukou - Transport Committee is to increase governance oversight over Council's Transport activities.

To perform his or her role effectively, each member must develop and maintain his or her skills and knowledge, including an understanding of the Committees' responsibilities, and of the Council's business, operations and risks.

Ngā Huānga / Membership

The Committee will comprise of all Mayor and Councillors.

Mayor Tepania
Deputy Mayor Kelly Stratford
John Vujcich
Ann Court
Babe Kapa
Felicity Foy
Hilda Halkyard-Harawira
Mate Radich
Penetaui Kleskovic
Steve McNally
Tāmami Rākena

Kōrama / Quorum

The quorum at a meeting of the Committee is 6 members

Ngā Hui / Frequency of Meetings

The Committee shall meet 4 weekly.

Ngā Apatono / Power to Delegate

The Committee may not delegate any of its responsibilities, duties or powers.

Ngā Herenga Paetae / Responsibilities

The Committees responsibilities are described below:

- Consideration of temporary road closures for events (subject to legal advice)
- Monitoring road maintenance schedule
- Monitoring road upgrade priority
- Monitoring contractor performance
- Monitoring of roading condition
- Approval of roading contracts beyond CE delegation up to \$3 million
- Approval of award of budgeted planned works – already approved under the Long-Term Plan up to \$3 million
- Receive and consider any consultation document and/or any proposed amended or new legislative instrument that may have a transport related outcomes and where appropriate make submissions and enable political advocacy at a Mayoral Forum Level if required
- Receive and adopt the Asset Management Plan for Transport
- Receive the draft Regional Land Transport Plan and if appropriate make submissions to the Regional Land Transport Plan
- Receive the draft Regional Public Transport Plan and if appropriate make submissions to the Regional Land Transport Plan
- Receive and adopt Far North District Council's walking and cycling strategies
- Receive and support the community boards footpath and streetlight programmes and monitor delivery
- Receive and consider any road safety strategies
- Receive and consider any speed management petitions
- Receive and consider any placemaking projects that have a transport related component so the committee can ensure the projects are captured (where appropriate) in our funding and planning instruments
- Receive invitations to apply for external funding opportunities in a timely manner so that the committee may advocate for community-initiated infrastructure projects. (Examples PGF, TIF)

Ngā Ture / Rules and Procedures

Council's Standing Orders and Code of Conduct apply to all meetings.

Far North District Council
Ordinary Te Koukou - Transport Committee Meeting
will be held in the Council Chamber, Kaikohe on:
Monday 30 October 2023 at 10:00 am

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1 KARAKIA TIMATANGA / OPENING PRAYER**2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST**

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Committee and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Manager - Democracy Services (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

3 NGĀ TONO KŌRERO / DEPUTATION

No requests for deputations were received at the time of the Agenda going to print.

4 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

4.1 CONFIRMATION OF PREVIOUS MINUTES

File Number: A4434439

Author: Ellie Greenwood, Democracy Advisor

Authoriser: Casey Gannon, Manager - Democracy Services

PURPOSE OF THE REPORT

The minutes are attached to allow the Committee to confirm that the minutes are a true and correct record of previous meetings.

RECOMMENDATION

That Te Koukou – Transport Committee confirm the minutes of the meeting held 9 October 2023 are true and correct.

1) BACKGROUND

Local Government Act 2002 Schedule 7 Section 28 states that a local authority must keep minutes of its proceedings. The minutes of these proceedings duly entered and authenticated as prescribed by a local authority are prima facie evidence of those meetings.

2) DISCUSSION AND OPTIONS

The minutes of the meetings are attached.

Far North District Council Standing Orders Section 27.3 states that no discussion shall arise on the substance of the minutes in any succeeding meeting, except as to their correctness.

Reason for the recommendation

The reason for the recommendation is to confirm the minutes are a true and correct record of the previous meetings.

3) FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no financial implications or the need for budgetary provision as a result of this report.

ATTACHMENTS

- 1. 2023-10-09 Te Koukou - Transport Committee Minutes - A4422756**  

Compliance schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

Compliance requirement	Staff assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	This is a matter of low significance.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	This report complies with the Local Government Act 2002 Schedule 7 Section 28.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	It is the responsibility of each meeting to confirm their minutes therefore the views of another meeting are not relevant.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.	There are no implications for Māori in confirming minutes from a previous meeting. Any implications on Māori arising from matters included in meeting minutes should be considered as part of the relevant report.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example, youth, the aged and those with disabilities).	This report is asking for minutes to be confirmed as true and correct record, any interests that affect other people should be considered as part of the individual reports.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no financial implications or the need for budgetary provision arising from this report.
Chief Financial Officer review.	The Chief Financial Officer has not reviewed this report.

Ordinary Te Koukou - Transport Committee Meeting Minutes

9 October 2023

**MINUTES OF FAR NORTH DISTRICT COUNCIL
ORDINARY TE KOUKOU - TRANSPORT COMMITTEE MEETING
HELD IN COUNCIL CHAMBER, KAIKOHE
ON MONDAY, 9 OCTOBER 2023 AT 2:00 PM**

PRESENT: Kōwhai - Deputy Mayor Kelly Stratford, Cr Felicity Foy (virtual), Cr Ann Court, Cr Steve McNally, Cr Hilda Halkyard-Harawira (virtual), Cr Penetaui Kleskovic (virtual), Cr Tāmati Rākena (virtual), Cr Mate Radich (virtual)

IN ATTENDANCE: Adele Gardner (Te Hiku Community Board Chair)

STAFF PRESENT: Andy Finch (District Engineer – District Engineering), Greg Monteith (Capital Works and Procurement Manager – Northland Transport Alliance), Jeff Devine (Strategy and Planning Manager – Northland Transport Alliance), Bernard Petersen (Maintenance and Operations Manager – Northland Transport Alliance), Lisa Nelson (Support Officer – Stakeholder Relationships), Ellie Greenwood (Democracy Advisor – Democracy Services), Imrie Dunn (Democracy Advisor - Democracy Services), Casey Gannon (Manager - Democracy Services)

1 KARAKIA TIMATANGA / OPENING PRAYER

Calvin Thomas – General Manager Northland Transport Alliance commenced the meeting with a karakia.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

APOLOGY

RESOLUTION 2023/8

Moved: Cr Steve McNally

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That the apology received from Kahika - Mayor Moko Tepania, Cr Babe Kapa, Cr John Vujcich be accepted and leave of absence granted.

CARRIED

3 NGĀ TONO KŌRERO / DEPUTATION

Nil.

4 TE WHAKAAETANGA O NGĀ MENETI O MUA / CONFIRMATION OF PREVIOUS MINUTES

4.1 CONFIRMATION OF PREVIOUS MINUTES

Agenda item 4.1 document number A4416985, pages 8 - 12 refers.

RESOLUTION 2023/9

Moved: Cr Ann Court

Seconded: Cr Steve McNally

That Te Koukou – Transport Committee confirm the minutes of the meeting held 11 September 2023 are true and correct.

CARRIED

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Ordinary Te Koukou - Transport Committee Meeting Minutes

9 October 2023

5 NGĀ PŪRONGO / REPORTS**5.1 APPOINTMENT OF TE KOUKOU - TRANSPORT COMMITTEE CHAIRPERSON / DEPUTY CHAIRPERSON**

Agenda item 5.1 document number A4418734, pages 13 - 16 refers.

RESOLUTION 2023/10

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Ann Court

That Te Koukou – Transport Committee:

- a) use System B as the preferred voting system to appoint a Deputy Chairperson.
- b) appoint CR Steve McNally as Deputy Chairperson of Te Koukou – Transport Committee.

CARRIED

Cr Halkyard-Harawira arrived at 2:11 pm.

6 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS**6.1 NORTHLAND TRANSPORT ALLIANCE - 2022/23 YEAR END REGIONAL TRANSPORTATION ACTIVITY SUMMARY REPORT.**

Agenda item 6.1 document number A4378948, pages 17 - 53 refers.

RESOLUTION 2023/11

Moved: Cr Ann Court

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That the Te Koukou - Transport Committee:

- a) uplift the Northland Transport Alliance - 2022/23 Year End Regional Transportation Activity Summary Report; and,
- b) receive the report Northland Transport Alliance - 2022/23 Year End Regional Transportation Activity Summary Report.

CARRIED

At 2:21 pm, Cr Penetaui Kleskovic joined the meeting.

6.2 TRANSPORTATION ACTIVITY UPDATE - AUGUST 2023 NORTHLAND TRANSPORT ALLIANCE OPERATIONS REPORT

Agenda item 6.2 document number A4418455, pages 54 - 104 refers.

RESOLUTION 2023/12

Moved: Cr Ann Court

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That the Te Koukou - Transport Committee receive the report Transportation Activity Update - August 2023 Northland Transport Alliance Operations Report.**CARRIED**

6.3 FNDC 2023/24 TRANSPORTATION CAPITAL WORKS PROGRAMME

Agenda item 6.3 document number A4417060, pages 105 - 111 refers.

RESOLUTION 2023/13

Moved: Cr Steve McNally

Seconded: Kōwhai - Deputy Mayor Kelly Stratford

That the Te Koukou - Transport Committee receive the report FNDC 2023/24 Transportation Capital Works Programme.

CARRIED

7 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED**RESOLUTION TO EXCLUDE THE PUBLIC****RESOLUTION 2023/14**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Steve McNally

That the public be excluded from the following parts of the proceedings of this meeting.

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
7.1 - Road Maintenance External Contract Review - Findings and Recommendations	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a)(i) - 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 under section 6 or section 7

CARRIED

MOTION – ATTENDANCE IN PUBLIC EXCLUDED**RESOLUTION 2023/15**

Moved: Kōwhai - Deputy Mayor Kelly Stratford

Seconded: Cr Ann Court

That Adele Gardner – Te Hiku Community Board Chair and Murray Niederer from Field Force 4 as a subject matter expert be permitted to stay in the meeting for the public excluded portion.

CARRIED

Ordinary Te Koukou - Transport Committee Meeting Minutes

9 October 2023

At 3:08 pm, Cr Mate Radich left the meeting.

8 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

Calvin Thomas finished the meeting with a closing karakia.

9 MEETING CLOSE

The meeting closed at 4:08 pm.

The minutes of this meeting will be confirmed at the Ordinary Te Koukou - Transport Committee Meeting held on 30 October 2023.

.....
CHAIRPERSON

5 NGĀ PŪRONGO / REPORTS

5.1 BAY OF ISLANDS/KERIKERI INTERIM SPEED MANAGEMENT PLAN

File Number: A4434092

Author: Shawn Baker, Consultant to NTA

Authoriser: Calvin Thomas, General Manager - Northland Transportation Alliance

TAKE PŪRONGO / PURPOSE OF THE REPORT

To recommend adoption of the Recommendations Report and Interim Speed Management Plan for the Kerikeri Bay of Islands Catchment Speed Limit Review.

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

This agenda item seeks the recommendation for adoption of recommendations arising from a review of speed limits in the Kerikeri Bay of Islands area and associated consultation. The agenda also seeks recommendation of adoption of an Interim Speed Management Plan for Kerikeri Bay of Islands, which is now the legal mechanism for setting speed limits. This speed limit review has been undertaken as part of the implementation of the government's Road to Zero National Road Safety Strategy and a new Setting of Speed Limits Rule 2022.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou Transport Committee

- a) **Recommends that Council adopts the Regional Speed Limit Review Kerikeri Bay of Islands Catchment Recommendations Report (Attachment 1)**
- b) **Recommends that Council adopts the Interim Speed Management Plan for Kerikeri Bay of Islands (Attachment 2)**
- c) **Receives the Regional Speed Reviews – Kerikeri Bay of Islands Catchment Technical Report (Attachment 3)**

1) TĀHUHU KŌRERO / BACKGROUND

- Proposed new speed limits in the Kerikeri Bay of Islands Catchment area were publicly notified in accordance with Section 3.9 of the Setting of Speed Limits Rule 2022; with feedback being sought from 26th October to 5th December 2022. Hearings were held at Council Chambers in Kaikohe on March 21st 2023.
- A total of 253 submissions were received with 11 submitters attending the Hearing.
- This Agenda item provides Council with recommended changes to speed limits in the Kerikeri Bay of Islands Catchment area. The Recommendations Report (Attachment A) takes account of all submissions received, including the requirements of the Setting of Speed Limits Rule 2022; Road to Zero, National Road Safety Strategy 2020-2030; and National Speed Management Guidance.

Based on the attached Recommendations, an Interim Speed Management Plan has been produced (Attachment B). This Interim Speed Management Plan is the document that is forwarded to the director of Waka Kotahi (NZTA) for certification under the Setting of Speed Limits Rule 2022.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

DISCUSSION AND OPTIONS

Submissions

A total of 253 submissions were received with 11 submitters presenting in support of their submissions at a formal hearing on 21st March 2023; held in Council Chambers in Kaikohe.

In preparing the Recommendations Report, all submissions were reviewed alongside the technical assessments required under the Setting of Speed Limits Rule 2022. Where required, additional site visits and engineering assessments were undertaken.

- **Decision process**

This Agenda Item and Attachments provide all the information that Council, in its capacity as Road Controlling Authority, must consider when setting new speed limits. The recommendations on new speed limits have been informed by community feedback and meet national speed management guidance and legal requirements for setting speed limits.

Once the Recommendations Report and Interim Speed Management Plan are adopted, staff will commence the certification process by Waka Kotahi (NZTA). Certification is a legal requirement and ensures that the requirements the Setting of Speed Limits Rule 2022 has been met and ensures national consistency in speed limit setting.

Final detailed design of physical infrastructure (signage etc) and procurement will commence once the Interim Speed Management Plan has been certified.

Technical information

Section 3.15(2) of the Setting of Speed Limits Rule 2022 sets out a range of matters that must be considered when setting a speed limit. The Regional Speed Reviews – Kerikeri Bay of Islands Catchment Technical Report (Attachment C) sets out all the technical information required under Section 3.15(2), except for community feedback. The Technical Report, along with the Recommendations Report sets out all the information required to support both the originally proposed speed limits and recommended speed limits.

The requirement to consider community feedback is satisfied by the consultation process undertaken and the resulting Recommendations Report.

- **Options**

Option 1: Te Koukou Transport Committee may recommend to Council the adoption of the Recommendations Report and Interim Speed Management Plan in full. This option will enable certification and implementation of the new speed limits upon Council approval.

Option 2: Te Koukou Transport Committee may recommend to Council adoption of the Recommendations Report and Interim Speed Management Plan with amendments. If Te Koukou Transport Committee decide on any amendments, additional assessments may be required to ensure that the amendments meet the requirements of the Setting of Speed Limits Rule 2022 and National Speed Management Guidance.

Option 3: Council may reject the Recommendations Report in its entirety. This option is not recommended as it may result in a need to re-consult.

The recommended option is **Option 1**.

Next steps

- Once the Recommendations Report and Interim Speed Management Plan is adopted, staff will finalise the certification of the Interim Speed Management Plan and commence the procurement and implementation process.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The Recommendations arising from consultation and the resultant Interim Speed Management Plan must be adopted by Council before the Speed Management Plan can be certified and implemented.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The installation and removal of the required signage will be funded from the Low Cost Low Risk (LCLR) Speed Limit budget as part of the 2023-2024 financial year budgets. Additional funding for some physical works to support new speed limits may be sought through the future LTP process.

ĀPITIHINGA / ATTACHMENTS

1. **Regional Speed Limit Review Kerikeri Bay of Islands Catchment Recommendations Report - A4433916** [!\[\]\(d328bb1c8b293dce97ce8ae48fe06a23_img.jpg\)](#) [!\[\]\(de0615d88b2098828c20ab3d39ea2ef6_img.jpg\)](#)
2. **Interim Speed Management Plan for Kerikeri Bay of Islands - A4433940** [!\[\]\(6c3f3105811ec6ad9c7c82c1ac88875f_img.jpg\)](#) [!\[\]\(024fb6c2c3e2004cd99a0b34ebd984a9_img.jpg\)](#)
3. **Regional Speed Reviews - Kerikeri Bay of Islands Catchment Technical Report - A4433943** [!\[\]\(a018cbc70ca4f8300f04774122af480d_img.jpg\)](#) [!\[\]\(9d74ec3f6ab0c3d629aa0a8c67d82133_img.jpg\)](#)

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Significance has been determined as "Low" under Councils Significance and Engagement Policy.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Land Transport Act 1998 Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022. Setting of Speed Limits Rule 2022
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	This decision is procedural in nature and does not impact on the district.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	There are no direct implications for Māori as the decision implements current legislation.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	There are no persons likely to be affected as this decision is procedural in nature.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no ongoing financial implications associated with this decision.
Chief Financial Officer review.	



Regional Speed Limit Review Kerikeri and Bay of Islands

Recommendations Report



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

1 Overview

Far North District Council (Council) is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways), including the setting of speed limits. Council is required to review all speed limits on roads it is responsible for under the Government's Road to Zero Road Safety Strategy.

The statutory role of Council as an RCA is set out under the Land Transport Act 1998 and the Setting of Speed Limits Rule 2022.

Council proposed new speed limits within the Kerikeri Bay of Islands (BOI) Catchment. The Catchment is located to the east of State Highway 1 and extends north from State Highway 11 at Kawakawa (but does not include Kawakawa township) to Whangaroa Harbour.

The Review area also includes the following communities:

- Opuā
- Paihia
- Waitangi
- Haruru
- Kerikeri
- Whangaroa

The proposed changes to speed limits were publicly notified in accordance with Section 3.9 of the Setting of Speed Limits Rule 2022; with feedback being sought from 26th October to 5th December 2022. Hearings were held at Council Chambers in Kaikohe on March 21st 2023.

This Report brings together all the information that must be considered under Section 3.15 (2) of the Setting of Speed Limits Rule 2022, as well as:

- Community feedback and recommendations (main body of Report)
- Recommended Speed Limit Maps (Appendix 1)
- Technical Information to be considered (Appendix 2 as a separate attachment)
- Statement of Proposal as notified (Appendix 3 as a separate attachment)
- An Interim Speed Management Plan that complies with the Setting of Speed Limits Rule 2022.

In addition to this Recommendations Report, it should be noted that all submissions were formally read and received by Council at the Hearings held on 21st March and were attached to the agenda item for that meeting.

1.1 Purpose and Scope

The purpose of this Report is to make recommendations to Council on new speed limits and a final Interim Speed Management Plan for the Kerikeri BOI review area. The recommendations arise from an assessment of all the information that the RCA is required to consider under Section 3.15 (2) of the Setting of Speed Limits Rule 2022 when setting speed limits, of which, community feedback is one component.

The detailed technical information that was collated and considered when proposing new speed limits for public notification and community feedback forms part of the decision-making process and is appended to this Report. The Technical Report was publicly available on Council's website as part of the consultation process.

This report meets the requirement of the Local Government Act (2002): Principles of Consultation (Section 82 and 82A). The report provides:

- A summary of the feedback received.
- A discussion of the issues raised by submitters, either individually; or collectively where there are similar themes.



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

- The recommendations arising from the feedback, including the reasons for the recommendations.

Feedback is acknowledged in this report; but individual submissions may not be specifically referenced within the body of this report due to the similarity of the decisions requested, reasons given, and the volume of submissions received.

1.2 Implementation of recommended speed limits

There are a number of factors that are required to ensure that a speed limit is legally enforceable:

- The Speed Limit must be set in accordance with the Setting of Speed Limits Rule 2022. This has been achieved through the speed limit review process (including associated consultation); and
- A Speed Management Plan must be certified by Waka Kotahi once Council has adopted the recommendations of this Report (in this case an Interim speed Management Plan).
- A record of the new speed limits must be loaded into the National Speed Limit Register. This Record sets the operative date.
- New speed limits signage must be installed in accordance with Setting of Speed Limits Rule 2022 and relevant standards; and
- Speed limit signage must match the speed limits set out in the National Speed Limit Register.

Once Council has adopted the Recommended Interim Speed Management Plan (arising from recommendations in this Report), staff will commence the certification and procurement process to implement the new speed limits. No further decision is required from Council. However, it should be noted that procurement and installation of the required physical works takes time. Implementation may be in a staged process over a reasonable timeframe.

1.3 National Speed Limit Register

All speed limits in Northland have been migrated from the previous Bylaws into the National Speed Limit Register (NSLR) in accordance with the Setting of Speed Limits Rule 2022. The NSLR has now become the legal instrument by which all speed limits are enforced.

The change in legal instrument from Bylaw to NSLR does not change the Far North District Council's role as a Road Controlling Authority. Speed limits are still set in accordance with the Setting of Speed Limits Rule 2022 (and its associated guidance).

The change to the NSLR helps streamline the implementation of speed limits, once reviewed. When Council adopts a new speed limit and created a Speed Management Plan, the NSLR is updated to identify the new speed limit and the date it comes into force.

2 Delegations

Speed Limits within the District are set by the RCA. The RCA is responsible for decisions relating to feedback on proposed speed limits.

3 Community Consultation Process

Section 3.9 (2) of the Setting of Speed Limits Rule 2022 requires Council to consult in accordance with Section 82 of the Local Government Act 2002 (LGA). Section 82 of the LGA sets out the principals of consultation.

It should be noted that the Rule specifically states that nothing in the Rule requires Council to consult in accordance with Section 83 of the LGA (Special Consultative Procedure). The process, as set out below, meets and exceeds the minimum requirements of Section 82 of the LGA 2002 and the Setting of Speed Limits Rule 2022.



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3.1 Notification

In meeting the Principals of Consultation as set out in Section 82 of the LGA, the following has been undertaken:

- A Statement of Proposal (Appendix 3) was prepared and notified in local media and on Council's website.
- The full Statement of Proposal and supporting technical information and information on how to make a submission was made available on Council's website, including Facebook and other social media.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Drop-in information sessions were held at various locations within the review area.
- Key Stakeholders and Statutory Consultees (including Māori) were notified directly.

3.2 Hearings

Section 82(1)(d) of the LGA 2002 requires that the Local Authority provide the persons who wish to have their views on the decision or matter considered by the local authority a reasonable opportunity to present those views to the local authority in a manner and format that is appropriate to the preferences and needs of those persons. This opportunity was provided in the following ways:

- Written submissions between 26th October and 5th December 2022.
- By attending community drop-in sessions held during the consultation period.
- The opportunity to present their submissions in person (21st March 2023).

All submitters and persons that indicated that they wished to present their views in person and be heard in support of their submission were contacted by both email and telephone to confirm whether they still wished to be heard.

A total 11 submitters presented their submissions at a formal hearing on 21st March 2023, held in Council Chambers, Memorial Avenue, Kaikohe. An option to present online was also provided.

The Hearing was attended by the following elected members in their capacity as the Road Controlling Authority:

- Mayor Moko Tepania
- Deputy Mayor Kelly Stratford
- Councillor Anne Court
- Councillor Babe Kapa
- Councillor Hilda Halkyard-Harawira
- Councillor Steve McNally

Northland Transportation Alliance Staff, who are responsible for recommending decisions to the RCA were also in attendance:

- Shawn Baker Speed Limits Project Manager
- Elizabeth Stacey Road Safety and Traffic Engineer
- Pravin Singh Graduate Road Safety Engineer

3.3 Drop-in Session and Meeting Summary

Drop-in session and information events were held in the following locations:

- Kerikeri at the Cornerstone Centre on Monday 7th November from 5pm to 7pm
- Paihia at the Memorial Hall on Thursday 17th November between 4pm and 6pm
- Whangaroa at the Whangaroa Village Hall on Wednesday 23rd November between 4pm and 6pm



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Drop-in sessions were advertised by public notice, as well as on Councils Website. In addition, informal notification was made to interested community groups where practicable.

3.3.1 Kerikeri

Key issues raised at the Kerikeri Drop-in session included a strong desire to lower speed limits in specific areas to help protect Kiwi. It was noted that Kiwi are being killed on some rural roads, specifically Redcliffs Road and Opito Bay Road. Those attending the drop-in session provided a wide range of evidence in support of their concerns. In most cases, a slower speed limit of 60kph was sought, or alternatively, a variable speed limit with a slower speed limit at night.

The need for additional signage highlighting Kiwi was also noted. In addition, some attendees considered that better management of vegetation on the roadsides would also help reduce the number of Kiwi being killed by vehicles.

Some attendees raised concerns with the proposed speed limits, indicating that they did not agree with the lowering of speed limits, particularly within the urban areas where 40kph and some 30kph speed limits are proposed.

3.3.2 Paihia

There was a small number of attendees at the Paihia drop-in session. A range of views were expressed, both in support of the proposals and opposed. This opposed objected to proposed 30kph speed limits in parts of the urban areas. *It should be noted that 30kph speed limits are proposed around schools and in town centres where there is a virtual shared space between vehicles and pedestrians.*

Some attendees sought additional information to make a more informed submission.

3.3.3 Whangaroa

The Whangaroa drop-in session was attended by members of the Whangaroa Community Association. Generally, there was support for the proposed 30kph speed limit within the community itself. Attendees highlighted issues related to the approaches to Whangaroa, particularly from the Wainui Road intersection, and included the Marine Farm activity located approximately halfway between the township and Wainui Road intersection.

Attendees felt strongly that a slower speed limit (slower than the proposed 60kph) should be carried out to Wainui Road. In addition, the proposed “step-down” from 60kph to 40kph and then 30kph was not supported, in favour of a slower speed limit being extended.

3.4 Hearing Summary

Submitters were provided an opportunity to present their views to Council in person on 21st March 2023. All submitters that indicated that they wished to be heard were initially contacted by email to advise of the Hearing date and times. This email was followed up with phone calls to confirm whether submitters still wished to be heard in support of their submission.

30 submitters indicated that they wished to be heard as part of their initial submission. A total of 12 submitters attended the Hearing, either in person, or via a video link.

A range of issues were expanded upon by submitters at the hearing. Most of those issues have been addressed throughout this Report in some detail. A full copy of each submission is available in the Council Hearing Agenda for 21st March 2023. A summary of the matters raised at the Hearing is set out below.

A summary of the matters raised by each submitter at the Hearing is set out below.



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3.4.1 Keith Silby

Summary of Written Submission:	Opposed to all speed limit reductions: Opposed to all speed reductions except minor ones outside schools. Note that this submission covers both Far North and Kaipara District.
Matters raised at Hearing:	<p>Mr Silby stated that he was opposed to blanket speed limit reductions and believes that 30kph around schools is too slow (40kph is acceptable). Mr Silby indicated that he drove 600km to 700km a day on a regular basis, and that this included both Far North and Kaipara.</p> <p>Mr Silby believes that, where there is no crash data to prove the need for a lower speed limit there should be no drop in speed limit.</p> <p>Mr Silby also raised the issue of economic effect and stated that an 80kph speed limit would be recession inducing as it would result in more time for transport, and this would result in increased charges being passed on to consumers.</p> <p>Mr Silby stated that, at 80kph or drive slowly text, get drowsy and get distracted by scenery. At 100kph, drivers concentrate solely on the road and would not fall asleep.</p> <p>Mr Silby stated that Council should be repairing roads, not lowering speeds, and that Council should be considering all drivers, especially those that drive a long distance.</p> <p>When asked if he supported slower speed limits in towns, Mr Silby said "yes, but not multiple changes in speed limits (eg: 60kph – 60kph – 40kph).</p>
Response to issues raised:	<p>Schools: The Setting of Speed Limits Rule 2022 is very prescriptive in relation to requirements for speed limits around schools. A 30kph speed limit is required around all Category 1 schools.</p> <p>When setting a new speed limit, the Setting of Speed Limits rule 2022 requires Council to consider a wide range of specific matters, including crash risk, road environment, national guidance and community feedback. Previous crash history is only one aspect that is considered.</p> <p>It should be noted that crash data is utilised to determine both Personal and Collective Crash Risk and only looks at historic crashes. Relying solely on historic crash data would mean that a speed limit would not be made to be safe and appropriate until after a serious or fatal crash. This approach is not consistent with the Road to Zero National Road Safety Strategy.</p> <p>The economic and social impact of vehicle crashes in Northland is significant, including approximately 1700 annual transport related hospitalisations, loss of productivity, delays and other social costs. In</p>



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	most cases, proposed speed limits are similar to the Mean Operating Speed of the road, as such, the average speed on that road will not change significantly as a result of the introduction of a safe and appropriate speed limit.
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3.4.2 Tom Batchelor

Summary of Written Submission:	Opposes: Seeks a 60kph speed limit on Kapiro Road, similar to most of Waipapa Road. Supports submissions made lower speed limit on Redcliffs Road, Rangitane Road and Opito Bay Roads to 60kph to protect Kiwi.
Matters raised at Hearing:	<p>Mr Batchelor supported a reduction of the speed limit on Kapiro Road to 60kph. He believes that Kapiro Road should be the same speed limit as Waipapa Road. If Kapiro road has a higher speed limit than Waipapa Road, then HGV's will use Kapiro Road as a faster alternative.</p> <p>Mr Batchelor noted that there is significant new and planned commercial and residential development on Kapiro Road. This development should be considered.</p> <p>Mr Batchelor noted some of the safety issues on Kapiro Road, including the presence of early childhood centre, roadside ditches, bus stops with no footpath area. The intersection of Purerua Road and Kapiro Road is a blind corner.</p> <p>Mr Batchelor described Equestrian Drive (where he lives) as narrow, with no road markings or intersection priority markers and deep ditches. This is typical of feeder roads. Mr Batchelor felt that all feeder roads onto Kapiro Road should be 50kph.</p>
Response to issues raised:	Kapiro Road is addressed in Section 6 of this Report, this includes additional site assessment from a Road Safety engineer.

3.4.3 Rick Palmer

Summary of Written Submission:	Support in part: Supports speed reductions in "Black Spots". Does not support a reduction of speed on Kerikeri Road to 60kph and proposals that reduce urban speed limits from 50kph to 30kph.
Matters raised at Hearing:	Mr Palmer suggested that 80kph speed limits are too low and that he is not convinced that speed limit reductions are effective in reducing Death and serious injuries. Mr Palmer did not support a blanket approach to lowering speed limits. He did not support the following:



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	<ul style="list-style-type: none"> • 30 kph speed limits as there were no death or serious injuries to justify them. • Reduction in speed limit on Kerikeri Road as this would be self-regulating anyway. <p>Speed limits that Mr Palmer did support were:</p> <ul style="list-style-type: none"> • Oramahoe Road as this is a cycleway. • Speed limit reductions around schools. <p>Mr Palmer highlighted that the trip from Opuā to Kaikohe is frustrating because of the 80kph speed limit on Puketona Road.</p>
Response to issues raised:	<p>The concerns relating to lower speed limits generally are addressed in Sections 5, 6 and 7 of this Report.</p> <p>There is clear and consistent national and international evidence that inappropriate speed is the most significant contributor to death and serious injuries on our roads. National and international evidence indicate that lowering a speed limit to a level that is safe and appropriate for the road environment leads to a measurable reduction in deaths and serious injuries over time.</p>

3.4.4 Melanie Miller

Summary of Written Submission:	<p>Support: Identifies areas that should be car-free pedestrianised areas. Identifies specific roads that should have lower speed limits, including parts of Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road and residential roads leading off Kapiro Road.</p>
Matters raised at Hearing:	<p>Ms Miller stated that Slower speeds may lead to economic cost, but speed related crashes lead to greater socio-economic costs through hospitalisation. Ms Miller highlighted that the faster you go the bigger the mess and that physics means that an impact at a slower speed will mean that it is more survivable.</p> <p>Specific roads that Ms Miller addressed were:</p> <ul style="list-style-type: none"> • Kapiro Road should be 60kph for the following reasons: <ul style="list-style-type: none"> ◦ There have been 2 fatal and 6 serious crashes on Kapiro Road. ◦ There are 300 horticultural properties that access Kapiro Road with 12 access junctions. • Kerikeri Road – need to develop a bypass. • Waipapa Road should be 60kph. • Landing Road is a real issue and needs traffic calming measures and the school zone should extend to include Landing Road.



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Response to issues raised:	<p>Kapiro Road is addressed in detail in Section 6 of this Report.</p> <p>It has been recommended that the Riverview School Zone be extended to include all of Riverview Road and Kendall Road, but not to include Landing Road (refer Section 5).</p>
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3.4.5 Cameron Maclean

Summary of Written Submission:	Opposed: Many more issues than speed.
Matters raised at Hearing:	<p>Mr Maclean operates Kerikeri Taxi's and has 8 drivers on the road every day. Mr Maclean stated that he did not believe the issue was speed, but it was driver behaviour and poor vehicles. He notes that on Inlet Road, for every 10 cars, 5 of them only have one light operating. Poor driver behaviour includes passing on yellow lines.</p> <p>Mr Maclean said that Traffic in Kerikeri is already slow – so much so that Kerikeri Taxis try to avoid the town if possible. He doesn't think that dropping the speed limits is going to achieve a lot. No one answer that is going to solve these issues.</p> <p>Mr Maclean said that there was no need to drop the speed limit in Whangaroa as you cannot drive fast anyway. He also highlighted some specific road maintenance issues.</p>
Response to issues raised:	It is recognised that addressing speed limits alone will not be a complete answer to reducing serious injury and fatal crashes. However, it is an important component. The Road to Zero National Road Safety Strategy recognises this and includes aspects such as vehicle safety, driver education and road design as key aspects to reducing death and serious injury crashes.

3.4.6 John Logie

Summary of Written Submission:	Supplementary Submission: Supports a slower speed limit Kerikeri Landing Road as 80kph is too fast. This road provides access to a boat ramp and is used for walking and cycling.
Matters raised at Hearing:	Mr Logie was mainly concerned with the end of Kerikeri Inlet Road and Edmond Road. Mr Logies highlighted that a new road was commissioned to give access to a boat ramp at the end of Kerikeri Landing Road. Since the commissioning of the new road and better access for boats, there has been an increase in the number of boats being towed down the last part of Kerikeri Inlet Road, which is very narrow and unsealed. This makes it dangerous for walkers on this road.



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	Mr Logie requested a lower speed limit in this area, including Edmonds Road, which is also narrow and not fully sealed. Mt Logie showed a short video of the road in support of his submission.
Response to issues raised:	A further review of the last part of Kerikeri Inlet Road and Edmonds Road has been undertaken. As a result of that additional review, it has been recommended that the speed limit be set at 40kph on Edmonds Road, and 40kph on Kerikeri inlet road from the Edmonds Road intersection to the end.

3.4.7 Robert Adams

Summary of Written Submission:	Support: Seeks a slower speed limit from Okiato to Russell Road. Note that this is Aucks Road and is outside the current review area. This road will be reviewed as part of the Regional Speed Management Plan.
Matters raised at Hearing:	Mr Adams could not attend the Hearing in person but sent an Email statement in his stead. Mr Adams expressed concern that Kororareka roads are not included in the review as it has not been included as part of the Bay of Islands. Mr Adams stated that the Far North have a boundary at Whangaruru so change the speed limit up to that boundary. Council should prioritize narrow roads lacking safety features like shoulders. Puketona Road is now 80kph and 60kph when narrower roads in Kororareka are still 100kph, this is not right.
Response to issues raised:	Koroareka roads are included in the Russell coastal catchment area. Council has had to take a catchment-based approach to reviewing speed limits to ensure that the reviews remain within existing resource capabilities. These roads are scheduled to be reviewed as part of the Regional Review now required under the Setting of speed Limits Rule 2022. It is expected that consultation will begin in late 2023.

3.4.8 Leonie Exel - BOI Watchdogs

Summary of Written Submission:	Support: Mainly concerned with protecting Kiwi that are being killed by vehicles.
Matters raised at Hearing:	This presentation was made on behalf of BOI Watchdog. The main issues was lowering speed limits in areas of high density of kiwi. Evidence says that reducing the speed limits will reduce kiwi deaths. Also seeking to put up additional signage to



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	<p>slow down in high kiwi density issues. Cars kill more kiwi than dogs.</p> <p>Key areas of concern included:</p> <ul style="list-style-type: none"> • Russell – Okaito • Redcliffs Road – 5 kiwi killed 2022 • Opito Bay Road – 10 killed in one year. <p>A 60kph speed limit would be relatively safe.</p>
Response to issues raised:	Refer to Section 6 of this report for a detailed response on Redcliffs Road and Opito Bay Road.

3.4.9 John Sanderson

Summary of Written Submission:	Support: Kerikeri Road – supports the proposed speed limit of 60kph. However, seeks a 50kph speed limit instead.
Matters raised at Hearing:	Mr Sanderson was mainly concerned with lowering the speed limit on Kerikeri Road from State Highway 10 to Kerikeri township. The speed limit on Kerikeri Road has been an issue for about 12 years. Mr Sanderson always felt that the road is too fast. A footpath went in a few years ago and there are people wanting to get across the road. Mr Sanderson supports the thrust of reducing to 60kph but thinks it should be 50kph. The road is 3km long so difference in travel time is small.
Response to issues raised:	It has been recommended that the speed limit on Kerikeri Road from the State Highway 10 round-about to the current 50kph/30kph boundary be set at 50kph.

3.4.10 Steve Westgate - NZ Automobile Association

Summary of Written Submission:	Variety of issues: The submission raises a variety of general issues associated with speed, as well as providing more specific feedback on proposals.
Matters raised at Hearing:	<p>Cr Court declared an interest in this as a member of the national AA Council.</p> <p>Mr Westgate recognised that there has been significant development in the Kerikeri area. AA support measures to lower the road toll. Support in principle many of the proposals including 60kph and 80kph roads and VSL's around schools.</p> <p>Mr Westgate highlighted that speed limits must make sense to the driver. The AA support consistency in speed limits and self-explaining speed limits (drive to the conditions). It is more effective to target the highest 1% benefit roads and focus investment in safer infrastructure. Speed limit only one part of the equation.</p>



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	Note: The Automobile Association submission is addressed in detail in Section 4 below.
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3.4.11 Peter Haythornthwaite

Summary of Written Submission:	Opposed: Raises issues about the condition of the roads. Other issues such as the condition of vehicles, driver licencing etc.
Matters raised at Hearing:	<p>Mr Haythornthwaite considered that the changes being made are reasonable but have a number of issues. He stated that there were too many speed limit transitions in some areas. Mr Haythornthwaite raised a range of other issues, including:</p> <ul style="list-style-type: none"> • Improved professionalism with signage, noting that some signs going north have been done with tape. • Better signage – especially when coming up to speed bumps. Bi-lingual signs make it harder to read. • there is a patchwork of poor patches all over the network. Would be better in the long run to do the job properly in the first instance. • There appears to be no strategy to improve roads. • Temporary speed limits can indicate that a different speed limit is planned.
Response to issues raised:	<p>A number of issues raised relate to the State Highway network, which is outside the jurisdiction of Council as a Road Controlling Authority. However, the point made are noted.</p> <p>Funding and the overall road strategy is set out in the regional Land Transport Plan. This sets out funding priorities and is the basis for securing additional funding from government.</p>

3.4.12 Manuela Gmuer Hornell

Summary of Written Submission:	Seeks speed limit reductions on Aucks Road and other roads on the Russell Peninsula. Note that this is Aucks Road and is outside the current review area. This road will be reviewed as part of the Regional Speed Management Plan.
Matters raised at Hearing:	<p>Ms Gmuer Hornell wished to follow up on speed limits in the Russell area. She expressed disappointment that speed reviews for Russell have been pushed back. Okaito to Russell / Aucks Road needs to be looked at urgently.</p> <p>It was noted that Russell is a tourist town – people walk down the middle of the street poor parking etc. Go over Takaka is 100kph and should be a lot lower.</p>



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	A request was made to implement a temporary speed limit on Aucks Road in advance of the next speed limit review.
Response to issues raised:	<p>Aucks Road and Okaito Road are included in the Russell coastal catchment area. Council has had to take a catchment-based approach to reviewing speed limits to ensure that the reviews remain within existing resource capabilities. These roads are scheduled to be reviewed as part of the Regional Review now required under the Setting of Speed Limits Rule 2022. It is expected that consultation will begin in late 2023.</p> <p>A temporary speed limit must meet the legal requirements of the Setting of Seed Limits Rule 2022 and would also require a specific resolution of Council.</p>

3.4.13 Jane Hindle

Summary of Written Submission:	Seeks speed limit reductions on Aucks Road and other roads on the Russell Peninsula. Note that this is Aucks Road and is outside the current review area. This road will be reviewed as part of the Regional Speed Management Plan.
Matters raised at Hearing:	Supports everything that Ms Gmuer Hornell has stated and would be supportive of a temporary speed limit. From a risk management perspective – Council has an obligation to keep people on the road safe. Note cyclist death on this road in last few months.
Response to issues raised:	<p>Aucks Road and Okaito Road are included in the Russell coastal catchment area. Council has had to take a catchment-based approach to reviewing speed limits to ensure that the reviews remain within existing resource capabilities. These roads are scheduled to be reviewed as part of the Regional Review now required under the Setting of Speed Limits Rule 2022. It is expected that consultation will begin in late 2023.</p> <p>A temporary speed limit must meet the legal requirements of the Setting of Seed Limits Rule 2022 and would also require a specific resolution of Council.</p>

3.4.14 Submitters unable to be contacted.

All submitters who indicated that they wished to be heard were contacted via the email provided in their submission (where provided). This initial contact was followed up with telephone calls and further emails where necessary. The following submitters that indicated that they wished to be heard did not respond to emails or were unable to be contacted by telephone:



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- Charlotte Fay – submitter number 67
- Warrick Cleveland – submitter number 07

4 Submissions Overview

4.1 Submissions Out of Scope

Out of scope submissions seek changes to speed limits that are outside of the current review area; are seeking non-speed related decisions, for example, road maintenance; or seek solutions that are beyond Council's legal mandate, for example, enforcement issues.

The main out of scope issues are set out below. Specific submission numbers are not quoted to avoid confusion as often submissions also included comments and feedback that were both in and out of the scope of the review.

4.1.1 Speed limits in other areas

Submissions seeking a change in speed limit in areas outside of the review area are out of the scope of the current review and associated consultation. In order to make a legal change to a speed limit outside of the current review area; additional technical assessments would be required, as well as a separate consultation process.

The majority of submissions seeking speed limit changes outside of the review area were associated with Aucks Road and the Russell area generally. This area was not included in the current review as it is planned to review the area in late 2023 as part of the wider upcoming Regional Speed Limit Review. The Russell Peninsula links with the coastal area that incorporates Okaito, Russell, Rawhiti south to include the Tutukaka Coast. Undertaking a single review of this contiguous area ensures consistency of speed limits between jurisdictional areas.

It should be noted that speed limits in areas that have not already been the subject of a review will be reviewed as part of a regionwide review being undertaken throughout 2023.

4.1.1.1 State Highways

Some submitters requested speed reviews to be undertaken on parts of the State Highway network.

Council is an RCA for local roads only. This excludes State Highways, which are administered by Waka Kotahi (NZTA).

All submissions relating to the State Highway network has been noted and passed through to the Waka Kotahi Speed Limits Review Group.

4.1.2 Enforcement

Some submitters have raised the issue of enforcement. The feedback received can be categorised into the following broad topics:

- Without proper enforcement, lower speed limits won't work
- Lower speed limits are intended for revenue collection

It is agreed that enforcement is a key component of ensuring compliance with speed limits and improving safety on our roads. However, if the speed limit is neither safe, nor appropriate for the road environment, then, even with a good level of enforcement, safety outcomes will not be achieved.

NZ Police base their enforcement activities on risk, with the sole purpose of reducing serious and fatal crashes on our roads. The NZ Police target drivers that are driving in an unsafe manner for the road environment or exceeding the posted speed limit.



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Speed Cameras

Speed cameras are an important road safety tool. Mobile speed cameras can be deployed at any location. The government has recently introduced new legislation relating to speed cameras. This legislation shifts the operation of speed cameras from the Police to Waka Kotahi (NZTA).

It is expected that, over the coming years, there will be greater reliance on speed camera deployment, including the use of newer technology that measures vehicle speed over a greater distance.

Revenue

Although speed limits are set by the Road Controlling Authority (Far North District Council), the responsibility for enforcing those speed limits is with the NZ Police. Any fines, including speed camera fines, do not go to Council. Nor do they go directly to the NZ Police.

The sole purpose of speed limit and other road safety enforcement is for the safety of all road users.

4.1.3 Climate Change

Some submissions referenced climate change, wither to support a slower speed limit, or as a reason why speed limits should remain the same (increased journey time resulting in more carbon emissions).

The Road Controlling Authority is required to set speed limits in accordance with the legislation, rules and guidance of the day. The legislation that enables Council as an RCA to set a speed limit is the Land Transport Act 1998. Section 22AB(1)(d) states that the Road Controlling Authority may set a speed limit for the purposes of the safety of the public or for the better preservation of the road.

Current legislation does not allow the RCA to set a speed limit to better manage climate change. Studies do show that a lower speed limit does lead to lower fuel consumption and associated emissions. Some recent studies show that any increased costs associated with a longer journey time are offset by lower fuel and maintenance costs for commercial drivers. It is therefore considered that positive impacts on climate impacting emissions and fossil fuel usage may be an outcome of proposed lower speed limits; but cannot be a principle reason for setting a speed limit.

4.2 Other issues raised

Some submitters raised specific speed related issues that need to be specifically addressed. These issues raised by submitters were utilised to either oppose the lowering of speed limits generally; justify a different speed limit; or were made as a general comment.

4.2.1 Maintenance and Upgrade

Some submitters stated that Council should expend more effort on road maintenance rather than lowering speed limits. It was also noted that Council should upgrade or improve the roads instead of lowering speed limits.

4.2.1.1 Maintenance

Roading currently consumes approximately one third of Council's overall Operating Expenditure (this excludes capital expenditure). In addition, Council receives additional subsidised funding from the government, which effectively triples Council budget for most road maintenance.

Council is already doing a lot to maintain the local road network to make them safer. However, the local road network is extensive and often traverses challenging geography. Upgrading roads takes time, and in the meantime, crashes resulting from speed that is inappropriate for the road environment are still happening.



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Ensuring speed limits that are safe and appropriate for the road environment is one way that we can reduce serious and fatal crashes until we are able to upgrade a road or route.

A lowering of the speed limit does not reduce the level of service or maintenance that will be undertaken on that road.

4.2.1.2 Upgrading and widening roads

Submitters that have opposed the lowering of speed limits have stated that Council should widen or upgrade roads so that they are better quality, instead of lowering the speed limit.

Whilst upgrade and widening work may be desirable or planned; it is necessary to ensure that speed limits reflect the current road environment. As roads are upgraded or the road environment changes (for example greater development), speed limits can be revisited.

Council has a limited budget available for maintaining and upgrading the road network, even with government subsidies. Given the costs involved, it is necessary to prioritise which roads should be upgraded over time. Consideration needs to be given to a range of matters, including:

- The strategic nature of the road, for example, roads providing efficient linkages between communities.
- The economic benefits of upgrading the road, for example reduced travel times.
- Other road priorities, including sealing unsealed roads

Once a road is identified for an upgrade, the time required to secure finances (including government subsidies), complete planning and design work and undertake the upgrades is typically between 2 and 5 years, depending on the size and nature of the work to be undertaken. In most cases, it is cost prohibitive to upgrade the full length of a road to a consistent 100kph standard. Therefore, any upgrade work is normally undertaken in a staged manner over a several years.

4.3 Statutory Consultee Submissions

Section 3.9 of the Land Transport Rule: Setting of Speed Limits 2022 sets out the consultation requirements for the creation of a Speed Management Plan. Section 3.9(2) makes it clear that the Principals of Consultation (Section 82 of the Local Government Act 2002) apply. However, Council is not required to utilise the Special Consultative Procedure set out in Section 83 of the Local Government Act 2002.

The Setting of Speed Limit Rule 2022 does not identify specific Statutory Consultees. However, in undertaking the consultation process, Council directly notified the following key stakeholders:

- The Chief Executive of the Automobile Association (via the Northland Branch of the AA)
- New Zealand Transport Agency (NZTA)
- The Commissioner of Police and the Northland Area Commander
- Māori contacts within the review area.

The identified stakeholders were directly notified of the proposed new speed limits; were provided a full Statement of Proposal and advised of where additional information could be found.

The Kerikeri Bay of Islands Catchment area does not share a boundary with another Territorial Authority. It should be noted that the Northland Transportation Alliance is an alliance of the three Northland District Councils and the Northland Regional Council. Co-ordination between the three road Controlling Authorities is therefore inherent in this review process.



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4.3.1 Automobile Association (AA)

In keeping with previous speed reviews, the full submission of the Automobile Association is set out in this Recommendations Report. Given the detailed nature and size of the submission, it has been included in Appendix 1, rather than in the main body of the Report.

Responses to key issues raised:

Responses are provided to the more general issues raised by the AA as well as specific comments on specific roads. Where the AA has supported a proposal, no specific response is provided. Recommendations are set out in the Tables in Section 7 of this Report or under specific headings (Significant Roads).

The AA was consulted through the Chief Executive and the Northland Branch with representatives of the Northland Branch attending the Hearing via video link.

General comments provided by the Automobile Association

Submission 1.1 to 1.4: It is acknowledged that lowered speed limits on their own will not eliminate the road toll. This consultation and the resultant Speed Management Plan seeks to set safe and appropriate speed limits on the roads within the review area. The proposals and reports are therefore necessarily “speed centric”. However, the Road to Zero Strategy is clear that there are a number of components such as driver education, enforcement, infrastructure and safer vehicles that need to combine to achieve a significantly lower road toll.

As a Road Controlling Authority, Council has a role in some of these additional aspects and are actively engaged in supporting those non-speed related aspects of road safety. Section 3 of the Technical Report provided an outline of those other road safety aspects that Council, as a Road Controlling Authority contribute to, including:

- Infrastructure improvements and speed management.
- Vehicle safety
- Work-related road safety.
- Road user choices
- System management.

Infrastructure improvements and speed management.

Council provides an annual budget for road maintenance and road Infrastructure improvements. This activity takes up the largest percentage of expenditure set out in Council’s Long-Term Plan. In addition to Council’s budget, central government provides additional top-up subsidies.

Vehicle safety

Vehicle safety includes but is not limited aspects such as Warrant of Fitness, Certificate of Fitness and general fleet safety. Vehicle safety is primarily managed on a national basis and Council, as a Road Controlling Authority has limited influence on this aspect of the Road to Zero Strategy.

Work-related road safety.

Council supports work undertaken in this sphere of road safety through its wider road safety and planning activities.

The work-related road safety aspect to the Strategy ensures that businesses and other organisations treat road safety as a critical health and safety issue. This aspect of the Strategy is managed through a range of activities and legislation, of which Council has only limited influence. Legislation primarily includes health and safety legislation and other legislation not directly linked to the Setting of Speed Limits Rule and the Land Transport Act.



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Road user choices

The Far North District Council have contracted Far North REAP (Rural Education Activities Programme) for the Regional Land Transport Plan funding period 2021 – 24 to deliver various road safety programmes. Far North REAP was established in 1980 to foster and facilitate Rural Education Opportunities for Te Hiku region. The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. The main education focus includes reducing alcohol/drug impaired driving, safer speeds, restraints, fatigue, and distraction.

System management.

System Management is about developing a road safety management system that reflects international best practice. The road safety system is complex – involving many agencies at both national and local level. Council as a Road Controlling Authority is one component of the overall safe system approach.

Submission 1.5: It is important to note that crash risk data relies on historical data and does not consider the changing road environment and the use of the road environment. The lower 40kph speed limits (and in some cases 30kph) are consistent with international best practice. The lower speed limit provides for a safer environment for communities and growing pedestrian activity. A 40kph speed limit also provides for a better living environment for residents.

Submission 1.5 – 1.10: Paragraph 1.6 of the submission succinctly highlights that the current speed limits on roads are neither safe nor appropriate. Loss of control crashes are an indicator that the driver is travelling too fast for the road environment. The number of crashes indicate that education has not worked, and drivers are not driving to the conditions or “reading the road”.

Setting a speed limit that is closer to the safe and appropriate speed for the road and closer to the actual operating speed of the road provides a clear signal to drivers as to a safe speed. In addition, evidence suggests that those travelling at a higher speed (than the current speed limit) will modify their behaviour to some extent. This does not mean that they will suddenly comply with the speed limit, but their top end speed will reduce to reflect the legal consequences of being caught.

Submission 1.9 – 1.10: The Setting of speed Limits Rule 2022 and associated standards set out the requirements for signage. The detailed design process to implement new speed limits complies with those standards. In addition, signage such as threshold signs are also utilised. There is an extensive national education programme relating to speed limits and why a safe and appropriate speed limit is required. Messaging through the consultation process, local media releases and ongoing education initiatives undertaken by council further enhance this messaging (refer comments above).

Submissions 1.11 (i) – (v): The summary points are acknowledged, particularly the general support for 80kph on local sealed roads and 60kph on unsealed local roads. It should be noted that Council's community engagement on proposed speed limit changes exceeds that required under the Setting of Speed Limits Rule 2022 and the requirements of Section 82 of the Local Government Act 2002.

Submission 1.11 (vi) and (ix): Shifting the speed limit in urban areas from 50kph to 40kph (or 30kph in some circumstances) is consistent with the Road to Zero Strategy, Councils own Urban Design Guidelines and the bulk of the available evidence in relation to the impact on road safety for all road users, including international best practice. It should be noted that Council receives consistent feedback from communities wanting a slower speed limit of 40kph or 30kph within their communities.

Submission 1.11 (x): It should be noted that the Setting of Speed Limits Rule 2022 sets a requirement of 30kph speed limits around all Category 1 Schools, which generally includes all urban schools and some rural schools.



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Submission 1.11 (xiii): It is recognised that high-risk drivers will often ignore speed limits. However, from an enforcement perspective, the consequences of being caught driving over the speed limit increases significantly as the degree of infringement increases, including an immediate forfeiture of the vehicle. Evidence also clearly shows that setting a safe and appropriate speed limit that reflects the road environment does modify driving behaviour and reduces risk. The evidence also shows that the very high-end speeds are also reduced. There will, however, always be outliers.

Submission 2 – functions and speed limits of residential roads: review of ONRC, ONF and IFTAD, 2018.

Submission 2.1 – 2.6: These paragraphs provide a commentary on the various guidance, including ONRC and ONF. It should be noted that ONF is a development of the original ONRC that provides a more granular perspective on road classification. ONF incorporates a sense of place that was not included in ONRC.

Although Council may have some influence as a submitter to the various classification systems, it does not actually write them. Council is required to consider and utilise the ONF System as part of national guidelines.

The commentary provided leads the submitter to the conclusion that they do not support a lowering of speed limits from 50kph to 40kph or 30kph, whilst acknowledging that there are some specific areas where less than 50kph is appropriate.

The urban streets within the review area are all located within smaller communities, including Whangaroa, Opuia and Paihia. These communities all have high tourist activity and pedestrian activity. In the case of Opuia, the roads have a limited lane width (often single lane) and are tortuous.

Many streets within these communities do not support a 50kph speed limit due to their narrow, winding, or tortuous nature, for example, Opuia and Whangaroa. In a number of areas, residents have taken their own steps to slow traffic with homemade signage.

A 40kph speed limit, with a 30kph speed limit in specific circumstances where there is a greater degree of shared space, or the roads are very narrow and tortuous provides consistency of approach in these communities and does not increase travel times to any significant extent.

Submission 3 - Specific comments on proposed changes

Submission 3.1-3.2: General support for unsealed and sealed roads approach is noted.

Submission 3.3: It should be noted that the Setting of Speed Limits Rule 2022 sets a requirement of 30kph speed limits around all Category 1 Schools, which generally includes all urban schools and some rural schools.

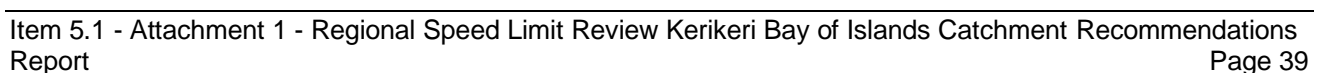
An assessment has been undertaken to determine whether each school within the review area is a Category 1 or 2 School. The treatment of each school has consequently followed the requirements of the Setting of Speed Limits Rule 2022 and associated guidance.

It is recognised that, as part of the implementation of safer speed limits around schools, that additional infrastructure will be required to support those speed limits. Additional infrastructure may include raised crossings and electronic warning signs.

Riverview School and One School Global Campus are both located on “no through” roads where the only other use is either residential or rural residential. In the case of One School Global Campus, the road is a narrow, no exit road that is also utilised by the local community for walking.

It should be noted that a 40kph speed limit cannot be set outside a Category 1 School.

The Figure below, taken from Mackie (2018) indicates that the risk of serious injury to the pedestrian is about 35% (mid-range of graph); this rises to about 60% at 40kph (mid-range of graph); and 85% at 50kph.





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Mackie (2018) states in the final discussion relating to the proposed risk curves that *“It would make sense that design speeds also considered 90%ile collision situations (in terms of frailty). For example, for pedestrians, this might mean that an appropriate speed/fatality risk profile curve follows a profile that is relevant for older people and where heavy vehicles are involved. Interestingly if this approach was taken, then the curve would be very similar to the original curve proposed by Wramborg!!!”*

Mackie's Research Paper seems to support a design approach that takes account of the more frail and vulnerable road users.

Where are pedestrian injuries and fatalities occurring?

The Waka Kotahi website provides some insight into where pedestrians are being seriously injured. Nine out of ten reported pedestrian injuries (92%) and nearly seven out of ten pedestrian fatalities (67%) occur on urban roads (roads with speed limits of 70 kilometres per hour or under). Most commonly, roads with 50 kph speed limits are involved.

The overwhelming majority (around 90%) of pedestrians injured on public roads are struck while crossing the road, as opposed to while walking on a footpath, walking along the side of a road, or, for example, 'playing' on the road.

The majority of reported pedestrian crashes (over 60%) occur mid-block, rather than at intersections. Eight out of ten occur at un-controlled sites, with around one in ten occurring on signalised crossings, and a further one in ten at or near a zebra crossing.

Sixty three percent of pedestrians are hit while on the near side of the road, rather than after they have crossed the centre line.

The impact of speed on pedestrians

Technology such as anti-lock brakes and stability control are designed to enable greater control over the vehicle, not shorten stopping distances. There may be a very small reduction in braking distance with modern technology, but not enough to significantly affect your overall stopping distance¹.

Stopping distances include the distance travelled while the driver notices a hazard and applies the brakes (thinking distance), and while the vehicle comes to a full stop from its initial speed (braking distance).

Although various studies vary slightly in overall stopping distances, they all agree to within a few meters. Assuming that the driver is not distracted and is fully alert and has a reaction time of 1.5seconds (ie: best case scenario):

- 30kph the total stopping distance is approximately 18m.
- 40kph the total stopping distance is approximately 26m.
- 50kph the total stopping distance is approximately 36m.
- 60kph the total stopping distance is approximately 46m.

Source: Brake.co.nz

Waka Kotahi provides an additional assessment of overall stopping distances and states that an alert driver travelling at 50 kph can just stop in time to avoid a pedestrian who steps out onto the road three house sections away (45 metres). The same driver, travelling at 60kph will still be travelling at 44 kph when the pedestrian is hit. This data is comparable with the data provided by Brake.co.nz with slight differences in reaction times applied.

Even small increases in speed means significantly longer braking distances. Braking distances are much longer for larger and heavier vehicles, and in wet conditions, so again these figures are a minimum.



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Evidence is clear.

There is significant evidence, both New Zealand based and overseas based, to clearly show that lower speeds in urban areas are appropriate and provide a safer environment for all road users and the wider community.

Within our smaller communities and many parts of our larger urban areas, the design speed of roads are less than 50kph. The Far North District Council Urban Design Guidelines for Residential Development – Subdivision Design (3.2) indicates that local roads should have a maximum speed of 40km/h while a 30km/h maximum speed might be appropriate on very quiet residential roads.

Shifting the speed limit in urban areas from 50kph to 40kph (or 30kph in some circumstances) is consistent with the Road to Zero Strategy, Councils own Urban Design Guidelines and the bulk of the available evidence in relation to the impact on road safety for all road users.

Specific roads highlighted by the submitter:

Submission 3.5: Support for proposed speed limits on Hautapu Road; Hupara Road; Oromahoe Road; Williams Road (Pahia); Butler Road (Kerikeri); Kurapari Road; Redcliffs Road; Te Tii Road, and Otaha Road is noted.

Submission 3.6: Whangaroa is a small community, with most roads being very narrow and tortuous. There is significant pedestrian activity through the entire community. The area along the waterfront is often utilised as a semi-shared space. A drop-in session that was attended by local community members and community group representatives indicated clear support for a slower 30kph speed limit.

Support for proposed 30kph speed limits in Pahia and Kerikeri is noted.

Submission 3.7: The submitters comments are noted.

4.3.2 Waka Kotahi - New Zealand Transport Agency (NZTA)

The Northland Transportation Alliance has regular update meetings with the Waka Kotahi Speed Management Team for Northland. As part of this process, Waka Kotahi was provided advance notice of the proposed new speed limits and progress on reviewing speed limits in the Kerikeri Bay of Islands Catchment area, along with other current reviews in Kaipara District and Whangarei District.

The Waka Kotahi Speed Management Team and the Waka Kotahi Northland Regulatory Manager were directly notified and provided with a Statement of Proposal and information on where additional information was available.

No formal submission was received from Waka Kotahi (NZTA).

4.3.3 NZ Police

NZ Police were directly notified and provided with a Statement of Proposal and information on where additional information was available. Notification was made to the Road Policing Manager for Northland.

NZ Police were provided with advance warning of the consultation process, and were provided formal notification (including a copy of the Statement of Proposal) on 05 October 2022 (in advance of the 26 October public notification),

No formal submission was received from NZ Police.



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4.3.4 Māori

Key Māori contacts from within the review area were obtained from Far North District Council. These contacts were directly notified of the review and invited to make a submission or meet to discuss the speed limit review. Additional time was provided to respond to the review (until early February).

No specific feedback was received.

5 Schools

The Setting of Speed Limits Rule 2022 is prescriptive in relation to speed limits outside schools. In determining what sections of road are outside of a school (area of a school speed zone) regard must be given to:

- (i) Typical or expected routes for pedestrians to access the school; and
- (ii) The purpose of making people feel safer to walk to and from school (or travel to and from school on cycles or mobility devices) and encouraging them to do so; and
- (iii) What are the school travel periods for a school, having regard to any guidance provided by the Agency about school travel periods.

In addition to the matters that must be given regard to, the Setting of Speed Limits Rule is also prescriptive in relation to the speed limits that may be set in a school zone. All schools are categorised into:

- **Category 1 Schools**, which include all urban schools and rural schools where the road environment is actively used by students to access the school, either by walking, cycling or being dropped off by bus. This category includes schools where the school bus drop-off is not separated from the road.
- **Category 2 schools** include many rural schools where students do not actively utilise the road environment.

The Rule sets out the maximum speed limit outside schools as:

- (i) Category 1 Schools – 30kph, permanent or variable. It should be noted that National Speed Limit Guidance requires a permanent 30kph speed limit to be set, unless there is reason not to.
- (ii) Category 2 Schools – A maximum of 60kph, permanent or variable, provided that a full explanation is provided as to why the speed limit set is safe and appropriate for the road.

Infrastructure to support slower 30kph speed limits around schools is given some priority.

5.1 Opuia School (Franklin Road – Opuia)

5.1.1 Feedback received.

There was little specific feedback relating to Opuia School. However, submissions were generally supportive of lower speed limits around schools. One submitter summed up many of the submissions on this topic by saying that “*I support any speed limiting around schools and more needs to be done to enforce it*”. More general submissions supported a lower speed limit but felt that it should be a variable speed limit. One submitter stated that “*Roads passing the schools which are currently 50kph roads (Opuia, Kerikeri, Riverview etc) should be dropped to 30kph*”.

One submitter stated that these limits are excessively low, however, they supported lower limits outside schools where children are.

Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.



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5.1.2 Response to Feedback

Opuia School is a Category 1 School and is located on Franklin Road, which is the main access road into the Opuia commercial area and the Opuia ferry. The 30kph zone extends from the intersection with State Highway 11, past the school to the end of Franklin Road where it intersects with Lyon Street.

The 30kph zone is consistent with proposed speed limits throughout Opuia and provides for the school area, as well as a slower speed limit where vehicles queue for the ferry. The school zone also includes Kellet Street.

5.1.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a 30kph permanent speed limit be set on Franklin Road and Kellet Street as part of the wider 30kph zone for Opuia.

5.2 Paihia School (School Road – Paihia)

Paihia School is a Category 1 School and is located near the central commercial area of Paihia. The 30kph speed limit encompasses the main student walking and cycling routes to the school. The permanent 30kph zone links to the central commercial area on Williams Street.

5.2.1 Feedback received.

Feedback received supported slower speed limits near schools.

5.2.2 Response to feedback

Proposed speed limits appropriate.

5.2.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a 30kph permanent speed limit be set on:

- Joyces Road.
- School Road from Marsden Road to Joyces Road.
- Williams Road

5.3 Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)

5.3.1 Feedback received.

Submitters were generally supportive of lower speed limits around schools. One submitter opposed the 30kph speed limit stated that Hone Heke Road (excepting the school zone) is perfectly safe as a 50 kmph area.

5.3.2 Response to feedback

Kerikeri Primary School and Kerikeri High School are both Category 1 Schools. They are located on opposite sides of Hone Heke Road. In addition to the main schools, there is an early childhood centre located on Lanark Road. The school zone includes some side streets as these are expected to be walking routes to and from the school.

5.3.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a 30kph permanent speed limit be set on:

- Hone Heke Road from Baska Voda Drive to 65 Hone Heke Road.



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- **Lanark Road.**
- **Tarutaru Lane.**
- **Oripiro Road.**

5.4 Riverview School (Riverview Road – Kerikeri)

5.4.1 Feedback received.

Submitters were generally supportive of lower speed limits near schools. One submitter stated that Kendall Road also meets the speed limit criteria for category 1 school zone (schools where students walk along or cross the road to access the school). The school zone speed limit of 30kph therefore applies. A safer crossing point is essential. The same submitter stated that the 30kph speed limit should be extended to include all of Riverview Road and part of Landing Road.

The submitter stated that Riverview School is a Category 1 School and is located on Riverview Road. Riverview School has two turning bays and some on-street parking. The two turning bays are limited in size and are not fully separated from the road, resulting in potential for students to move onto the road carriageway. Riverview Road has a narrow carriageway with no centreline markings. It is therefore a slow speed road.

5.4.2 Response to feedback

Following an additional review of the Riverview School zone, it is agreed that both Kendall Road and the entirety of Riverview Road should be incorporated into the 30kph school speed zone. Given that these roads are “slow streets”, a permanent 30kph speed limit is appropriate. It should be noted that, by including Kendall Road within the 30kph speed zone, Tui Place also need to be included.

It is not considered appropriate to set a short 30kph speed limit on Landing Road.

5.4.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended:

- ***That a permanent 30kph speed limit be set for the full length of Riverview Road.***
- ***That a permanent 30kph speed limit be set for the full length of Kendall Road.***
- ***That a permanent 30kph speed limit be set for the full length of Tui Place.***

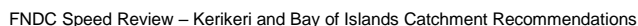
5.5 Bay of Islands International Academy (Purerua Road – Te Tii)

The Bay of Islands International Academy is located near the intersection of Purerua Road and Te Tii Road. Busses pick up and drop off students at a bus stop a short distance along Te Tii Road and students walk the short distance to the Academy.

5.5.1 Feedback received.

One submitter expressed concern that the Bay of Islands International Academy School is located at the top of a T intersection, with all three directions (both sides of the school being 100kph and the opposite road being Te Tii Road is also 100kph). School signs are displayed approaching the school. The tamariki school bus arrives at 7.50am (First drop off of our school students). From the school the bus then heads down to Te Tii village to pick up more students (Students of Bay Academy, Kerikeri High School and the Kerikeri Primary School). Students being dropped off (second drop off) across the road from the school with no safe bus bay for our tamariki to get off. They need to cross the 100kph road which is unsafe for them. We also have tank, logging trucks that use this same road that do travel the 100kph limit. As well as passing the school you enter a loose gravel road.

Far North Roadsafety District Team, based in the Kerikeri/Bay of Islands area have been supporting this school by educating tamariki on how to cross the road safely. Roadsafety



5.5.2 Response to feedback

Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In this case, the school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected.

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended:

- ***That a permanent 60kph speed limit be set from 110m before the Te Tii Road intersection to the end of Purerua Road.***
- ***That a Variable School Speed Limit of 30kph be implemented for Purerua Road from the proposed 80 / 60 kph boundary (110m before Te Tii Road intersection) to 200m past Te Tii Rd intersection.***
- ***That a Variable School Speed Limit of 30kph be implemented for Te Tii Road from the Purerua Road intersection for a distance of 50m.***

Matauri Bay School and TKKM o Whangaroa are located side by side on Whakarara Road (Wainui Rd). There is a footpath from the nearby community on Te Tapui Road. The footpath is narrow and there is little or no separation from the road carriageway.

There was only one submission relating to this school speed zone, which supported any speed limits around schools, but noted that more needs to be done to enforce it.

All school activities take place on the eastern (school side) of the road, there is no need for children to cross the road. The variable speed 30kph during school hours will ensure the safety of school children and provide adequate measures to manage traffic flow around the school without the need for raised platforms.

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a Variable School Speed Limit of 30kph be implemented for Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m.

One School Global Campus is a Category 1 School located on the corner of State Highway 10 and Blue Gum Lane. The entry to the school is located on Blue Gum Lane. There is no on-street parking and all pick-up and drop off facilities are separated from the road carriageway.



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Blue Gum Lane is a narrow no-exit road that can support a 40kph or 30kph speed limit.

5.7.1 Feedback received.

Feedback received was supportive of a lower speed limit. However, one submitter questioned if and how it would be enforced.

5.7.2 Response to feedback

Feedback received was supportive, the proposed 30kph speed limit is appropriate.

5.7.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a permanent speed limit of 30kph be implemented for the full length of Blue Gum Lane.

5.8 Harvest School (361 Waipapa Road)

Harvest School is a new build school that is expected to open in 2023. A 30kph Variable Speed Limit is initially proposed for an approximately 360m stretch of Waipapa Road to incorporate the school frontage and its approaches.

It should be noted that, at the time of consultation, this school is still under construction. The proposed Variable Speed Limit will not be implemented until the school opens. It will also be necessary to review the school variable speed limit once student travel patterns can be accurately established.

5.8.1 Feedback received.

There was general support for lower speed limits outside schools.

One submitter supported a 60kph speed limit on Waipapa Road, but opposed a 30kph Variable School speed limit outside Harvest School for when the new school opens. The submitter stated that It will just clog things up and cause queues. It seems unbelievable that planning has been permitted in this location which will have a huge impact of traffic levels at 8-9am and 3pm. Surely drop off and pick up will all be done on site, so why would there be a benefit to dropping the speed only in that spot when other children are walking the length of Waipapa Road which will be at 60kph. Dropping the speed limits and having parents turning in and turnout out, right and left, will slow down traffic anyway.

Another submitter stated that it would be better to maintain a consistent 60kph along the road to maintain traffic flow.

5.8.2 Response to feedback

Harvest School has initially been classed as a Category 1 School, where students utilise the road environment to access the school. As a new build school that is not yet operational, determining final student movements is not possible at this time. Based on the available information, it has been assumed that the school will be Category 1.

As a Category 1 school, the Setting of Speed Limits Rule requires a 30kph permanent or variable speed limit to be applied. It is therefore recommended that a Variable 30kph speed limit be set, and that a further review be undertaken after the school has been operational for one year.

5.8.3 Recommendation

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022, it is recommended that a Variable School Speed Limit of 30kph be implemented from 372 Waipapa Rd to 331 Waipapa Road. This speed limit should be implemented once the school becomes operational.



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6 Significant Roads

Following the consideration of submissions received, NTA Staff undertook additional site visits to further assess submitters views and the road environment. All recommended speed limits are set out in the Tables in Section 7 of this Report. Additional detail as to the reasons for recommendations have been provided for Cove Road as this road was the subject of extensive submissions.

6.1 Kapiro Road

Kapiro Road was the subject of significant feedback, including a petition signed by 236 people seeking a 70kph speed limit. Most submitters sought a lower 60kph speed limit, although others sought no change, or supported 80kph. There was overwhelming support for a reducing the speed limit.

6.1.1 Community Feedback

Submitters sought a range of speed limits to be implemented, including:

- 80kph as proposed.
- 70kph
- 60kph
- 20kph outside pre-schools

Although there were general submissions opposing any reduction in speed limits, these were in the minority. Submitters were overwhelmingly in favour of a slower speed limit on Kapiro Road.

Submitters highlighted that the traffic flow on Kapiro Road has increased, and its purpose has changed since originally assigned a 100kph speed limit. There have been increases to:

- Daily use as an alternate to using the round-about at Waipapa for those heading north.
- Industrial/small business development with traffic entering and exiting the busy road throughout the day.
- Indirect horticultural traffic due to an increase in kiwifruit farms and other products coming into Kapiro Road for processing eg: workers cars, packing trucks, service vans/vehicles, produce delivery trucks, spray tractors.
- Subdivision traffic from subsidiary entry roads and along Kapiro Road.
- School traffic including to the BOI Academy: parent and buses.

Some submitters stated that Kapiro Road should have the same 60kph speed limit as Waipapa Road. The reasons set out by submitters included the similarities between the two roads, including that they are both classified as primary collector roads with rural connections. One submitter was concerned that if Kapiro has a higher speed limit than Waipapa, drivers heading to Kerikeri township will tend to select Kapiro Road rather than Waipapa Road, thereby leading to more vehicles and potentially more crashes on Kapiro Road than now.

Some submitters identified Early Childhood Centre (ECE) at 324 Kapiro Road as an area that needed a lower speed limit. One submitter highlighted a near miss crash that occurred at this location, despite a lay-over bay for turning traffic. It was noted that this particular area is also a school bus drop-off zone which has an increase in traffic parking/movement before the school bus arrives.

6.1.2 Response to Feedback

In response to feedback, a Road safety Engineer has undertaken an additional site visit to review the proposed speed limit. The Road Safety Engineer noted that, while the Kapiro Road is moderately busy with multiple businesses along the stretch, it is fairly straight. The



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main adjoining roads are Redcliffs Road and Purerua Road, both of which are recommended as having an 80kph speed limit.

It is recognised that Kapiro Road has been the subject of development. However, when comparing to Waipapa Road, the daily traffic counts are significantly lower and the density of development is also lower on Kapiro Road.

Kapiro road has a Mean Operating Speed of 80kph, and the assessed Safe and Appropriate speed is 80kph.

The Setting of Speed Limits Rule 2022 now requires speed limits to be reviewed on a three-yearly basis so that speed limit changes can align with the road infrastructure funding programme. This allows for a responsive review to be undertaken as development occurs on this road.

Overall, it is considered that 80kph is an appropriate speed limit for Kapiro Road at this time. However, it is noted that the speed limit on Kapiro Road should be regularly reviewed.

6.1.3 Recommendations

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022; it is recommended that the speed limit on Kapiro Road be set at 80kph.

6.2 Waipapa Road

There was a wide range of feedback received on Waipapa Road. Waipapa Road includes a School Zone for the newly constructed Harvest School. Feedback on this part of Waipapa Road is included in Section 5 of this Report.

Submitters sought a range of speed limits to be implemented, including:

- 80kph
- 70kph
- 60kph as proposed.

Although there were general submissions opposing any reduction in speed limits, these were in the minority. Submitters were overwhelmingly in favour of a slower speed limit on Waipapa Road.

6.2.1 Community Feedback

One submitter stated that Waipapa Road is a sealed road with clearly marked centre lines, sufficient turning areas, shoulder areas and are not tortuous in terms of curves. It is a well-engineered road for the current speed limit, above an engineering standard of all other roads in the area being a major preferred route to Kerikeri. Another submitter supported a lower speed limit, but felt that it should be 70kph, not 60kph. This submitter stated that they have been driving Waipapa Road for 25 years and have always found these to be safe with the current speed limit.

Another submitter questioned the classification of the Waipapa Road as they felt that it would meet the standards required of a Peri-urban Road for an 80kmph speed limit. The road has low crash risk, is a high-quality road with large traffic movements in a developing, but currently rural setting. This submitter suggested that Waipapa Road could be reviewed in the future as it changes.

Another submitter stated that Waipapa Road is a major collector for a 2.5km stretch. The change of speed limit is only a 40 second delay, but it is a 40 second delay for a huge number of people based on the vehicle movements. The submitter considered that the review is inefficient for society when the road crash rate should be very low due to its high quality.

Waipapa Road has been designed as an 80kph road; all entrances have been designed for 80kph limit. The speed management plans require ongoing review based on new legislation.



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There is a review process in place to capture effects of changes in population density and as such, the speed limit does not need to change as the road works safely in its current state and traffic.

Submitters supporting the 60kph speed limit stated that Waipapa Road is becoming increasingly busy and many cars travel more than the current speed limit of 80kph. There are a lot of businesses and side roads off Waipapa Road which increases the risk of accidents when it is busy as people pull out into traffic in smaller gaps. There will also be more children using the footpath and cycleway when the Harvest School opens. Lowering the speed limit will make the road safer for all users.

One submitter expressed concerns over the speed limit on Waipapa road east of Heritage Bypass. This is an extremely busy area. Waipapa road east is now a high-volume traffic area, where every day we expect to hear siren's or shouting of an accident. This of course is not helped by the small number of people who persistently break the current speed limit!

There are Bus Stops and high numbers of School Children present during the day for both school and sporting activities (at the Heritage Round-About Fields). Pensioners also walk here.

One submitter noted that, coming from Landing Road there is a change in speed limit at the point 20m west of Edkins Road, from 40kph to 60kph (currently 50kph to 80kph). We believe there should not be a speed limit change here, and the same speed limit should apply continuously from Landing Road to the Heritage Bypass roundabout. Having a short distance of approx. 700 meters at an increased speed seems unnecessary and confusing with cars speeding up, then having to slow down/stop for the Heritage Bypass roundabout.

6.2.2 Response to feedback

Waipapa Road has been classified as an Urban Connector Road under the One Network Framework classification system. The road currently has a Mean Operating Speed of 74kph.

Waipapa Road has been the subject of significant and ongoing rural residential and commercial development along the entirety of the road. Residential development along the length of the road is medium to high density rural residential, with additional commercial development. The ongoing development of Waipapa Road is reflected by the construction of Harvest School. This leads to the classification as an Urban Connector Road.

A speed limit of 60kph is considered appropriate for this road as a higher speed limit would not be consistent with the existing development on the road.

The submitter noting issues with the location of the speed limit changes between Edkins Road and the Heritage Bypass round-a-bout. The submitter suggests that a 40kph speed limit should apply all the way from Landing Road to the Heritage Bypass round-a-bout. The current 60kph from Edkins Road to the round-a-bout provides a single, consistent speed limit for vehicles travelling along Waipapa Road, with a single change for those turning onto Heritage Bypass.

This section of Waipapa Road has minimal direct accesses onto the carriageway and has a very similar road environment to Waipapa Road on the western side of the round-a-bout. The road environment supports a 60kph speed limit, although there is some argument for a 40kph speed limit given the sports field. It is noted that the sports field is separated from Waipapa Road with a separate access road, a wide berm and posts. Having considered all factors, it is recommended that the 60kph speed limit be implemented.

6.2.3 Recommendations

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022; it is recommended that the speed limit on Waipapa Road be set at 60kph. That a Variable School Speed of 30kph be set up outside Harvest School from 372 Waipapa Rd to 331 Waipapa Rd, to be implemented when the school is open.



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6.3 Redcliffs Road

6.3.1 Community Feedback

There was overwhelming support for a reduced speed limit on Redcliffs Road. Many submitters sought a further reduction in speed limit from the proposed 80kph to 60kph over the full length of the road. The principal reason for a reduction in speed limit was to protect the wild Kiwi population that live in the area.

Submitters stated that, since the Kerikeri Peninsula Conservation Group has been recording Kiwi deaths (2018); 27 Kiwi (that we know of) including 6 along a 400m stretch of road from Kate's Riding Centre have been killed by cars. This is unacceptable. It is probably the highest kiwi death area in Northland, and we could do something about it relatively easily. Submitters stated that reducing the speed limit on the Redcliffs Road would lower the number of Kiwi being killed.

Suggestions included:

- Reduce the speed on Redcliffs Road to 50ph or 60kph from dusk to dawn.
- Warning signs for kiwi and potentially "judder bars" in specific locations with high kiwi counts, to slow vehicles down.
- Rumble strips accompanied by electronic "kiwi" signage that lights up.
- Mowing the berms so there is greater visibility of any Kiwi coming onto the Road.

One submitter noted that 100kph is not even possible along 90% of the road. Other submitters noted that there are many tight corners and an ever-increasing residential population. The road is used by many people to walk or ride bikes and most importantly to the locals who live out here, the kiwis need to be protected.

6.3.2 Response to Feedback

Although there were a few submissions seeking to retain existing speed limits, the majority of submissions were supportive of lower speed limits on Redcliffs Road. Most submitters sought a lower 60kph speed limit, primarily as a way of protecting Kiwi.

Some submitters sought a variable speed limit, with a slower 50kph or 60kph speed limit applying from dusk till dawn to slow vehicles down and provide greater opportunity to avoid Kiwi. The setting of Speed Limits Rule does not enable a variable speed limit to be implemented for this purpose. However, other suggestions, including improved signage and wider mowed berms can be implemented. Although noted, this infrastructure is beyond the immediate scope of the speed limits. The most appropriate mechanism is through the Annual Planning process.

The proposed speed limit of 80kph on the sealed section of Redcliffs Road reflects the overall road environment and is consistent with other similar sealed roads. The proposed 60kph speed limit on the unsealed section of the road is consistent with other unsealed roads.

6.3.3 Recommendations

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022; it is recommended that the speed limit on Redcliffs Road be set at 80kph on the sealed section from Kapiro road to Rangitane Road. That a speed limit of 60kph be set on Redcliffs Road from Rangitane Road to the end of Redcliffs Road.



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6.4 Opito Bay Road

6.4.1 Community Feedback

There was overwhelming support for a reduced speed limit on Opito Bay Road. Many submitters sought a further reduction in speed limit from the proposed 80kph to 60kph. The principal reason for a reduction in speed limit was to protect the wild Kiwi population that live in the area.

Submitters stated that, since the Kerikeri Peninsula Conservation Group has been recording Kiwi deaths (2018); 27 Kiwi (that we know of) including 6 along a 400m stretch of road from Kate's Riding Centre have been killed by cars. This is unacceptable. It is probably the highest kiwi death area in Northland, and we could do something about it relatively easily. Submitters stated that reducing the speed limit on the Opito Bay Road would lower the number of Kiwi being killed.

Suggestions included:

- Reduce the speed on Opito Bay Road to 50kph or 60kph from dusk to dawn.
- Warning signs for kiwi and potentially "judder bars" in specific locations with high kiwi counts, to slow vehicles down.
- Rumble strips accompanied by electronic "kiwi" signage that lights up.
- Mowing the berms so there is greater visibility of any Kiwi coming onto the Road.

One submitter noted that Opito Bay Road is a winding road and 100kph not even possible over 90% of the distance. Cyclists and walkers frequent this road with minimal shoulder for safety. Another submitter stated that corners on Opito Bay Road are not designed for safe travel even at 80kph. The road is in poor condition and doesn't support an 80kph speed. There is also increased property development, resulting in more direct access onto Opito Bay Road.

Other submitters highlighted that there is a greater number of vehicle movements towing boats and large trailers to the boat ramps at Opito Bay, Doves Bay Marina and Rangitane. Other submitters highlighted the changing land use with more residential properties.

Submitters opposing a reduction in speed limit stated that there will be too many changes in speed limit which will prove frustrating and be likely to cause road rage. One submitter questioned if there was evidence of crashes/fatalities in the area. This submitter believed that speed in the wrong place is what kills.

6.4.2 Response to feedback

Although there were a few submissions seeking to retain existing speed limits, the majority of submissions were supportive of lower speed limits on Opito Bay Road. Most submitters sought a lower 60kph speed limit, primarily as a way of protecting Kiwi.

Some submitters sought a variable speed limit, with a slower 50kph or 60kph speed limit applying from dusk till dawn to slow vehicles down and provide greater opportunity to avoid Kiwi. The setting of Speed Limits Rule does not enable a variable speed limit to be implemented for this purpose. However, other suggestions, including improved signage and wider mowed berms can be implemented. Although noted, this infrastructure is beyond the immediate scope of the speed limits. The most appropriate mechanism is through the Annual Planning process.

The road geometry is winding to tortuous and will support a 60kph speed limit. A 60kph speed limit is also consistent with the recommended speed limit on Rangitane Road.



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Opito Bay Road, at 407 Opito Bay road has a significant change in road environment. The carriageway narrows, there is no centre line marking and the alignment becomes more tortuous as it descends to the bay. A reduced speed is therefore self-explaining. The road leads directly into the Opito Bay Community where a 40kph speed limit is recommended. To avoid multiple speed limit changes (80 - 60 - 40) a 40kph speed limit is recommended. Gateway signage is recommended to reinforce the 40kph speed limit.

6.4.3 Recommendations

Having reviewed all submissions; the results of additional on-site assessments; and the matters that must be considered under the Setting of Speed Limits Rule 2022; it is recommended that the speed limit on Opito Bay Road be set at 60kph from Rangitane Road to 407 Opito Bay Road. That a speed limit of 40kph be set on Opito Bay Road from 407 Opito Bay Road to the end.



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7 Summary of submissions received and recommendations (road by road)

All submissions have been read and considered before recommending new speed limits. Submissions were broken down to comments on individual roads wherever possible. Summary information is provided in the following tables, including:

- Road name
- Current posted speed limit
- Proposed speed limit (as set out in the Statement of Proposal)
- A summary of the feedback received.
- Northland Transportation Alliance Road Safety Engineer (Team Lead) comments and recommendations
- Planned infrastructure to support the new speed limit.
- Recommended new speed limit.

The summarised Northland Transportation Alliance Road Safety Engineer comments, and the resulting recommended speed limit, are made having considered:

- The initial assessment of the road
- Evidence based matters that are required to be considered under the Setting of Speed Limits Rule 2022 and associated guidance; and set out in the Regional Speed Reviews – Bay of Islands and Kerikeri Technical Report as referenced in the Statement of Proposal and published on Council's Website:
- Community feedback received during the consultation process.
- Additional site visits and assessments undertaken as a result of the community feedback received.



Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Access Heights	50	40	No feedback received	Proposed speed limit appropriate	40
Access Road	50	40	One submitter opposed the general drop in speed limits from 50kph to 40kph, particularly on Access Road.	40kph provides safe environment for pedestrians that are expected in this environment. A 40kph speed limit is consistent with the other residential streets and national guidance.	40
Admiralty Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Ake Ake Road	100	40	No feedback received	Proposed speed limit appropriate	40
Amokura Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Amsharlo Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Anchorage Heights	100	40	No feedback received	Proposed speed limit appropriate	40
Ao Marama Place	50	40	No feedback received	Proposed speed limit appropriate	40
Arabella Road	50	40	No feedback received	Proposed speed limit appropriate	40
Aranga Road	50	40	No feedback received	Proposed speed limit appropriate	40
Ash Grove Circle	50	40	No feedback received	Proposed speed limit appropriate	40
Atwell Road	100	60	No feedback received	Proposed speed limit appropriate	60
Augusta Place	30	30	No feedback received	Proposed speed limit appropriate	30
Austin Street	50	30	One submitter stated that the proposed speed limit is excessively low, although supporting slower speed limits around schools. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Austin Street is located in Opua and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Awhitu Road	50	40	One submitter opposed the general drop in speed limits from 50kph to 40kph. Another submitter suggested that wider streets with footpaths should be 50kph and narrower roads 40kph.	40kph provides safe environment for pedestrians that are expected in this environment. A 40kph speed limit is consistent with the other residential streets and national guidance. Guidance suggests that 50kph should be reserved for main arterial routes only.	40
Baffin Street	50	30	One submitter stated that the proposed speed limit is excessively low, although supporting slower speed limits around schools. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Baffin Street is located in Opua and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Barrett Place	50	40	No feedback received	Proposed speed limit appropriate	40
Baska Voda Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Bayly Road	100	40	No feedback received	Proposed speed limit appropriate	40
Bayview Road (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Bedgood Close	50	40	No feedback received	Proposed speed limit appropriate	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Beechey Street	50	20	One submitter stated that the proposed speed limit is excessively low. One submitter stated that vehicles on the approach to the ferry are queued anyway and there is no need for a slower speed limit. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Beechey Street has a very narrow carriageway (a narrow single lane) and no shoulder for pedestrians. The area near the ferry is effectively a shared space. There is a community hall located at the end of Beechey Street.	20
Beaufort Road	50	30	No feedback received	Proposed speed limit appropriate	30
Binnie Street	50	30	No feedback received	Proposed speed limit appropriate	30
Blacks Road	50	40	No feedback received	Proposed speed limit appropriate	40
Bledisloe Road	50	20	No feedback received	Proposed speed limit appropriate	20
Blue Gum Lane (school zone)	100	30	Refer Section 5	Refer Section 5	30
Blue Marlin Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Blue Marlin Drive Extension	50	40	No feedback received	Proposed speed limit appropriate	40
Blue Penguin Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Bosuns Way	50	40	No feedback received	Proposed speed limit appropriate	40
Bristow Road	100	30	No feedback received	Proposed speed limit appropriate	30
Broadview Road	50	40	No feedback received	Proposed speed limit appropriate	40
Bush Point Road (Doves Bay)	100	40	No feedback received	Proposed speed limit appropriate	40
Butler Road	30	30	No feedback received	Proposed speed limit appropriate	30
Campbell Lane	50	40	No feedback received	Proposed speed limit appropriate	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Cannon Drive	50	40	One submitter supported a 40kph speed limit.	Proposed speed limit appropriate	40
Cannon Drive Extension	50	40	One submitter supported a 40kph speed limit.	Proposed speed limit appropriate	40
Captains Loop	50	40	No feedback received	Proposed speed limit appropriate	40
Cavalli View Road	100	60	No feedback received	Proposed speed limit appropriate	60
Charlotte Kemp Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Clark Road (Kerikeri)	50	30	No feedback received	Proposed speed limit appropriate	30
Cobham Court	50	40	No feedback received	Proposed speed limit appropriate	40
Cobham Road Service Lane	30	30	No feedback received	Proposed speed limit appropriate	30
Cobham Road from Kerikeri Rd to Hobson Ave	30	30	No feedback received	Proposed speed limit appropriate	30
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	40	No feedback received	Proposed speed limit appropriate	40
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	50	No feedback received	Proposed speed limit appropriate	50
Cochrane Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Conifer Lane	100	60	Submitter sought a 50kph speed limit. The road is only 500 metres long. A higher speed limit will make driving dangerous. There is no centre line. On the bend vehicles cross the centre line as the road is narrow. Some vehicles leave the sealed carriageway on approach to Kapiro Road. Pedestrians use Conifer Lane, and their safety should be paramount.	As speed limit of 60kph is consistent with rural sealed roads that are narrow and without lane markings. Conifer Lane also has significant shoulder areas.	60
Cottle Hill Drive	100	60	No feedback received	Proposed speed limit appropriate	60
Coutts Avenue	50	30	No feedback received	Proposed speed limit appropriate	60



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Creswell Street	50	30	One submitter stated that the proposed speed limit is excessively low. One submitter stated that vehicles on the approach to the ferry are queued anyway and there is no need for a slower speed limit. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	This road is a very narrow unsealed "no-exit" road providing access to residential swellings. A very low speed limit is self-explaining, and it is unlikely that 40kph would be attained on the road. A 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opua	30
Causeway Road	50	40	No feedback received	Proposed speed limit appropriate	40
Darwin Road	50	40	One submitter noted that more residential units have been built in the area with a huge increase in traffic - school children being taken to and from school, trades, heavy trucks including logging trucks, and more recently boats to Windsor Landing. There are also more cyclists who use the path as it's too dangerous to ride on the two-lane road.	A 40kph speed limit is consistent with current standards for residential streets and roads within smaller communities. Proposed speed limit appropriate	40
Davis Crescent (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Davis Strongman Place	100	60	No feedback received	Proposed speed limit appropriate	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
De Haven Street	50	30	One submitter stated that the proposed speed limit is excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	De Haven Street is located in Opua and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Doonside Road	100	60	No feedback received	Proposed speed limit appropriate	60
Doves Bay Road	100	40	We believe 60km/hr is a much more realistic speed limit.	Doves Bay Road is a no exit road, approximately half of which is medium-high density rural residential. The other half has an urban density. There is no pedestrian facilities. Dividing the road into 60kph and 40kph zones is not desirable.	40
Edkins Road (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Edmonds Road	100	60	Submitters requested that Edmonds Road be 50kph on the sealed section and 40kph on the unsealed section. Submitters noted that Edmonds Road is very narrow in places especially on the metal surface near Edmonds ruins that is steep and rutted and dangerous when drivers are forced to drive in middle of the road when it is virtually one way and no visibility over the brow of the road	This road is very narrow and supports a slower speed limit. A 40kph speed limit along the full length of the road provides consistency in the speed limit, as well as consistency with the speed limit on the last section of the adjoining Kerikeri Inlet Road (refer Section 3.4.6).	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
English Bay Road	50	30	One submitter stated that the proposed speed limit is excessively low. One submitter stated that vehicles on the approach to the ferry are queued anyway and there is no need for a slower speed limit. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists. The submitter noted that Kiwi, Weka and other species are found on the roadside habitat.	English Bay Road is located in Opua and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Equestrian Drive	100	60	Submitters noted that Equestrian Drive is curved with a very narrow shoulder without a centre line. Submitters suggested 60kph is an appropriate speed, while others sought 50kph; noting that there are 20 vehicle access points, 7 commercial access points and the road is used by cyclists, school students etc..	Equestrian Drive has a narrow carriageway with no centreline markings. Opposing vehicles need to slow to pass each other on the carriageway. The road is characterised by horticultural land use and low density rural residential. 50kph is generally set aside for urban arterial roads.	60
Fairway Drive Kerikeri Rd to Augusta Place	30	30	One submitter supports a 30kph speed limit, but notes that there may have been an error in that it is currently 50kph. The submitter also states that This stretch of road is a racetrack for many on a daily basis and should be 30kph.	The section of Fairway Drive to Augusta Place is within an area considered as part of the CBD, which has an existing 30kph speed limit.	30



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Fairway Drive from Augusta Place to Golf View Rd	50	40	One submitter supports a 30kph speed limit, but notes that there may have been an error in that it is currently 50kph. The submitter also states that This stretch of road is a racetrack for many on a daily basis and should be 30kph.	A 40kph speed limit is consistent with current standards for residential streets and roads within urban communities, and with current national guidance. Proposed speed limit appropriate	40
Fairway Drive Service Lane 1	30	30	One submitter supports a 30kph speed limit, but notes that there may have been an error in that it is currently 50kph. The submitter also states that This stretch of road is a racetrack for many on a daily basis and should be 30kph.	This is a narrow service lane. It is appropriate that it is incorporated into the extent of the CBD 30kph zone.	30
Fairway Drive Service Lane 2	30	30	One submitter supports a 30kph speed limit, but notes that there may have been an error in that it is currently 50kph. The submitter also states that This stretch of road is a racetrack for many on a daily basis and should be 30kph.	This is a narrow service lane. It is appropriate that it is incorporated into the extent of the CBD 30kph zone.	30
Falls View Road	50	40	No feedback received	Proposed speed limit appropriate	40
Fantail Rise	50	40	No feedback received	Proposed speed limit appropriate	40
Fernbird Grove	50	40	No feedback received	Proposed speed limit appropriate	40
Fieldview	50	40	No feedback received	Proposed speed limit appropriate	40
Franklin Street (School Zone)	50	30	Refer Section 5	Refer Section 5	30
Fuller Terrace (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
General Gates Avenue	50	40	No feedback received	Proposed speed limit appropriate	40
Goffe Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Golf View Road	50	40	No feedback received	Proposed speed limit appropriate	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Greenway Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Greys Lane	50	30	No feedback received	Proposed speed limit appropriate	30
Hall Road	50	40	No feedback received	Proposed speed limit appropriate	40
Halyard Loop	50	40	No feedback received	Proposed speed limit appropriate	40
Hansen Road (Purerua)	100	60	No feedback received	Proposed speed limit appropriate	60
Harmony Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Haruru Falls Road from Puketona Rd (SH11) to north side of bridge	50	40	No feedback received	Proposed speed limit appropriate	40
Haruru Falls Road from north side of bridge to Tui Glen Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Haruru Falls Road from Tui Glen Rd to end	100	60	No feedback received	Proposed speed limit appropriate	60
Hauriri Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hautapu Road	100	60	One submitter supported the changes made to Hautapu Road but questioned how it would be enforced.	Submitters supported proposed change. Proposed speed limit appropriate	60
Hawke Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Hawkins Crescent	50	40	No feedback received	Proposed speed limit appropriate	40
Heritage Bypass from Kerikeri Rd for first 50m	50	50	Submitters sought the 50kph speed limit to be extended.	The location of the 50kph speed limit is designed to fit within the adjoining roads.	50



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Heritage Bypass	80	80	Several submitters requested a slower speed limit of either 50kph or 60kph, noting that a reduction in speed limit would have limited effect on journey times. Submitters noted that walkers and cyclists use Heritage Bypass and a reduction in speed limit would make the use of the road more pleasant. A 50kph speed limit would be consistent with the western end of Waipapa Road.	<p>The Heritage Bypass is an Urban Transit Road that provides for the fast and efficient long-distance movement of people and goods within the urban realm.</p> <p>Heritage Bypass is a specially designed road that provides a connecting route to separate parts of the Kerikeri community, bypassing residential areas. This route is a main commuter route out of the main Kerikeri township. Pedestrian facilities have been designed around an 80kph speed limit.</p> <p>There are no residential dwellings or accesses that gain access to the carriageway. The current 80kph speed limit is self-explaining, whereas 50kph or 60kph would require significant infrastructure investment to make it more self-explaining.</p>	80
Heron Hill	50	40	No feedback received	Proposed speed limit appropriate	40
Hewitt Road (50m road leading to a carpark and Conservation estate).	100	30	No feedback received	Proposed speed limit appropriate	30
Hihitahi Rise	50	40	No feedback received	Proposed speed limit appropriate	40
Hikurua Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hobson Avenue (Kerikeri)	30	30	No feedback received	Proposed speed limit appropriate.	30



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Homestead Road	30	30	One submitter stated that; If it is about safety, there are more and more cars driving Kerikeri and businesses using these lanes. It makes no sense to increase their limits in the middle of a 30km/h zone.	The proposed speed limit seeks to retain the current 30kph speed limit. Proposed speed limit appropriate.	30
Homestead Road Service Lane	30	30	One submitter stated that; If it is about safety, there are more and more cars driving Kerikeri and businesses using these lanes. It makes no sense to increase their limits in the middle of a 30km/h zone.	The proposed speed limit seeks to retain the current 30kph speed limit. Proposed speed limit appropriate.	30
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40	One submitter stated that Hone Heke Road (excepting the school zone) is perfectly safe as a 50 kmph area.	40kph is consistent with other roads within the urban area, as well as national speed limit guidance. Proposed speed limit appropriate.	40
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	30	Refer Section 5	Refer Section 5	30
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40	One submitter stated that Hone Heke Road (excepting the school zone) is perfectly safe as a 50 kmph area.	40kph is consistent with other roads within the urban area, as well as national speed limit guidance. Proposed speed limit appropriate.	40
Huia Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hupara Road	100	80	One submitter supported the changes made to Hupara Road but questioned how it would be enforced.	Submitter supported proposed change. Proposed speed limit appropriate	80
Hupara Road (East)	100	60	No feedback received	Proposed speed limit appropriate	60
Jacaranda Place	50	40	No feedback received	Proposed speed limit appropriate	40
Jameson Esplanade	100	60	No feedback received	Proposed speed limit appropriate	60



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
James Kemp Place	50	40	No feedback received	Proposed speed limit appropriate	40
Joyces Road from School Road to Williams Road	50	30	No feedback received. Refer Section 5	Proposed speed limit appropriate. Refer Section 5	30
Joyces Road from Williams Road to end	50	30	No feedback received. Refer Section 5	Proposed speed limit appropriate. Refer Section 5	30
Kaipatiki Rise	50	40	No feedback received	Proposed speed limit appropriate	40
Kane Street (East)	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Kane Street (East) is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Kane Street (West)	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Kane Street (West) is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Kapiro Road from SH10 to 50m west of roundabout	100	80	Refer section 6	Refer section 6	80
Kapiro Road from west of roundabout to end	50	40	Refer section 6	Refer section 6	40
Karaka Drive	50	40	No feedback received	Proposed speed limit appropriate	40



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kellet Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Kellet Street is located in Opuā and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Kemp Road	50	40	No feedback received	Proposed speed limit appropriate	40
Kendall Road	50	40	Submitters stated that Kendall Road meet the speed limit criteria for category 1 school zone (schools where students walk along or cross the road to access the school). The school zone speed limit of 30kph therefore applies. A safer crossing point is essential. Refer Section 5	Refer Section 5	30
Kennedy Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Kennedy Street is located in Opuā and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kent Street (Whangaroa)	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lower Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Keri Downs Road	100	60	No feedback received	Proposed speed limit appropriate	60
Keridale Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Kerikeri Grove	50	40	No feedback received	Proposed speed limit appropriate	40



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Road from SH10 to 50m south of Greenway Dr	80	60	<p>This section of Kerikeri Road was the subject of a wide range of feedback, seeking speed limits of 50kph, 60kph and 80kph. Submitters noted long wait times to access Kerikeri Road at peak times due to the volume and speed of the traffic.</p> <p>Submitters noted that the road is busy and will only get busier with more development. Several submitters sought a neighborhood friendly speed limit of 50kph, noting pedestrian and cyclist use of the road, with some submitters stating that the road meets the definition of an urban road.</p> <p>One submitter noted that this is a very busy road with pedestrian traffic and 60kmh is not low enough. The distance is approximately 2 km and the difference in time to transit this distance is negligible between either 80, 60 or 50km.</p> <p>Several submitters highlighted the Packhouse Markets on Kerikeri Road, where temporary speed limits are used to manage traffic during the weekend.</p> <p>Some submitters opposed the reduction of the speed limit, seeking it to be retained at 80kph, with one submitter stating that the proposed limits go far too far - and impact roads that aren't even listed as "High Benefit". A concern was raised that the time to get anywhere will balloon. One submitter questioned when was the last fatality on Kerikeri Rd within the 80km/h area?</p>	<p>Journey times - The total length of this section of Kerikeri Road is 2.3km. Assuming that the full speed limit is driven for the entire distance, the journey times are as follows:</p> <ul style="list-style-type: none"> At 50kph 2min 46sec At 60kph 2min 18sec At 80kph 1min 44sec <p>The Mean Operating speed (average speed driven) is 67kph, which equates to an average journey time of 2min 04 sec. The difference in average journey time for either 50kph or 60kph speed limit is measured in seconds and considered insignificant.</p> <p>If a 50kph speed limit were extended to this part of Kerikeri Road, it would need to encompass the entire area from SH10 to Greenway Drive to meet legal distance standards (speed limit standards would not allow this section to be split into a 50kph and 60kph zone).</p> <p>It is recognised that this section of Kerikeri Road is busy and has numerous retail businesses located on it, including the Packhouse Markets. A 50kph speed limit is therefore considered appropriate.</p>	50



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	50	50	Speed limits on Kerikeri Road should not change.	The speed limit is not proposed to change. Speed limit is appropriate.	50
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30	Speed limits on Kerikeri Road should not change. Should be completely car free between New World and Hobson Avenue.	The speed limit is not proposed to change. Speed limit is appropriate. Creating car-free zones is beyond the scope of the speed limit review.	30
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	50	Speed limits on Kerikeri Road should not change.	The speed limit is not proposed to change. Speed limit is appropriate.	50
Kerikeri Road from Heritage Bypass roundabout to end	50	40	One submitter stated that the town has way too high limits on speed for road safety. Another submitter stated that the proposed limits go far too far - and impact roads that aren't even listed as "High Benefit". Speed limits on Kerikeri Road should not change.	The road environment changes at the round-a-bout into a narrower carriageway and residential land use. Kerikeri Road is not an arterial route at this point. 40kph is consistent with other similar urban roads.	40



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Inlet Road from Cobham Rd to 300m past Houltys Way	50/80	50	<p>Several submitters supported a 50kph speed limit. In most cases, submitters stated that the current speed limit is too fast and makes accessing subdivision developments, for example, Inlet Estate, difficult and dangerous. One submitter highlighted that cars are already speeding by the time they go over Cobham bridge, extending the 50km zone may mean they keep to the speed limit for longer rather than speeding up going around the corners making the intersection dangerous with the increased development.</p> <p>Some submitters noted that they have witnessed many near misses along this stretch of Kerikeri Inlet Road.</p> <p>One submitter felt that the current speed limit down Kerikeri Inlet Road is entirely safe.</p>	<p>There is significant support by local residents to extend the 50kph speed limit as proposed. Over time, residential land use has increased along this section of Kerikeri Inlet Road.</p> <p>Speed limit appropriate.</p>	50



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60	<p>Some submitters opposed a 60kph speed limit, stating that the current speed limits down Kerikeri Inlet Road are entirely safe. The submitter stated that just because one cannot travel at the current speed limit in some places, is no reason to lower the speed limit. Another submitter stated that the proposed limits go far too far - and impact roads that aren't even listed as "High Benefit".</p> <p>Another submitter stated that it would be more appropriate to widen the road to allow traffic to safely pass the many cyclists using that narrow road. Dangerous manoeuvres are made because there is nowhere to safely pass slow traffic (cars towing boats etc) for the whole length of Inlet Rd. That is what causes frustration. The 2 one-way bridges are too narrow and are no longer suitable for the increased traffic to the new public boat ramp, and for larger vehicles.</p> <p>One submitter suggested a 70kph speed limit.</p> <p>Several submitters supported a 60kph speed limit. In most cases, submitters stated that the current speed limit is too fast and makes accessing subdivision developments difficult and dangerous. Submitters noted that this area has seen significant residential development over the recent past, so there is considerably more traffic pulling out onto and off inlet road, as well as pedestrian traffic. It makes sense that this stretch of road has its speed limit reduced.</p>	Over time, residential land use has increased along this section of Kerikeri Inlet Road and a speed limit that is more appropriate for a rural residential zone is appropriate. There is no current budget or plan in place to widen the road (refer Section 4.2). Even if the road were to be widened, the density of residential development would lead to a 60kph speed limit. Speed limit appropriate.	60



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kerikeri Inlet Road from 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd) to Edmonds Road.	100	80	One submitter opposed the speed limit reduction; stating that the current speed limits down Kerikeri Inlet Road are entirely safe. The submitter stated that just because one cannot travel at 100kph in some places, is no reason to lower the speed limit to 80kph. Other submitters supported a lower speed limit, with one submitter noting that Inlet Road, near the corner of Reinga Rd / Heron Hill is the site of numerous accidents, I therefore wonder if changing the speed for the whole inlet road is needed?	There is a distinct change in the road environment near the one lane bridge (313 Kerikeri Inlet Road) from a rural residential area to a more rural, low-density area. An 80kph speed limit reflects this change in the road environment.	80
Kerikeri Inlet Road from Edmonds Road.to end	100	80	Refer Section 3.4.6 (Submitter John Loggie)	The road environment changes significantly at Edmonds Road to a narrow, unsealed road. A lower speed limit is therefore appropriate. Refer Section 3.4.6	40
Kilountain Place	50	40	No feedback received	Proposed speed limit appropriate	40
King Street	50	40	No feedback received	Proposed speed limit appropriate	40
Kings Road	50	40	No feedback received	Proposed speed limit appropriate	40
Kingfisher Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Kotare Heights	50	40	No feedback received	Proposed speed limit appropriate	40
Kotuku Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kowhai Crescent (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Kurapari Road	100	60	No feedback received	Proposed speed limit appropriate	60
Lanark Road (School Zone)	50	30	One submitter supported reducing speed limits around the town centres and schools. Refer Section 5.	Refer Section 5	30



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Landing Road (Kerikeri)	50	40	Submitters opposing a 40kph speed limit stated that it is perfectly safe to drive on the road at 50kph. The main issue is that not many people obey the current speed limit and there needs to be better enforcement. Some submitters felt that reducing the speed limit would not achieve anything. Some submitters suggested the creation of speed bumps or other infrastructure to lower speeds on the road. Two submitters stated that parts of Landing Road meet the criteria for a Category 1 school and should be 30kph, with a 20kph speed limit on the bridge.	A 40kph speed limit is consistent with other similar urban residential roads. The school is located on Riverview Road, and a 30kph school speed zone is being implemented on both Riverview Road and Kendall Road.	40
Leacock Road	100	60	No feedback received	Proposed speed limit appropriate	60
Lewer Street	100	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Limelight Lane	50	40	No feedback received	Proposed speed limit appropriate	40



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Lyon Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Lyon Street is located in Opuia and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Macmurray Road	50	40	No feedback received	Proposed speed limit appropriate	40
Mahinepua Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mako Lane (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Maraenui Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Marsden Place (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Martha Clarke Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Martin Road	100	60	No feedback received	Proposed speed limit appropriate	60
Masonic Lane	30	30	No feedback received	Proposed speed limit appropriate	30
Matangirau School Road	100	40	No feedback received	Proposed speed limit appropriate	40
Matau Place	50	40	No feedback received	Proposed speed limit appropriate	40
Matauri Bay Road	100	80	One submitter opposed the proposed speed limit stating that most of the road can easily support the current speed limits and driver education should be focused on.	.80kph is consistent with other similar sealed roads.	80



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	100	60	No feedback received.	Although no specific feedback was received, an additional assessment by a Road safety Engineer was undertaken. As part of that assessment, the Road safety engineer noted that they struggled to reach speeds beyond 40kph due to the road's winding nature. A speed limit of 40kph through this section of road would be appropriate and consistent with the end of this road which is proposed at 40pkh.	60
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	100	40	No feedback received	Proposed speed limit appropriate	40
Matauri Link Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mawson Avenue	50	40	No feedback received	Proposed speed limit appropriate	40
Mccaughan Road	100	60	No feedback received	Proposed speed limit appropriate	60
McDonalds Road (Oromahoe)	100	60	No feedback received	Proposed speed limit appropriate	60
Mcgee Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mcintyres Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mckenzie Road (Purerua)	100	60	No feedback received	Proposed speed limit appropriate	60



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Mckenzie Road (Whangaroa)	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lower Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Mill Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Mission Road (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Mooring Close	50	40	No feedback received	Proposed speed limit appropriate	40
Nautical Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Ngahuhu Road	100	60	No feedback received	Proposed speed limit appropriate	60
Norfolk Place	50	40	No feedback received	Proposed speed limit appropriate	40
Oakridge Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Ohakiri Way	100	60	No feedback received	Proposed speed limit appropriate	60
Oihi Road	100	60	One submitter in support stated that the proposed speeds will be safer and indicate a reasonable and safe speed expectation to drivers. Too often, drivers will see a 100 kph limit and think it's a target to meet or exceed. We can send a safer message without significant impact on safe travel times.	Proposed speed limit appropriate	60



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Okura Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Old Church Rd Service Lane	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Old Church Road (Whangaroa)	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lewer Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Old Hospital Road	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lower Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30
Opito Bay Road to 407 Opito Bay Rd	100	80	Refer section 6	Refer section 6	60
Opito Bay Road from 407 Opito Bay Rd to end	100	40	Refer section 6	Refer section 6	40
Orangewood Road	100	60	No feedback received	Proposed speed limit appropriate	60
Orchard Road (Haruru Falls)	50	40	No feedback received	Proposed speed limit appropriate	40



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Orchard Road (Kapiro)	100	80	<p>Submitters sought a lower 60kph speed limit on Orchard Road. Submitters highlighted that Orchard Road is very busy with traffic and pedestrians that work the orchards. The Seeka site office is located on Orchard Rd which services orchards for the entire Kerikeri area. This regional office includes employee offices, lunch etc. facilities and machinery laydown/storage/base. There is a significant volume of employee cars and orchard service and maintenance machinery accessing the site office.</p> <p>The length of Orchard Road is utilized as a common walking route for Orchard Road residents the wider Stanners Road community (frequently including horses).</p> <p>Orchard Road has limited shoulders and no centre markings.</p> <p>Submitters also noted that Orchard Road is a lower quality road than other surrounding 80kph roads.</p>	Orchard Road is a narrow, short road that has no center line markings. The road is significantly lower in quality than the adjoining Stanners Road. The Technical Report notes that the carriageway on Orchard Road supports a 60kph speed limit. However, the recommended speed limit did not take account of the higher pedestrian and other use of the Road.	60
Oripiro Road	50	40	No feedback received	Proposed speed limit appropriate	40
Oromahoe Road	100	60	I think the speed limit reductions should only apply where it is clear the current limit is unsafe – eg. Oromahoe Rd	Submitter supports proposed speed limit. Proposed speed limit appropriate	60



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Osbourne Road	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph.	30
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Ota Point Road from 100m before 103 Ota Point Rd to end	100	40	No feedback received	Proposed speed limit appropriate	40
Otaha Road	100	60	Submitter supports the proposed speed limit noting that the road surface and width is not great for unskilled drivers. Submitters also noted that a lower the speed limit is a great idea for road safety however who is going to enforce the speed limit?	Submitter supports proposed speed limit. Proposed speed limit appropriate	60
Pa Road	50	40	No feedback received	Proposed speed limit appropriate	40
Paretu Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Pathways Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Peacock Garden Drive	50	40	No feedback received	Proposed speed limit appropriate	40



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Penney Street (Opua)	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph.	30
Pickmere Lane	50	40	One submitter opposed the proposed speed limit, stating that 50kph is an acceptable speed for all our local roads	40kph is consistent with other urban roads in Kerikeri and national guidance.	40
Pinehill Road	100	60	No feedback received	Proposed speed limit appropriate	60
Point Veronica Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Point Veronica Drive Extension	50	40	No feedback received	Proposed speed limit appropriate	40
Porters Access Road	100	40	No feedback received	Proposed speed limit appropriate	40
Porters Access Road Extension	100	40	No feedback received	Proposed speed limit appropriate	40
Pounamu Place	50	40	No feedback received	Proposed speed limit appropriate	40
Puketiro Place	50	40	No feedback received	Proposed speed limit appropriate	40



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Purerua Road from Kapiro Road to 110m before Te Tii Rd	100	80	<p>Submitters support the speed reductions in general but expressed concern about the 80kph on Purerua Road. The submitter stated that 80kph is insufficient to protect endangered kiwi at night. Many kiwi are killed in this protected area on the road and they are difficult to see at night. Submitters suggested:</p> <ul style="list-style-type: none"> • A variable speed limit of 80kph/daylight, 60kph darkness, or • General speed limit of 60kph • Rumble strips across the road next to warning illuminated signs approx. every 500m or especially at special areas. • Widening the mowing width of berms along the roads to improve visibility of approaching kiwi (this would actually also improve safety of pedestrians). 	<p>The Setting of Speed Limit Rule 2022 and Land Transport Act 1998 does not allow for a speed limit to be set solely for the protection of a bird species, although that can be an outcome of a speed reduction. A day/night variable speed limit is not provided for in the Setting of Speed Limits Rule 2022. This speed limit review does extend to non-speed related infrastructure. Rumble strips, Kiwi warning signage and mowing strips are beyond the immediate scope of the Speed Limit review but can be recommended as a consideration for Council. These solutions can also be pursued through the FNDC Annual planning process. Considering all the matters that are required, an 80kph speed limit on this section of Purerua Road is appropriate.</p>	80
Purerua Road from 110m before Te Tii Rd to end	100	60	<p>One submitter noted that the proposed speeds will be safer and indicate a reasonable and safe speed expectation to drivers. Too often, drivers will see a 100kph limit and think it's a target to meet or exceed. We can send a safer message without significant impact on safe travel times.</p>	<p>Submitter supports proposed speed limit. Proposed speed limit appropriate.</p>	60
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	Variable 30	Refer section 5	Refer Section 5	Variable 30
Quinces Landing	100	40	No feedback received	Proposed speed limit appropriate	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Rainbow Falls Road	50	40	Submitter noted that Rainbow Falls Road is a very busy pedestrian area. Rainbow Falls Road can be very busy, particularly in holiday periods with increased visitor numbers to Rainbow Falls and people staying at the NZ Motor Caravan Association Park. The expansion of Quail Ridge will also increase the volume of traffic at the Rainbow Falls-Waipapa Road intersection.	40kph is consistent with other urban roads in small communities. The submitter supports proposed speed limit. Proposed speed limit appropriate	40
Rangihoua Road	100	60	One submitter noted that the proposed speeds will be safer and indicate a reasonable and safe speed expectation to drivers. Too often, drivers will see a 100kph limit and think it's a target to meet or exceed. We can send a safer message without significant impact on safe travel times.	Submitter supports proposed speed limit. Proposed speed limit appropriate.	60



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	100	80	<p>Submitters support the speed reductions in general but expressed concern about the 80kph on Purerua Road. The submitter stated that 80kph is insufficient to protect endangered kiwi at night. Many kiwi are killed in this protected area on the road and they are difficult to see at night. Submitters suggested:</p> <ul style="list-style-type: none"> • A variable speed limit of 80kph/daylight, 60kph darkness, or • General speed limit of 60kph • Rumble strips across the road next to warning illuminated signs approx. every 500m or especially at special areas. <p>Widening the mowing width of berms along the roads to improve visibility of approaching kiwi (this would actually also improve safety of pedestrians. Another submitter stated that, while the roads are sealed, there are many tight corners and an ever-increasing residential population. The road is used by many people to walk or ride bikes and most importantly to the locals who live out here, the kiwis need to be protected. It is an area of great kiwi significance with a well-protected burgeoning kiwi population. Much of the traffic that uses this road, do so to access the boat ramps which means we have vehicles towing boats trying to do the allowed 100kph which is dangerous. I support dropping the speed limits as proposed but would prefer a further reduction to 60kph.</p>	<p>The Setting of Speed Limit Rule 2022 and Land Transport Act 1998 does not allow for a speed limit to be set solely for the protection of a bird species, although that can be an outcome of a speed reduction. A day/night variable speed limit is not provided for in the Setting of Speed Limits Rule 2022. This speed limit review does extend to non-speed related infrastructure. Rumble strips, Kiwi warning signage and mowing strips are beyond the immediate scope of the Speed Limit review but can be recommended as a consideration for Council. These solutions can also be pursued through the FNDC Annual planning process. An assessment of this section of Rangitane Road indicates that its winding nature and narrow carriageway supports a 60kph speed limit. The assessed safe and appropriate speed limit is also 60kph. The Mean Operating speed of this section of road is currently 49kph.</p>	60



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	100	60	Submitters generally supported the lower speed limit, although some sought a lower 50kph or 40kph speed limit. One submitter also suggested raised crossings at the school bus stop. One submitter highlighted the tight corners and the importance of protecting the Kiwi population. A submitter also stated that much of the traffic that uses this road, do so to access the boat ramps which means we have vehicles towing boats trying to do the allowed 100kph.	Submitters are generally supportive of a 60kph speed limit. 60kph is consistent with other similar adjacent roads. The assessed Safe and Appropriate speed is 60kph. Proposed speed limit appropriate.	60
Rangitane Loop Road	50	40	Submitters supported a lower speed limit on Rangitane Loop Road, with one submitter suggesting the 40kph speed limit begin at 226 Rangitane Road as is a corner with poor visibility and there is a school bus stop at 1 Rangitane loop Road. One submitter suggested a raised crossing at the school bus stops would be a good starting point.	The 40kph speed limit threshold coincides with the current 100kph/50kph boundary. The slower 60kph speed limit on the approach is expected to lead to better compliance and slower speeds on the approach to Rangitane Loop Road.	40
Ranui Avenue	50	40	One submitter questioned the need to lower the speed limit when there has been no fatality.	A 40kph speed limit in urban areas is intended to provide a safe environment for all road users.	40
Rarere Terrace	50	40	No feedback received	Proposed speed limit appropriate	40
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	80	Refer section 6	Refer section 6	80
Redcliffs Road from Rangitane Rd to end	100	60	Refer section 6	Refer section 6	60
Reinga Road	50	40	No feedback received	Proposed speed limit appropriate	40
Retreat Road	100	60	No feedback received	Proposed speed limit appropriate	60



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Richardson Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Richardson Street is located in Opua and is part of a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Riddell Road	50	40	No feedback received	Proposed speed limit appropriate	40
Rigden Road	100	60	No feedback received	Proposed speed limit appropriate	60
River Drive Road	100	60	One submitter was concerned that this road may not be included in the review, and that it should be less than 80kph.	Submitter supports a slower speed limit. Proposed speed limit appropriate.	60
Riverbank Drive - Through Road	50	40	No feedback received	Proposed speed limit appropriate	40
Riverglen Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Riverstone Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Riverview Road from Landing Rd to 20 Riverview Rd	50	40	Submitters stated that this is a very busy pedestrian area and many roads/streets have no footpaths. Another submitter stated that the entire road should be a School Zone. Landing Road, Riverview Road and probably Kendall Road meet the speed limit criteria for category 1 school zone (schools where students walk along or cross the road to access the school). The school zone speed limit of 30kph therefore applies. A safer crossing point is essential. Refer Section 5	It is appropriate that the full length of Riverview Road is included within the Category 1 School Zone. Refer Section 5.	30



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Riverview Road from 20 Riverview Rd to 45 Riverview Rd (School Zone)	50	30	Refer Section 5	Refer Section 5	30
Riverview Road from 45 Riverview Rd to end	50	40	Submitters stated that this is a very busy pedestrian area and many roads/streets have no footpaths. Another submitter stated that the entire road should be a School Zone. Landing Road, Riverview Road and probably Kendall Road meet the speed limit criteria for category 1 school zone (schools where students walk along or cross the road to access the school). The school zone speed limit of 30kph therefore applies. A safer crossing point is essential. Refer Section 5	It is appropriate that the full length of Riverview Road is included within the Category 1 School Zone. Refer Section 5.	30
Riwhi Way	50	30	No feedback received	Proposed speed limit appropriate	30
Rosella Road	50	40	No feedback received	Proposed speed limit appropriate	40
Rowsell Lane	100	40	No feedback received	Proposed speed limit appropriate	40
Ruato Road	50	30	There was consistent feedback supporting a 30kph speed limit. One submitter stated that 30kph is a good safe speed limit for Whangaroa township as many locals and visitors often walk from Lower Road Motel to and from the village centre and Marina and Game fish Club. This can be very congested and busy with car parking and people walking in a confined space so 30kph would be preferable as it is a shared space. One submitter stated that 30kph was too slow for modern cars and would be ignored. This submitter suggested 40kph as responsible drivers drive to the road conditions anyway.	Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians.	30



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Sammaree Place	50	40	No feedback received	Proposed speed limit appropriate	40
School Road from Marsden Road to Joyces Rd	50	30	Refer section 5	Refer section 5	30
School Road from Joyces Rd to end	50	40	No feedback received	Proposed speed limit appropriate	40
Scoresby Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Scoresby Street is located in Opua and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30
Seaview Heights Road	50	30	No feedback received	Proposed speed limit appropriate	30
Selwyn Place (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Selwyn Road (Paihia)	50	30	No feedback received	Proposed speed limit appropriate	30
Selwyn Road Service Lane	50	20	No feedback received	Proposed speed limit appropriate	20
Shepherd Road (Kerikeri)	50	40	One submitter highlighted that Kerikeri now has several speed limit zones. This may cause confusion for drivers. The submitter stated that a 40kph speed limit does not provide a significant safety benefit, so 50kph should be retained.	40kph is consistent for most urban roads and is consistent with national guidance. A lower 40kph speed limit provides safety benefits for cyclists and pedestrians who utilise the road environment in the urban setting.	40
Silkwood Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Sir George Back Street	50	30	One submitter stated that these limits are excessively low. Another submitter supported the speed limit noting the lack of footpaths, topography and that the roads are steep, short and windy with limited visibility. Other submitters noted the presence of cyclists, general pedestrians, school children and tourists.	Sir George Back Street is located in Opua and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous.	30



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Skippers Close (Watea)	50	40	No feedback received	Proposed speed limit appropriate	40
Skudders Beach Road	50	40	No feedback received	Proposed speed limit appropriate	40
Smeath Road (Hupara)	100	60	No feedback received	Proposed speed limit appropriate	60
Smith Camp Road	80	30	No feedback received	Proposed speed limit appropriate	30
St Andrews Place	50	40	No feedback received	Proposed speed limit appropriate	40
Stella Drive (East)	50	40	No feedback received	Proposed speed limit appropriate	40
Stella Drive (West)	50	40	No feedback received	Proposed speed limit appropriate	40
Somerville Road	100	60	No feedback received	Proposed speed limit appropriate	60
Spinnaker Point	50	40	No feedback received	Proposed speed limit appropriate	40
Spoonbill Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Stanners Road from SH10 to end of seal	100	80	No feedback received	Proposed speed limit appropriate	80
Stanners Road from end of seal to end	100	60	No feedback received	Proposed speed limit appropriate	60
Sullivans Road	50	30	No feedback received	Proposed speed limit appropriate	30
Tahuna Road (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Takou Bay Road from SH10 to Otaha Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Takou Bay Road Otaha Rd to end	100	60	No feedback received	Proposed speed limit appropriate	60
Tanikaha Lane	100	80	No feedback received	Proposed speed limit appropriate	80
Taraire Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tareha Place	50	40	No feedback received	Proposed speed limit appropriate	40
Tarutaru Lane (School Zone)	50	30	Refer section 5	Refer section 5	30
Tasman Place	50	40	No feedback received	Proposed speed limit appropriate	40
Tau Henare Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Taumata Close	50	40	No feedback received	Proposed speed limit appropriate	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	40	One submitter expressed concern about the different speed limits along Tauranga Bay Road.	The 40kph speed limit coincides with a distinctive change in the road environment to an urban coast environment where there is a higher number of pedestrians.	40
Tauranga Bay Beach Road from 20m before campground to end	50	30	One submitter expressed concern about the different speed limits along Tauranga Bay Road.	The 30kph speed limit is located within the shared space area that incorporates car parking and reserve areas.	30
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60	One submitter expressed concern about the different speed limits along Tauranga Bay Road.	Tauranga Bay Road is accessed off Wainui Road. The intersection marks the start of the tortuous section of Wainui Road (between Tauranga Bay Road and Matauri Bay) where it is recommended that the speed limit be 60kph. Tauranga Bay Road, although sealed, is narrower than Wainui Road. To maintain consistency with Wainui Road, a 60kph speed limit is appropriate. The Safe and Appropriate speed for this road is 60kph.	60
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	40	The gravel part at the end of Tauranga Bay Road should be 30kph, since it is frequented by children throughout the summer.	This section of Tauranga Bay Road is narrow and unsealed. It provides a no exit access to residential dwellings but does not provide beach access. 40kph is consistent with narrower unsealed roads.	40
Te Haumi Drive	50	40	One submitter stated that the speed limit needs to be slower as children live here. The street too wide and inviting for speeding, a speed bump would be best	Consistent with similar urban roads and streets. Proposed speed limit appropriate.	40
Te Kahu Street	50	40	No feedback received	Proposed speed limit appropriate	40
Te Karuwha Parade from SH11 to Bridge	50	40	No feedback received	Proposed speed limit appropriate	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30	No feedback received	Proposed speed limit appropriate	30
Te Karuwha Parade	50	30	No feedback received	Proposed speed limit appropriate	30
Te Kemara Avenue	50	40	No feedback received	Proposed speed limit appropriate	40
Te Kowhai Point Road	100	60	No feedback received	Proposed speed limit appropriate	60
Te Ra Road	100	60	No feedback received	Proposed speed limit appropriate	60
Te Tapui Road	100	40	No feedback received	Proposed speed limit appropriate	40
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60	One submitter noted that loose gravel road and speed limit is 100km all the way to the village. If it wasn't for the bus company to drop and pick up our tamariki from down at the village our tamariki (From all three schools) would have to walk to and from the Bay Academy school. There is no safe footpath or track for our tamariki or elderly.	Consistent with proposed speed limits on similar unsealed roads. It should be noted that a Variable School speed Zone has been applied near Bay Academy School.	60
Te Tii Road from Te Tii Rd Extension to end	100	40	No feedback received	Proposed speed limit appropriate	40
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60/30	Refer section 5	Refer Section 5	Variable 30
Te Tii Road Extension	100	40	No feedback received	Proposed speed limit appropriate	40
Tepene Tablelands Road	100	60	No feedback received	Proposed speed limit appropriate	60
The Anchorage	50	40	No feedback received	Proposed speed limit appropriate	40
The Anchorage East	50	40	No feedback received	Proposed speed limit appropriate	40
The Lookout	50	40	No feedback received	Proposed speed limit appropriate	40
The Ridge	50	40	One submitter stated that this road is fine at 50kph. One submitter stated that no evidence has been given to justify a lower speed limit. Another submitter suggested that the condition of the roads mean that lower speed limits are necessary.	A full Technical Report, providing background information and evidence was produced to support this speed limit review. The Technical Report was made available on Council's website and was referred to in the Statement of Proposal.	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Thompsons Access	100	60	No feedback received	Proposed speed limit appropriate	60
Tikorangi Road	100	40	No feedback received	Proposed speed limit appropriate	40
Tohitapu Road	50	40	No feedback received	Proposed speed limit appropriate	40
Totara Place (Kerikeri)	50	40	No feedback received	Proposed speed limit appropriate	40
Tuatahi Place	50	40	No feedback received	Proposed speed limit appropriate	40
Tui Place (Kerikeri)	50	40	No specific feedback received Refer Section 5	A 30kph speed limit on Tui Place (a short no exit road located off Kendall Road) is a consequential amendment arising from Kendall Road forming part of the Riverview School Zone. Refer Section 5	30
Tui Glen Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tui Grove (Paihia)	50	40	No feedback received	Proposed speed limit appropriate	40
Urutawa Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Veronica Street	50	30	No feedback received	Proposed speed limit appropriate	30
Waikoura Road	100	60	One submitter stated that the road needs to be fixed instead of dropping the speed limit. A lower speed limit would lead to more poor driver behaviour due to frustration.	Consistent with proposed speed limits on other similar unsealed roads. Proposed Speed limit appropriate.	60
Waimangaro Road	100	60	No feedback received	Proposed speed limit appropriate	60



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60	Several submitters opposed 60kph, stating that the road can easily support the current 100kph speed limits and that the focus should be on driver education and improving the road quality. One submitter noted that there are many bends and dangerous curves on the road and speed limits are too high. This is evidenced by the number of crashed cars we see on our regular trips north to Tauranga Bay.	A 60kph speed limit is appropriate from Matauri Bay to Tauranga Bay Road, primarily due to the tortuous nature of the road. Speeds higher than 60kph can only be safely achieved on very short sections of this road. The exception is through Te Ngaere Bay where there is a small coastal settlement and residents access the beach by crossing the road.	60
Wainui Road from 50kph boundary SE of One Lane Bridge at Te Ngaere Bay to current 50kph/100kph boundary	50	60	The road all the way in front of the reserve from each corner of the beach should be lower speed limit but will not be adhered to unless some form of speed bumps may make this safer for beach goers.	Te Ngaere Bay was proposed as 60kph (in error). The current speed limit is 50kph. There is an Urupa and a Marae at the southeast end of Te Ngaere Bay. The area is a typical Northland coastal settlement where beach access requires crossing the road from the houses and is a stopping place. A 30kph speed limit reflects the beach access across the road, location of the marae and urupa is appropriate. Consistent with Rihi Way.	30



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Wainui Road from Tauranga Bay Rd to Whangaroa	100	80	Some submitters noted that there are many bends and dangerous curves on the road and speed limits are too high. This is evidenced by the number of crashed cars we see on our regular trips north to Tauranga Bay. Other submitters who supported a lower speed limit stated that drivers cut the corner all the time at the beginning of Wainui Road (Whangaroa Road intersection end) and scream up the hill further on, making it extremely dangerous for us trying to get out of our driveways. One submitter requested a speed limit of 50kph from Whangaroa Road to Ota Point Road.	The part of Wainui road from Tauranga Bay Road to Whangaroa has a distinctly different road environment from the section between Tauranga Bay Road and Matauri Bay. The road is significantly less tortuous and an 80kph speed limit is consistent with other similar sealed roads. A 50kph speed limit from Whangaroa Road to Ota Point Road would not be consistent with the rural road environment.	80
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60/30	Refer Section 5	Refer Section 5	Variable 30
Wainui Valley Road	100	60	One submitter stated that the speed limit doesn't need to be dropped and should be fixed instead as a lower speed limit will lead to poor driver behaviour through frustration.	Consistent with proposed speed limits on similar unsealed roads.	60
Waipapa Road from SH10 for a distance of 90m	70	60	Refer section 6	Refer section 6	60
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	80	60	Refer section 6	Refer section 6	60
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	60 / 30	Refer section 5	Refer section 5	Variable 30
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	60	Refer section 6	Refer section 6	60
Waipapa Road from 20m west of Edkins Rd to end	50	40	Refer section 6	Refer section 6	40
Waipapa Landing Place	50	40	No feedback received	Proposed speed limit appropriate	40
Waipapa Road from SH10 to 50m before Landing Rd	80	60	Refer section 6	Refer section 6	60
Waipapa Road 50m before Landing Rd to Roundabout	50	40	Refer section 6	Refer section 6	40



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Waipapa/Landing Road Rab	50	40	No feedback received	Proposed speed limit appropriate	40
Wairangi Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waitapu Creek Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waitotara Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Wakelin Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waterview Place	50	40	No feedback received	Proposed speed limit appropriate	40
Wendywood Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Wentworth Terrace	50	40	No feedback received	Proposed speed limit appropriate	40
Whangae Road	100	60	No feedback received	Proposed speed limit appropriate	60
Whangaroa Road from SH10 to Wainui Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Whangaroa Road from Wainui Rd to 75m west of Kent St	100	60	One submitter opposed lower speed limits stating that the current speed limits can easily be supported, and effort should be focussed on driver education and improving the roads. Another submitter stated that if the speed limit is too slow, people will ignore it. This submitter suggested a 40kph speed limit from Wainui Road intersection to the Ratcliffe Bay Boat Ramp, and all side streets. Overall submitters supported a slower speed limit, with one submitter noting that Moana Fisheries staff put out 30kph signs when working as they have to cross this road which is presently 100kph. Other submitters requested that the speed limit be 50kph from Wainui road intersection to 75m before the Boyd Gallery and then down to 30km.	Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 50kph be extended from RP4289 (approximately 50m west of Wainui Road intersection) to RP5311 (approximately 50m west of Kent Street).	50



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whangaroa Road from 75m west of Kent St to 100m south of Old Church Rd	50	40	One submitter opposed lower speed limits stating that the current speed limits can easily be supported, and effort should be focussed on driver education and improving the roads. Another submitter stated that if the speed limit is too slow, people will ignore it. This submitter suggested a 40kph speed limit from Wainui Road intersection to the Ratcliffe Bay Boat Ramp, and all side streets. Overall submitters supported a slower speed limit, with one submitter noting that Moana Fisheries staff put out 30kph signs when working as they have to cross this road which is presently 100kph. Other submitters requested that the speed limit be 50kph from Wainui road intersection to 75m before the Boyd Gallery and then down to 30km.	Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 30kph be implemented from RP5311 (approximately 50m west of Kent Street) to the end of Whangaroa Road. This provides less speed limit changes over a relatively short distance and consistency of speed limits throughout the Whangaroa community.	30
Whangaroa Road from 100m south of Old Church Rd to end	50	30	One submitter opposed lower speed limits stating that the current speed limits can easily be supported, and effort should be focussed on driver education and improving the roads. Another submitter stated that if the speed limit is too slow, people will ignore it. This submitter suggested a 40kph speed limit from Wainui Road intersection to the Ratcliffe Bay Boat Ramp, and all side streets. Overall submitters supported a slower speed limit, with one submitter noting that Moana Fisheries staff put out 30kph signs when working as they have to cross this road which is presently 100kph. Other submitters requested that the speed limit be 50kph from Wainui road intersection to 75m before the Boyd Gallery and then down to 30km.	Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 30kph be implemented from RP5311 (approximately 50m west of Kent Street) to the end of Whangaroa Road. This provides less speed limit changes over a relatively short distance and consistency of speed limits throughout the Whangaroa community.	30
Wharau Road from Quines Landing to end of seal	100	80	No feedback received	Proposed speed limit appropriate	80



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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Wharau Road unsealed section	100	60	No feedback received	Proposed speed limit appropriate	60
Wharengaere Road	100	60	No feedback received	Proposed speed limit appropriate	60
Wharf Road (Haruru Falls)	50	40	No feedback received	Proposed speed limit appropriate	40
Williams Road	50	30	No feedback received	Proposed speed limit appropriate	30
Wilson Road	50	40	No feedback received	Proposed speed limit appropriate	40
Woodley Place	50	40	No feedback received	Proposed speed limit appropriate	40
Yacht Drive (Opito Bay)	100	40	No feedback received	Proposed speed limit appropriate	40
Yorke Road	50	40	No feedback received	Proposed speed limit appropriate	40
Yorke Road (East)	50	40	No feedback received	Proposed speed limit appropriate	40



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Appendix 1: Full submission of the Automobile Association

! Submission on Far North District Council's STATEMENT OF PROPOSAL:

Speed Limits Review for Kerikeri and Bay of Islands.

From: Northland District Council of the NZ Automobile Association

INTRODUCTION

The Northland District Council of the NZ Automobile Association represents over 48,000 AA Members who live in Northland. Its goal is to help represent the mobility interests of AA members in the wider Northland area. We are guided by a combination of regular surveys of AA members, independent research, and analysis from the AA policy team.

The AA Northland District Council welcomes this opportunity to submit on the Statement of Proposal ('SOP') for proposed speed limit changes in the Bay of Islands and Kerikeri catchment area.

In this submission, we shall offer general comments on speed limit changes and then offer specific comments on some of the proposed changes.

We acknowledge the requirements and duties of RCAs as set out in the Land Transport Rule: Setting of Speed Limits 2022 ('the Speed Limit Rule 2022').

Please note that we wish to speak in support of our submission at a hearing.

1. GENERAL COMMENTS ON SPEED LIMIT CHANGES

Range of Tools

- 1.1. The review document states: "There is a need to reduce deaths and serious injuries on the road network; but also, ensure that people and goods can move around the road network efficiently. To do this we need to ensure that the speed limits on our roads are safe and appropriate for the road conditions and the purpose for which the road is used." However, lowered speed limits on their own are not going to eliminate the road toll. Speed limit changes are just one of the tools that need to be combined with a range of other actions to deliver the maximum safety benefits on our roads.
- 1.2. We support measures to lower the road toll by the adoption of safe and appropriate speeds that "ensure that people and goods can move around the road network efficiently", but these adopted speeds should be combined with engineering improvements, police enforcement and improved



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driving skills. We acknowledge that 100 kph is not a safe and appropriate speed for the majority of rural roads that are not state highways.

Targeted Speed Limit Changes

- 1.3. AA policy is that we support focusing on the highest risk roads - the top 10% - and also on engineering up where appropriate in order to maintain their function (e.g. arterial roads).
- 1.4. We acknowledge that lower speeds in general result in fewer crashes of less severity, but lower speed limits may not have a great effect on the incidence of crashes caused by inappropriate speeds for the conditions rather than exceeding speed limits, such as loss of control on bends. We note that crash reports that identify “speed as a factor” do not differentiate between excessive speed for the conditions and exceeding posted speed limits.
- 1.5. The Road to Zero Strategy notes: “Modelling suggests that just over half the target [of 40% reduction in DSIs over 12 years] could be achieved through a combination of infrastructure improvements (such as median barriers and intersection treatments), targeted speed limit changes on the highest risk parts of the network, and increased levels of enforcement (both by safety cameras and by Police officers).” We fail to understand how the proposed blanket lowering of speed limits from 50 to 40 in urban streets rated as Low Personal & Collective Risk – hardly the “highest risk parts of the network” - will reflect and significantly contribute to this strategic goal.

Drivers’ Responsibilities

- 1.6. Motorists have a responsibility to drive to the conditions, to ‘read’ the road, and to slow down and respect advisory speed signs on bends. The RCA has a responsibility to install appropriate roadside safety barriers such as w.r.b.’s or W-beam guard rails at high-risk locations. These measures won’t necessarily reduce the incidence of crashes but will reduce their severity.
- 1.7. There is a need for drivers to not grossly exceed speed limits, to avoid being distracted and to drive to the conditions. Lowering speed limits will not change reckless disregard for posted speed limits or failure to drive to the conditions. (We note that when a speed survey at Parua Bay was undertaken in response to residents’ concerns about speed, it was found that at the Community Hall – 400 metres within the 50 kph boundary – the median speed was 59.6 kph, 47.9% of drivers were more than 10 kph over the limit, and the maximum speed was 143 kph. The problem was not with the speed limit but with non-compliance and non-enforcement.) We believe that enforcement of current speed limits would, in many instances, address a community’s concerns about speeding drivers.
- 1.8. Messages need to be conveyed about the risk of driver distraction which is increasingly being recognised as an under-reported cause of many crashes.

Understanding and Acceptance

- 1.9. Any ‘new’ speed limits need to be fully and properly signposted and marked. Even though there may be a significant cost involved in installing adequate signage, it is essential from the



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motorists' perspective that they are fully informed of new speed limits as this will give the best result in terms of compliance. Two thirds of AA Members in surveys say they have recently had an experience of not knowing what the speed limit was on a stretch of road. If people are travelling on familiar roads that they have used for a long time, simply changing one sign on the side of the road may not be noticed, and this will completely undermine the intended outcome. The use of repeater signs and roundels on the road (as acknowledged in the Technical Report) will be very important for awareness and compliance.

1.10. There needs to be an education programme (i.e. publicity) to explain to the community why the changes are justified. The education program is needed to supplement the signage in order to achieve greater buy in from the motorists. Simply imposing a lower speed limit, if it is not understood and accepted by the community, will not be effective.

1.11. To summarise the general principles of our submissions on speed limit reviews: position:

- (i) Speed limits should be fair, consistent, predictable, credible and based on evidence that they are both safe and appropriate;
- (ii) Speed limits will be most effective when they make sense to most people and will get good compliance without the need for heavy enforcement
- (iii) People and communities who are affected by speed limit changes should be given ample opportunity to have a say on proposed changes to speed limits, and their views should be taken into account by the decision makers
- (iv) In general, we support 80 kph for non-State Highway sealed roads.
- (v) We support 60 kph on unsealed roads.
- (vi) We support a consistent speed limit of 50 kph through built-up areas such as the approaches to Kerikeri. We acknowledge that areas such as the Paihia and Kerikeri CBDs are special cases that warrant a 30 kph limit.
- (vii) We support standardisation of speed limits so that drivers have a reasonable expectation of what the current speed limit will be. Too many speed limit changes over short distances will result in confused motorists.
- (viii) Adequate signage, including road markings, is essential.
- (ix) With some exceptions, we do not support the blanket lowering of speed limits from 50 to 40 or 30 on urban streets with Low Personal & Collective Risks which do not feature a high number of pedestrians, cyclists, etc., especially where there are footpaths provided. Roads should be seen as being primarily for vehicle access, not as recreational areas.
- (x) We support VSLs around schools as opposed to permanent low speeds. We advocate for the retention of existing 40 VSLs around schools in urban areas. Existing 40 VSLs appear to be functioning well. These should be reviewed after 12 months in consultation with schools.
- (xi) It must be emphasised that a speed limit is not a target – motorists must always drive to the conditions. This must take precedence over attempts to 'micro-manage' speed limits by way of frequent changes as road conditions change.



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- (xii) Road maintenance and safety upgrades are as important as lowered speed limits. Lowered speed limits should not be a substitute for essential road maintenance (such as maintaining skid resistance with an appropriate re-seal programme) and safety measures.
- (xiii) It needs to be acknowledged that high risk drivers will always ignore speed limits. We advocate for greater enforcement to detect and penalise high-risk drivers. In general, 50% of fatal crashes are caused by high-risk drivers which include drivers exceeding the posted speed limit by more than 20 kph.
- (xiv) kiwiRAP data and CAS maps showing crash rates should be taken into account but it should be noted where safety upgrades which would influence historical crash rates have been made.
- (xv) There is a major disconnect between Personal Risk, Collective Risk and Infrastructure Risk. The latter is a theoretical 'desktop' consideration whereas the first two are based on actual reported data. Many roads under review have a theoretical High Infrastructure Risk but Low Personal and Collective Risks. Reported Infrastructure Risk may be considered but should not be used to determine speed limits, it is suggested.

2. FUNCTIONS AND SPEED LIMITS OF RESIDENTIAL ROADS: REVIEW OF ONRC, ONF and IFTAD, 2018.

2.1 Under the ONRC, rural and urban residential streets are variously classified as 'Secondary collectors', 'Access roads' or 'Access roads (low volume)'. These classifications appropriately describe the primary functions of residential streets which are to provide a means of vehicle access from people's homes to places of work, shops, pleasure, etc. Typical speed limits are shown as 30-50 kph, with 30 only relevant where there are a high number of active road users viz. "Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network."

2.2 The One Network Framework (ONF) now describes residential streets in the following terms:

"Local streets provide quiet and safe residential access for all ages and abilities and foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and they facilitate local community access.

"There are low levels of on-street activity and movement by people walking, cycling and driving.

"Local streets are the most common and most diverse streets in urban areas. They are generally important components of walking and cycling networks and should support these transport choices for local trips."

Note that the words in bold are included in the ONF Fact Sheet but are conveniently dropped from subsequent comments. In reality, footpaths generally provide the basis of a walking network. The level of on-street activity – high or low - has a significant role in determining a safe and appropriate speed limit.



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2.3 If there are “low levels of on-street activity” as in the description of Local Streets, it is difficult to reconcile this with the claim that “they [the streets] are generally important components of walking and cycling networks.” This is the primary role of footpaths and shared paths.

2.4 We consider that it’s the built and maintained housing environment, not the roads, that determine such factors as “Community spirit, local pride, fabric of neighbourhood”. This becomes apparent when comparing neighbourhoods in which residents take pride in their properties with those that don’t. The roads may be similar but the environments are radically different.

2.5 Under the ONF being developed by NZTA, we are told without justification that “All local streets have a safe and appropriate speed of 30 kph.” This applies to all local streets regardless of their width, footpaths, grass berm separation of footpaths from the roadway, level of pedestrian activity, etc. At the same time, the definition acknowledges a low level of walking and cycling activity. Compare this with the ONRC statement that “30 [kph is] only relevant where there are a high number of active road users.

2.6 The International Road Safety Report IRTAD 2018 cited by NZTA notes: **“Set speed limits based on the Safe System principles.** The forces a human body can tolerate and still survive must be considered when designing the road system and setting the speed limits. Working towards a Safe System, reasonable speed limits are 30 km/h in built up areas where there is a mix of vulnerable road users and motor vehicle traffic; 50 km/h in areas with intersections and high risk of side collisions;” “The default speed limit for passenger cars in urban areas in most IRTAD countries is 50 km/h. Lower speed limits are often in force in residential areas or around schools; typically 30 km/h.” We acknowledge lower speeds around schools but see no reason why the default speed of 50 kph should not apply in general to residential Access and Secondary Collector roads which have Low Personal & Collective Risk ratings based on the current speed limit of 50 kph, and have footpaths for pedestrians and child cyclists. The excessive amount of cost involved in multiple road signs with minimal safety benefits could be more effectively applied to other road safety improvements.

2.7 There are clearly inconsistencies between ONRC, ONF and IRTAD 2018. There appears to be no valid justification for the proposed blanket lowering of speed limits on residential streets from 50 kph. We DO NOT THEREFORE SUPPORT the proposed blanket lowering of speed limits on ‘Low Risk’ residential streets from 50 to 40. We acknowledge that there may be specific areas where less than 50 is appropriate.

3 SPECIFIC COMMENTS ON PROPOSED CHANGES

3.1 Sealed rural roads generally. Ref Technical Report (‘TR’) 6.2.

3.1.1 We acknowledge that 80 kph is generally a safer and more appropriate speed limit than 100 kph for sealed rural roads in the review area. We SUPPORT all the proposed changes from 100 to 80 kph as a default speed limit.



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3.1.2 We concur with the Technical Report prediction that, for these roads, “A reduction of the speed limit is expected to have significant safety outcomes,” but these will be conditional upon compliance and adequate enforcement.

3.1.3 These consistent changes will give motorists some certainty as to expected speed limits. However, we do note that some sealed roads have proposed 60 or 40 kph speed limit. With ADTs as low as 30 or 50 in some instances, and Low Personal and Collective Risks, we question the potential benefits and wonder whether this amounts to ‘micro-managing.’

3.2 Unsealed roads generally. Ref TR 6.1.

Many unsealed roads in this review area are narrow and winding. We recognise that 60 kph has been adopted elsewhere in Northland.

We SUPPORT the adoption of 60 kph as a general default speed limit for unsealed roads for consistency as well as safety.

3.3 Variable speed zones at schools (Ref.TR 5.7)

3.3.1 We SUPPORT variable speed zones around schools. The lower speeds will only be suited, and make sense to motorists, during periods of high demand by pedestrians and cyclists which will be limited to specific times of the day.

3.3.2 We note that the NZTA report on the initial VSL trials in Christchurch included: “The Christchurch trials showed variable speed limits in school zones are effective in reducing speeds, but have the support of drivers only if there are children present when they are operating.” Lower speed limits are only required for approximately 1 hour per school day, which amounts to 2.3% of the total hours per year. For 97.7% of the time, a permanent low speed would not make sense.

3.3.3 Consequently, we DO NOT SUPPORT the permanent low speeds proposed for Kerikeri Primary & High Schools (TR 5.7.3), Riverview School (TR 5.7.4) and One School Global Campus (TR 5.7.5).

3.3.4 We are also of the view that variable speed limits should, wherever possible, be accompanied by flashing electronic signs – particularly in rural settings, where travel speeds are likely to be higher – as such signage will help to ensure motorists are aware of the reduced speed limits and therefore assist with reducing vehicle speeds

3.3.5 We believe that existing 40 kph VSLs are effective and may be retained for the time being but any new urban (Category 1) school VSLs are required by the ‘Speed Limit Rule 2022’ to be set at 30



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kph. Where speeding near VSL 40 schools is currently a problem, additional enforcement or an engineering solution may be required.

3.4 Speed limits on urban streets. Various considerations.

3.4.1 As previously noted, WE DO NOT SUPPORT a blanket default speed limit of 40 kph on urban streets for a number of reasons as discussed below. Where particular road environment conditions may be present, there may be justification for speed limits less than 50 but the posted speed limit needs to reflect the environment and make sense to drivers.

3.4.2 We recognise that there are problems throughout Northland with traffic speeding on urban streets. However, we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits. In Whangarei, this has been “addressed” by the installation of 25 kph speed bumps and/or chicanes on many urban streets. The speeding motorists then migrate to other streets. Lowering the speed limit from 50 to 40 will not fix this problem of deliberate flouting of speed limits.

3.4.3 Urban streets are generally not shared spaces. Footpaths are generally available with a grass berm separating the footpath from the road. In some localities where there is no footpath and the road does tend to function as a shared space, we recognise that 30 kph may be a more appropriate speed limit.

3.4.4 Other than the generalised premise that lower speeds result in lower crash rates, there is no credible evidence presented to justify lowering speed limits from 50 to 40 on urban streets which predominantly have Low Personal/ Collective Risk ratings. These represent the crash history that RCAs must have regard to. The only justification presented is “50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance.” This even applies to those roads where “The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms” as noted in the Technical Report.

3.4.5 Of the 130 roads reviewed outside the urban area which show recorded Personal and Collective Risk ratings (TR 9, Crash Risk), 104 are shown as Low/Low risk levels. A representative sample indicated that all of these Low/Low Risk roads are proposed for speed limit reductions.

3.4.6 IRTAD 2018 quoted in the Technical Report actually states: “In urban areas, where there is a mix of motorised and non-motorised road users sharing the same space, speed limits above 50 km/h are not acceptable.” This is taken to imply that speed limits up to 50 are acceptable. The same report also notes that in the majority of member countries, the default speed through urban streets is 50 kph (Table 6).

3.4.7 The Technical Report notes: “The focus of speed management, whether it is speed limits or engineering treatments, is the reduction of serious harm and fatal crashes.” If Personal and Collective



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Risks are already Low, it is difficult to acknowledge that significant benefits other than theoretical ones, may accrue from a reduction in the speed limit.

3.4.8 Given the above, WE DO NOT SUPPORT a blanket default speed limit of 40 kph on urban streets. Where particular road environment conditions are present, we acknowledge that there may well be justification for speed limits below 50.

3.4.9 For example, in some CBDs (Paihia and Kerikeri) and small seaside settlements (Ref. TR 6.3) which are at the end of a road and have a high level of cyclist/pedestrian activity, we recognise that there is a case for 40 or 30 kph, but without enforcement, we doubt if this would have any significant effect.

3.4.10 “The following sets out the matters which Council has had regard to in setting the proposed speed limit within the review area.

- a. The function and use of the road
- b. Crash and injury risks for all road users
- c. The characteristics of the road and roadsides
- d. Adjacent land use
- e. The number of intersections and property accessways
- f. Traffic volume
- g. Any planned physical changes to the road and its infrastructure
- h. The mean operating speed for the road
- i. The principles and outcomes of any Government road safety strategy
- j. Any other matter the Agency considers appropriate.”

3.4.11 Despite the above matters as set out in the Setting of Speed Limits Rule 2022, it seems that the alleged safe speeds set out in the Speed Management Guidance 2022 (ref. Matter i above) take precedence over all other considerations. The Technical Report frequently notes: “A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance.” This is in spite of the often-used statements that: “The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms.” Any conclusions as to safe and appropriate speeds derived from consideration by RCAs of the factors set out above, and the value of subsequent public consultation and feedback, must be seen as questionable.

3.4.12 Authorities have consistently presented overstated claims and unsubstantiated and discredited graphs (including the Wramborg curves) to supposedly ‘show’ the alleged relationship between pedestrian fatality risk and speed and to justify the extent of proposed speed limit reductions. (See data in Appendix I).

3.5 High Benefit Roads.



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3.5.1 We SUPPORT PRIORITY being given to High Benefit (top 10%) roads where better speed management will have a significant impact on lowering serious injury and fatal crashes. These are listed in TR 6 as:

• Hautapu Road • Hupara Road • Oromahoe Road • Williams Road (Pahia) • Butler Road (Kerikeri) • Kurapari Road • Redcliffs Road • Te Tii Road • Otaha Road

3.5.2 It is surprising that 4 of these 9 roads are noted as having Low Personal and Collective Risks. This seems to be inconsistent with their being deemed 'High Benefit.' Notwithstanding, we SUPPORT the proposed speed limit reductions on these roads.

3.5.3 Hautapu, Redcliffs and Te Tii (part only) Roads have slightly higher Personal and Collective Risks but are addressed in the same standard way of 80 sealed and 60 unsealed. For Redcliffs Road, a factor noted is "60kph speed limit is expected to have low compliance." We SUPPORT these proposals.

3.6 Other Roads

We note that for locations such as Whangaroa, it is stated that "The proposed 30kph speed limit is intended to provide a safer environment for residents, especially pedestrians and reflects the high number of visitors to this community." The questions need to be asked "Is the current speed limit of 50 unsafe?" "What are the current operating speeds?" "Have the local residents requested a lower speed limit?"

Any 30 or 40 kph permanent speed limits must self-explain and make sense to the motorist, otherwise, compliance could be low.

We SUPPORT the proposed 30 kph speed limits in Paihia and Kerikeri CBDs, along with seaside settlements where there is a high level of pedestrian activity, particularly in summer. These meet the criteria within the ONC, with 30 kph being appropriate where there are a high number of active road users viz. "Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network."

3.7 Crash History and Locations

3.7.1 No crash history in the review area is provided so it is not feasible to propose any safety upgrades with any certainty.

3.7.2 However, it would seem that many crashes in Northland occur at bends and intersections. This could indicate that consideration should be given to additional "SLOW" signage or similar. As previously noted, safety upgrades need to be undertaken to maximise the benefits of and reduction in posted speed limits.

3.7.3 Motorists have a responsibility to drive to the conditions, to 'read' the road, and to slow down and respect advisory speed signs on bends. The RCA has a responsibility to install appropriate



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roadside safety barriers such as w.r.b.'s or W-beam guard rails on bends with a crash history. These measures won't reduce the incidence of crashes but will reduce their severity and hence DSIs.

We wish to be heard in support of our submission at a hearing.

APPENDIX I: UPDATED SPEED-FATALITY RISK CURVES (Mackie 2018)

The following is copied from "Speed/injury Risk Curves. Analysis of evidence and considerations for updated curves, Mackie 2018."

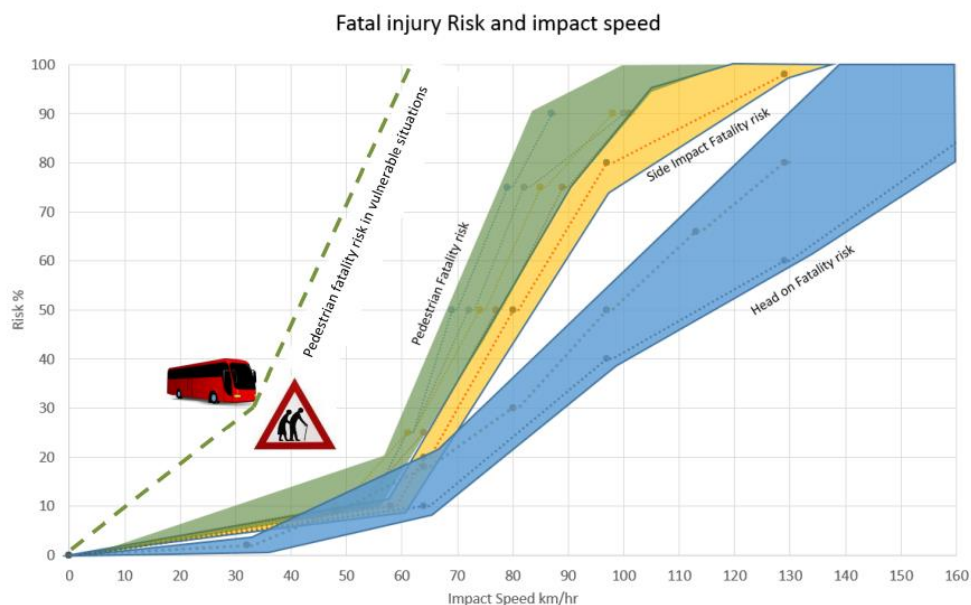
ads/2018/09/Mackie-Research-Report_Speed-vs-injury-risk.pdf

— + ↺ ↻ | Page view | A Read aloud | T Add text | Draw

Revised estimated speed/injury risk curves

These diagrams (Figures 6 and 7) are intended to summarise the known data for impact speed and risk of serious and fatal injuries. It should be noted that the true variability of circumstances possible in crash situations are not represented by the curves. For example, the pedestrian fatality risk curve does not increase sharply until impact speeds reach 60 km/h, yet in New Zealand we know that pedestrians have been killed by buses at approximately 30 km/h. For this reason a dashed line has been added to show the increased level of frailty in situations where elderly people or heavy vehicles may be involved.

Figure 6. Fatality risk and impact speed potential diagram



The above evidence shows that the fatality risk for an elderly person being hit by a bus increases significantly at speeds above 30 kph. However, for average situations, the rapid increase in fatality risk is shown to occur at speeds above about 50-55 kph.

Compare this evidence with Road to Zero claims: "our chances of survival or avoiding serious injury decrease rapidly above certain impact speeds. For a pedestrian, wheeled pedestrian, cyclist or motorcyclist hit by a car, it's around 30-40 km/h." The evidence indicates that this claim would only apply to a frail person being hit by a bus!



Appendix 2: Recommended Speed Limit Maps

Note: The Speed Limit Maps contained within this Appendix are indicative only. Once Council confirms that recommended speed limits in this Report, the attached maps (along with any amendments) will be uploaded into the National Speed Limit Register (NSLR). The NSLR contains all current legal speed limits.

Amendments to the maps in this Appendix may occur for a range of reasons. Including:

- Decisions by Council on recommended speed limits
- As a result of identifying the optimal position of new signage and the accuracy required by the Setting of Speed Limits Rule 2022,
- Any minor corrections

Maps included in this Appendix are:

Urban Maps

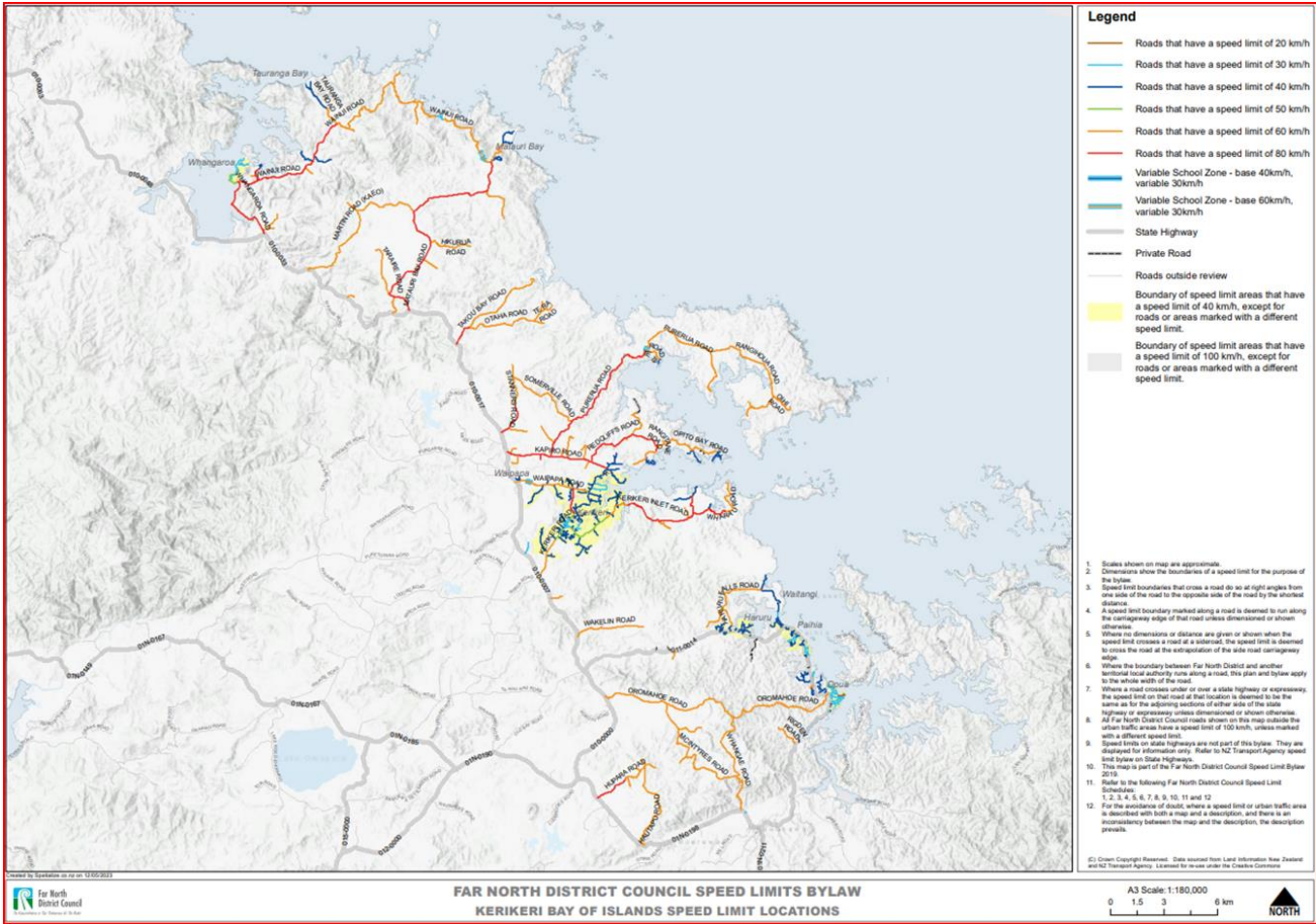
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- Kerikeri urban
- Paihia
- Opua
- Haruru
- Whangaroa

Schools

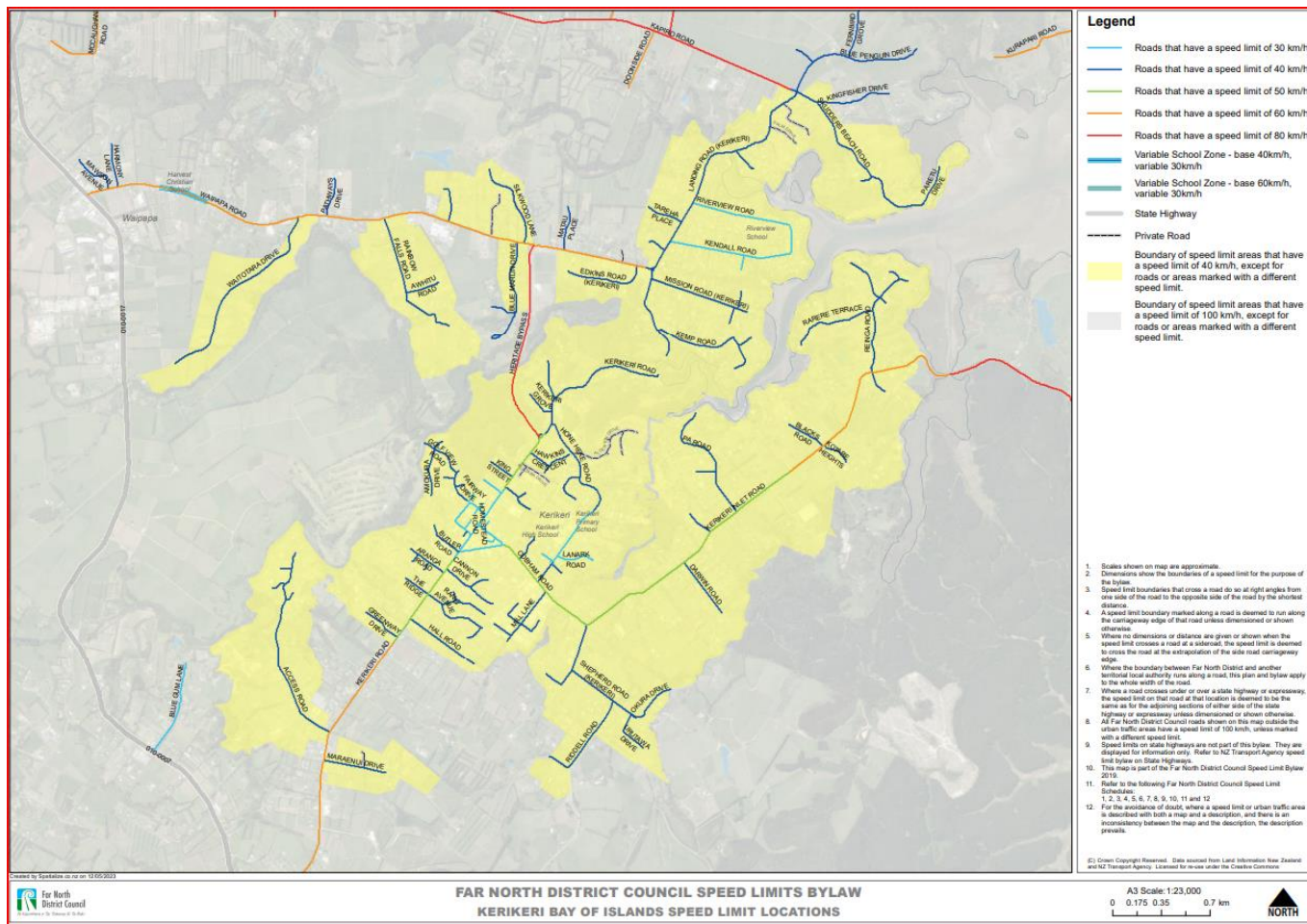
- Opua School (Franklin Road – Opua)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay)
- One School Global Campus Kerikeri (Blue Gum Lane)
- Harvest School (361 Waipapa Road)



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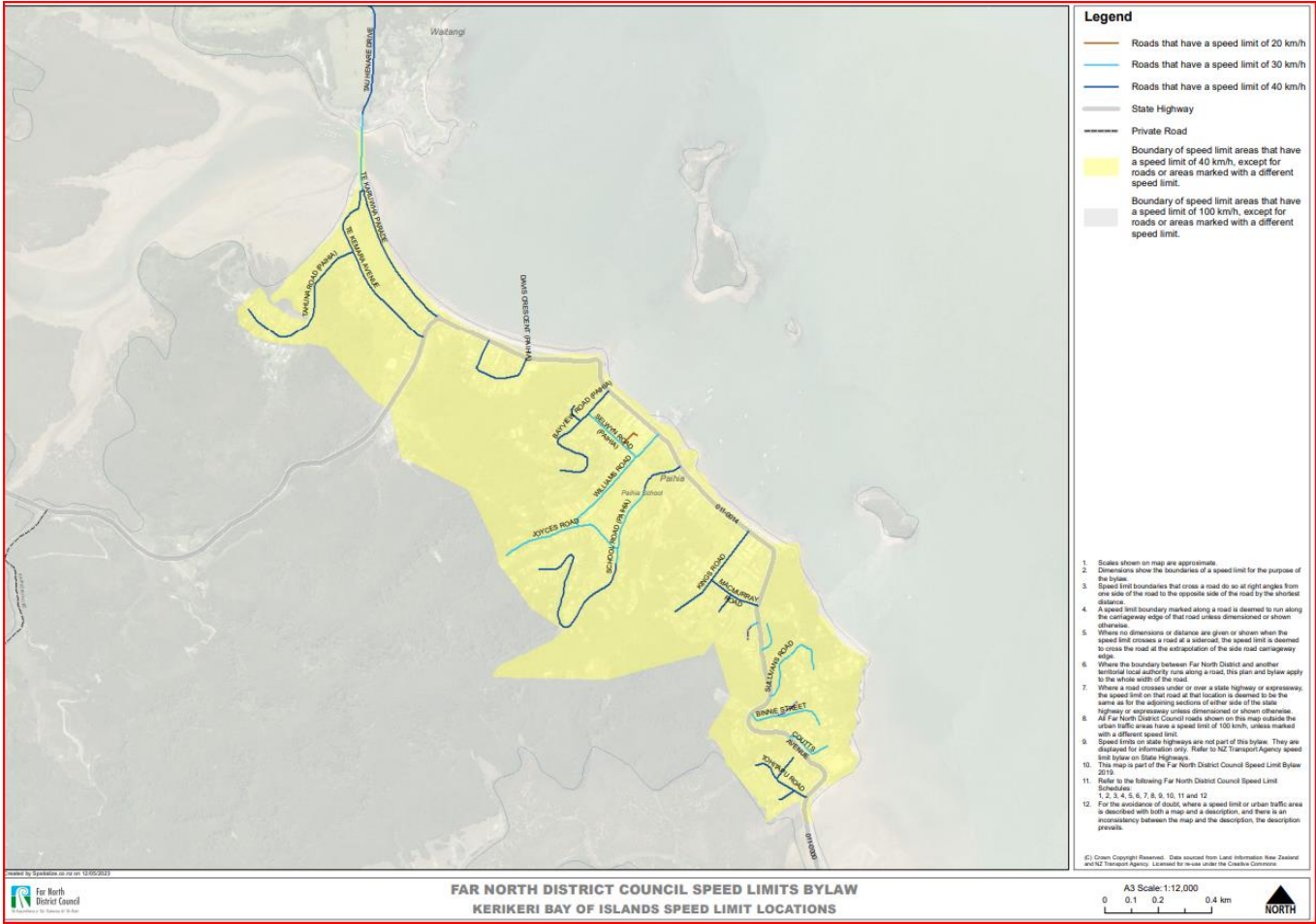


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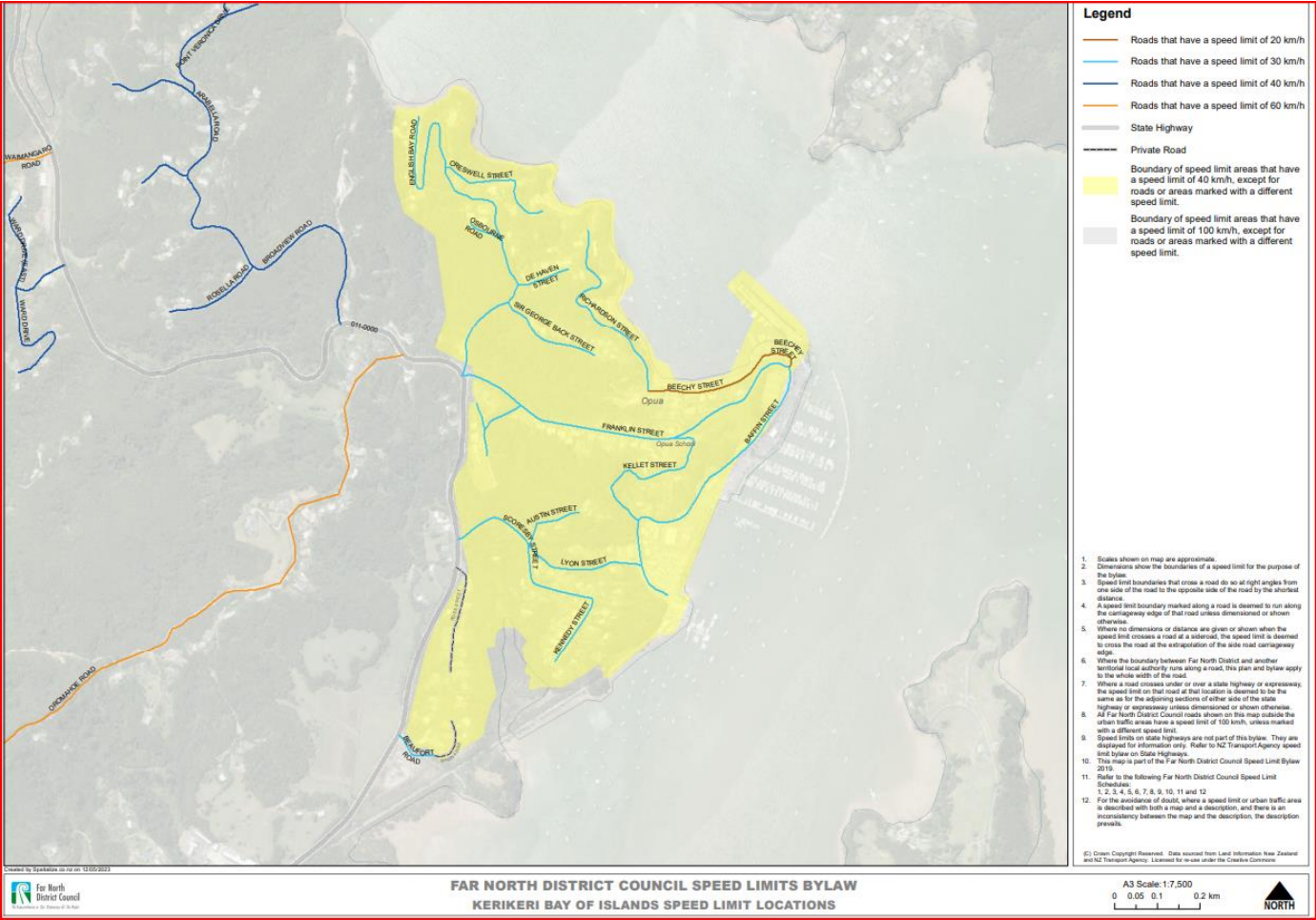


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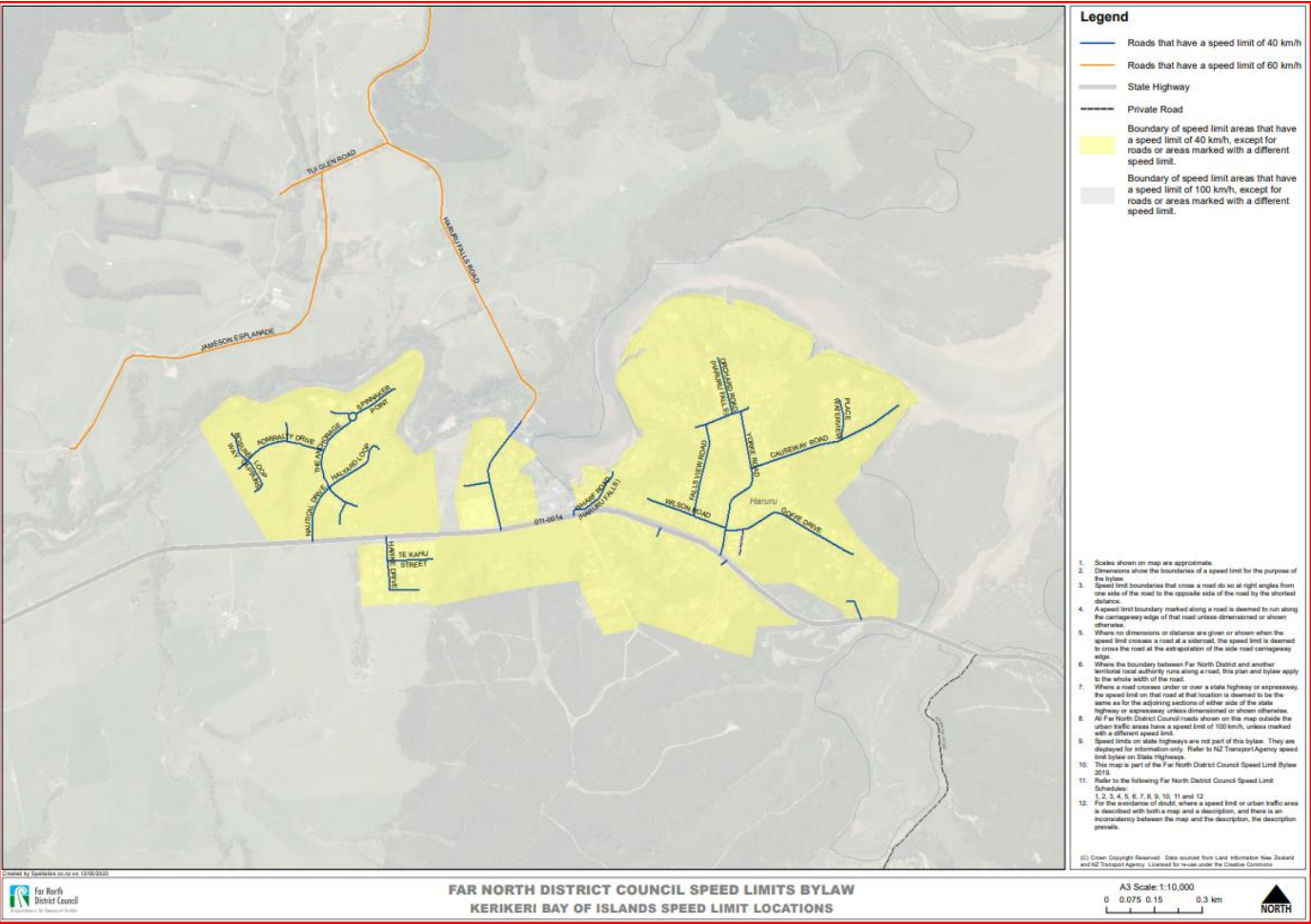


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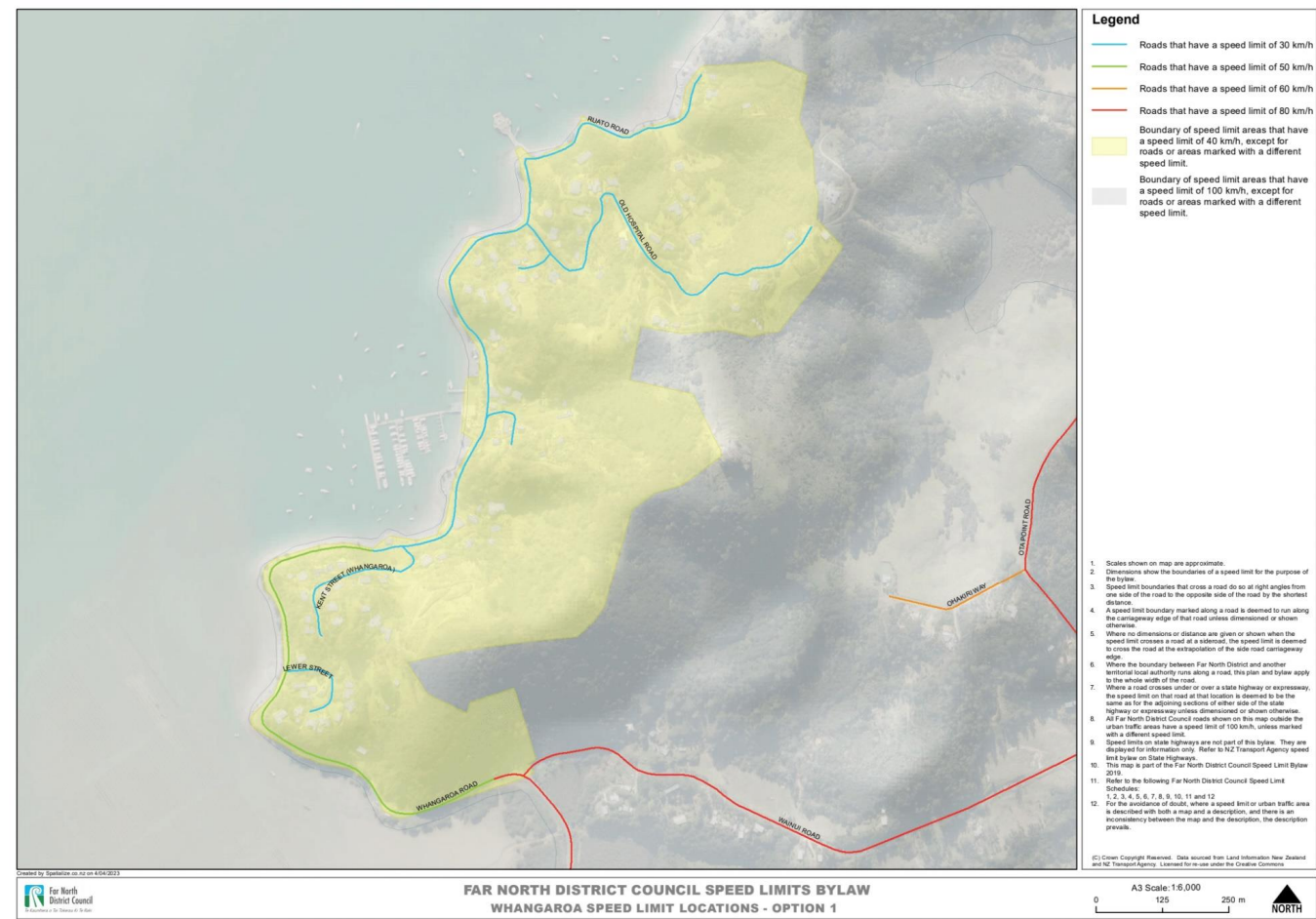


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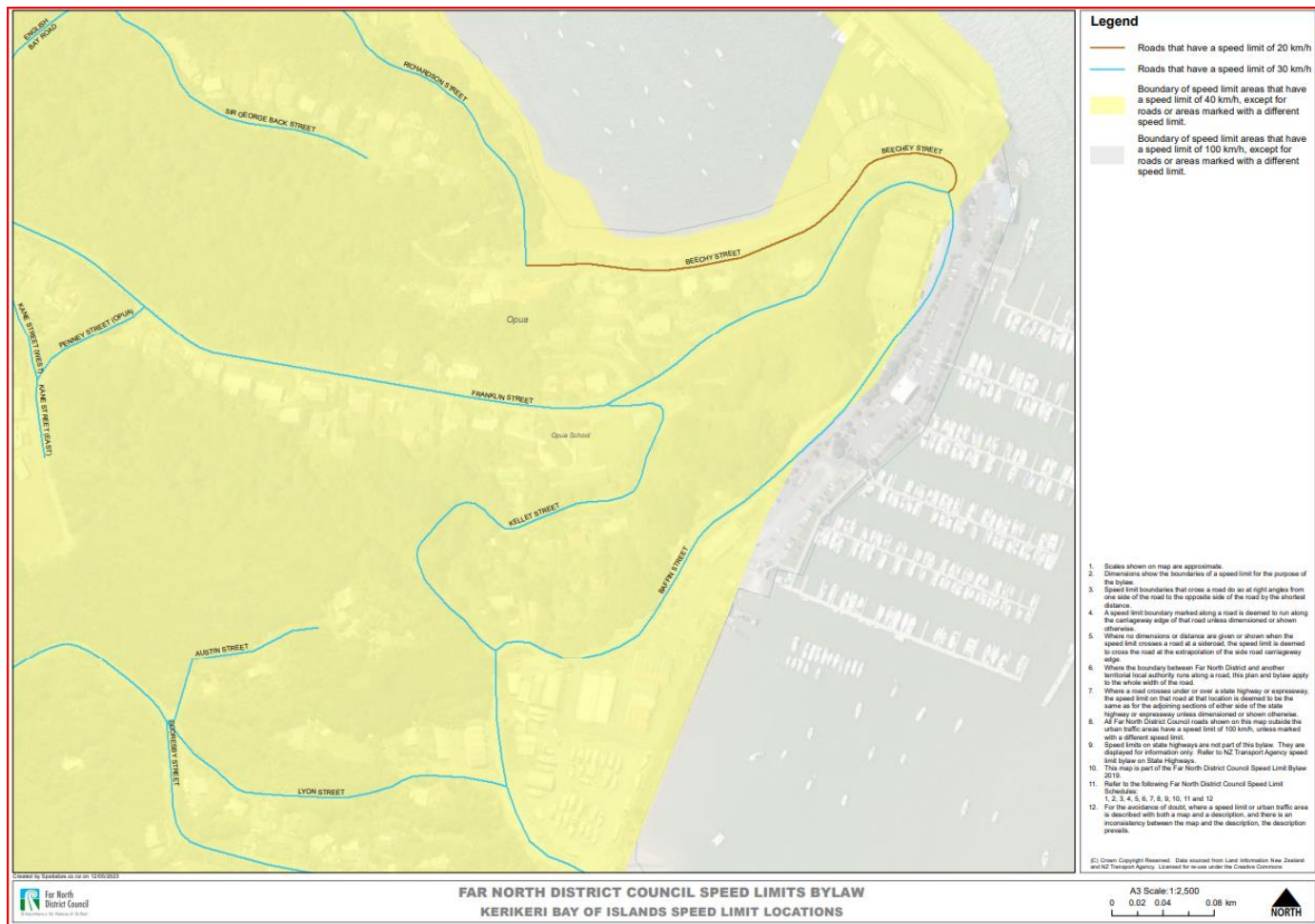


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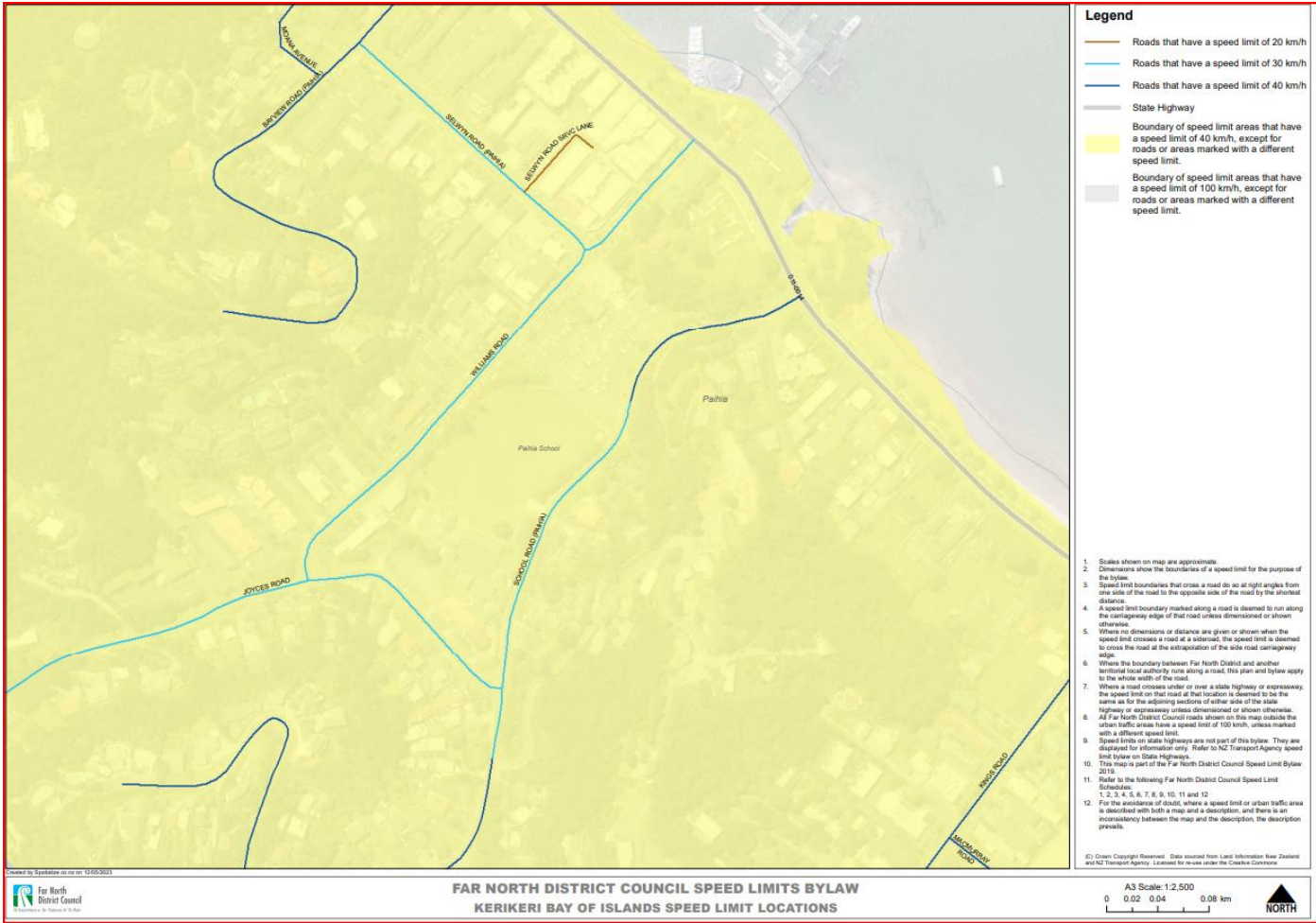


FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



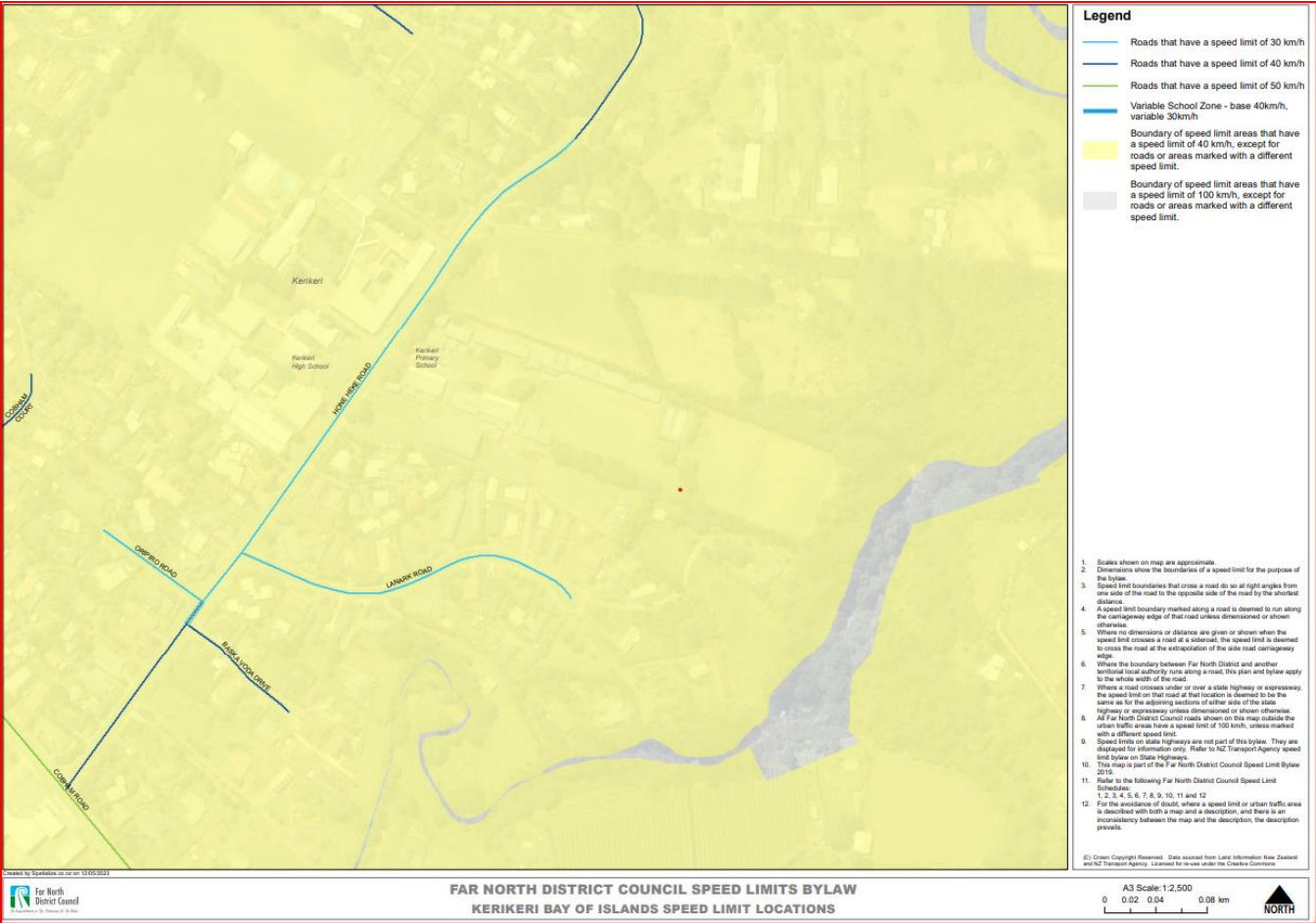


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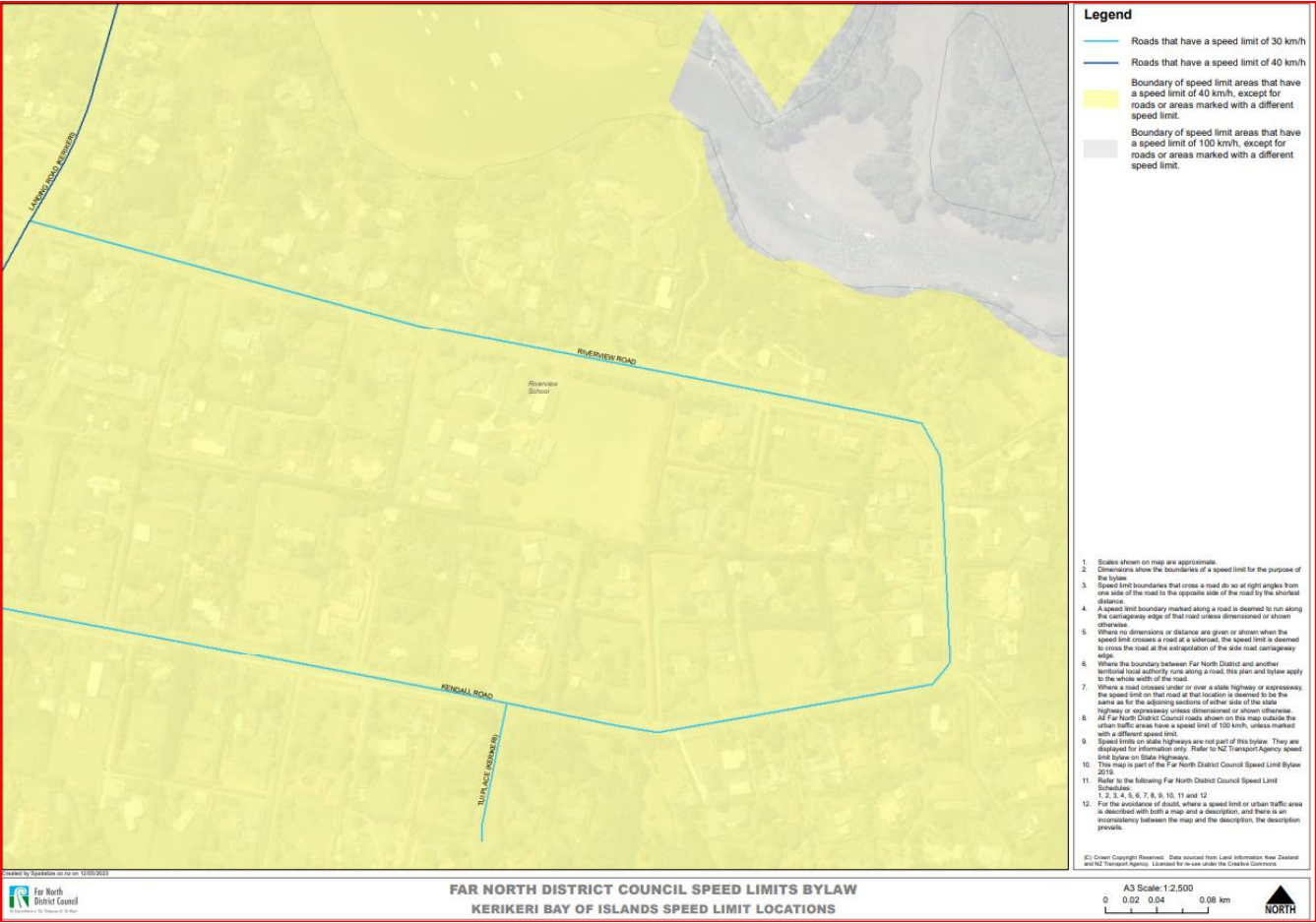


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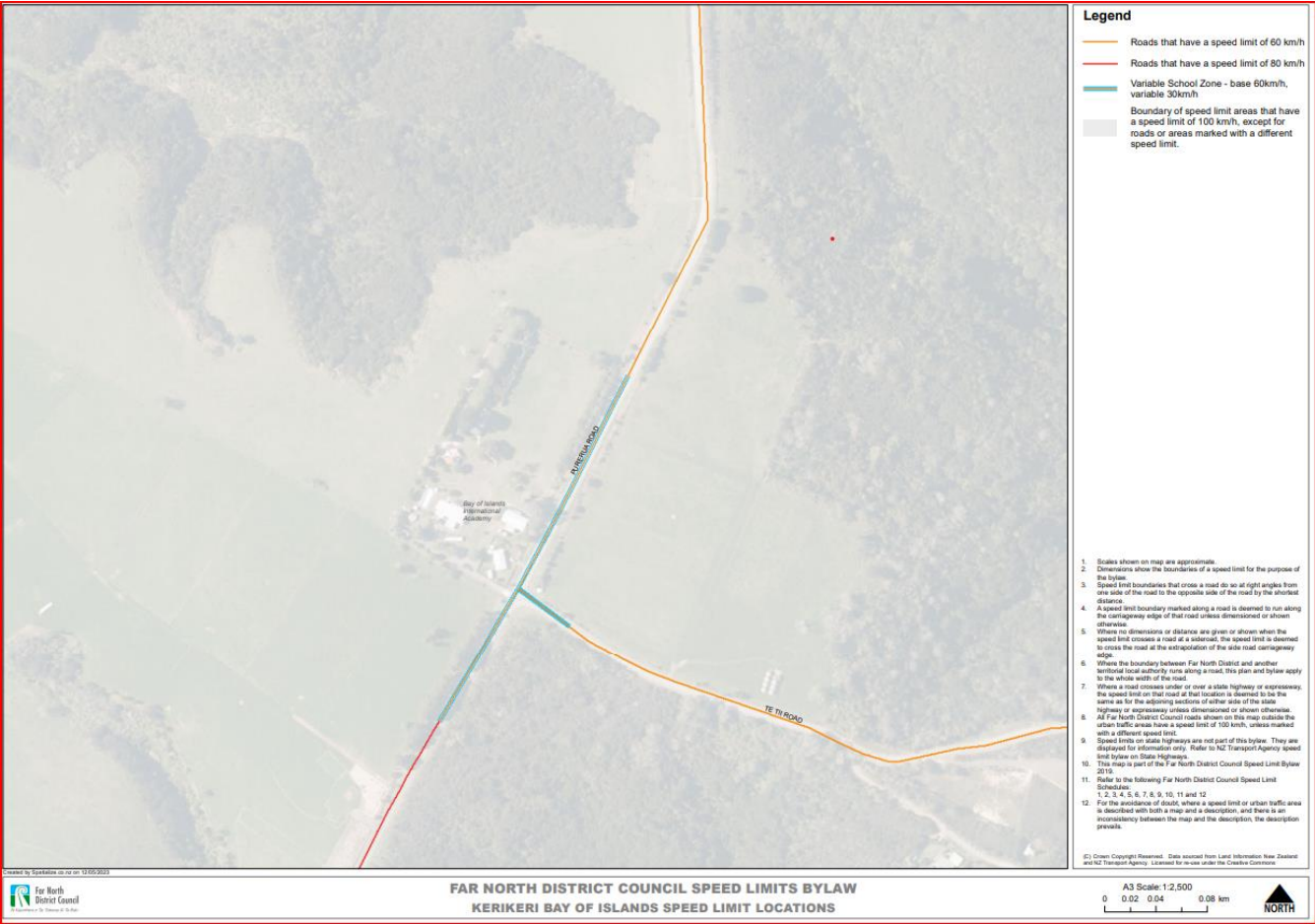


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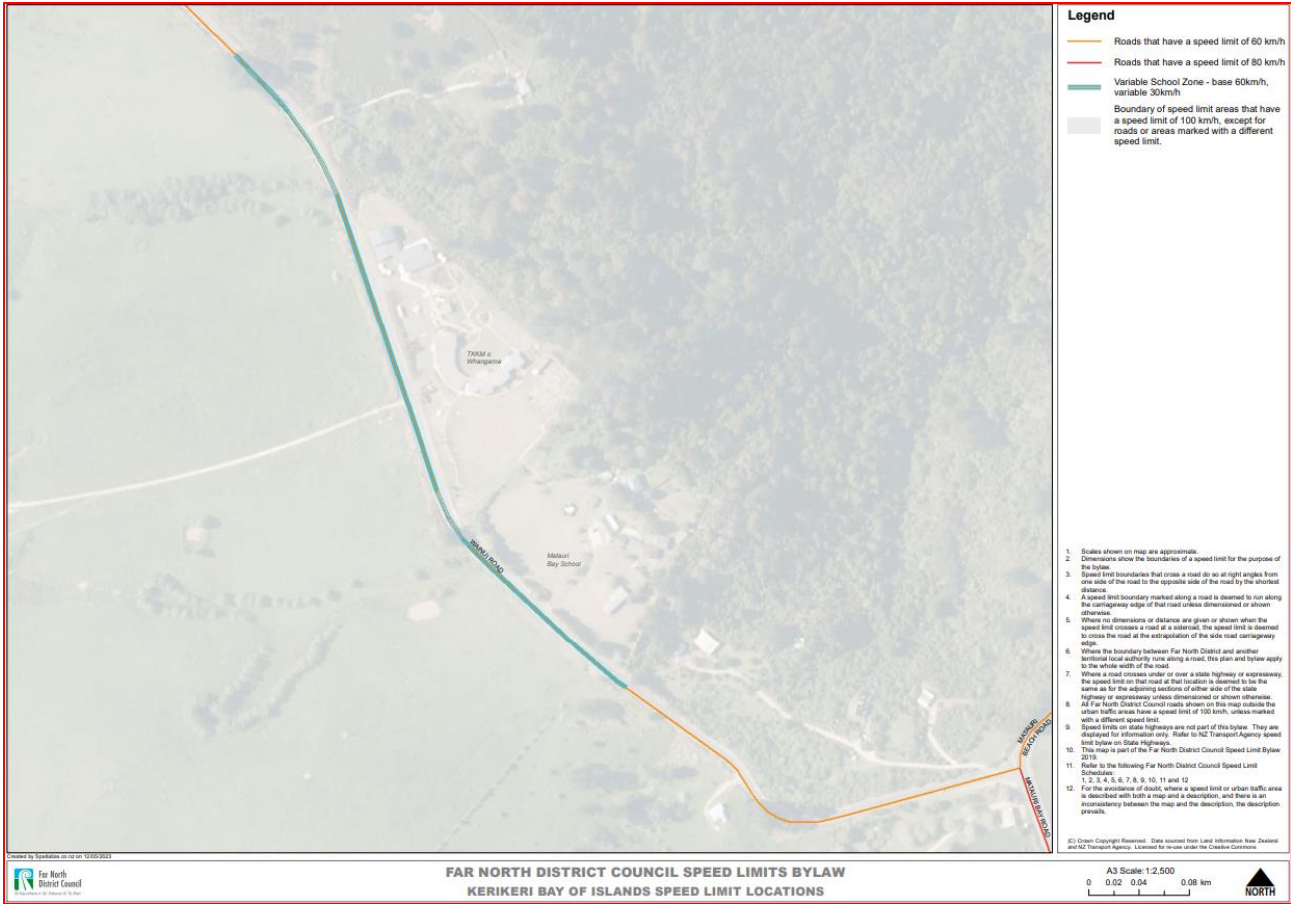


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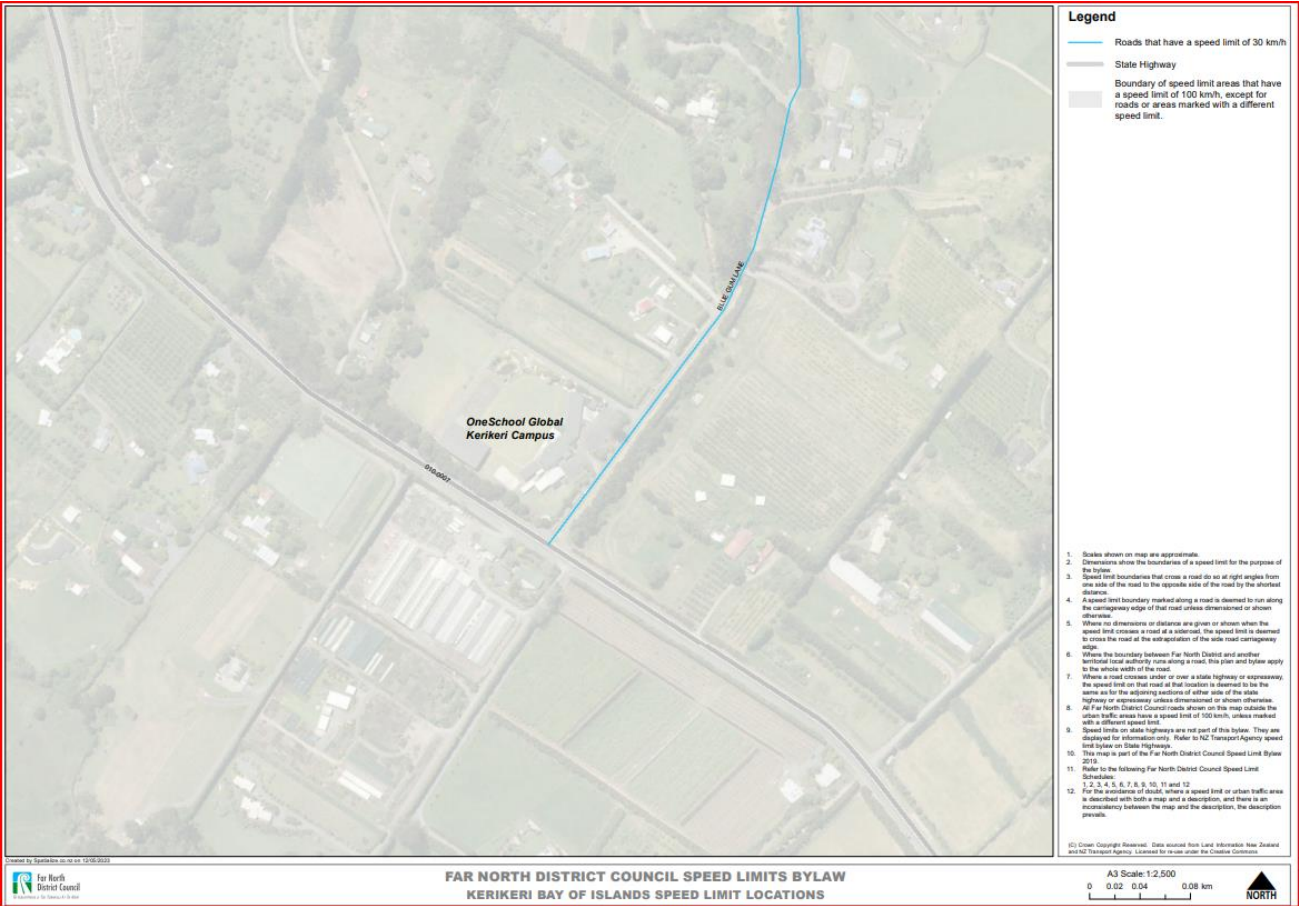


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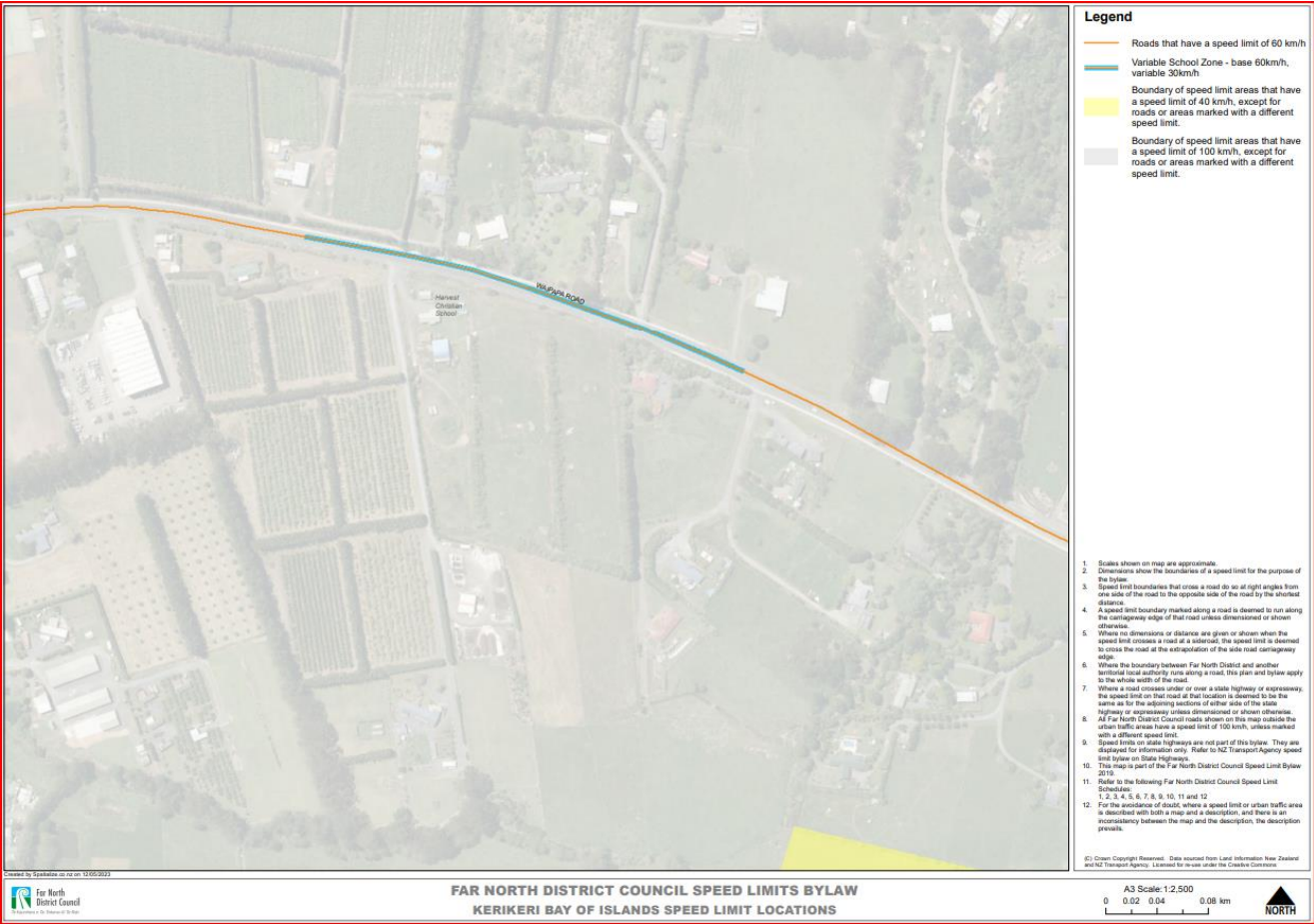


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Appendix 3 – Glossary of Technical Terms

Note: Technical terms have been kept to a minimum in this Report. However, in some cases, submitters have utilised some technical terms and these have been included where the submission is set out verbatim.







Catchment Area	The catchment area incorporates the roads that naturally feed traffic into, or where traffic may directly or indirectly connect with the road of interest, similar to a river catchment area. Considering a catchment area, rather than an individual road can significantly expand the number of roads being considered.
Closed Catchment Area	A Closed Catchment Area is a relatively small and easily defined network of roads that only connect to the road of interest. An example of a Closed Catchment Area is Vinegar Hill Road.
Collective Risk	Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road.
High Benefit	Opportunities where changes to speed management settings will either reduce serious injury or deaths; improve efficiency; or contribute to the public credibility of speed limits.
High Benefit First 5%	A High Benefit area that should be prioritised within the first 5% of roads where a speed management review is to be undertaken.
High Benefit Second 5%	A High Benefit area that should be prioritised within the second 5% of roads where a speed management review is to be undertaken.
Infrastructure Risk Rating (IRR)	A road assessment methodology designed to assess road safety risk based on eight key design and infrastructure features, for example, whether the road is sealed or not, road alignment and geometry and other physical features about the road that impacts on overall road safety. This rating is a measure of potential risk.
Personal Risk	Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road. In many cases, infrastructure improvements may not be cost effective and other safe system interventions such as safer road use or speeds need to be explored.
Safe and Appropriate Speed (SAAR)	A travel speed that is appropriate for the road function, design, safety and use. It should be noted that the actual safe speed on parts of the road will be dependent on factors such as road condition, specific curves and other site-specific conditions. A lower speed than the overall stated safe speed may be appropriate along stretches of the road.

Interim Speed Management Plan Kerikeri Bay of Islands Catchment



Interim Speed Management Plan Kerikeri Bay of Islands Catchment

Approved by Far North District Council at an ordinary meeting dated
28th May 2023.

Author  <small>Local Government Planning and Resource Management</small>	Shawn Baker 	11 May 2023
Reviewer  <small>NORTHLAND TRANSPORTATION ALLIANCE</small> <small>Te Kaitiaki Take Kōwhiri</small>	Elizabeth Stacey 	12 May 2023

Director Waka Kotahi Certification:	
Certificate Number:	
Date:	

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1 Overview

Far North District Council (Council) is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways).

Council is required to review all speed limits on roads it is responsible for under the Government's Road to Zero Road Safety Strategy. The reviews will be undertaken in a staged programme. The statutory role of Council as an RCA is set out under the Land Transport Act 1998. The process for reviewing and setting new speed limits is set out in the Setting of Speed Limits Rule 2022.

As part of the transitional process set out in the Setting of Speed Limits Rule 2022, Council has produced this Interim Speed Management Plan to ensure that its overall speed limit review programme remains on track and consistent with funding determined prior to the 2022 Rule.

This Interim Speed Management Plan continues Council's catchment-based approach to reviewing speed limits in the district. The catchment-based approach reduces anomalous situations resulting from the review process, where a high quality (eg: a sealed road) has a lower speed limit than a lower quality road (eg: an unsealed road). This catchment-based approach is consistent with the Setting of Speed Limits Rule 2022 and associated guidance.

Catchment areas are prioritised based on:

- Risk
- Development pressure
- The need to co-ordinate cross boundary issues between different RCA jurisdictions

1.1 National Speed Limit Register (NSLR)

The National Speed Limit Register has replaced Speed Limit Bylaws as the legal instrument by which all speed limits are enforced. The NSLR is managed by Waka Kotahi (NZTA), with each RCA responsible for updating the NSLR when speed limits are amended.

Once certified by Waka Kotahi, the speed limits contained in this Interim Speed Management Plan will be uploaded into the NSLR and an operative date identified.

The National Speed Limits Register can be accessed by following the link below:

<https://speedlimits.nzta.govt.nz>

1.2 Speed Management Plans

The Setting of Speed Limits Rule 2022 requires speed limits to be set by creating a Speed Management Plan, which must be certified by Waka Kotahi.

The Rule identifies two types of Speed Management Plan:

- **Interim Speed Management Plan** - This Plan enables speed limits to be amended in the period before the next RLTP and has more streamlined components.
- **Regional Speed Management Plan** - This Plan is developed alongside the Regional Land Transport Plan (RLTP) and is updated on a three yearly cycle.

The Kerikeri Bay of Islands Interim Speed Management Plan has been produced under the transitional provisions of the Rule as it will come into force prior to the 2024 - 2027 RLTP.

2 Interim Speed Management Plan extent

This Interim Speed Management Plan includes all roads to the east of State Highway 10 and extends from State Highway 11 in the south (Kawakawa – Opuia) through to the Whangaroa Harbour in the north. and includes:

- Kerikeri urban area
- Opuia
- Paihia
- Waitangi
- Haruru Falls
- Whangaroa

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3 Consultation

In meeting the requirements set out in Section 3.9 of the setting of Speed Limits Rule 2022, the following was undertaken.

- A Statement of Proposal was notified in local media and on Council's website.
- The full Statement of Proposal and supporting technical information and information on how to make a submission was made available on Council's website, including Facebook and other social media.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Drop-in information sessions were held at various locations within the review area.
- Key Stakeholders and Statutory Consultees were notified directly.

Council notified key Māori contacts that are actively consulted within the review area.

Additional time was provided (until February 10th, 2023) to make any submissions. This additional time recognised the need to consult more widely with hapu and other groups.

A total of 253 submissions were received, with 11 submitters presenting in person to a Council Hearing on 21st March 2023.

4 Speed limits around Schools

The new Setting of Speed Limits Rule identifies the review of speed limits outside schools as a priority by setting the following targets:

- 40% of all schools assessed and treated with compliant speed limits by June 2024
- All schools assessed and treated with compliant speed limits by 31 December 2027.

The new Rule identifies two categories of schools:



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- Category 1 Schools that have a maximum speed limit of 30kph. A Category 1 school will include all urban schools, and rural schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school.
- Category 2 Schools that have a speed limit of 60kph or less. Category 2 schools include rural schools where there is no active use of the road environment by student pedestrians.

National guidance indicate that the speed limit should:

- Be a permanent speed limit, with a variable speed limit only considered where the permanent option has been considered and found inappropriate.
- Encourage walking and cycling to school by creating safe speed areas around the school.

As a result of the new national guidance, school speed zones will be expanded from the immediate road frontage to include other walking and cycling routes near the school.

4.1 Schools in the Review Area

There are 10 schools within the Kerikeri Bay of Islands catchment review area, these are:

- Opuia School (Franklin Road – Opuia)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School (Hone Heke Road – Kerikeri)
- Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School (Wainui Road – Matauri Bay)
- TKKM o Whangaroa (Wainui Road – Matauri Bay)
- One School Global Campus Kerikeri (Blue Gum Lane)
- Harvest School (361 Waipapa Road)

4.1.1 Opuia School

Opuia School is located on Franklin Road, which is the main access road into the Opuia commercial area and the Opuia ferry. Opuia School is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limits have been set for Opuia School:

30kph permanent speed limit on Franklin Road and Kellet Street as part of a wider 30kph urban zone for Opuia.

4.1.2 Paihia School

Paihia School is located near the central commercial area of Pahia. Paihia School is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limits have been set for Pahia School:

30kph permanent speed limit on Joyces Road; School Road from Marsden Road to Joyces road; and Williams Road.

4.1.3 Kerikeri Primary School and Kerikeri High School

Kerikeri Primary School is located on Hone Heke Road opposite Kerikeri High School. Both schools are Category 1 Schools. In addition to the main schools, there is an early childhood centre located on Lanark Road.

The following speed limits have been set for Kerikeri Primary School and Kerikeri High School:

30kph permanent speed limit on Hone Heke Road from Baska Voda Drive to 65 Hone Heke Road; Lanark Road; Turutaru Lane; and Oripipo Road.

4.1.4 Riverview School

Riverview School is located on Riverview Road in Kerikeri. Riverview School is a Category 1 School and must have a 30kph permanent or variable speed limit.

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The following speed limits have been set for Riverview School:

30kph permanent speed limit on Riverview Road; Kendall Road; and Tui Place.

4.1.5 Bay of Islands International Academy

The Bay of Islands International Academy is located near the intersection of Purerua Road and Te Tii Road. The Bay of Islands International Academy is a Category 1 School and must have a 30kph permanent or variable speed limit. The rural location of the school necessitates a variable speed limit.

The following speed limits have been set for the Bay of Islands International Academy:

Variable School Speed Limit of 30kph on Purerua Road from RP9206 (110m before Te Tii Road intersection) to RP9517 (200m past Te Tii Rd intersection).

Variable School Speed Limit of 30kph on Te Tii Road from the Purerua Road intersection for a distance of 50m.

4.1.6 Matauri Bay School and TKKM o Whangaroa

Matauri Bay School and TKKM o Whangaroa are located side by side on Whakarara Road (Wainui Rd). Both schools are Category 1 Schools and must have a 30kph permanent or variable speed limit. The rural location and functioning of the school necessitate a variable speed limit.



The following speed limits have been set for Matauri Bay School and TKKM o Whangaroa:

Variable School Speed Limit of 30kph on Wainui Road (Whakarara Rd from RP6400 (350m from Matauri Bay Rd) to RP5788 (distance of 620m).

4.1.7 One School Global Campus Kerikeri

One School Global Campus is located on the corner of State Highway 10 and Blue Gum Lane. The entry to the school is located on Blue Gum Lane. The school is a Category 1 School and must have a 30kph permanent or variable speed limit.

The following speed limit has been set for the One School Global Campus:

30kph permanent speed limit on the full length of Blue Gum Lane.

4.1.8 Harvest School

Harvest School is a new build school that is expected to open in 2023. The school is located on Waipapa Road. As this school has not yet opened, it is assumed to be a Category 1 School. This will be further reviewed, along with the final speed limit once the school has been operational for 12 months.

The following speed limit has been set for Harvest School:

Variable School Speed Limit of 30kph on Waipapa Road from RP536 (331 Waipapa Road) to RP897 (372 Waipapa Rd) be implemented once the school becomes operational.

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5 New Speed Limits – Whangarei Heads Catchment

New speed limits set out in the Tables below will be implemented in the 2023-2024 Financial Year.

Road Name	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Access Heights	50	30	40	Reason: The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Access Road	50	30	40	Reason: The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Admiralty Drive	50	50	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Ake Ake Road	100	50	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Amokura Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

Interim Speed Management Plan Kerikeri Bay of Islands



Road Name	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Amsharlo Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Anchorage Heights	100	60	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Ao Marama Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Arabella Road	50	40	40	Consistent Infrastructure: Signage
Aranga Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ash Grove Circle	50	50	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Atwell Road	100	60	60	Consistent Infrastructure: Signage
Augusta Place	30	30	30	Consistent Infrastructure: Signage
Austin Street	50	40	30	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Awhitu Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Baffin Street	50	40	30	Reason: Part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage

Interim Speed Management Plan Kerikeri Bay of Islands



Road Name	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Barrett Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Baska Voda Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Bayly Road	100	60	40	Reason: This is a narrow-unsealed road providing access for recreational activities such as horse trekking and mountain biking. Infrastructure: Signage
Bayview Road (Paihia)	50	40	40	Consistent Infrastructure: Signage
Bedggood Close	50	40	40	Consistent Infrastructure: Signage
Beechey Street	50	40	20	Reason: This is a very narrow no-exit road that incorporates the Opua Ferry and small commercial area near the ferry. The road travels along the beachfront with parking and access for the Opua Community Hall. There is very limited room for manoeuvring. Infrastructure: Signage
Beaufort Road	50	40	30	Reason: Very narrow, short, unsealed road that gives access to a very narrow single carriageway private road. 30kph is considered appropriate. Infrastructure: Signage

Interim Speed Management Plan Kerikeri Bay of Islands



Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Binnie Street	50	40	30	Reason: This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring. Infrastructure: Signage
Blacks Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Bledisloe Road	50	N/A	20	Consistent Infrastructure: Signage
Blue Gum Lane (school zone)	100	60	30	Reason: Category 1 school zone. Infrastructure: Signage
Blue Marlin Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Blue Marlin Drive Extension	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Blue Penguin Drive	50	40	40	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Bosuns Way	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Bristow Road	100	N/A	30	Consistent Infrastructure: Signage
Broadview Road	50	40	40	Consistent Infrastructure: Signage
Bush Point Road (Doves Bay)	100	80	40	Reason: Bush Point Road provides "no-exit" access for approximately 12 dwellings. The shoulder is very narrow with a bush margin. There are no pedestrian facilities. Although dwelling and access density indicates a remote rural setting, this area is actually a medium density rural residential area. Given that Bush Road intersects with Doves Bay Road, which supports a small coastal community (recommended speed limit 40kph), a consistent 40kph is appropriate. Infrastructure: Signage
Butler Road	30	30	30	Consistent Infrastructure: Signage
Campbell Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Cannon Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

Interim Speed Management Plan Kerikeri Bay of Islands



Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Cannon Drive Extension	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Captains Loop	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Causeway Road	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Cavalli View Road	100	60	60	Consistent Infrastructure: Signage
Charlotte Kemp Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Clark Road (Kerikeri)	50	30	30	Consistent Infrastructure: Signage
Cobham Court	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

Interim Speed Management Plan Kerikeri Bay of Islands



Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Cobham Road Service Lane	30	30	30	Consistent Infrastructure: Signage
Cobham Road from Kerikeri Rd to Hobson Ave	30	30	30	Consistent Infrastructure: Signage
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	40	40	Consistent Infrastructure: Signage
Cochrane Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Conifer Lane	100	60	60	Consistent Infrastructure: Signage
Cottle Hill Drive	100	60	60	Consistent Infrastructure: Signage
Coutts Avenue	50	40	60	Reason: Coutts Avenue is a very short road connecting to Veronica Street. The carriageway is very narrow and there is no pedestrian facilities. The road provides "no-exit access for residential dwellings.
Creswell Street	50	40	30	Reason: Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage
Darwin Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Davis Crescent (Paihia)	50	40	40	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Davis Strongman Place	100	60	40	Reason: This is a "no exit" road that provides access to rural residential properties. There is no centreline marking on the carriageway and no pedestrian facilities. The road is a self-explaining lower speed 40kph
De Haven Street	50	40	30	Reason: Part of Opuia, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage
Doonside Road	100	60	60	Consistent Infrastructure: Signage
Doves Bay Road	100	60	40	Reason: Doves Bay Road is a no exit road, approximately half of which has a medium-high density rural residential landuse. With the other half being the Doves Bay community, which has an urban density. The carriageway is narrow and there is no pedestrian facilities. Infrastructure: Signage
Edkins Road (Kerikeri)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Edmonds Road	100	60	40	Reason: This road is very narrow and supports a slower speed limit. A 40kph speed limit along the full length of the road provides consistency in the speed limit, as well as consistency with the speed limit on the last section of the adjoining Kerikeri Inlet Road. Infrastructure: Signage
English Bay Road	50	40	30	Reason: Part of Opuia, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Equestrian Drive	100	80	60	Reason: Equestrian Drive has a narrow carriageway with no centreline markings. Opposing vehicles need to slow to pass each other on the carriageway. The road is characterised by horticultural land use and low density rural residential. Infrastructure: Signage
Fairway Drive Kerikeri Rd to Augusta Place	30	30	30	Consistent Infrastructure: Signage
Fairway Drive from Augusta Place to Golf View Rd	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Fairway Drive Service Lane 1	30	30	30	Consistent Infrastructure: Signage
Fairway Drive Service Lane 2	30	30	30	Consistent Infrastructure: Signage
Falls View Road	50	50	40	Reason: Although classed as a Secondary Collector Road, this road is relatively short and is typical of a smaller community road. There is a footpath on one side of the road and there are no centreline markings. 40kph is consistent with other similar small coastal and rural communities. Infrastructure: Signage
Fantail Rise	50	30	40	Reason: Fantail Rise is part of a new subdivision area. 40kph is consistent with other residential areas. Infrastructure: Signage
Fernbird Grove	50	30	40	Reason: Fernbird Grove is part of a new subdivision area. 40kph is consistent with other residential areas. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Fieldview	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Franklin Street (School Zone)	50	50	30	Reason: Part of Opuā, a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Franklin Street is also a part of a School Zone. Infrastructure: Signage
Fuller Terrace (Kerikeri)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
General Gates Avenue	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Goffe Drive	50	50	40	Reason: 40kph is consistent with urban areas in smaller coastal and rural communities. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Golf View Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Greenway Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Greys Lane	50	40	30	Reason: This road is a very narrow access lane that provides access to residential dwellings, motels and backpackers. The road is a short walk from the beach and commercial area. Any pedestrians using this lane would need to utilise the carriageway. The presence of carparks gives this road the "feel" of a shared space. Infrastructure: Signage
Hall Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Halyard Loop	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.

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				Infrastructure: Signage
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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Hansen Road (Purerua)	100	60	60	Consistent Infrastructure: Signage
Harmony Lane	50	40	40	Consistent Infrastructure: Signage
Haruru Falls Road from Puketona Rd (SH11) to north side of bridge	50	40	40	Consistent Infrastructure: Signage
Haruru Falls Road from north side of bridge to end	100	60	60	Consistent Infrastructure: Signage
Hauriri Road	100	60	60	Consistent Infrastructure: Signage
Hautapu Road	100	60	60	Consistent Infrastructure: Signage
Hawke Drive	50	50	40	Reason: Hawke Drive provides access to the Haruru commercial and light industrial area. The road is short and "no exit". A 40kph speed limit is considered appropriate. Infrastructure: Signage
Hawkins Crescent	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Heritage Bypass from Kerikeri Rd for first 50m	50	40	50	Reason: Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Heritage Bypass	80	40	80	Reason: Heritage Bypass is a specially designed road that provides a connecting route to separate parts of the Kerikeri community, bypassing residential areas. This route is a main commuter route out of the main Kerikeri township. There are no residential dwellings or accesses that gain access to the carriageway. The current 80kph speed limit is considered appropriate. Infrastructure: Signage
Heron Hill	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Hewitt Road (50m road leading to a carpark and Conservation estate.	100	N/A	30	Consistent Infrastructure: Signage
Hihitahi Rise	50	40	40	Consistent Infrastructure: Signage
Hikurua Road	100	60	60	Consistent Infrastructure: Signage
Hobson Avenue (Kerikeri)	30	30	30	Consistent Infrastructure: Signage
Homestead Road	30	30	30	Consistent Infrastructure: Signage
Homestead Road Service Lane	30	30	30	Consistent Infrastructure: Signage
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40	40	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	40	30	Reason: category 1 School Zone Infrastructure: Signage
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40	40	Consistent Infrastructure: Signage
Huia Road	100	60	60	Consistent Infrastructure: Signage
Hupara Road	100	80	80	Consistent Infrastructure: Signage
Hupara Road (East)	100	60	60	Consistent Infrastructure: Signage
Jacaranda Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Jameson Esplanade	100	60	60	Consistent Infrastructure: Signage
James Kemp Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Joyces Road from Williams Road to end.	50	40	30	Reason: School zone. This section of Joyce Road is adjacent to Paihia School, with the section of road forming part of the school zone under the One Network Framework guidance. There is a carpark and entrance into the school on this road. In addition to the School, the Paihia Ex-Servicemen's Association is located on this road. Given that Joyce Road connects to Williams Street, which incorporates part of the Paihia CBD, there is a strong case for a permanent 30kph speed limit. Infrastructure: Signage
Kaipatiki Rise	50	50	40	Reason: The carriageway is narrow and in places very narrow with little or no shoulder width. There is no centre line marking and the road environment does not support a 50kph speed limit. 40kph is consistent with other roads within the Haruru Urban traffic Area. Infrastructure: Signage
Kane Street (East)	50	40	30	Reason: Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage
Kane Street (West)	50	40	30	Reason: Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage
Kapiro Road from SH10 to 50m west of roundabout	100	80	80	Consistent Infrastructure: Signage
Kapiro Road from west of roundabout to end	50	80	40	Reason: This short section of Kapiro Road leads into a round-a-bout, beyond which is a more urbanised area with 40kph roads. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Karaka Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Kellet Street	50	40	30	Reason: Part of Opuia, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Kellet Street is also part of the Paihia School Zone. Infrastructure: Signage
Kemp Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Kendall Road	50	30	30	Consistent Infrastructure: Signage
Kennedy Street	50	40	30	Reason: Part of Opuia, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage
Kent Street (Whangaroa)	50	40	30	Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. Infrastructure:: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Keri Downs Road	100	80	60	Reason: Although sealed and straight, this road has a narrow carriageway with no centreline marking. The road environment is of significantly lower standard than Purerua Road, to which this "no exit" road connects. Infrastructure: Signage
Keridale Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Kerikeri Grove	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Kerikeri Road from SH10 to 50m south of Greenway Dr	80	60	50	Reason: This section of Kerikeri Road is characterised by both residential and retail commercial activities, including local markets and orchard stores. There is a significant local traffic volume on this road. Infrastructure: Signage
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	50	40	50	Reason: Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. Infrastructure: Signage
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30	30	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	40	50	Reason: This road is a main arterial road providing linkages to other parts of Kerikeri. The carriageway is very wide. A 40kph speed limit would require significant infrastructure to create a self-explaining 40kph road environment. 50kph is considered appropriate. Infrastructure: Signage
Kerikeri Road from Heritage Bypass roundabout to end	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Kerikeri Inlet Road from Cobham Rd to 300m past Hoult's Way	50/80	40	50	Reason: Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. Infrastructure: Signage
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60	60	Consistent Infrastructure: Signage
Kerikeri Inlet Road from 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd) to Edmonds Road.	100	60	80	Reason: There is a distinct change in the road environment near the one lane bridge (313 Kerikeri Inlet Road) from a rural residential area to a more rural, low-density area. An 80kph speed limit reflects this change in the road environment. Infrastructure: Signage
Kerikeri Inlet Road from Edmonds Road to end	100	60	40	Reason: The road environment changes significantly at Edmonds Road to a narrow, unsealed road. A lower speed limit is therefore appropriate. Infrastructure: Signage

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Road Name	Current Speed Limit	Proposed Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kilountain Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
King Street	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Kings Road	50	40	40	Consistent Infrastructure: Signage
Kingfisher Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Kotare Heights	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Proposed Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kotuku Road	100	60	60	Consistent Infrastructure: Signage
Kowhai Crescent (Paihia)	50	40	40	Consistent Infrastructure: Signage
Kurapari Road	100	60	60	Consistent Infrastructure: Signage
Lanark Road (School Zone)	50	30	30	Consistent Infrastructure: Signage
Landing Road (Kerikeri)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Leacock Road	100	60	60	Consistent Infrastructure: Signage
Lewer Street	100	60	30	Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. Infrastructure: Signage
Limelight Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Proposed Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Lyon Street	50	40	30	Reason: Opua and is part of a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage
Macmurray Road	50	40	40	Consistent Infrastructure: Signage
Mahinepua Road	100	60	60	Consistent Infrastructure: Signage
Mako Lane (Paihia)	50	40	40	Consistent Infrastructure: Signage
Maraenui Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Marsden Place (Kerikeri)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Martha Clarke Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Martin Road	100	60	60	Consistent Infrastructure: Signage
Masonic Lane	30	30	30	Consistent Infrastructure: Signage
Matangirau School Road	100	60	40	Reason: 60kph is consistent with other sealed roads. However, Matangirau School Road has an extremely narrow carriageway and it is unlikely that 60kph would be achieved. A 40kph speed limit that better reflects the road environment and carriageway is considered more appropriate. Infrastructure: Signage
Matau Place	50	40	40	Consistent Infrastructure: Signage
Matauri Bay Road	100	80	80	Consistent Infrastructure: Signage
Matauri Beach Road	100	60	40	reason: On-site assessment 40kph appropriate. Infrastructure: Signage
Matauri Link Road	100	60	60	Consistent Infrastructure: Signage
Mawson Avenue	50	40	40	Consistent Infrastructure: Signage
Mccaughan Road	100	60	60	Consistent Infrastructure: Signage
McDonalds Road (Oromahoe)	100	60	60	Consistent Infrastructure: Signage
Mcgee Road	100	60	60	Consistent Infrastructure: Signage
Mcintyres Road	100	60	60	Consistent Infrastructure: Signage
Mckenzie Road (Purerua)	100	60	60	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Mckenzie Road (Whangaroa)	50	40	30	Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. Infrastructure: Signage
Mill Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Mission Road (Kerikeri)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Mooring Close	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Nautical Drive	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ngahuhu Road	100	60	60	Consistent Infrastructure: Signage
Norfolk Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Oakridge Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Ohakiri Way	100	60	60	Consistent Infrastructure: Signage
Oihi Road	100	60	60	Consistent Infrastructure: Signage
Okura Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Old Church Rd Service Lane	50	40	30	Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. Infrastructure: Signage
Old Church Road (Whangaroa)	50	40	30	Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. Infrastructure: Signage
Old Hospital Road	50	40	30	Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. Infrastructure: Signage
Opito Bay Road to 407 Opito Bay Rd	100	60	60	Consistent Infrastructure: Signage
Opito Bay Road from 407 Opito Bay Rd to end	100	60	40	Reason: Opito Bay Road, at 407 Opito Bay road has a significant change in road environment. The carriageway narrows, there is no centre line marking and the alignment becomes more tortuous as it descends to the bay. A reduced speed is therefore self-explaining. The road leads directly into the Opito Bay Community. Infrastructure: Signage
Orangewood Road	100	80	60	Reason: This road is a sealed road with no centre line marking. The no exit road provides access to horticultural activities and some rural residential activities. Access is off Kapiro Road, which has an 80kph speed limit. Orangewood Road is a lower standard of road, with a change in overall road environment. Infrastructure: Signage



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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Orchard Road (Haruru Falls)	50	50	40	Reason: Orchard Road is a very narrow single lane access road. A significantly slower speed limit is appropriate. 40kph speed limit, consistent with the adjacent Yorke Road. Infrastructure: Signage
Orchard Road (Kapiro)	100	80	60	Reason: Orchard Road is a straight, sealed "no exit" road with no centre line markings. The principle surrounding land use is horticulture with few residential dwellings. The carriageway supports a slower 60kph speed limit. Submissions noted the high use of this road by pedestrians and horticultural traffic. Infrastructure: Signage
Oripiro Road	50	30	30	Reason: Category 1 School, consistent with safe and appropriate speed. Infrastructure: Signage
Ormahoe Road	100	60	60	Consistent Infrastructure: Signage
Osbourne Road	50	40	30	Reason: Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	60	80	Reason: Although classified as tortuous (Megamaps), there is one short tortuous section at the Wainui road end as the road rises up a steep, but short hill. The remainder of the road is best described as curved to winding. Ota Point Road provides access to a small community at Ota Point. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ota Point Road from 100m before 103 Ota Point Rd to end	100	60	40	Reason: This section of Ota Point Road forms part of the Ota Point community. There is no direct beach access from the road, although there are short accessways to provide boat and dinghy access to the beach area. 40kph is consistent with small coastal communities. Infrastructure: Signage
Otaha Road	100	60	60	Consistent Infrastructure: Signage
Pa Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Paretu Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Pathways Drive	50	60	40	Reason: Pathways Drive is a short "no exit" street providing access for a low-density urban subdivision. There is no centre line marking. A 40kph speed limit is consistent with small residential areas. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Peacock Garden Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Penney Street (Opua)	50	40	30	Reason: Part of Opua, a network of narrow, winding residential streets, The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage
Pickmere Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Pinehill Road	100	60	60	Consistent Infrastructure: Signage
Point Veronica Drive	50	40	40	Consistent Infrastructure: Signage
Point Veronica Drive Extension	50	40	40	Consistent Infrastructure: Signage
Porters Access Road	100	60	40	Reason: This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Porters Access Road Extension	100	60	40	Reason: This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. Infrastructure: Signage
Pounamu Place	50	40	40	Consistent Infrastructure: Signage
Puketiro Place	50	40	40	Consistent Infrastructure: Signage
Purerua Road from Kapiro Road to 110m before Te Tii Rd	100	60	80	Reason: 80kph is consistent with other similar sealed roads in Northland. There are few curve advisory signs on this road, indicating that the alignment is at the lower end of the "winding" category. Infrastructure: Signage
Purerua Road from 110m before Te Tii Rd to end	100	60	60	Consistent Infrastructure: Signage
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	60	Variable 30	Reason: The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school. Infrastructure: Signage
Quinces Landing	100	60	40	Reason: This is a very narrow unsealed lans that provides access to rural residential land uses. The road is "no exit". Given the carriageway width and the rural residential land uses, 60kph is not recommended. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Rainbow Falls Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Rangihoua Road	100	60	60	Consistent Infrastructure: Signage
Rangitane Road from Redcliffs Rd to 40m before Opito Bay Road.	100	50	80	Reason: 50kph has not been considered for this part of Rangitane Road as it is a rural setting with few residential dwellings. The carriageway supports an 80kph speed limit, which is consistent with the road status as a rural secondary collector road. Infrastructure: Signage
Rangitane Road from 40m before Opito Bay Road to Rangitane Loop Rd	100	50	60	Reason: 50kph has not been considered for this part of Rangitane Road as it is a rural setting. the wider road environment changes from rural to a medium density rural residential environment. The overall road environment is not consistent with a more urban environment. Compliance with a 40kph speed limit is unlikely. Infrastructure: Signage
Rangitane Loop Road	50	40	40	Consistent Infrastructure: Signage
Ranui Avenue	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Rarere Terrace	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	60	80	Reason: The sealed section of Redcliffs Road is a primary collector with a low and low-medium collective and personal risk. Although classed as "winding" there are few sharp curves that have curve advisory signage and there are significant areas of straight road interspersed between curves. A 60kph speed limit is expected to have low compliance. Infrastructure: Signage
Redcliffs Road from Rangitane Rd to end	100	60	60	Consistent Infrastructure: Signage
Reinga Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Retreat Road	100	60	60	Consistent Infrastructure: Signage
Richardson Street	50	40	30	Reason: Part of Opuia, a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Riddell Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Rigden Road	100	60	60	Consistent Infrastructure: Signage
River Drive Road	100	60	60	Consistent Infrastructure: Signage
Riverbank Drive - Through Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Riverglen Drive	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Riverstone Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Riverview Road	50	30	30	Consistent Infrastructure: Signage
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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Riwhi Way	50	60	30	Reason: Riwhi Way is a very short road that provides access to residential dwellings in the Te Ngaere Bay coastal community. 60kph is inappropriate in an urban coastal setting. 30kph is consistent with the adjoining Wainui road at this location. Infrastructure: Signage
Rosella Road	50	40	40	Consistent Infrastructure: Signage
Rowsell Lane	100	60	40	Reason: Rowsell Lane is accessed off Opito Bay Road at the Opito Bay community. At this point, Opito Bay Road has a speed limit of 40kph. As such, it is appropriate that Rowsell Lane has the same speed limit. The carriageway is very narrow with limited turning. Infrastructure: Signage
Ruato Road	50	50	30	Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. Infrastructure: Signage
Sammaree Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
School Road from Marsden Road to Joyces Rd	50	50	30	Reason: School zone. There is access to a significant carpark from School Road, although this is not the main entrance to the carpark. School Road then passes the school playing fields, which are fenced off. A main entrance to the school is also located on School Road, although this entrance is principally to an administrative block. The main car park and entry to the school is located on Joyces Road. Infrastructure: Signage
School Road from Joyces Rd to end	50	50	40	Reason: consistent with similar roads within small urban communities. Infrastructure: Signage
Scoresby Street	50	30	30	Consistent Infrastructure: Signage
Seaview Heights Road	50	40	30	Reason: This is a very narrow access road where 40kph is not safely attainable. Infrastructure: Signage
Selwyn Place (Kerikeri)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Selwyn Road (Paihia)	50	50	30	Reason: Selwyn Avenue (Williams Street end) incorporates part of the Pahia CBD. The remainder of Selwyn Avenue is characterised by accommodation suppliers on both sides of the road. The Pahia Fire Brigade is also located on this road. It is expected that the land uses on this road will generate significant pedestrians, using the pedestrian facilities on both sides of the road and crossing the road. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Selwyn Road Service Lane	50	50	20	Reason: This is a small road that provides vehicle access to service businesses within the CBD. The Service Lane also provides a convenient pedestrian access from Selwyn Road to the main Pahia Beach. In effect this Service Lane is an informal shared space zone. Infrastructure: Signage
Shepherd Road (Kerikeri)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Silkwood Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Sir George Back Street	50	40	30	Reason: Part of Opua, a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Skippers Close (Watea)	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Skudders Beach Road	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Smeath Road (Hupara)	100	60	60	Consistent Infrastructure: Signage
Smith Camp Road	80	60	30	Reason: Smiths Camp Road is a narrow, unsealed road that provides access to a Department of Conservation campground. The road is no exit. A slow speed limit recognising the potential for pedestrians generated by the campground supports a significantly slower speed limit. Infrastructure: Signage
St Andrews Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Stella Drive (East)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Stella Drive (West)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Somerville Road	100	60	60	Consistent Infrastructure: Signage
Spinnaker Point	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Spoonbill Drive	50	40	40	Consistent Infrastructure: Signage
Stanners Road from SH10 to end of seal	100	80	80	Consistent Infrastructure: Signage
Stanners Road from end of seal to end	100	60	60	Consistent Infrastructure: Signage
Sullivans Road	50	40	30	Reason: This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tahuna Road (Paihia)	50	40	40	Consistent Infrastructure: Signage
Takou Bay Road from SH10 to Otaha Rd	100	60	80	Reason: This road is a good quality sealed road with centre lane marking. Although classed as winding, the majority of the road is made up of moderately long straights with curves. A speed limit of 60kph is unlikely to achieve a high level of compliance. An 80kph speed limit, consistent with similar roads is appropriate. Infrastructure: Signage
Takou Bay Road Otaha Rd to end	100	60	60	Consistent Infrastructure: Signage
Tanikaha Lane	100	80	80	Consistent Infrastructure: Signage
Taraire Road	100	60	60	Consistent Infrastructure: Signage
Tareha Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Tarutaru Lane (School Zone)	50	30	30	Consistent Infrastructure: Signage
Tasman Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tau Henare Drive	50	40	40	Consistent Infrastructure: Signage
Taumata Close	50	40	40	Consistent Infrastructure: Signage
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	60	40	Reason: Tauranga Bay Beach Road provides access to the small coastal community of Tauranga Bay, including beach access. The current posted speed limit is 50kph, and it is considered inappropriate to raise this speed limit to 60kph. The small coastal community is expected to generate significant pedestrian traffic from residential dwellings to access the beach area. Infrastructure: Signage
Tauranga Bay Beach Road from 20m before campground to end	50	60	30	Reason: The road environment transitions into an informal shared space environment from approximately 20m prior to the campground. The carriageway transits through a reserve and beach access area, which provides informal parking off the main carriageway. A slower 30kph speed limit is appropriate to recognise the informal shared space of this area. Infrastructure: Signage
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60	60	Consistent Infrastructure: Signage
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	60	40	Reason: This section of Tauranga Bay Road is narrow and unsealed. It provides a no exit access to residential dwellings but does not provide beach access. It is recommended that this section of the road be consistent with Tauranga Bay Beach Road. A 40kph speed limit is consistent with small rural and coastal settlements. Infrastructure: Signage
Te Haumi Drive	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Te Kahu Street	50	50	40	Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Te Karuwha Parade from SH11 to Bridge	50	50	40	Reason: 40kph is consistent with other urban coastal communities and adjacent roads. Infrastructure: Signage
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30	30	Consistent Infrastructure: Signage
Te Kemara Avenue	50	40	40	Consistent Infrastructure: Signage
Te Kowhai Point Road	100	60	60	Consistent Infrastructure: Signage
Te Ra Road	100	60	60	Consistent Infrastructure: Signage
Te Tapui Road	100	60	40	Reason: This road provides for a residential community, which includes a church and a marae. A 40kph speed limit is consistent with small rural communities. Infrastructure: Signage
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60	60	Consistent Infrastructure: Signage
Te Tii Road from Te Tii Rd Extension to end	100	80	40	Reason: An 80kph speed limit is inappropriate for a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements. Infrastructure: Signage
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60	Variable 30	Reason: The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Te Tii Road Extension	100	80	40	Reason: An 80kph speed limit is inappropriate in a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements. Infrastructure: Signage
Tepene Tablelands Road	100	60	60	Consistent Infrastructure: Signage
The Anchorage	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
The Anchorage East	50	50	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
The Lookout	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
The Ridge	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Thompsons Access	100	60	60	Consistent Infrastructure: Signage
Tikorangi Road	100	60	40	Reason: A 40kph speed limit is consistent with small urban coastal settlements and the adjoining Opito Bay Road. Infrastructure: Signage
Tohitapu Road	50	40	40	Consistent Infrastructure: Signage
Totara Place (Kerikeri)	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Tuatahi Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tui Place (Kerikeri)	50	30	30	Consistent Infrastructure: Signage
Tui Glen Road	100	60	60	Consistent Infrastructure: Signage
Tui Grove (Paihia)	50	40	40	Consistent Infrastructure: Signage
Urutawa Drive	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Veronica Street	50	40	30	Reason: The carriageway is very narrow and there is no pedestrian facilities. The road provides "no-exit access for residential dwellings. Preferred option is 30kph due to the narrow carriageway with no centreline marking. Access is gained from Coutts Street, which is recommended as 30kph. Infrastructure: Signage
Waikoura Road	100	60	60	Consistent Infrastructure: Signage
Waimangaro Road	100	30	60	Reason: Consistent with proposed speed limits on other similar unsealed roads. This road is narrow and is a no exit road with low density residential swellings. A slower 30kph speed limit is not considered appropriate. Infrastructure: Signage
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60	60	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Wainui Road from 50kph boundary SE of One Lane Bridge at Te Ngaere Bay to current 50kph/100kph boundary	50	60	30	Reason: There is an Urupa and a Marae at the southeast end of Te Ngaere Bay. The area is a typical Northland coastal settlement where beach access requires crossing the road from the houses and is a stopping place. A 30kph speed limit reflects the beach access across the road, location of the marae and urupa is appropriate. Consistent with Rihi Way. Infrastructure: Signage
Wainui Road from Tauranga Bay Rd to Whangaroa	100	60	80	Reason: The part of Wainui road from Tauranga Bay Road to Whangaroa has a distinctly different road environment from the section between Tauranga Bay Road and Matauri Bay. The road is significantly less tortuous and an 80kph speed limit is consistent with other similar sealed roads. Infrastructure: Signage
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60	Variable 30	Reason: School zone. All school activities take place on the eastern (school side) of the road, there is no need for children to cross the road. The variable speed 30kph during school hours will ensure the safety of school children and provide adequate measures to manage traffic flow around the school without the need for raised platforms. Infrastructure: Signage
Wainui Valley Road	100	60	60	Consistent Infrastructure: Signage
Waipapa Road from SH10 to 372 Waipapa Rd	70	40	60	Reason: Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. Residential and commercial development is consistent with rural medium density with most developments not having direct access to the carriageway. A 60kph speed limit is therefore considered appropriate. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	40	Variable 30	Reason: School zone. Harvest School has initially been classed as a Category 1 School, where students utilise the road environment to access the school. As a new build school that is not yet operational, determining final student movements is not possible at this time. Based on the available information, it has been assumed that the school will be Category 1. Infrastructure: Signage
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	40	60	Reason: Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. Residential and commercial development is consistent with rural medium density with most developments not having direct access to the carriageway. A 60kph speed limit is therefore considered appropriate. Infrastructure: Signage
Waipapa Road from 20m west of Edkins Rd to end	50	40	40	Consistent Infrastructure: Signage
Waipapa Landing Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Waipapa Road from SH10 to 50m before Landing Rd	80	40	60	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Waipapa Road 50m before Landing Rd to Roundabout	50	40	40	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Waipapa Landing Road Rab	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Wairangi Road	100	60	60	Consistent Infrastructure: Signage
Waitapu Creek Road	100	60	60	Consistent Infrastructure: Signage
Waitotara Drive	50	60	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Wakelin Road	100	60	60	Consistent Infrastructure: Signage
Waterview Place	50	50	40	Reason: Consistent with the recommended speed limit on Causeway Road where access is gained. Note: Causeway Drive could support either a 30kph or a 40kph speed limit, as such, the speed limit on Waterview Place will remain consistent with Causeway Road. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Wendywood Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Wentworth Terrace	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Whangae Road	100	60	60	Consistent Infrastructure: Signage
Whangaroa Road from SH10 to Wainui Rd	100	80	80	Consistent Infrastructure: Signage
Whangaroa Road from RP4289 (approximately 50m west of Wainui Road intersection) to RP5311 (50m west of Kent St).	100	60	50	Reason: Following submissions, the speed limits on Whangaroa Road have been revised to take account of the narrow carriageway and winding nature of the road. It is recommended that a speed limit of 50kph be extended from RP4289 (approximately 50m west of Wainui Road intersection) to RP5311 (approximately 50m west of Kent Street). Infrastructure: Signage
Whangaroa Road from RP5311 (50m west of Kent St) to end.	50	30	30	Consistent Infrastructure: Signage
Wharau Road from Quines Landing to end of seal	100	80	80	Consistent Infrastructure: Signage
Wharau Road unsealed section	100	60	60	Consistent Infrastructure: Signage

Interim Speed Management Plan Kerikeri Bay of Islands



Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Wharengaere Road	100	60	60	Consistent Infrastructure: Signage
Wharf Road (Haruru Falls)	50	50	40	Reason: Wharf Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. Infrastructure: Signage
Williams Road	50	40	30	Reason: Williams Street is part of the CBD area of Paihia. Williams Road is a busy shopping area and the road is effectively an informal shared space. The remainder of Williams Road incorporates an off-road car parking area generating significant pedestrian traffic. The land uses on this road will generate significant pedestrians, using the pedestrian facilities on both sides of the road and crossing the road. Infrastructure: Signage
Wilson Road	50	50	40	Reason: Wilson Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. Infrastructure: Signage
Woodley Place	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Yacht Drive (Opito Bay)	100	40	40	Consistent Infrastructure: Signage
Yorke Road	50	50	40	Reason: Yorke Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. Infrastructure: Signage
Yorke Road (East)	50	50	40	Reason: Yorke Road (East) is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. Infrastructure: Signage

6 Speed Limit Maps

The following maps set out the speed limits described in Section 5. It should be noted that the maps contained in this Interim Speed Management Plan are supported with detailed GIS information and identified Reference Points (RP) identifying the actual speed limit transitions. Maps with RP's identified are utilised for the purposes of detailed design and implementation. RP's are not included in the maps in this Interim Speed Management Plan due to the need for clarity at the published scale. Not all road names are identified in the following maps due to the need for clarity at the published scale.

The following maps are included in this Interim Speed Management Plan:

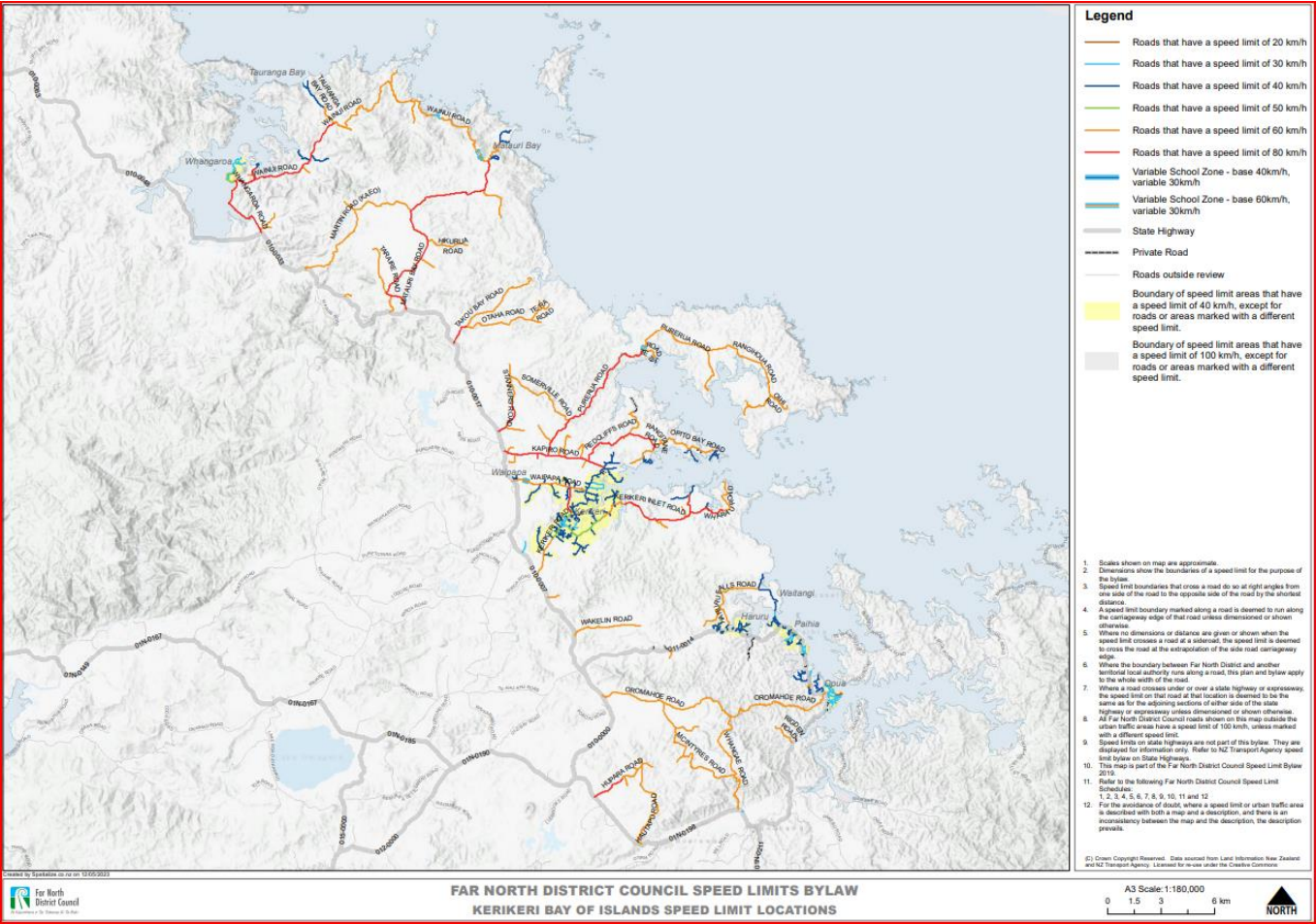
Urban Maps

- Kerikeri Bay of Islands
- Kerikeri urban
- Paihia
- Opua
- Haruru
- Whangaroa

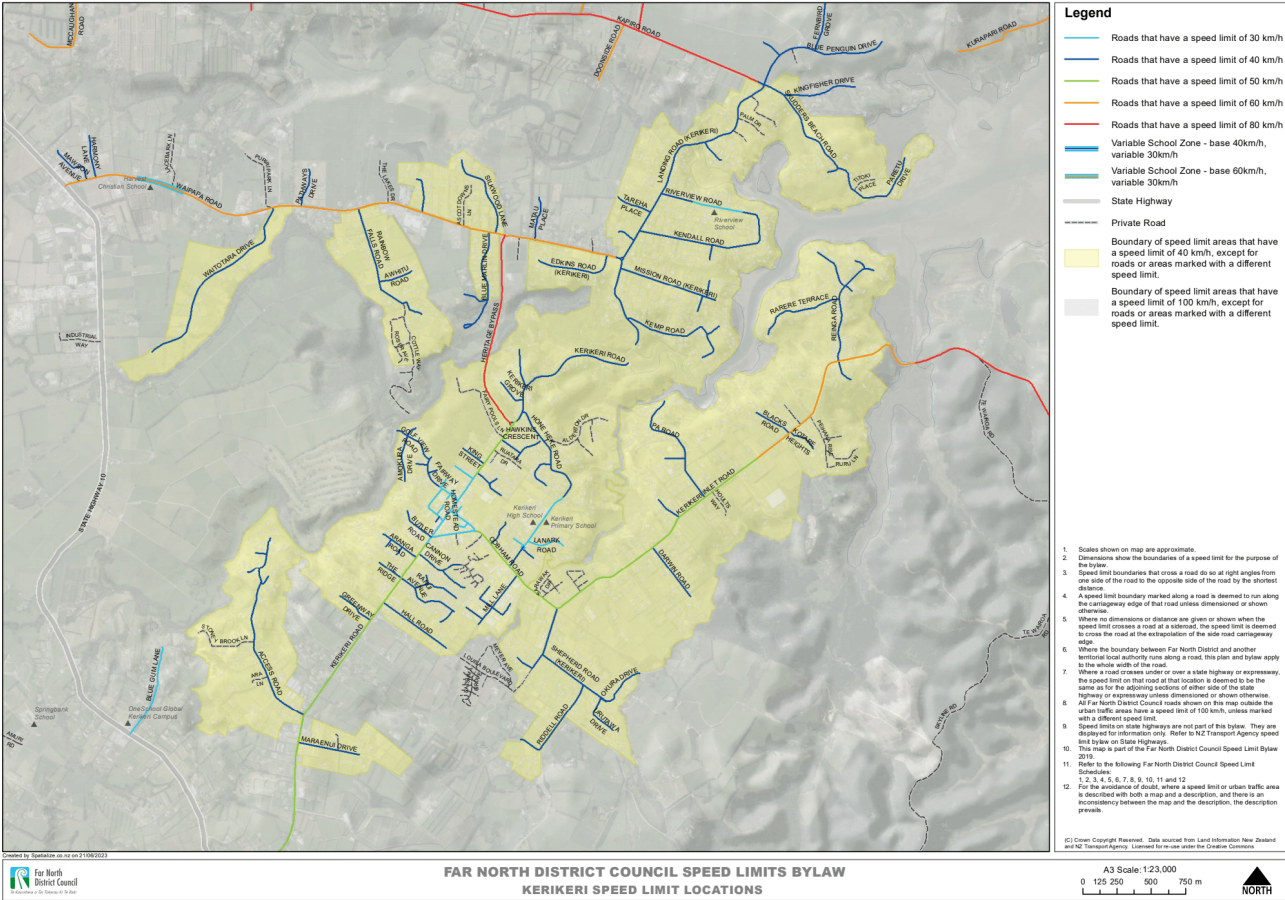
Schools

- Opua School (Franklin Road – Opua)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay)
- One School Global Campus Kerikeri (Blue Gum Lane)
- Harvest School (361 Waipapa Road)

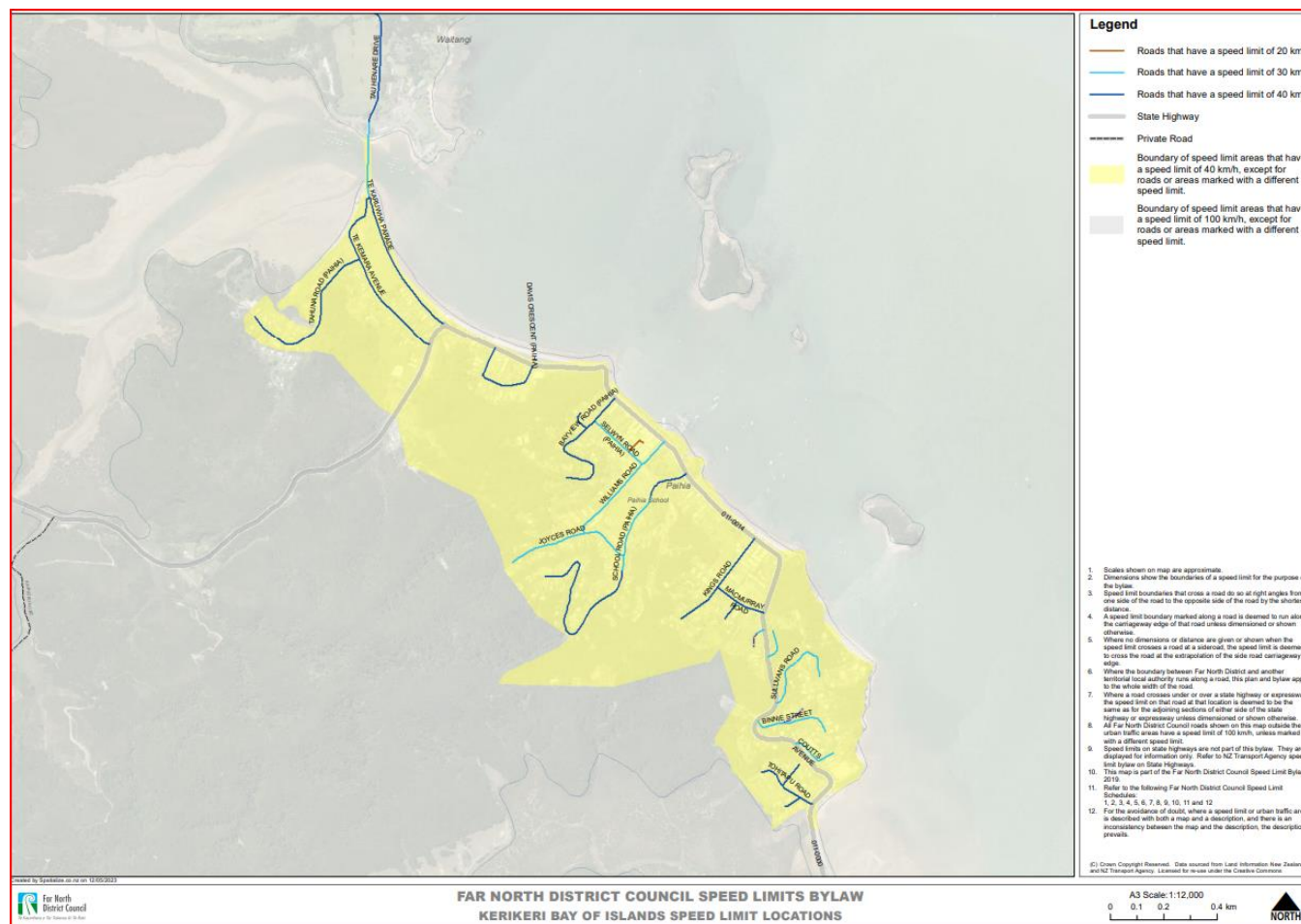
Interim Speed Management Plan
Kerikeri Bay of Islands



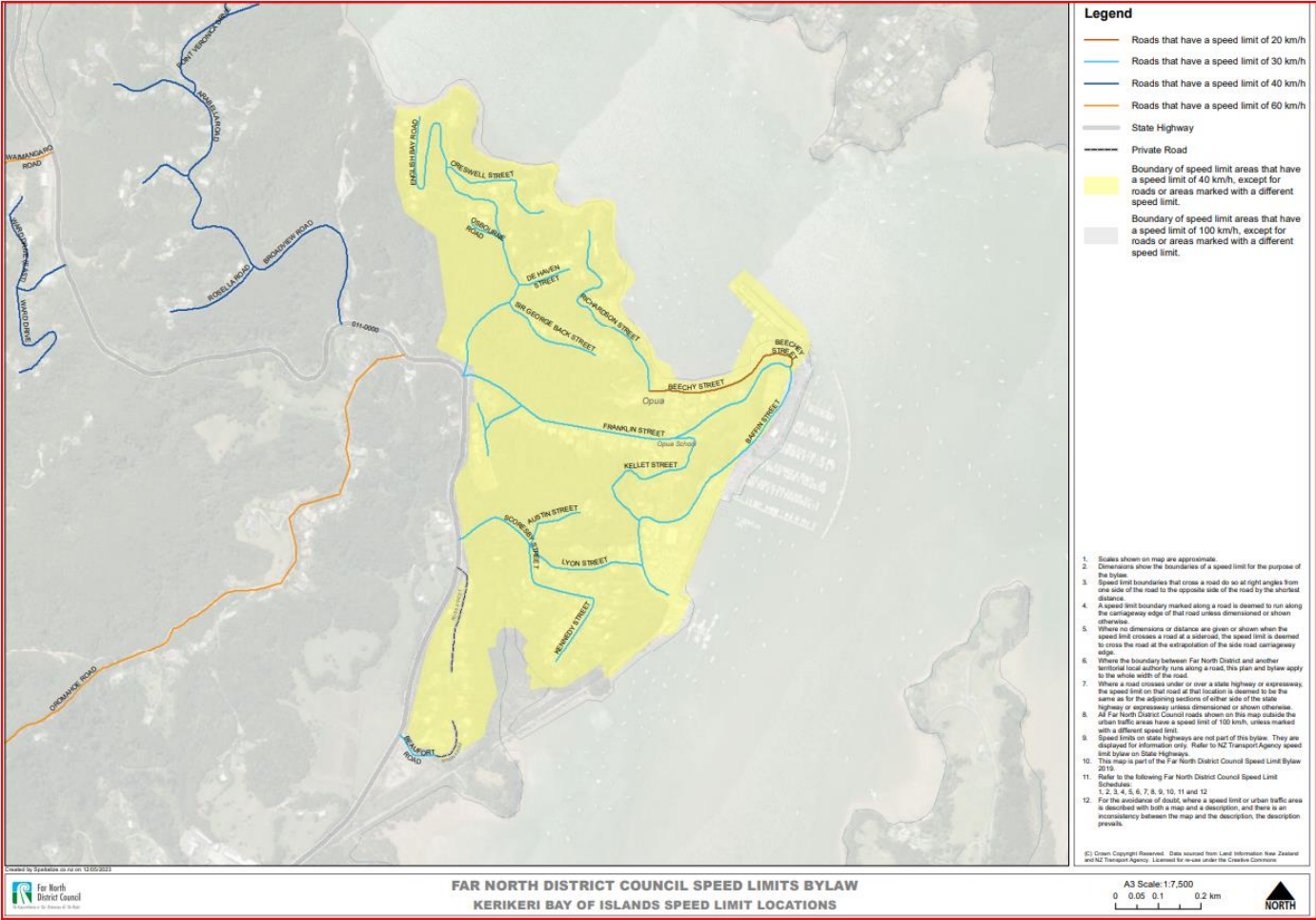
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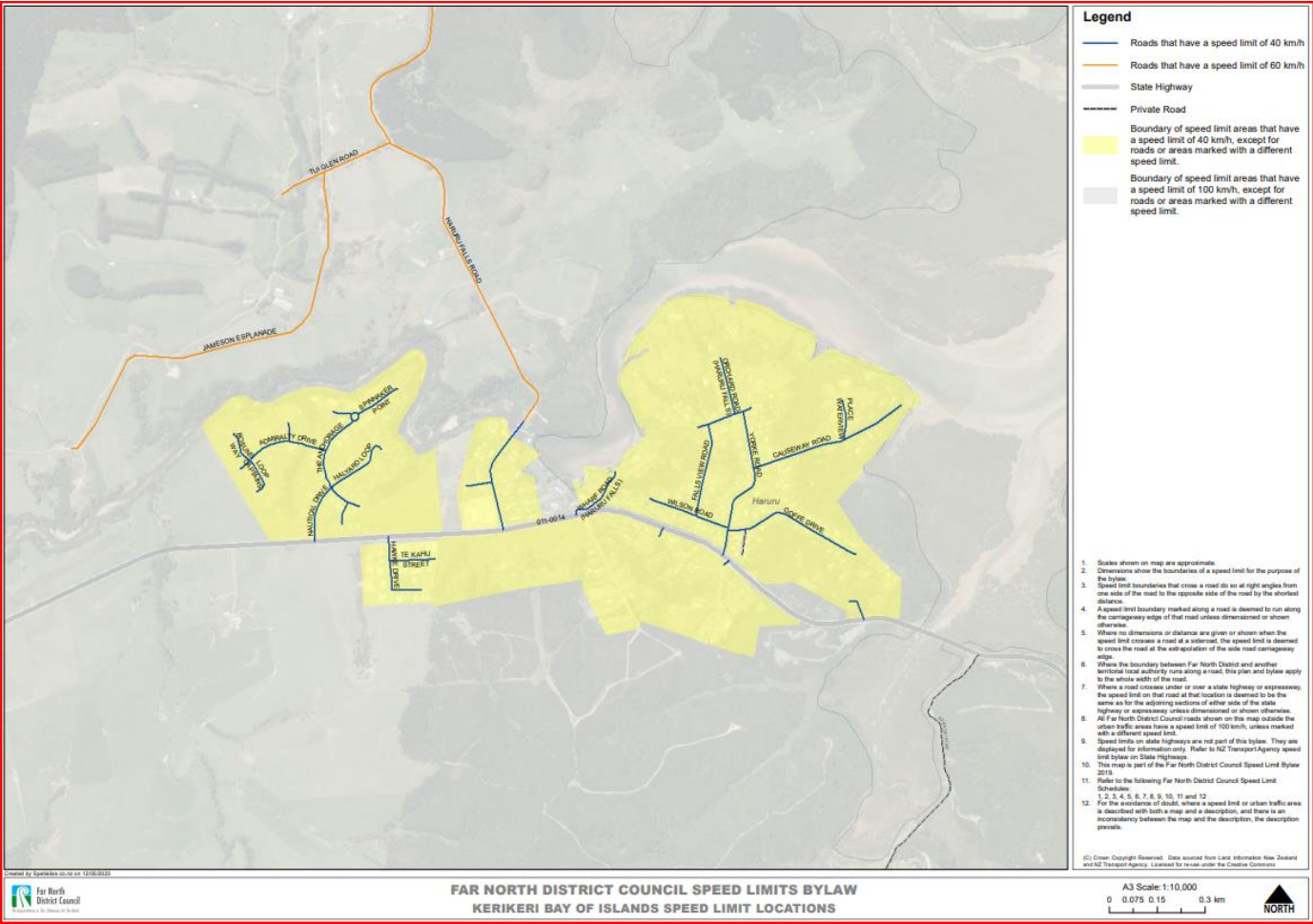
Interim Speed Management Plan Kerikeri Bay of Islands



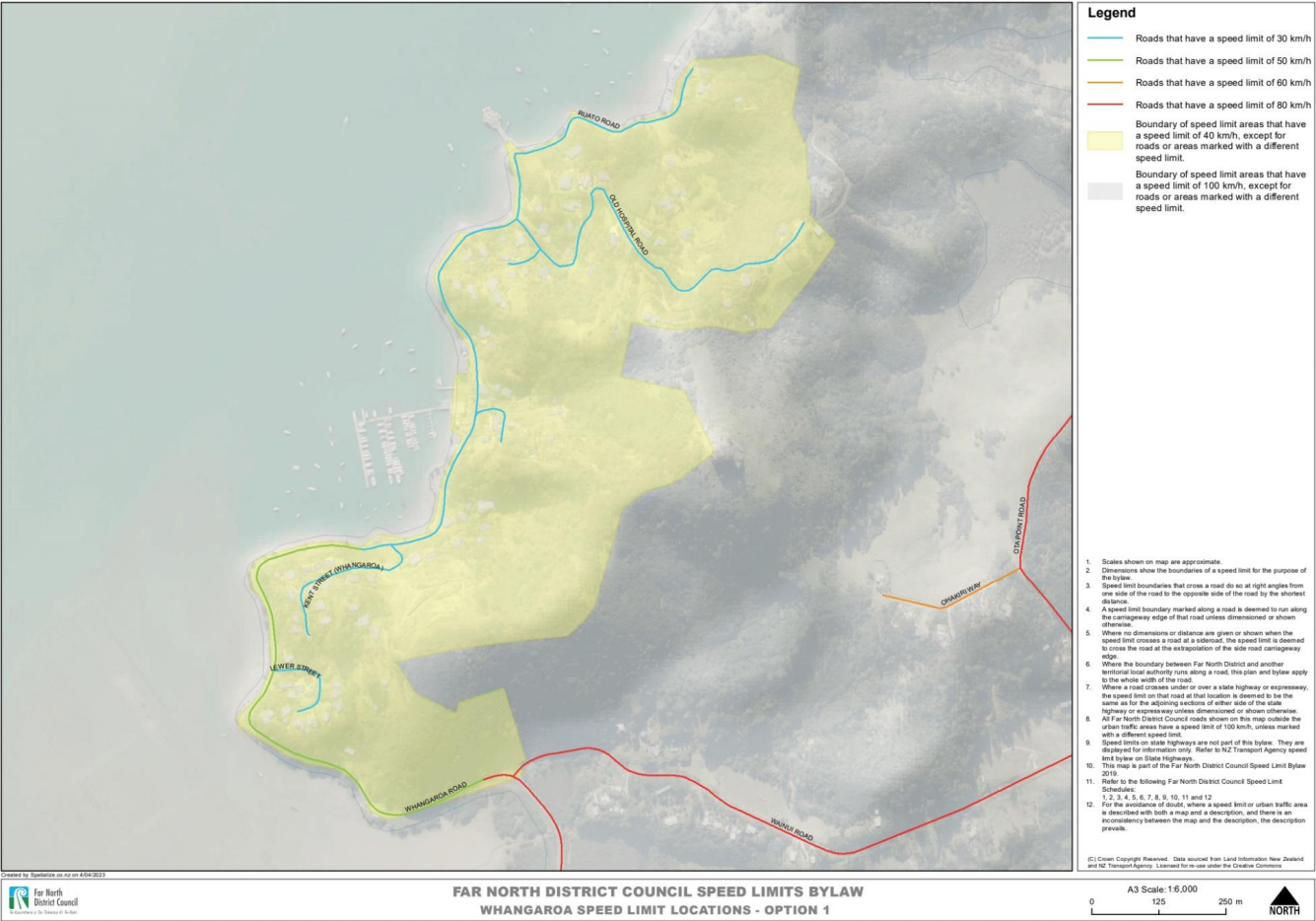
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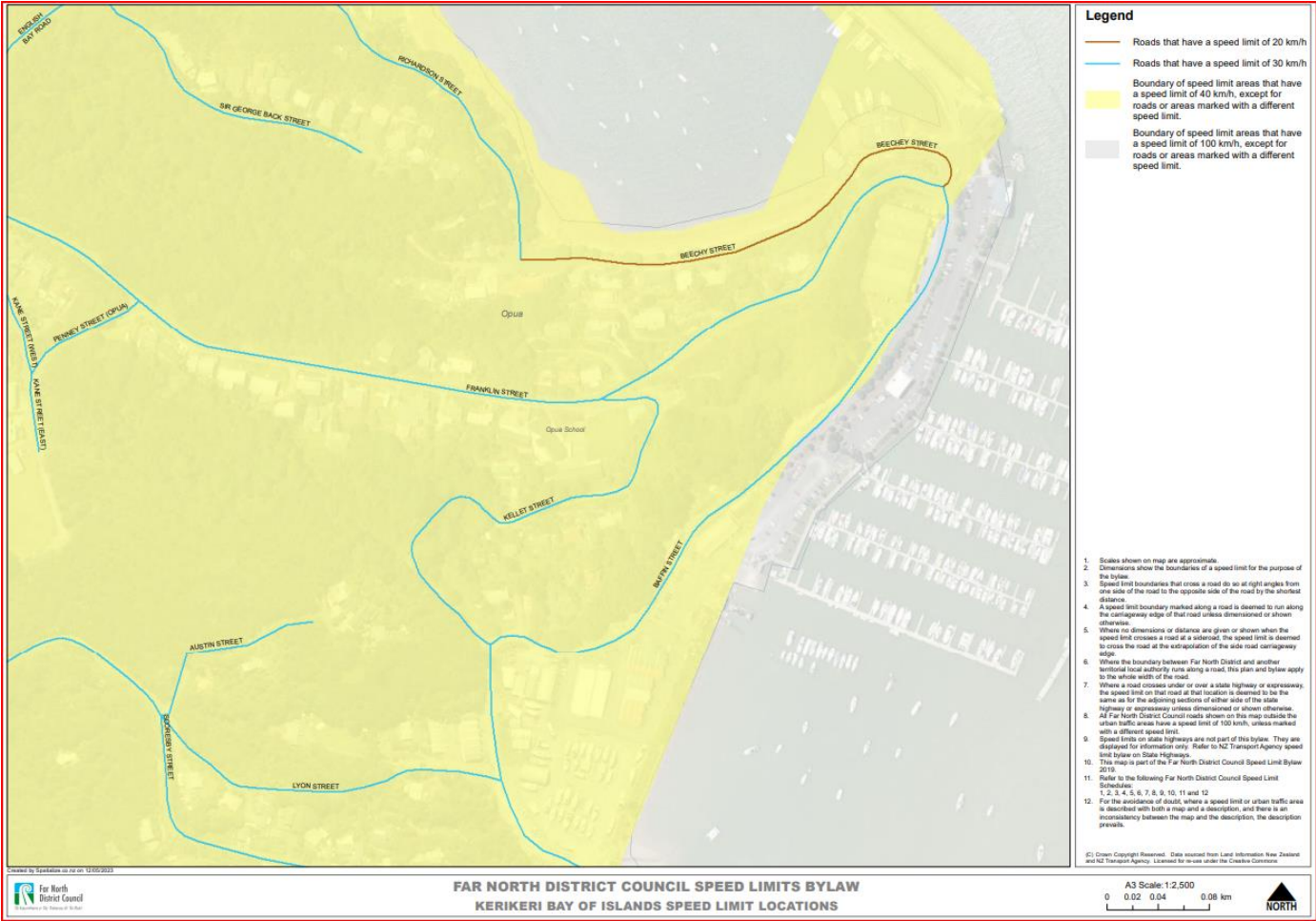
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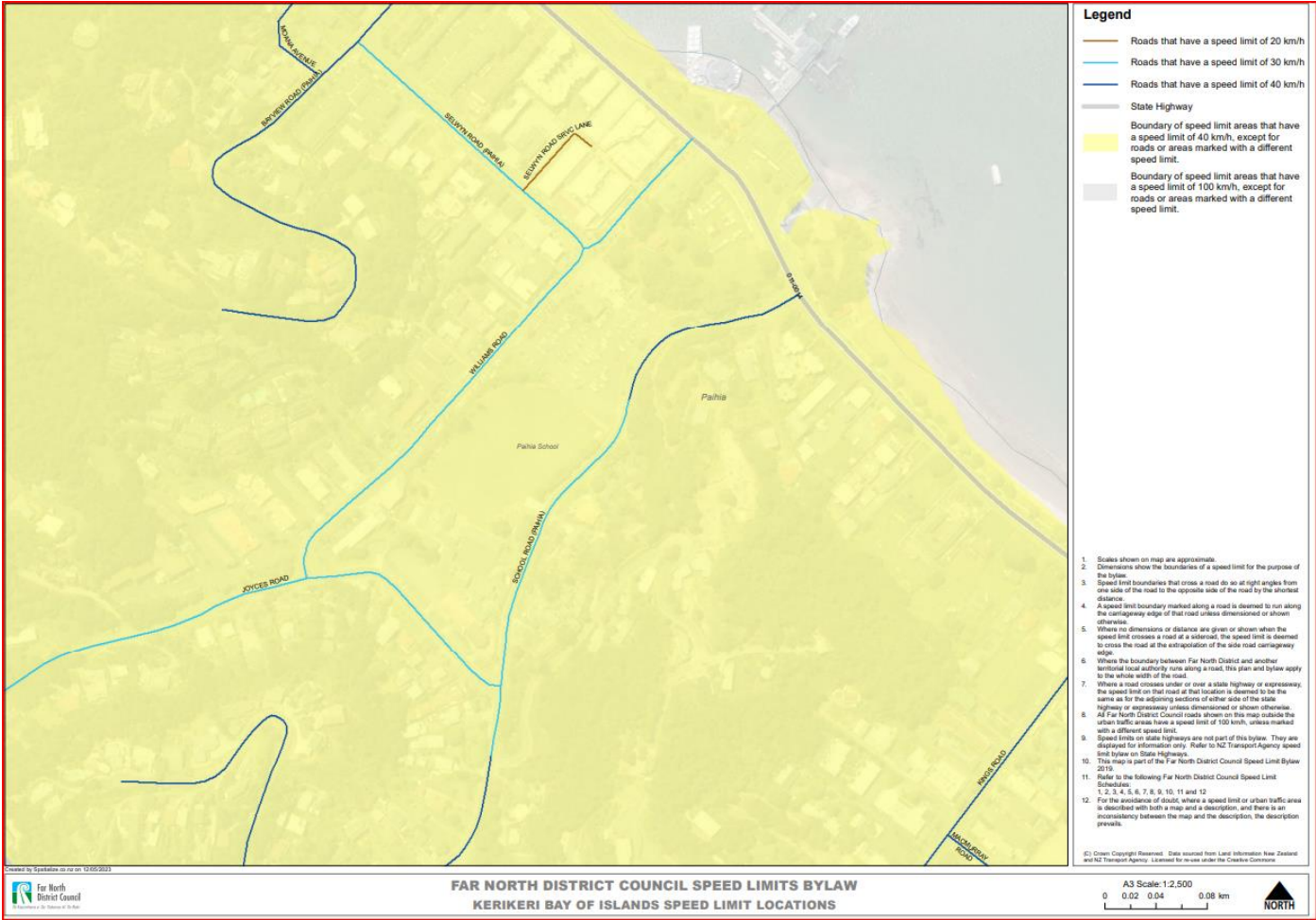
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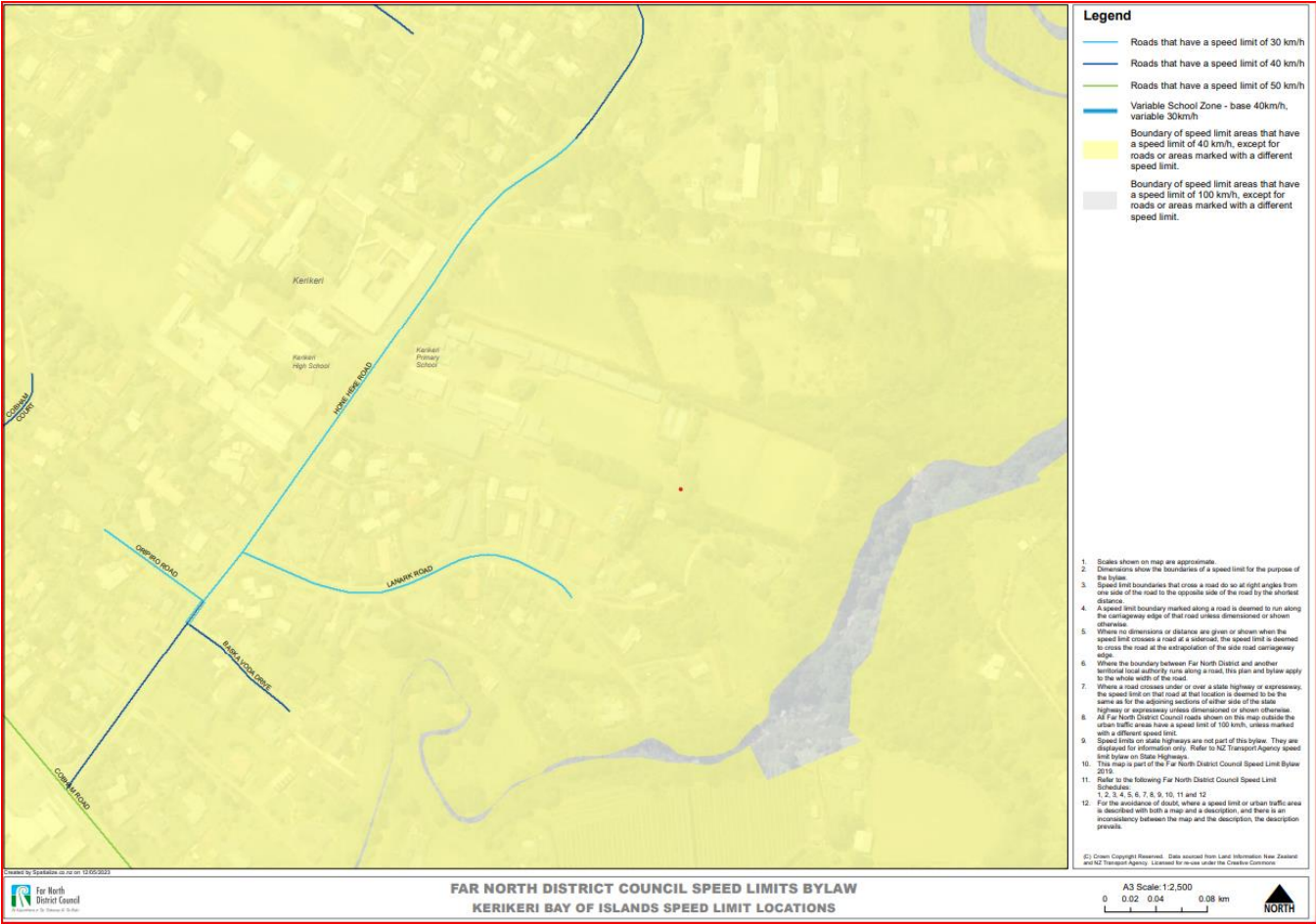
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Kerikeri Bay of Islands



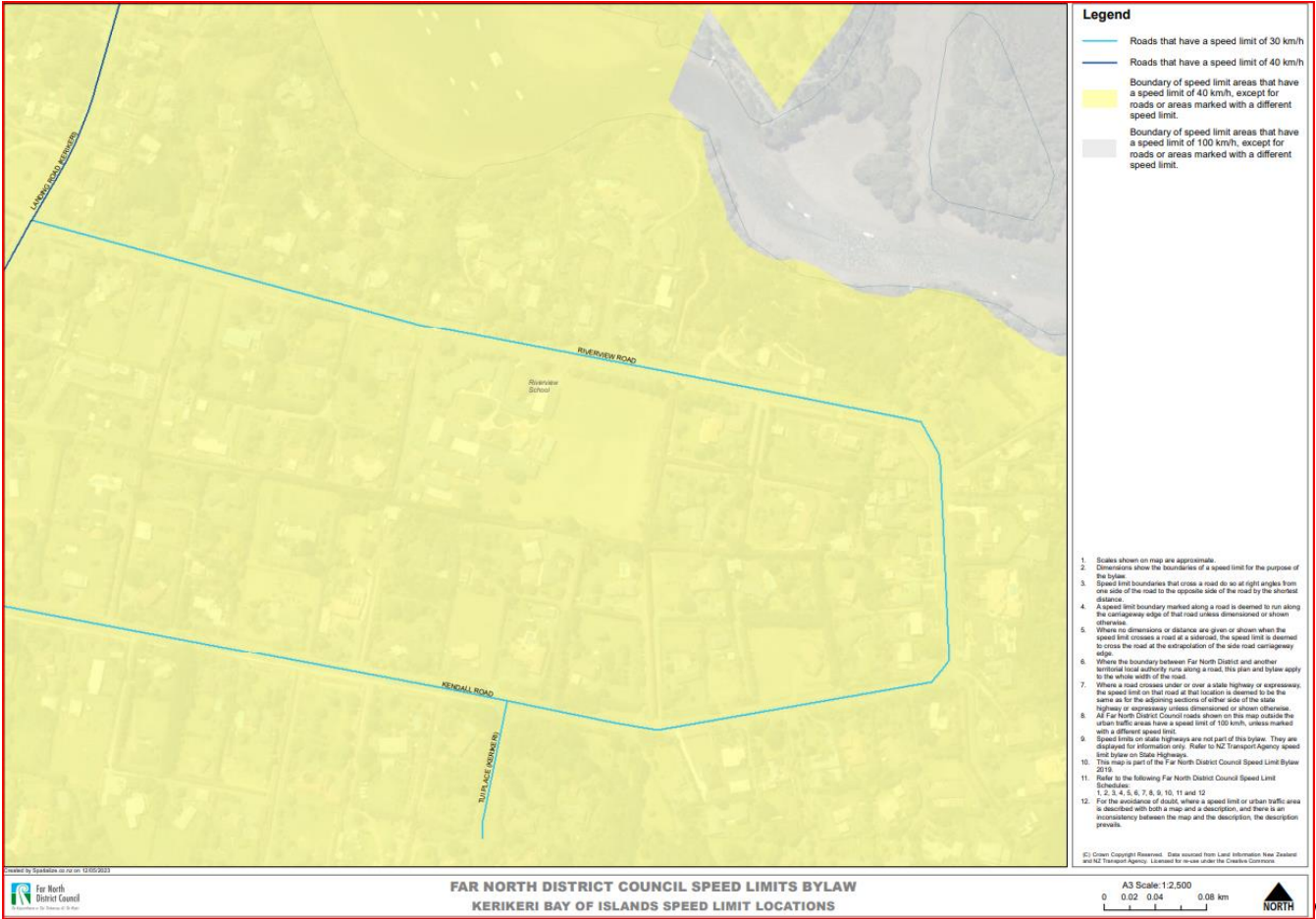
Interim Speed Management Plan
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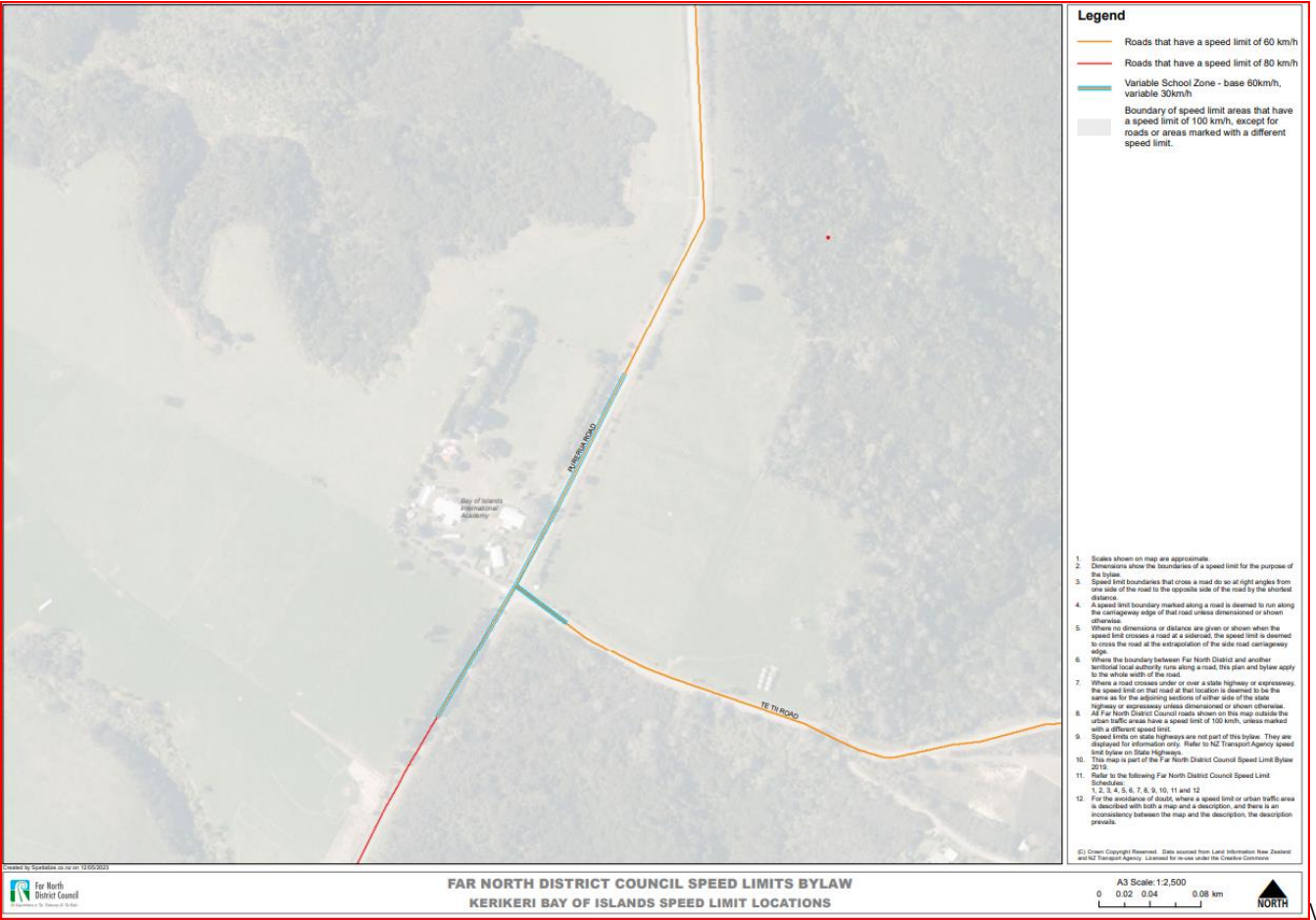
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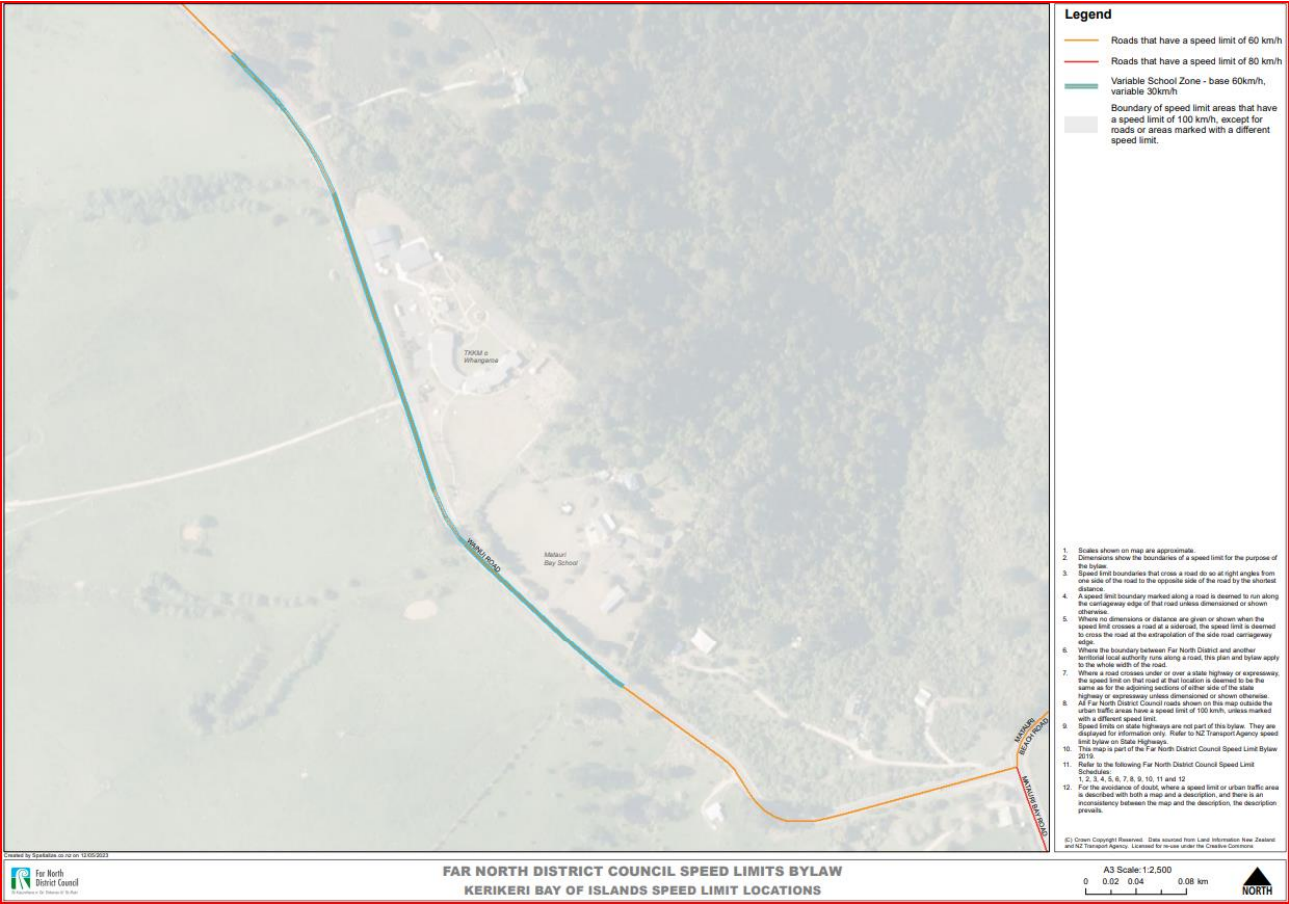
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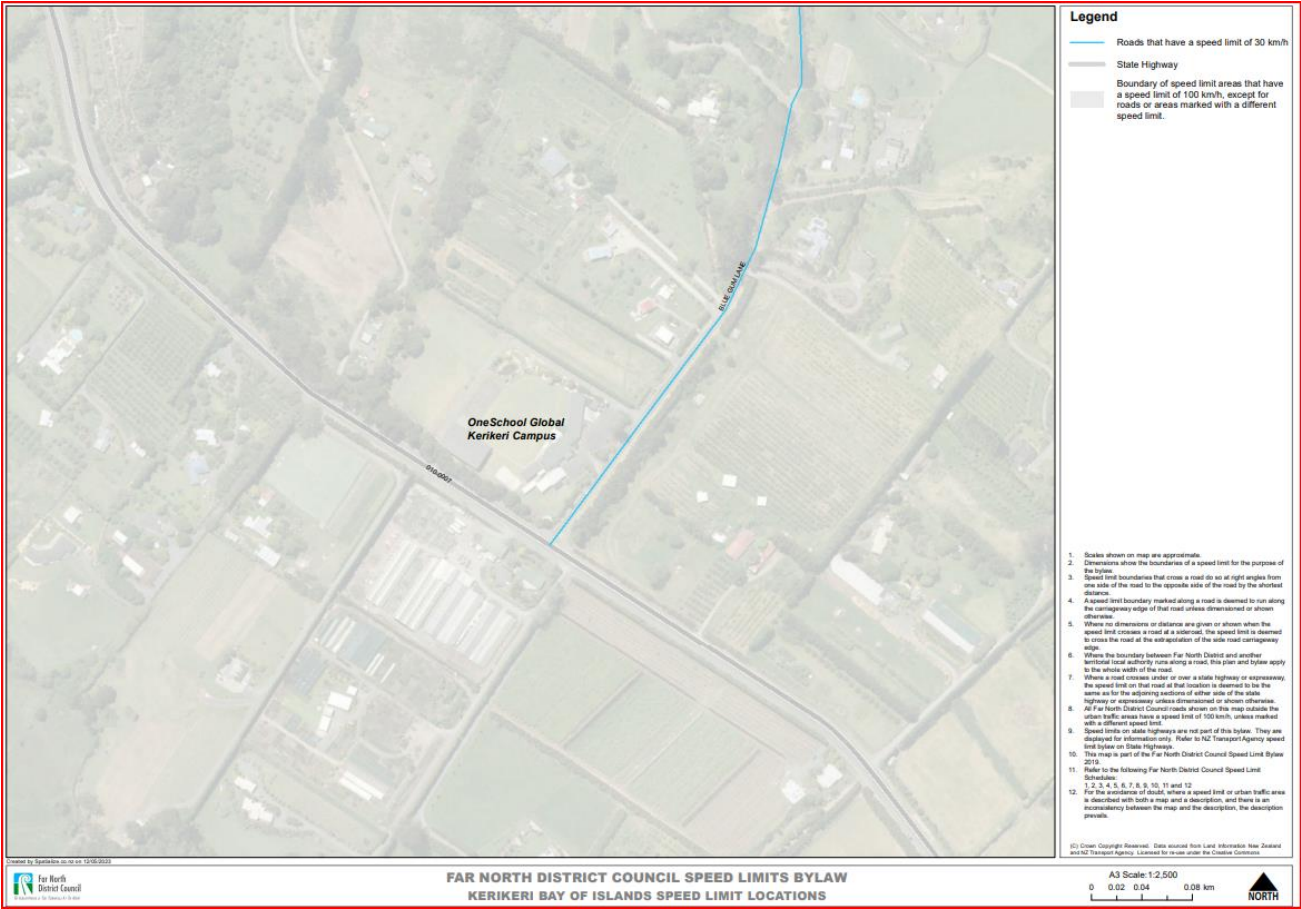
Interim Speed Management Plan
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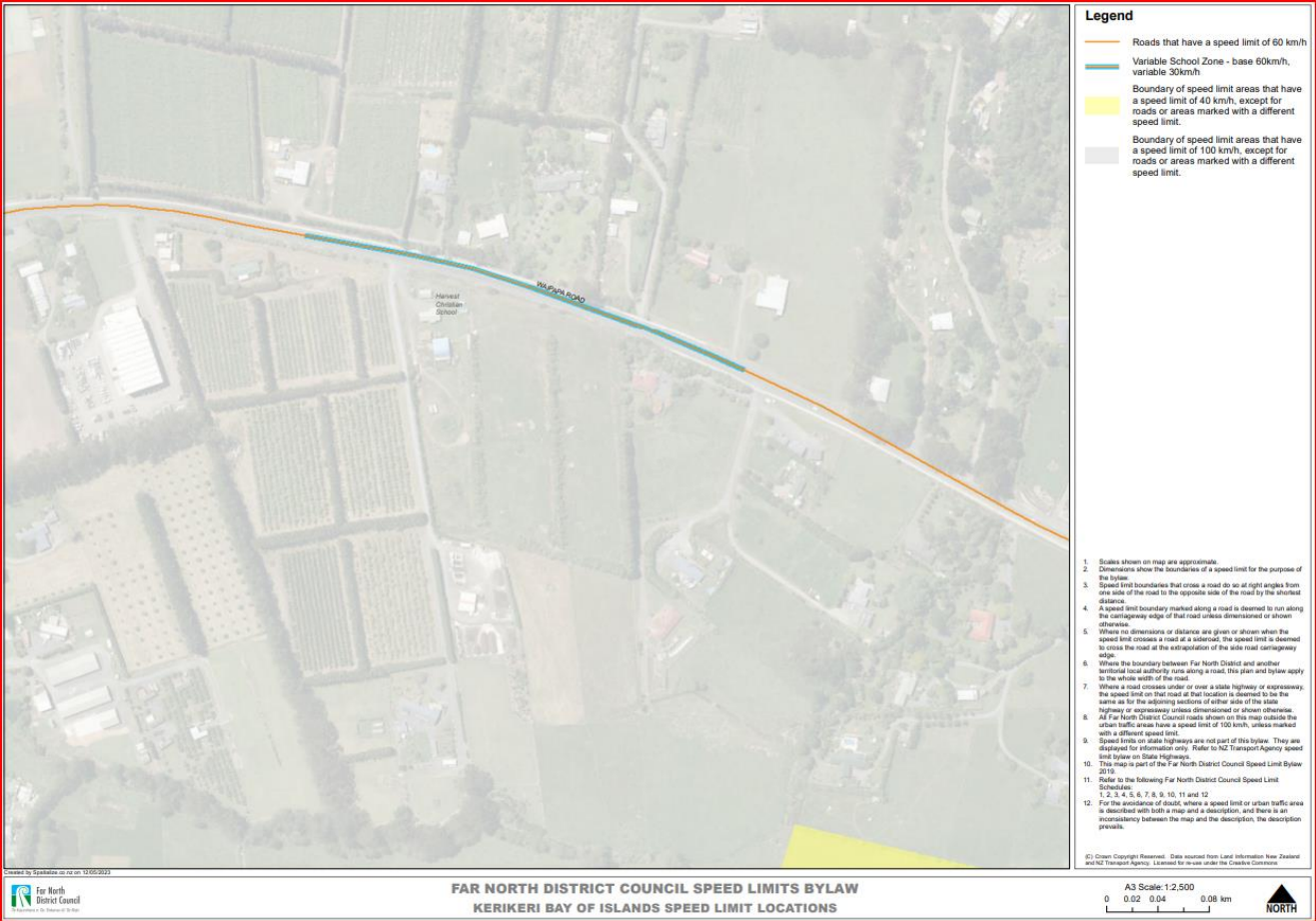
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Regional Speed Limit Reviews

Bay of Islands and Kerikeri Technical Report

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1 Overview

Far North District Council (Council) is a Road Controlling Authority (RCA) within the Far North District and has a statutory role in managing the district's local roads (except State Highways), including the setting of speed limits. This statutory role as an RCA is set out under the Land Transport Act 1998, which also enables Council to set speed limits on roads under its control.

Speed Limits are set by Council in accordance with the Setting of Speed Limits Rule 2022. The National Speed Limit Register (NSLR) is the legal instrument for enforcing speed limits.

Council is proposing to amend the posted speed limits on roads within the Bay of Islands and Kerikeri catchment area. The Catchment is located to the east of State Highway 10 and extends from State Highway 11 in the south (Kawakawa – Opuia) through to the Whangaroa Harbour in the north. The Review also includes the following communities:

- Kerikeri
- Opuia
- Paihia
- Waitangi
- Haruru Falls
- Whangaroa

The full review area is set out in maps in Section 2 of this Report.

This Report provides the technical data and information utilised to propose changes to speed limits within the review area, including, but not limited to:

- A summary of the proposed new speed limits
- Reasons for the proposed amendments
- An outline of the consultation process
- Matters considered under the Setting of Speed Limits Rule 2022
- Options analysis

This Report is intended to support the Statement of Proposal that will be notified as part of the required community engagement and consultation phase of setting new speed limits.

Submissions are sought from any person or organisation and must be received by Council no later than **5pm, 5th December 2022**.

1.1 New Setting of Speed Limits Rule

A new Setting of Speed Limits Rule (2022) came into force on 19th May 2022. The new Rule replaces the 2017 Rule. The new Rule creates a new focus on speed management and promotes a regionwide approach to setting safe and appropriate speeds on both the local and State Highway network. There are a number of changes to how we review and set new speed limits. Some of these changes are explained below and include:

- A new National Speed Limit Register (NSLR)
- New Speed Management Plans
- New rules for setting speed limits around schools
- New Speed Limit Areas

The setting of Speed Limits Rule 2022 can be viewed by following the link below:

www.nzta.govt.nz/resources/rules/setting-of-speed-limits-2022

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1.2 National Speed Limit Register

The new Rule requires that all speed limits be migrated from local Speed Limit Bylaws into a National Speed Limit Register. The NSLR is managed by Waka Kotahi (NZTA). Council, as a Road Controlling Authority are able to update the NSLR when speed limits are amended.

All speed limits in Northland have now been migrated from the previous Bylaws into the National Speed Limit Register (NSLR). The NSLR has now become the legal instrument by which all speed limits are enforced.

The change in legal instrument from Bylaw to NSLR does not change the Far North District Council's role as a Road Controlling Authority. Speed limits are still set in accordance with the Setting of Speed Limits Rule 2022 (and its associated guidance) and there is still a community engagement process.

The change to the NSLR helps streamline the implementation of speed limits, once reviewed. When Council adopts a new speed limit and created a Speed Management Plan (refer below), the NSLR is updated to identify the new speed limit and the date it comes into force.

The National Speed Limits Register can be accessed by following the link below:

<https://speedlimits.nzta.govt.nz>

1.3 Speed Management Plans

The new Rule requires speed limits to be set by creating a Speed Management Plan, which must be certified by Waka Kotahi. The Speed Management Plans are new.

The Rule identifies two types of Speed Management Plan:

- **Interim Speed Management Plan** - This Plan enables speed limits to be amended in the period before the next RLTP and has more streamlined components.
- **Regional Speed Management Plan** – This Plan is developed alongside the Regional Land Transport Plan (RLTP) and is updated on a three yearly cycle.

Speed Management Plans encourage Road Controlling Authorities to undertake speed limit reviews on a more area wide basis. This change to an area wide focus is consistent with the road catchment-based approach taken with all speed limit reviews in Northland.

Interim Speed Management Plans

An interim Speed Management Plan provides a transitional process that allows for speed limit reviews that are currently underway (but not yet notified for consultation) to continue prior to the preparation of a more detailed Regional Speed Management Plan.

The Interim Speed Management Plan provides for a more streamlined process and does not include many of the long-term components that a full Regional Speed Management Plan requires (refer below).

An Interim Speed Management Plan can be prepared for each Local Authority, or as a Regional Interim Plan. In the case of the Whangarei Heads catchment review area, an Interim Speed Management Plan is being prepared and is the subject of this Technical Report and associated Statement of Proposal.

Regional Speed Management Plans

The purpose of the Regional Speed Management Plan (RSMP) is to ensure regional consistency in the approach to setting safe and appropriate speed limits. The plans are also intended to enable better integration of speed management with infrastructure investment by aligning with the Regional Land Transport Plan (RLTP) where funding is identified.

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The RSMP is prepared alongside the RLTP so that the implementation of new speed limits can better align with related infrastructure funding. It is expected that this will assist with speed limit implementation planning and funding.

Regional Speed Management Plans are prepared on a three-year cycle and incorporate the following matters:

- An assessment of how the RSMP is consistent with and implements national road safety policy and strategy (Road to Zero).
- Objectives. Policies and other measures for managing speed on roads for at least 10 financial years
- An explanation of the “whole of network” approach taken, including integration with infrastructure investment
- An implementation programme for the three-year life of the Plan (aligning with the RLTP), including the proposed speed limit changes, safety infrastructure and timeframes for implementation.

1.4 Speed limits around Schools

The new Setting of Speed Limits Rule identifies the review of speed limits outside schools as a priority by setting the following targets:

- 40% of all schools assessed and treated with compliant speed limits by June 2024
- All schools assessed and treated with compliant speed limits by 31 December 2027.

The new Rule identifies two categories of schools:

- Category 1 Schools that have a maximum speed limit of 30kph. A Category 1 school will include all urban schools, and rural schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school.
- Category 2 Schools that have a speed limit of 60kph or less. Category 2 schools include rural schools where there is no active use of the road environment by student pedestrians.

It should be noted that national guidance with respect to speed limits near schools indicate that the speed limit should:

- Be a permanent speed limit, with a variable speed limit only considered where the permanent option has been considered and found inappropriate.
- Encourage walking and cycling to school by creating safe speed areas around the school.

As a result of the new national guidance, school speed zones will be expanded from the immediate road frontage to include other walking and cycling routes near the school.

1.5 Speed Limit Areas

Speed Limit Area is a new term introduced by the Setting of Speed Limits Rule 2022. A Speed Limit Area (SLA) is the equivalent of the previous Urban Traffic Area. However, an SLA provides greater flexibility than the previous Urban Traffic Area.

An SLA allows Council to identify an area that has the same speed limit, for example, 30kph in a town centre, or 40kph in an urban area. The SLA sets the default speed limit with other speed limits within that area specifically identified. In addition, an SLA can also cover areas that are subject to new development. This provides developers more certainty of the design speeds for their developments.

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1.6 Road Speed Environments

Waka Kotahi (NZTA) Speed Management Guidance provides general guidance in assessing a safe and appropriate speed, based on the type of road and other broad-based assessment criteria. This national guidance is a high-level guidance and does not always accurately describe speed environments on a local scale.

The descriptions of various speed limits set out below is intended to provide an indication of how and where different speed limits may be applied. It is important to note that the descriptions are indicative only and a wide range of other factors need to be considered when identifying and setting a speed limit, including local community feedback.

20kph	Shared Space areas that are predominantly used for pedestrian activities. Areas will typically include street furniture and landscaping, or street design that promotes casual pedestrian activities. It includes some beaches.
30kph	Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles. Beach access, including informal parking for pedestrian access to beaches and some parts of smaller urban centres and coastal settlements. Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads at either controlled or uncontrolled crossing points, but not a formal shared space. Some urban areas where there are facilities that generate significant additional pedestrian activity such as shopping centres, sports facilities or other developed recreational areas, or where there are “slow street” urban design features.
Schools 30kph	The Setting of Speed Limits Rule requires that schools identified as Category I have a permanent or variable speed limit of 30kph. Category I schools include most urban and semi-urban schools where there is an associated, likely presence of school children using the relevant public road for pick-up and drop off, walking, cycling or other forms of active transport.
40kph	Urban residential areas. Unsealed roads that are particularly narrow, tortuous or are short access only roads that may have a higher non-traditional vehicle use (eg: horses or agricultural vehicles).
50kph	Urban roads that that are utilised as key arterial routes within the community and where those roads exhibit urban safety features such as marked cycleways, and other road safety markings, including traffic and pedestrian separation.
Schools less than 60kph	The Setting of Speed Limits Rule requires that schools identified as Category II have a maximum speed limit of 60kph (or less). Category II schools include rural schools where there is no associated pedestrian activity in the road environment (including off-street pick up and drop off for all vehicles, including school busses).

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60kph	<p>Semi-urban or rural roads that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> • Significant industrial or commercial activity • A road principally used for access to rural residential dwellings with a narrow single lane carriageway or no centre line marking • A road where significant residential or other development is directly accessed, including approaches to urban areas. • Some urban arterial routes • Unsealed roads
70kph	Transitional roads that do not meet the 60kph semi-urban speed environments but have characteristics that mean an 80kph speed limit is inappropriate.
80kph	General rural sealed roads with clearly marked centre lines, sufficient shoulder areas and are not tortuous in terms of curves.
100kph	Rural arterial routes that are of high quality with a wide, divided carriageway, often including a centreline road barrier system, and wide shoulders, physical lane separation and exhibit other engineered safety features.

2 NTA process for recommending speed limits

This Section of this Report provides an outline of the process that NTA utilise to recommend speed limits on local roads throughout Northland. This Technical Report and the associated Statement of Proposal provides the key technical data that is relied on.

To ensure clarity, the term “proposed speed limit” is utilised to describe speed limits that are yet to go through the full public consultation phase. The term “recommended speed limit” is utilised once all the assessments have been complete, including the consideration of community feedback. Recommended speed limits are those that are finally recommended to Council, in its capacity as a Road Controlling Authority, for adoption.

2.1 Catchment Selection

Catchments are selected for review based on a number of factors, including:

- Risk
- Development pressure
- The need to co-ordinate cross boundary issues, for example, between different jurisdictions

2.2 Technical Reporting

The development of the Technical Report encompasses the following key stages:

- Familiarisation with catchment roads
- Collation and assessment of technical data and risk mapping of each road
- Identification of Initial safe and appropriate speeds based on the data and desk-top assessments
- Sense testing speed limits with site visits and separate road safety assessments as appropriate
- Finalisation of proposed speed limits for consultation

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Familiarisation

Familiarisation with catchment roads includes an initial desk-top exercise to identify any critical speed related issues within the catchment area. This highlights specific matters that need to be identified and inspected as part of the wider process.

Key NTA staff responsible for preparing the Recommendations Report and recommending speed limits undertake a drive-over of the catchment area. The drive-over includes areas identified within the initial desktop familiarisation exercise.

Catchment familiarisation is an informal process intended to ensure that key staff understand the road network being reviewed, including the wider road environment.

Collation, Assessment and Identification of Initial safe and appropriate speeds

Technical data from Waka Kotahi Megamaps resource, local council information and other mapping sources are collated and assessed. The data collated is consistent with the matters that must be considered when setting a speed limit (Setting of Speed Limits Rule 2022).

The data collated is a desktop exercise and provides evidence-based information as a starting point for any recommended speed limit. Some data collated, for example risk ratings and "safe and appropriate speeds" are calculated as part of a national data set that is used to provide nationally consistent information for a wide variety of applications and is owned by Waka Kotahi. Council does not have direct access to the raw data used to produce the output that we utilise.

Assessment and identification of safe and appropriate speeds combine all data, along with other factors such as proposed changes to the road environment, expected or planned development and other matters.

The assessment provides a starting point for proposed speed limits, which are then "sense tested" for further refinement. Given the range of information utilised within the assessment process, including professional road safety experience, the proposed speed limits do not necessarily reflect the "desk-top" safe and appropriate speed.

Sense Testing and finalisation of proposed speed limits

The purpose of sense testing is to ensure that speed limits being proposed are appropriate and credible for local conditions.

Following the desktop assessments, proposed speed limits are sense tested. This includes informal discussions with road safety staff and engineers, site visits and assessment against other local information. Sense testing may lead to adjustments to proposed speed limits and/or adjustments to speed limit boundaries.

2.3 Consultation

Community feedback is one of the matters that must be considered when setting a speed limit. Council must consult the effected community in accordance with the Special Consultative Procedures set out in the Local Government Act 2002. To achieve this, a Statement of Proposal (SOP) is produced. The SOP identifies the proposed speed limit changes, the reasons for them and how a submission can be made.

Although any person may make a submission, consultation and community engagement is tailored to the catchment area being reviewed. Consultation includes:

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- Public notification of a Statement of Proposal
- Submission process
- Community drop-in sessions where appropriate
- Hearings to enable submitters to present their view to Council and to provide additional evidence
- Consideration of all written and verbal submissions, as well as informal feedback from community drop-in sessions and other sources.

Community consultation often raises issues that are not identified in the more technical information that is relied on to propose speed limits. Feedback often provides greater clarity on how specific roads are being utilised, detailed community concerns and other aspects that are not highlighted in the more technical assessments.

2.4 Preparing Recommendations

A Recommendations Report that considers all the information that must be considered under the Setting of Speed Limits Rule 2022, including community feedback is produced. The Recommendations Report provides summary information of the feedback received and responses to that feedback.

In preparing the Recommendations Report, additional assessments are made, including, where appropriate, site visits. The focus of the Recommendations Report is on areas where community feedback indicates that the proposed speed limits may need to be further reviewed or revised. Where appropriate, the Recommendations Report also provides recommendations on future engineering solutions that may be required.

Once adopted, the Recommendations Report forms the basis for a final speed Management Plan, including detailed design (signage and physical works), procurement and implementation of the Recommended Speed Limits.

3 Road to Zero National Road Safety Strategy

From 2015 through to 2020, New Zealand, as a whole, has experienced an unprecedented rise in the number of deaths and serious injuries. Northland is one of the poorest performing regions in New Zealand with respect to road safety, road fatalities and serious injury crashes.

Nationally, we know the rate of increase in fatal and serious injury crashes is partly due to an increase of people travelling on our roads. But this isn't the only factor. The number of deaths and serious injuries are increasing at a much faster rate than can be explained by simple traffic growth.

About half the people who were harmed did not contribute to the crash. They were harmed by other people's errors in judgement, and were let down by a system that failed to protect them from those mistakes

The Road to Zero National Road Safety Strategy outlines a Strategy to guide improvements in road safety in New Zealand from 2020 to 2030. A key target set by the Strategy is to reduce deaths and serious injuries on New Zealand's roads, streets, cycleways and footpaths by 40 percent by 2030. Reaching that target would mean reducing annual road deaths to 227 and serious injuries to 1,680 by 2030. The Strategy provides a "road map" to achieving this goal.

The Road to Zero National Road Safety Strategy promotes a safe system approach to reducing fatal and serious injury crashes on New Zealand roads. The safe system is a holistic approach to road safety that is internationally recognised.

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There are five key focus areas under Road to Zero Strategy, of which speed management is one component:

- Infrastructure improvements and speed management.
- Vehicle safety
- Work-related road safety.
- Road user choices
- System management.

As a Road Controlling Authority, Council has varying degrees of roles and responsibilities with respect to these five focus points.

3.1 Infrastructure improvements and speed management

In its role as a Road Controlling Authority, Council has greatest influence over Infrastructure improvements and speed management.

Council provides an annual budget for road maintenance and road Infrastructure improvements. This activity takes up the largest percentage of expenditure set out in Council's Long-Term Plan. In addition to Council's budget, central government provides additional top-up subsidies.

Given the extent of the road network in the Far North District, it is not feasible to upgrade the road network to a stage where all current speed limits are safe and appropriate. However, Council's Long-Term Plan recognises that council want to increase the level of service for roading, and better meet the expectations of communities. To enable this, the Long-Term Plan identifies significant additional funding for sealing gravel roads in the district.

Council, as a Road Controlling Authority sets speed limits on local roads. Setting speed limits enables Council to set speed limits that are safe and appropriate and match the existing road environment. Setting speed limits that match the road environment has been shown (both nationally and internationally) to reduce the top-end speed and to reduce serious injury and fatal crashes.

Council can have a significant influence on speed management within existing budgets. Ongoing monitoring of speed limits, including crash data will enable a clear assessment to be undertaken with respect to the success of speed limit changes.

Where road corridors are upgraded, for example sealed or significant safety works undertaken along a corridor, Council are able to review whether speed limits are still safe and appropriate and match the new road environment.

3.2 Vehicle safety

Vehicle safety includes but is not limited aspects such as Warrant of Fitness, Certificate of Fitness and general fleet safety. Vehicle safety is primarily managed on a national basis and Council, as a Road Controlling Authority has limited influence on this aspect of the Road to Zero Strategy.

3.3 Work-related road safety

The work-related road safety aspect to the Strategy ensures that businesses and other organisations treat road safety as a critical health and safety issue. This aspect of the Strategy is managed through a range of activities and legislation, of which Council has only limited influence. Legislation primarily includes health and safety legislation and other legislation not directly linked to the Setting of Speed Limits Rule and the Land Transport Act.

Increasingly, transport and other businesses monitor their vehicles through GPS. This includes both location information and speed information. An increasing number of businesses treat speeding as a serious health and safety issue resulting in better compliance with posted speed limits.

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3.4 Road user choices

Road user choices includes, but is not limited to driver education, enforcement and general driver behaviour.

The Far North District Council have contracted Far North REAP (Rural Education Activities Programme) for the regional land transport plan funding period 2021 – 24 to deliver various road safety programmes. Far North REAP was established in 1980 to foster and facilitate Rural Education Opportunities for Te Hiku region. The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. The main education focus includes reducing alcohol/drug impaired driving, safer speeds, restraints, fatigue, and distraction.

REAP's aim is to deliver education opportunities to rural communities in order to make a difference to the lives and long-term plans of rural people. Commitment to Te Tiriti o Waitangi is core to how REAP approaches its work.

The Northland Road Safety Trust and Far North REAP have strong working relationships with other road safety partners such as the New Zealand Police, ACC, Northland Regional Council (Northland Road Safety), Waka Kotahi New Zealand Transport Agency and Ministry of Social Development to provide consistent messaging across the Northland Region.

In addition, Council supports the following road safety forums and groups:

- Northland Road Safety Action Planning Group
- Northland Road Safety Forum
- Northland Freight Group
- Northland Road Safety Association

3.5 System management.

System Management is about developing a road safety management system that reflects international best practice. An effective road safety strategy requires effective system management. The road safety system is complex – involving many agencies at both national and local level. It is vital to embed Safe System thinking across all those working in road safety, and to ensure accountability and alignment of relevant decision-making and investment processes.

Council as a Road Controlling Authority is one component of the overall safe system approach.

4 Review Area

The review area incorporates all local roads to the east of State Highway 1 and north of State Highway 11 (not including Kawakawa urban area) and south of the Whangaroa Harbour, including:

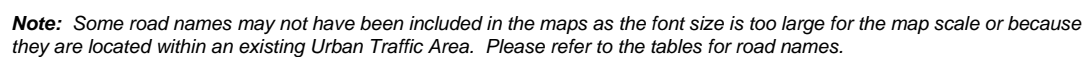
- Kerikeri urban area
- Opuā
- Paihia
- Waitangi
- Haruru Falls
- Whangaroa

The review area is set out in the maps below.

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 For Northland District Council
  Kaitiaki
  Whangarei District Council
  Northland Regional Council
  NITransport Agency

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5 Summary of Proposed Amendments

Where we are proposing a change to the speed limit on a road, we have identified the road and set out the current posted speed limit and the proposed new speed limit in tables. We have also included a map of the proposed new speed limits. It should be noted that private roads and State Highways are outside the jurisdiction of Far North District Road Controlling Authority; and are therefore not included in the table below.

In most cases, the proposed new speed limits on open roads will reduce to 80kph because our roads do not meet the safety standards of a higher speed limit. The proposed speed limits on unsealed roads will be generally lower than that of a sealed road.

Within our coastal communities, we are proposing slower speed limits of 40kph for most residential streets and 30kph in areas where there are more pedestrians accessing beaches or retail establishments. This is intended to provide a safer road environment for the residents and visitors to those communities. There are some residential areas in Opuia where we are proposing a 30kph speed limit because the roads are particularly narrow and tortuous.

Proposed speed limits outside schools reflect the new requirements of the Setting of Speed Limits Rule 2022. Category 1 Schools, where students access the road corridor as pedestrians or for school drop off and pick up will have a permanent of variable 30kph speed limit. Category 2 Schools where there is off street drop-off and pick-up, and students do not utilise the road environment to access the school will have a speed limit of 60kph or less.

In the Far North District Council's capacity as the Road Controlling Authority (RCA), we are proposing the following amendments to the posted speed limits within the Speed Review Area as set out in the tables and maps below.

5.1 Kerikeri urban area

Within the Kerikeri urban area, it is proposed to set 40kph speed limits on most residential roads. This is intended to provide a safer environment for residents, particularly pedestrians and cyclists. It is proposed to retain some arterial roads at the existing 50kph speed limit. There are also new school zones within the urban area. The school zones are set out in more detail under their own headings.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Access Heights	50	40
Access Road	50	40
Amokura Drive	50	40
Amsharlo Drive	50	40
Ao Marama Place	50	40
Aranga Road	50	40
Augusta Place	30	30
Awhitu Road	50	40
Barrett Place	50	40

Table: Summary of proposed Speed Limit changes – Kerikeri urban area

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Baska Voda Drive	50	40
Blacks Road	50	40
Blue Marlin Drive	50	40
Blue Marlin Drive Extension	50	40
Butler Road	30	40
Campbell Lane	50	40
Cannon Drive	50	40
Cannon Drive Extension	50	40
Charlotte Kemp Drive	50	40
Clark Road (Kerikeri)	50	30
Cobham Court	50	40
Cobham Road from Kerikeri Rd to Hobson Ave	30	30
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	50
Cobham Road Service Lane	30	30
Cochrane Drive	50	40
Darwin Road	50	40
Edkins Road (Kerikeri)	50	40
Fairway Drive Kerikeri Rd to Augusta Place	50	30
Fairway Drive from Augusta Place to Golf View Rd	30	40
Fairway Drive Service Lane 1	30	30
Fairway Drive Service Lane 2	30	30
Fieldview	50	40
Fuller Terrace (Kerikeri)	50	40
General Gates Avenue	50	40
Golf View Road	50	40
Greenway Drive	50	40
Hall Road	50	40
Hawkins Crescent	50	40
Heritage Bypass from Kerikeri Rd for first 50m	50	50

Table: Summary of proposed Speed Limit changes – Kerikeri urban area

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Heritage Bypass	80	80
Heron Hill	50	40
Hobson Avenue (Kerikeri)	30	30
Homestead Road	30	30
Homestead Road Service Lane 1	30	40
Homestead Road Service Lane 2	30	30
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	30
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40
Jacaranda Place	50	40
James Kemp Place	50	40
Karaka Drive	50	40
Kemp Road	50	40
Kendall Road	50	40
Keridale Lane	50	40
Kerikeri Grove	50	40
Kerikeri Inlet Road from Cobham Rd to 300m past Hoult's Way	50 / 80	50
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60
Kerikeri Inlet Road from One Lane Bridge (approx. 313 Kerikeri Inlet Rd) to end	100	80
Kerikeri Road from SH10 to 50m south of Greenway Dr	80	60
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	50	50
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	50
Kerikeri Road from Heritage Bypass roundabout to end	50	40
Kilountain Place	50	40
King Street	50	40

Table: Summary of proposed Speed Limit changes – Kerikeri urban area

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Kingfisher Drive	50	40
Kotare Heights	50	40
Lanark Road (School Zone)	50	30
Landing Road (Kerikeri)	50	40
Limelight Lane	50	40
Maraenui Drive	50	40
Marsden Place (Kerikeri)	50	40
Martha Clarke Lane	50	40
Masonic Lane	30	30
Mill Lane	50	40
Mission Road (Kerikeri)	50	40
Norfolk Place	50	40
Oakridge Drive	50	40
Okura Drive	50	40
Oripiro Road	50	40
Pa Road	50	40
Paretu Drive	50	40
Peacock Garden Drive	50	40
Pickmere Lane	50	40
Rainbow Falls Road	50	40
Ranui Avenue	50	40
Rarere Terrace	50	40
Reinga Road	50	40
Riddell Road	50	40
Riverbank Drive - Through Road	50	40
Riverstone Lane	50	40
Riverview Road from Landing Rd to 20 Riverview Rd	50	40
Riverview Road from 20 Riverview Rd to 45 Riverview Rd (School Zone)	50	30
Riverview Road from 45 Riverview Rd to end	50	40
Sammaree Place	50	40

Table: Summary of proposed Speed Limit changes – Kerikeri urban area

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)

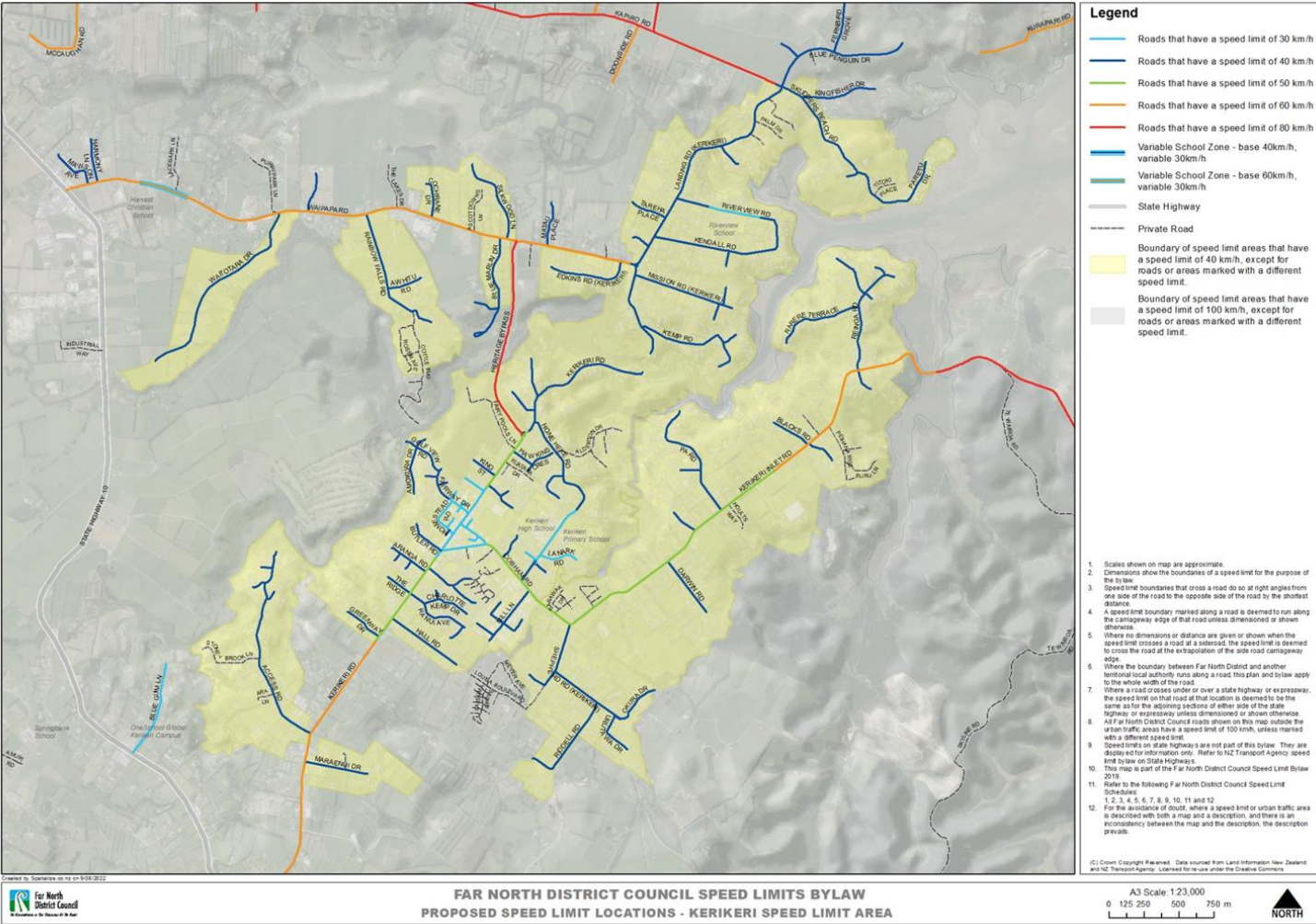


Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Selwyn Place (Kerikeri)	50	40
Shepherd Road (Kerikeri)	50	40
Silkwood Lane	50	40
Skudders Beach Road	50	40
St Andrews Place	50	40
Stella Drive (East)	50	40
Stella Drive (West)	50	40
Tareha Place	50	40
Tarutaru Lane (School Zone)	50	30
Tasman Place	50	40
The Lookout	50	40
The Ridge	50	40
Totara Place (Kerikeri)	50	40
Tuatahi Place	50	40
Tui Place (Kerikeri)	50	40
Urutawa Drive	50	40
Waipapa Landing Place	50	40
Waipapa Road from SH10 to 50m before Landing Rd	80	60
Waipapa Road 50m before Landing Rd to Roundabout	50	40
Waipapa/Landing Road Rab	50	40
Waitotara Drive	50	40
Wendywood Lane	50	40
Wentworth Terrace	50	40
Woodley Place	50	40

Table: Summary of proposed Speed Limit changes – Kerikeri urban area



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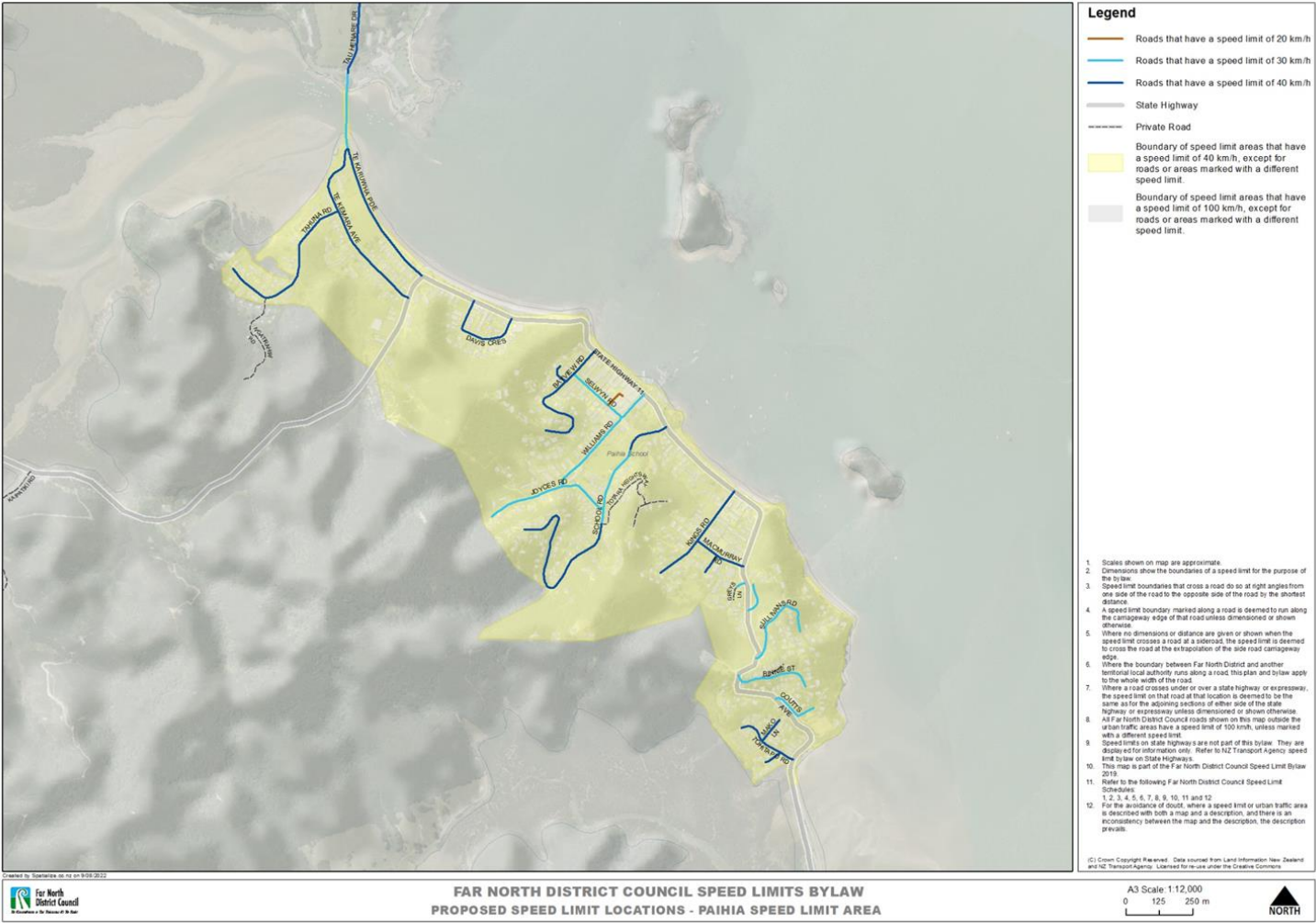
Paihia is a small community that has a strong tourism focus. The town centre has significant pedestrian activity, and the proposed 30kph speed limit reflects this. In addition, the school is located near the town centre. In accordance with the new Setting of Speed Limits Rule 2022, the proposed 30kph zone has been extended to encompass the school.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Bayview Road (Paihia)	50	40
Bedggood Close	50	40
Binnie Street	50	30
Coutts Avenue	50	30
Davis Crescent (Paihia)	50	40
Greys Lane	50	30
Joyces Road	50	30
Kings Road	50	40
Kowhai Crescent (Paihia)	50	40
Macmurray Road	50	40
Mako Lane (Paihia)	50	40
Moana Avenue	50	40
School Road (Paihia)	50	40
Seaview Heights Road	50	30
Selwyn Road (Paihia)	50	30
Selwyn Road Service Lane	50	20
Sullivans Road	50	30
Tahuna Road (Paihia)	50	40
Te Karuwha Parade from SH11 to Bridge	50	40
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30
Te Kemara Avenue	50	40
Tohitapu Road	50	40
Veronica Street	50	30
Williams Road	50	30

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5.3 Opua urban area

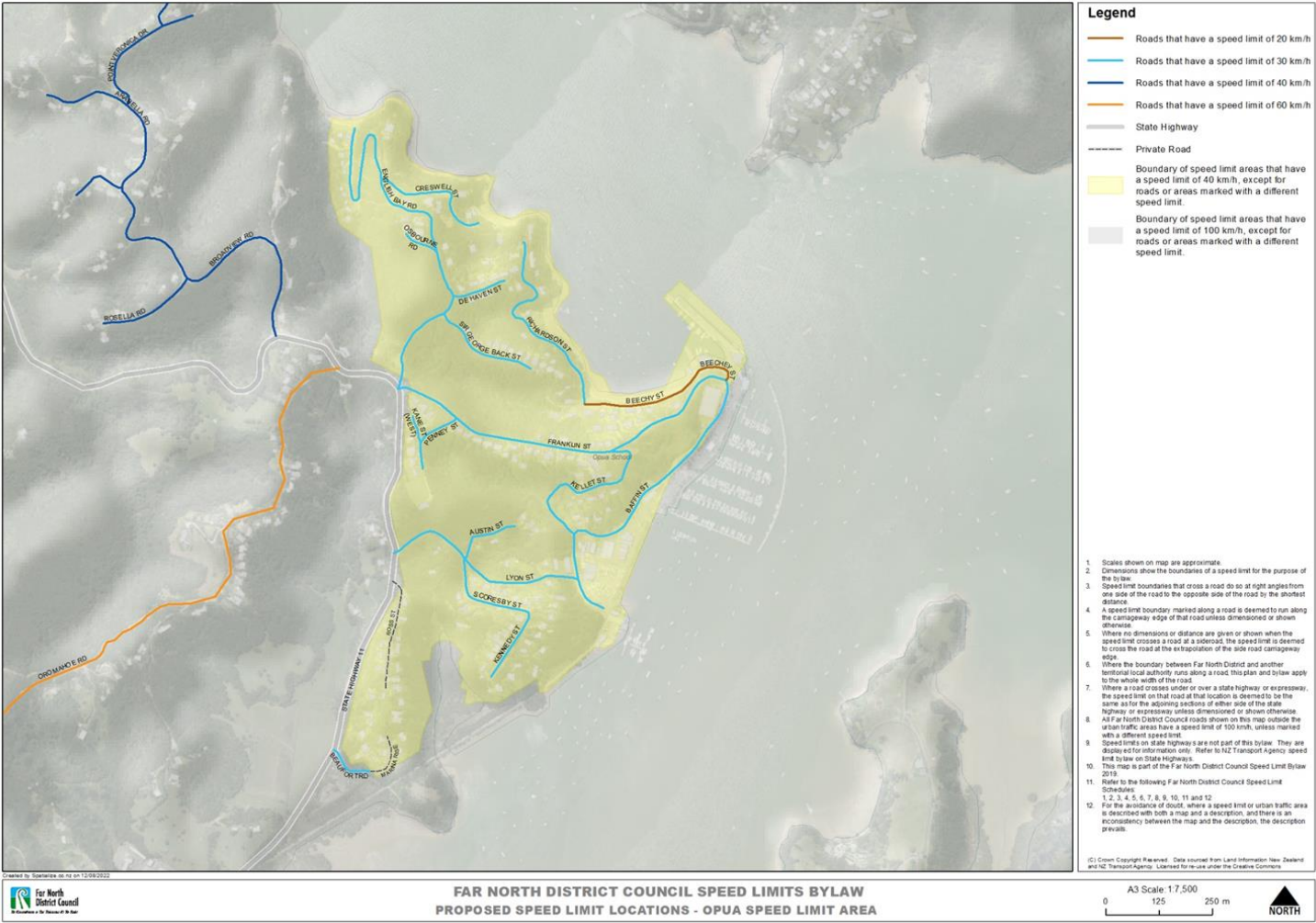
Opua is characterised by very narrow tortuous residential streets. In many cases, the carriageway is single lane with no lane markings and very little manoeuvring room. A slower safer streets 30kph speed limit has been proposed for these streets. A 30kph speed limit has been proposed on Franklin Street as this road provides pedestrian access to Opua School and has frequent queues for the Opua Ferry.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Austin Street	50	30
Baffin Street	50	30
Beechey Street	50	20
Creswell Street	50	30
De Haven Street	50	30
English Bay Road	50	30
Franklin Street (School Zone)	50	30
Kane Street (East)	50	30
Kane Street (West)	50	30
Kellet Street	50	30
Kennedy Street	50	30
Lyon Street	50	30
Osbourne Road	50	30
Penney Street (Opua)	50	30
Richardson Street	50	30
Scoresby Street	50	30
Sir George Back Street	50	30

Table: Summary of proposed Speed Limit changes – Opua urban area



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5.4 Haruru Falls urban area

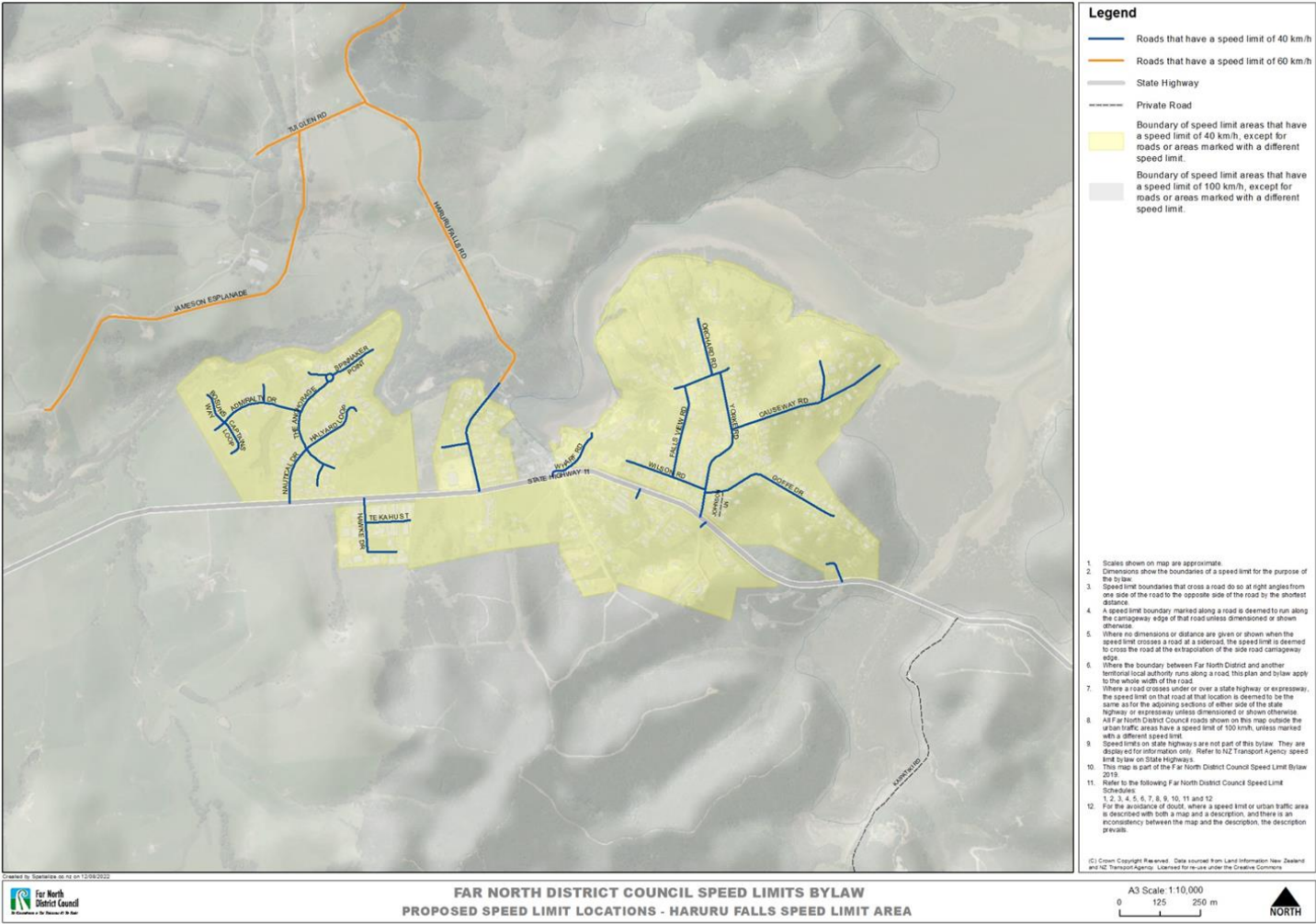
Haruru Falls is a small community with new subdivision developments. A 40kph speed limit has been proposed within the residential community, which is consistent with other small communities across Northland. The proposed 40kph speed limit is intended to provide a safer environment for residents, especially pedestrians and cyclists.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Admiralty Drive	50	40
Ash Grove Circle	50	40
Bosuns Way	50	40
Captains Loop	50	40
Causeway Road	50	40
Falls View Road	50	40
Garden Court	50	40
Goffe Drive	50	40
Halyard Loop	50	40
Haruru Falls Road from SH11 to northern side of bridge	50	40
Hawke Drive	50	40
Kaipatiki Rise	50	40
Mooring Close	50	40
Nautical Drive	50	40
Orchard Road (Haruru Falls)	50	40
Riverglen Drive	50	40
Skippers Close (Watea)	50	40
Spinnaker Point	50	40
Te Kahu Street	50	40
The Anchorage	50	40
The Anchorage East	50	40
Waterview Place	50	40
Wharf Road (Haruru Falls)	50	40
Wilson Road	50	40
Yorke Road	50	40
Yorke Road (East)	50	40

Table: Summary of proposed Speed Limit changes – Haruru urban area



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5.5 Whangaroa urban area

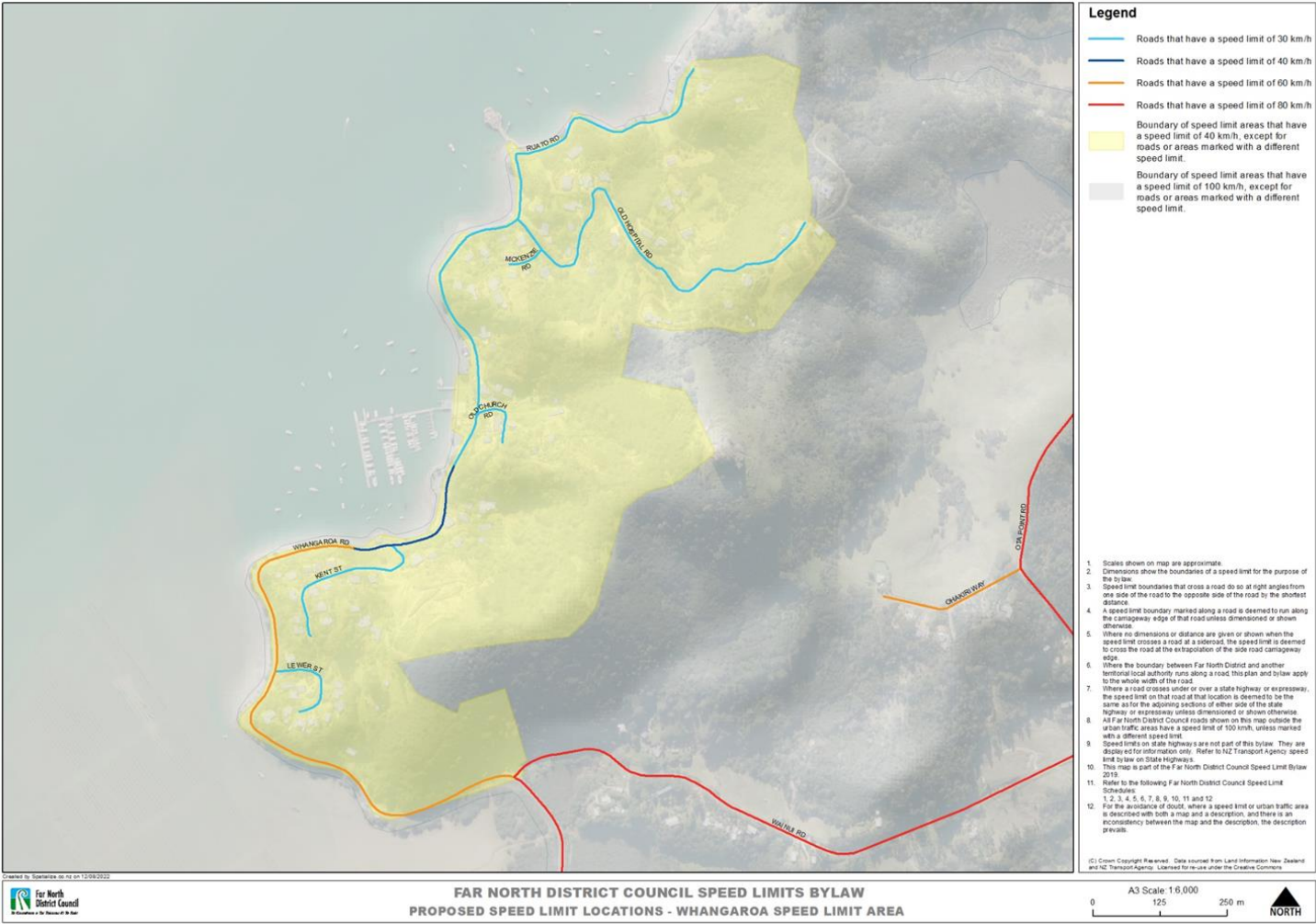
Whangaroa is a small community located along the Whangaroa Harbour with most of the residential streets traversing a very steep topography, with narrow and tortuous carriageways. A 30kph speed limit has been proposed for most of the roads within this area, except the main entry into the Whangaroa village. The proposed 30kph speed limit is intended to provide a safer environment for residents, especially pedestrians and reflects the high number of visitors to this community.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Kent Street (Whangaroa)	50	30
Lewer Street	100	30
Mckenzie Road (Whangaroa)	50	30
Old Church Rd Service Lane	50	30
Old Church Road (Whangaroa)	50	30
Old Hospital Road	50	30
Ruato Road	50	30
Whangaroa Road	50	30
Whangaroa Road from Wainui Rd to 75m west of Kent St	100	60
Whangaroa Road from 75m west of Kent St to 100m south of Old Church Rd	50	40
Whangaroa Road from 100m south of Old Church Rd to end	50	30

Table: Summary of proposed Speed Limit changes – Whangaroa urban area



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5.6 Roads that are outside of the urban areas

The roads set out in the tables below and the map are located outside of the larger urban areas (identified above), but within the overall review area. Proposed speed limits reflect the road environment, for example, unsealed or tortuous. Generally sealed roads that are not tortuous have been proposed as 80kph. In some cases, a lower speed limit has been proposed due to a higher crash risk or other road environment considerations.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Ake Ake Road	100	40
Amsharlo Drive	50	40
Anchorage Heights	100	40
Arabella Road	50	40
Atwell Road	100	60
Bayly Road	100	40
Beaufort Road	50	30
Bledisloe Road		20
Blue Gum Lane (school zone)	100	30
Blue Penguin Drive	50	40
Bristow Road	100	30
Broadview Road	50	40
Bush Point Road (Doves Bay)	100	40
Cavalli View Road	100	60
Conifer Lane	100	60
Cottle Hill Drive	100	60
Davis Strongman Place	100	60
Doonside Road	100	60
Doves Bay Road	100	40
Edmonds Road	100	60
Equestrian Drive	100	60
Fantail Rise	50	40
Fernbird Grove	50	40
Furness Road	100	60

Table: Summary of proposed Speed Limit changes – Roads outside urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Hansen Road (Purerua)	100	60
Harmony Lane	50	40
Haruru Falls Road from Puketona Rd to north side of bridge	50	40
Haruru Falls Road from north side of bridge to Tui Glen Rd	100	60
Haruru Falls Road from Tui Glen Rd to end	100	60
Hauriri Road	100	60
Hautapu Road	100	60
Hewitt Road (50m road leading to a carpark and Conservation estate.	100	30
Hihitahi Rise	50	40
Hikurua Road	100	60
Huia Road	100	60
Hupara Road	100	80
Hupara Road	100	60
Hupara Road (East)	100	60
Jameson Esplanade	100	60
Kapiro Road from SH10 to 50m west of roundabout	100	80
Kapiro Road from west of roundabout to end	50	40
Keri Downs Road	100	60
Kingfisher Drive	50	40
Kotuku Road	100	60
Kurapari Road	100	60
Leacock Road	100	60
Mahinepua Road	100	60
Martin Road (Kaeo)	100	60
Matangirau School Road	100	40
Matau Place	50	40
Matauri Bay Road	100	80

Table: Summary of proposed Speed Limit changes – roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	100	60
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	100	40
Matauri Link Road	100	60
Mawson Avenue	50	40
Mccaughan Road	100	60
Mcdonalds Road (Oromahoe)	100	60
Mcgee Road	100	60
Mcintyres Road	100	60
Mckenzie Road (Purerua)	100	60
Ngahuhu Road	100	60
Ohakiri Way	100	60
Oihi Road	100	60
Opito Bay Road to 407 Opito Bay Rd	100	80
Opito Bay Road from 407 Opito Bay Rd to end	100	40
Orangewood Road	100	60
Orchard Road (Kapiro)	100	80
Oromahoe Road	100	60
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	80
Ota Point Road from 100m before 103 Ota Point Rd to end	100	40
Otaha Road	100	60
Pathways Drive	50	40
Pinehill Road	100	60
Point Veronica Drive	50	40
Point Veronica Drive Extension	50	40
Porters Access Road	100	40

Table: Summary of proposed Speed Limit changes – roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Porters Access Road Extension	100	40
Pounamu Place	50	40
Puketiro Place	50	40
Purerua Road from to 110m before Te Tii Rd	100	80
Purerua Road from 110m before Te Tii Rd to end	100	60
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	Variable 30
Quinces Landing	100	40
Rangihoua Road	100	60
Rangitane Loop Road	50	40
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	100	80
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	100	60
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	80
Redcliffs Road from Rangitane Rd to end	100	60
Retreat Road	100	60
Rigden Road	100	60
River Drive Road	100	60
Riwhi Way	50	30
Rosella Road	50	40
Rowsell Lane	100	40
Scoresby Street	50	30
Smeath Road (Hupara)	100	60
Smith Camp Road	80	30
Somerville Road	100	60
Spoonbill Drive	50	40
Stanners Road from SH10 to end of seal	100	80
Stanners Road from end of seal to end	100	60

Table 6: Summary of proposed Speed Limit changes – roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Takou Bay Road from SH10 to Otaha Rd	100	80
Takou Bay Road Otaha Rd to end	100	60
Tanikaha Lane	100	80
Taraire Road	100	60
Tau Henare Drive	50	40
Taumata Close	50	40
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	40
Tauranga Bay Beach Road from 20m before campground to end	50	30
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	40
Te Haumi Drive	50	40
Te Karuwha Parade	50	30
Te Kowhai Point Road	100	60
Te Ra Road	100	60
Te Tapui Road	100	40
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60
Te Tii Road from Te Tii Rd Extension to end	100	40
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60/30
Te Tii Road Extension	100	40
Tepene Tablelands Road	100	60
Thompsons Access	100	60
Tikorangi Road	100	40
Tui Glen Road	100	60
Tui Grove (Paihia)	50	40
Waikoura Road	100	60
Waimangaro Road	100	60

Table: Summary of proposed Speed Limit changes – Roads outside urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)

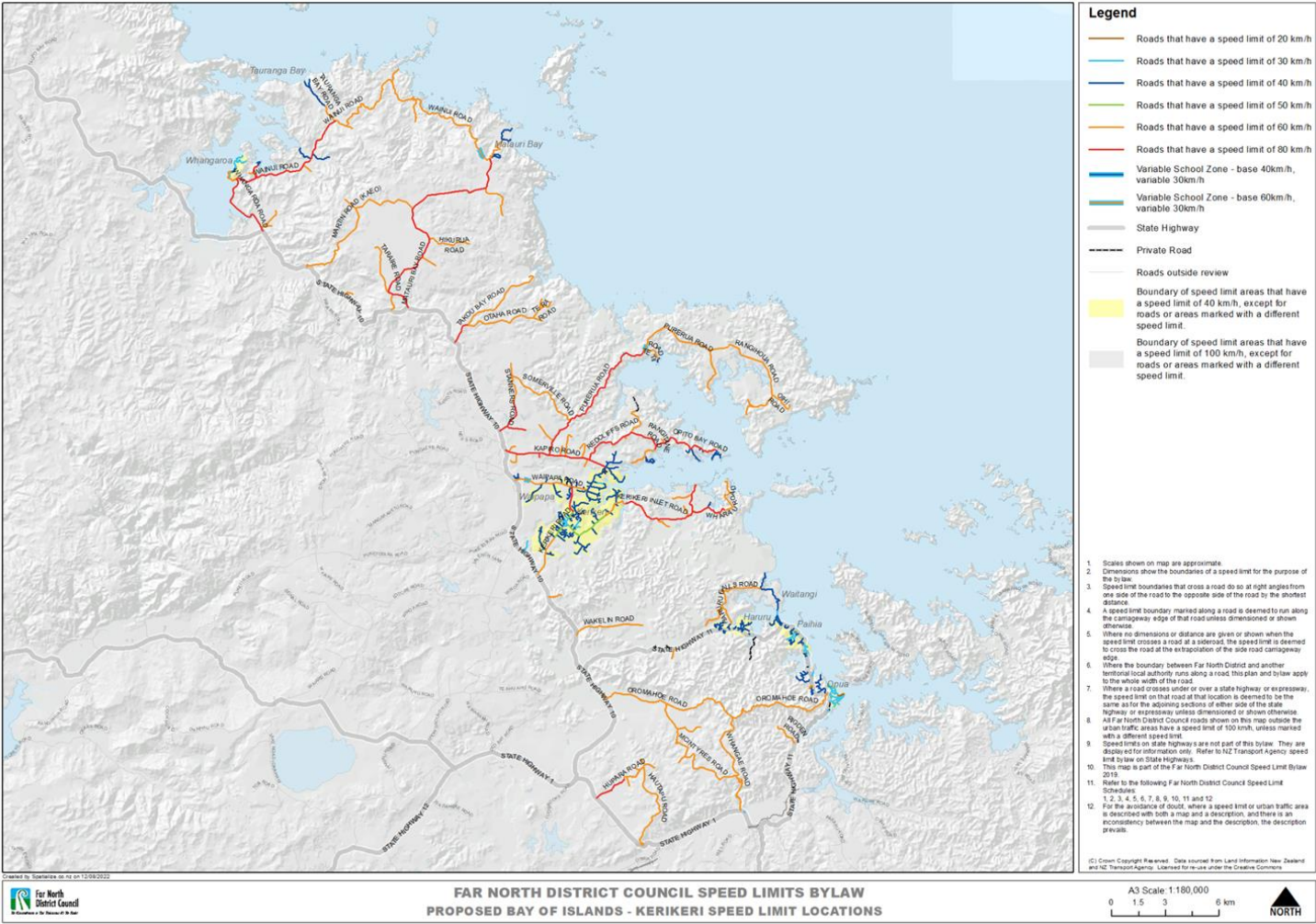


Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60
Wainui Road from Tauranga Bay Rd to Whangaroa	100	80
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60/30
Wainui Valley Road	100	60
Waipapa Road from SH10 for a distance of 90m	70	60
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	80	60
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	60 / 30
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	60
Waipapa Road from 20m west of Edkins Rd to end	50	40
Wairangi Road	100	60
Waitapu Creek Road	100	60
Wakelin Road	100	60
Whangae Road	100	60
Whangaroa Road from SH10 to Wainui Rd	100	80
Wharau Road from Quines Landing to end of seal	100	80
Wharau Road unsealed section	100	60
Wharengaere Road	100	60
Yacht Drive (Opito Bay)	100	40

Table: Summary of proposed Speed Limit changes – roads outside the urban areas



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5.7 Schools

5.7.1 Opuia School (Franklin Road – Opuia)

Opuia School is located on Franklin Road, which is the main access road into the Opuia commercial area and the Opuia ferry. It is proposed to extend a permanent 30kph speed limit from the intersection with State Highway 11, past the school to the end of Franklin Road where it intersects with Lyon Street.

The proposed extent of the 30kph zone is consistent with proposed speed limits throughout Opuia and provides for the school area, as well as a slower speed limit where vehicles queue for the ferry.

The proposed 30kph speed limit also includes Kellet Street. It should be noted that Kellet Street is very narrow and tortuous. We would be proposing a 30kph speed limit on Kellet Street whether or not the school was there.



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5.7.2 Paihia School (School Road – Paihia)

Paihia School is located near the central commercial area of Paihia. A permanent 30kph speed limit is proposed around the school, encompassing the main student walking and cycling routes to the school. The permanent 30kph zone links to the proposed 30kph zone within the central commercial area on Williams Street. The proposed speed limits are intended to provide a safe environment for school students walking between the commercial area and the school, as well as the heightened number of pedestrians on Williams Street.



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5.7.3 Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)

Kerikeri Primary School and Kerikeri High School are located on opposite sides of Hone Heke Road. In addition to the main schools, there is an early childhood centre located on Lanark Road. A permanent 30kph speed limit has been proposed in this area as it is a busy school area, with potential for students and other pedestrians crossing the road and walking to school. The proposed 30kph zone includes some side streets as these are expected to be walking routes to and from the school.

It is expected that additional physical works will be planned within the proposed 30kph area to support a slower speed.



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5.7.4 Riverview School (Riverview Road – Kerikeri)

Riverview School is located on Riverview Road. Riverview School has two turning bays and some on-street parking. The two turning bays are limited in size and are not fully separated from the road, resulting in potential for students to move onto the road carriageway. A permanent 30kph speed limit is proposed for approximately 370m along the school frontage, including the approaches.

Riverview Road has a narrow carriageway with no centreline markings. It is therefore a slow speed road. We are therefore considering extending the 30kph speed limit to encompass the full length of Riverview Road.

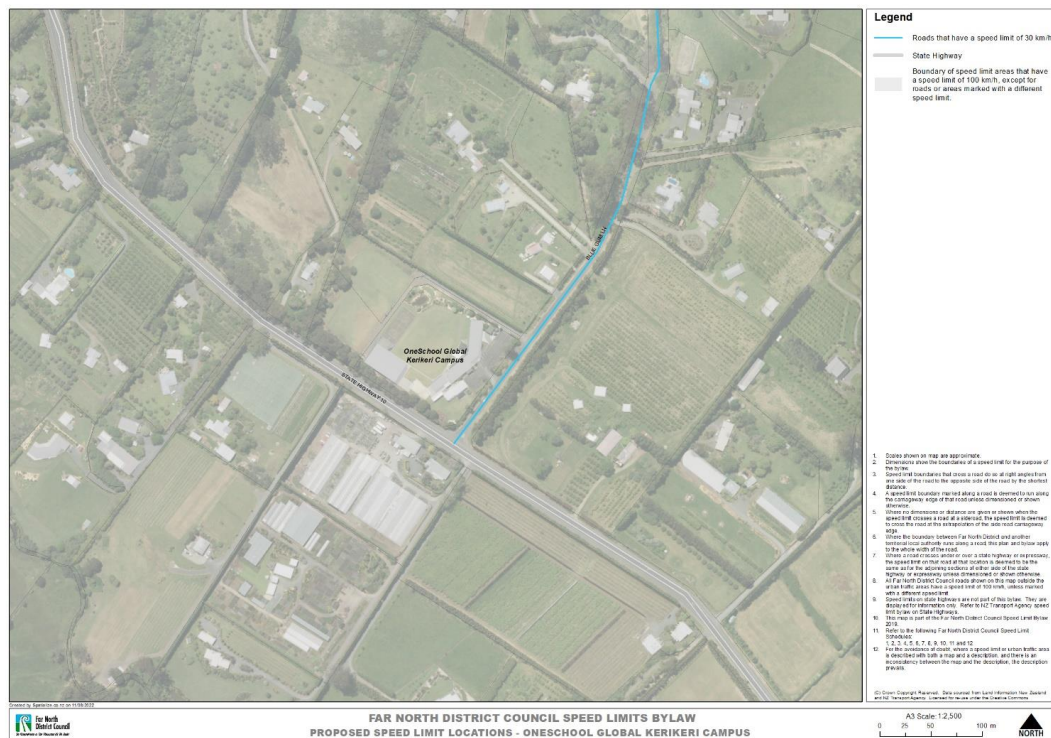


5.7.5 One School Global Campus Kerikeri (Blue Gum Lane)

One School Global Campus is located on the corner of State Highway 10 and Blue Gum Lane. The entry to the school is located on Blue Gum Lane. There is no on-street parking and all pick-up and drop off facilities are separated from the road carriageway.

Although there are no pedestrian facilities, a 30kph permanent speed limit is proposed. It is proposed to extend the 30kph speed limit along the length of Blue Gum Lane and Manako Place. The extended 30kph zone reflects the very narrow carriageway along most of Blue Gum Lane and Manako Place, along with the primarily residential land uses.

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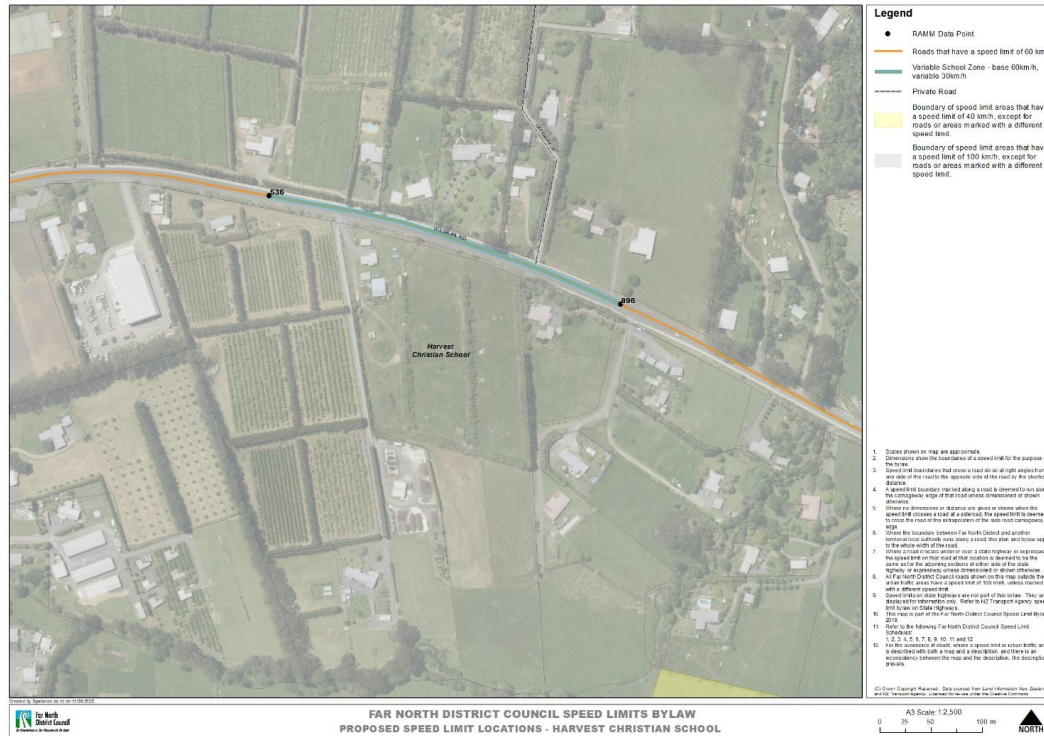


5.7.6 Harvest School Waipapa (361 Waipapa Road)

Harvest School is a new build school that is expected to open in 2023. A 30kph Variable Speed Limit is initially proposed for an approximately 360m stretch of Waipapa Road to incorporate the school frontage and its approaches.

It should be noted that, at the time of consultation, this school is still under construction. The proposed Variable Speed Limit will not be implemented until the school opens. It will also be necessary to review the school variable speed limit once student travel patterns can be accurately established.

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5.7.7 Bay of Islands International Academy (Purerua Road – Te Tii)

The Bay of Islands International Academy is located near the intersection of Purerua Road and Te Tii Road. Busses pick up and drop off students at a bus stop a short distance along Te Tii Road and students walk the short distance to the Academy.

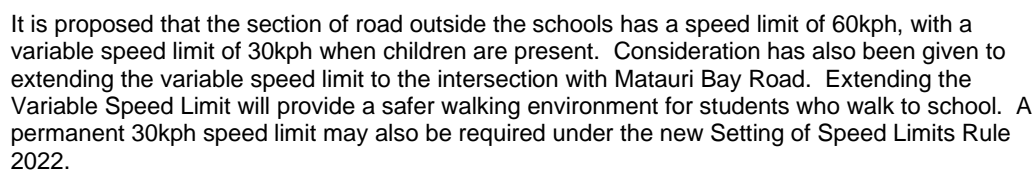
Purerua Road is sealed along the frontage of the academy, with the seal ending approximately 200m past the Academy entrance. The unsealed section of Purerua Road is proposed to be 60kph. We are proposing to extend the 60kph speed limit (on the unsealed part of Purerua Road) to a point 110m before the intersection with Te Tii Road. This will enable a variable 30kph school speed zone to extend from that point to past the Academy and for a short distance along Te Tii Road. The speed limit when there are no students on the road will be 60kph outside the Academy.

The proposed speed limits around the Academy reflect the requirements of the new Setting of Speed Limits Rule and associated guidance, as well as speed related complaints around the school.

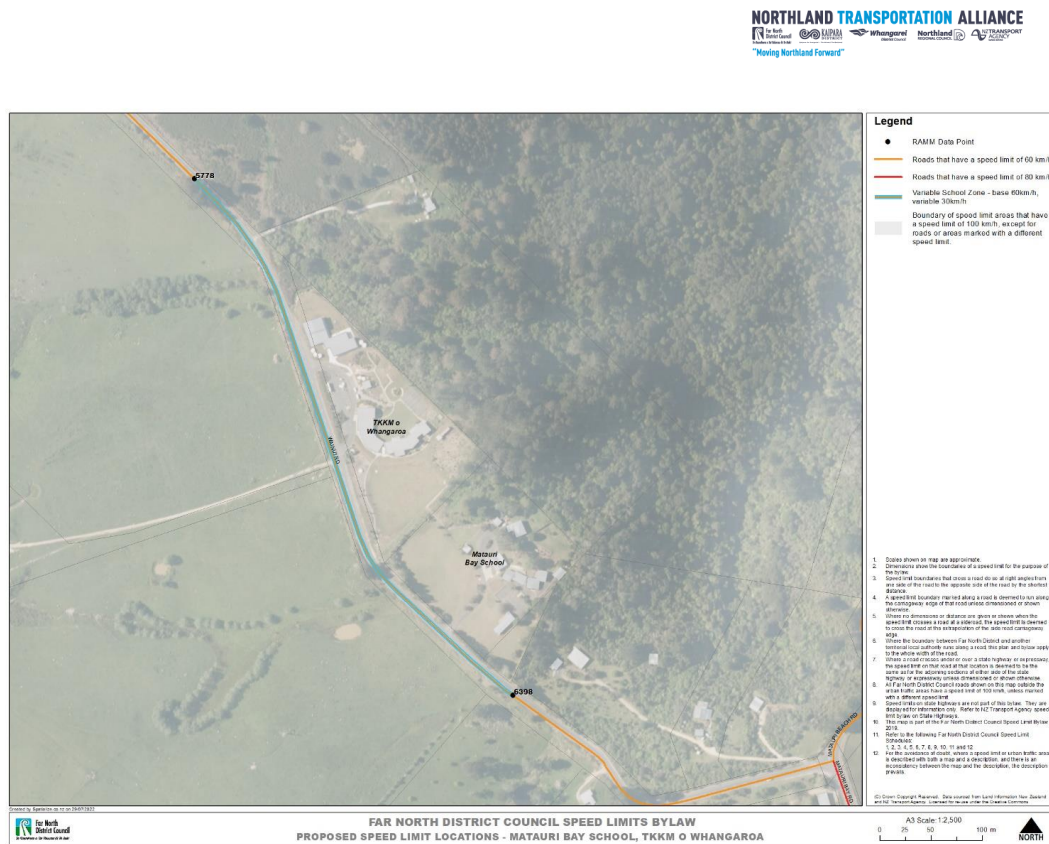
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6 Reasons for Change

Council, as the Road Controlling Authority are reviewing speed limits across the Far North District as part of central government's Road to Zero - Road Safety Strategy. The goal is to set safe and appropriate speed limits that will reduce fatal and serious injury crashes. The proposed changes to speed limits also take account of the changing road environment, including the volume of traffic as well as current and planned development.

In response to changes in the road environment, including new development; increased traffic; the construction of new walking and cycling facilities; along with an assessment of the safe and appropriate speed for the road environment and other road safety factors; Council is proposing to amend speed limits in the Kerikeri – Bay of Islands catchment area by creating an Interim Speed Management Plan. The primary reasons for the proposed amendments are:

- To better match the road speed limit with the wider road environment to lower the potential for fatal, serious injury and minor crashes.
- To respond to a changing environment, including existing, new, and planned developments.
- To respond to increased traffic volumes.
- Lower the potential for fatal and serious injury crashes, including those involving pedestrians and cyclists by providing for a safe and appropriate speed limit.
- To meet new speed limit requirements around schools.

In addition to the overall reasons set out above, the following roads within the Review Area have been identified as priority High Benefit (top 10%) roads where better speed management will have a significant impact on lowering serious injury and fatal crashes:

- Hautapu Road
- Hupara Road
- Oromahoe Road
- Williams Road (Pahia)
- Butler Road (Kerikeri)
- Kurapari Road
- Redcliffs Road
- Te Tii Road
- Otaha Road

The tables below set out the individual roads within the review area and include the speed limit options considered and principal reason for the preferred option.

6.1 Unsealed roads generally

Unsealed roads are unsuitable for driving at higher speeds as the condition of the road can change overnight in response to weather conditions or other factors. Unsealed roads provide limited and variable traction and do not have any lane markings to guide the driver.

In most instances, the current speed driven on an unsealed road varies between 50kph (or lower depending on conditions) to about 70kph if the road is freshly swept. Although a speed of higher than 60kph can be attained on some unsealed roads, maintaining such a speed can be dangerous

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for both the driver and other road users. A 60kph maximum speed limit is therefore considered appropriate.

6.2 Sealed roads generally

Our sealed roads are generally narrow and often have many curves. Although on some roads, 100kph is attainable, the actual operating speed (speed that most drivers go) is much lower than 100kph.

Our local sealed roads have few safety features designed into them. The probability and consequences of a crash are much higher than for roads where safety features such as wide shoulders, improved alignment or safety barriers have been designed into the road. A speed limit lower than 100kph is therefore appropriate.

6.3 Roads in coastal and harbourside communities

Our coastal and harbourside communities, for example, Whangaroa and Paihia, are small and often dominated by holiday homes and beach activities. These communities are heavily reliant on tourism and a good holiday feel and vibe to them. A slower speed limit in these areas reflect the mixed use of the road, particularly pedestrians that are accessing beach areas or, in some cases, services.

A slower speed limit improves the safety for all road users and improves the overall liveability of the community.

6.4 Reason for change road by road and options considered

The following tables provide an outline of each road, the options considered and the principal reasons for the option recommended. In some cases, the road environment, coupled with the function and use of the road, crash history and other factors result in only one appropriate option. In these cases, multiple options are not provided

6.5 Kerikeri Urban Area

6.5.1.1 Roads within the Kerikeri Urban Area with proposed 30kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Augusta Place	30	30	<p> Option 1: 40kph Option 2: 30kph Option 3: 20kph Preferred Option: Permanent 30kph Reason: These roads are generally in or very near to the Central Business District (CBD) of Kerikeri. Within this area there are large vehicle movements, particularly parking and manoeuvring. In addition, the roads within this area are more pedestrianised with a focus on semi-shared space arrangements. There are also traffic calming and one-way systems to slow vehicle traffic. </p> <p> Increasing the speed limit from the current 30kph to 40kph is not considered appropriate. A lower 20kph speed limit is also not considered appropriate as the road carriageway is not a true shared space, where a 10kph or 20kph speed limit would be appropriate. </p> <p> Most of these roads have a current 30kph speed limit. The proposals therefore do not change those speed limits. </p>
Butler Road	30	30	
Clark Road (Kerikeri)	50	30	
Cobham Road from Kerikeri Rd to Hobson Ave	30	30	
Cobham Road Service Lane	30	30	
Fairway Drive Kerikeri Rd to Augusta Place	50	30	
Fairway Drive Service Lane 1	30	30	
Fairway Drive Service Lane 2	30	30	
Hobson Avenue (Kerikeri)	30	30	
Homestead Road	30	30	
Homestead Road Service Lane	30	30	
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30	
Masonic Lane	30	30	



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6.5.2 Roads within the Kerikeri Urban Area with proposed 30kph speed limit and are in a school zone

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	30	Option 1: Variable 30kph Option 2: Permanent 30kph Preferred Option: Permanent 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. Additional information about school zones is provided in Section 3.6 of this Report.
Lanark Road (School Zone)	50	30	
Riverview Road from 20 Riverview Rd to 45 Riverview Rd (School Zone)	50	30	
Tarutaru Lane (School Zone)	50	30	



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6.5.3 Roads within the Kerikeri Urban Area with proposed 40kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Access Heights	50	40	Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses. The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance.
Access Road	50	40	
Amokura Drive	50	40	
Amsharlo Drive	50	40	
Ao Marama Place	50	40	
Aranga Road	50	40	
Awhitu Road	50	40	
Barrett Place	50	40	
Baska Voda Drive	50	40	
Blacks Road	50	40	
Blue Marlin Drive	50	40	
Blue Marlin Drive Extension	50	40	
Campbell Lane	50	40	
Cannon Drive	50	40	
Cannon Drive Extension	50	40	



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Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Charlotte Kemp Drive	50	40	<p> Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses. The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance. </p>
Cobham Court	50	40	
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	40	
Cochrane Drive	50	40	
Darwin Road	50	40	
Edkins Road (Kerikeri)	50	40	
Fairway Drive from Augusta Place to Golf View Rd	30	40	
Fieldview	50	40	
Fuller Terrace (Kerikeri)	50	40	
General Gates Avenue	50	40	
Golf View Road	50	40	
Greenway Drive	50	40	
Hall Road	50	40	
Hawkins Crescent	50	40	
Heron Hill	50	40	
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40	
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40	
Jacaranda Place	50	40	
James Kemp Place	50	40	



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Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Karaka Drive	50	40	<p> Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses. The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance. </p>
Kemp Road	50	40	
Kendall Road	50	40	
Keridale Lane	50	40	
Kerikeri Grove	50	40	
Kerikeri Road from Heritage Bypass roundabout to end	50	40	
Kilountain Place	50	40	
King Street	50	40	
Kingfisher Drive	50	40	
Kotare Heights	50	40	
Landing Road (Kerikeri)	50	40	
Limelight Lane	50	40	
Maraenui Drive	50	40	
Marsden Place (Kerikeri)	50	40	
Martha Clarke Lane	50	40	
Mill Lane	50	40	
Mission Road (Kerikeri)	50	40	
Norfolk Place	50	40	
Oakridge Drive	50	40	



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Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Okura Drive	50	40	<p> Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses. The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance. </p>
Oripiro Road	50	40	
Pa Road	50	40	
Paretu Drive	50	40	
Peacock Garden Drive	50	40	
Pickmere Lane	50	40	
Rainbow Falls Road	50	40	
Ranui Avenue	50	40	
Rarere Terrace	50	40	
Reinga Road	50	40	
Riddell Road	50	40	
Riverbank Drive - Through Road	50	40	
Riverstone Lane	50	40	
Riverview Road from Landing Rd to 20 Riverview Rd	50	40	
Riverview Road from 45 Riverview Rd to end	50	40	
Sammaree Place	50	40	
Selwyn Place (Kerikeri)	50	40	
Shepherd Road (Kerikeri)	50	40	
Silkwood Lane	50	40	



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Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Skudders Beach Road	50	40	<p> Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses. The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance. </p>
St Andrews Place	50	40	
Stella Drive (East)	50	40	
Stella Drive (West)	50	40	
Tareha Place	50	40	
Tasman Place	50	40	
The Lookout	50	40	
The Ridge	50	40	
Totara Place (Kerikeri)	50	40	
Tuatahi Place	50	40	
Tui Place (Kerikeri)	50	40	
Urutawa Drive	50	40	
Waipapa Landing Place	50	40	
Waipapa Road 50m before Landing Rd to Roundabout	50	40	
Waipapa/Landing Road Rab	50	40	
Waitotara Drive	50	40	
Wendywood Lane	50	40	
Wentworth Terrace	50	40	
Woodley Place	50	40	



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6.5.4 Roads within the Kerikeri Urban Area with proposed 50kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	50	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: The roads with a proposed 50kph speed limit are Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. In the case of Cobham Road, this is the main arterial route from outside the CBD toward Kerikeri Inlet. It is proposed to extend the current 50kph speed limit on Kerikeri Inlet Road to address the expanded urban / semi urban area.
Heritage Bypass from Kerikeri Rd for first 50m	50	50	
Kerikeri Inlet Road from Cobham Rd to 300m past Hoult's Way	50/80	50	
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	50	50	
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	50	



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6.5.5 Roads within the Kerikeri Urban Area with proposed 60kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations These roads are located on the outskirts of the urban area (Peri-urban Roads) where there is a change in the wider road environment from urban to rural residential and/or low-density commercial land uses. An 80kph speed limit is considered too high, particularly on Kerikeri Road from SH10 to Greenway Drive, where there have been consistent community requests for a lower speed limit.
Kerikeri Road from SH10 to 50m south of Greenway Dr	80	60	
Waipapa Road from SH10 to 50m before Landing Rd	80	60	



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6.5.6 Roads within the Kerikeri Urban Area with proposed 80kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Heritage Bypass	80	80	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 80kph</p> <p>Reason: The Heritage Bypass is n Urban Transit Road that provides for the fast and efficient long-distance movement of people and goods within the urban realm.</p> <p>Heritage Bypass is a specially designed road that provides a connecting route to separate parts of the Kerikeri community, bypassing residential areas. This route is a main commuter route out of the main Kerikeri township.</p> <p>There are no residential dwellings or accesses that gain access to the carriageway. The current 80kph speed limit is considered appropriate.</p>



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6.6 Paihia urban area

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Bayview Road (Paihia)	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: This road is part of the central section of Pahia and is characterised by motels and other accommodation providers.
Bedggood Close	50	40	40	Option 1: 40kph Option 2: 50kph Option 3: 30kph Preferred Option: 40kph Reason: This is a short "no exit" road providing access to residential dwellings. The preferred speed limit is the same as MacMurray Road where access is gained.
Binnie Street	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Preferred option: 30kph. This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring.
Coutts Avenue	50	40	30	Option 1: 40 kph Option 2: 30 kph Preferred Option: 30kph Reason: Coutts Avenue is a very short road connecting to Veronica Street. The carriageway is very narrow and there is no pedestrian facilities. The road provides "no-exit access for residential dwellings.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Davis Crescent (Paihia)	50	40	40	Option 1: 40 kph Option 2: 30 kph Preferred Option: 40kph Reason: Davis Crescent is primarily residential. However, there are a higher number of holiday rentals and bed and breakfast style businesses on this street. This is expected to generate greater pedestrian traffic, particularly over the summer months.
Greys Lane	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is a very narrow access lane that provides access to residential dwellings, motels and backpackers. The road is a short walk from the beach and commercial area. Any pedestrians using this lane would need to utilise the carriageway. The presence of carparks gives this road the "feel" of a shared space.
Joyces Road from School Road to Williams Road	50	40	30	Option 1: 30kph School Variable Option 2: 30kph permanent Preferred Option: 30kph permanent Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. This section of Joyce Road is adjacent to Paihia School, with the section of road forming part of the school zone under the One Network Framework guidance. There is a carpark and entrance into the school on this road. In addition to the School, the Paihia Ex-Servicemen's Association is located on this road. Given that Joyce Road connects to Williams Street, which incorporates part of the Paihia CBD, there is a strong case for a permanent 30kph speed limit.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Joyces Road from Williams Road to end	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: Reason: This section of Joyces Road is very narrow with a single lane sealed carriageway and is a "no-exit" Road. The road environment supports a 30kph speed limit. Given that Joyces Road connects to Williams Street, which incorporates part of the Paihia CBD, there is a strong case for a permanent 30kph speed limit. The permanent speed limit on the remainder of Joyces Road should be the same speed limit that applies to this section of the road.
Kings Road	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: The road environment includes accommodation businesses and a small commercial area. There are well established pedestrian facilities on both sides of the road. The road is not a "shared space and as such, a 30kph speed limit is not considered appropriate. A 40kph speed limit is consistent with coastal urban settings.
Kowhai Crescent (Paihia)	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with similar urban streets, including Tohitapu Road, that Kowhai Crescent connects to.
Macmurray Road	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: The road environment includes accommodation businesses. There are well established pedestrian facilities on both sides of the road. The road is not a "shared space and as such, a 30kph speed limit is not considered appropriate. A 40kph speed limit is consistent with coastal urban settings.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Mako Lane (Paihia)	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with similar urban streets, including Tohitapu Road, that Mako Lane connects to.
School Road from Marsden Road to Joyces Rd	50	50	30	Option 1: 40kph Option 2: 30kph Option 3: Variable 30kph Preferred Option: 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. There is access to a significant carpark from School Road, although this is not the main entrance to the carpark. School Road then passes the school playing fields, which are fenced off. A main entrance to the school is also located on School Road, although this entrance is principally to an administrative block. The main car park and entry to the school is located on Joyces Road. There is a current 40kph Variable School Speed Limit on this section of School Road, although signage is static, rather than electronic.
School Road from Joyces Rd to end	50	50	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: A 30kph speed limit is only recommended if the balance of School Road has a permanent base speed limit of 30kph.
Seaview Heights Road	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This is a very narrow access road where 40kph is not safely attainable.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Selwyn Road (Pahia)	50	50	30	Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: Selwyn Avenue (Williams Street end) incorporates part of the Pahia CBD. The remainder of Selwyn Avenue is characterised by accommodation suppliers on both sides of the road. The Pahia Fire Brigade is also located on this road. It is expected that the land uses on this road will generate significant pedestrians, using the pedestrian facilities on both sides of the road and crossing the road. A slower 30kph speed limit is therefore recommended, consistent with part of the CBD area.
Selwyn Road Service Lane	50	50	20	Option 1: 50kph Option 2: 20kph Preferred Option: Reason: This is a small road that provides vehicle access to service businesses within the CBD. The Service Lane also provides a convenient pedestrian access from Selwyn Road to the main Pahia Beach. In effect this Service Lane is an informal shared space zone. A significantly slower speed is therefore appropriate.
Sullivans Road	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Tahuna Road (Paihia)	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road has a campground located in it. A slower 30kph has been considered with respect to the campground area. However, the campground is well fenced from the road and there is a wide berm area with pedestrian facilities. A 40kph speed limit is consistent with other similar urban streets.
Te Karuwha Parade from SH11 to Bridge	50	40	40	Option 1: 30kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other urban coastal communities.
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30	30	Option 1: 30kph Option 2: 40kph Preferred Option: 30kph Reason: This section of Te Karuwha Pde is a single lane bridge with a passing bay in the middle. The current speed limit on the bridge is 30kph. Although a 30kph speed limit creates a short, lower speed between two 40kph speed limits, the unique issue of the single lane bridge makes this speed limit appropriate. A 40kph speed limit is not appropriate for this bridge. The main pedestrian and front entrance to the Waitangi Marae is located approximately 150m south of the Waitangi Bridge. Extending the 30kph speed limit to a point south of the main entry to the Marae is recommended.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Te Kemara Avenue	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: The northern section of this road incorporates the vehicle access to the Waitangi Marae, as well as car parking for the Sugarboat Restaurant (currently closed). Given the recommended 30kph speed limit over the Waitangi Bridge, it is considered appropriate to move that change of speed limit to south of the intersection between Te Kemara Ave and Te Karuwha Pde and incorporate the Sugarboat parking area, as this is expected to be an informal shared space. The remainder of Te Kemara Avenue, a 40kph speed limit is recommended.
Tohitapu Road	50	40	40	Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: Consistent with similar urban streets, including Mako Lane connects to Tohitapu Road.
Veronica Street	50	40	30	Option 1: 40kph Option 2: 30kph Option 3: 50kph Preferred Option: 30kph Reason: The carriageway is very narrow and there is no pedestrian facilities. The road provides "no-exit access for residential dwellings. Preferred option is 30kph due to the narrow carriageway with no centreline marking. Access is gained from Coutts Street, which is recommended as 30kph.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Williams Road	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph</p> <p>Reason: Williams Street is part of the CBD area of Paihia. From Marsden Road to Selwyn Road, Williams Road is a busy shopping area and the road is effectively an informal shared space. The remainder of Williams Road incorporates a maon off-road car parking area, which is expected to generate significant pedestrian traffic into the CBD area and adjacent shops. The school sports fields are also adjacent to Williams Road, however, there is no direct access to the road from the sports fields. The road is characterised by a variety of accommodation providers and St John Ambulance. It is expected that the land uses on this road will generate significant pedestrians, using the pedestrian facilities on both sides of the road and crossing the road. A slower 30kph speed limit is therefore recommended, consistent with part of the CBD area.</p>



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6.7 Opua urban area

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Austin Street	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road could sustain a 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opua.
Baffin Street	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Baffin Street provides extensive carparking and access to the Opua Marina. Although not a formal shared space, this road does have significant movement of trailer boats, and pedestrians, with a variety of marine related businesses located along the road. It is therefore recommended that the 30kph zone on Beachy Street and the last 50m of Franklin road be extended along Baffin Road.
Beechey Street	50	40	20	Option 1: 20kph Option 2: 30kph Option 2: 40kph Preferred Option: 20kph Reason: This is a very narrow no-exit road that incorporates the Opua Ferry and small commercial area near the ferry. The road travels along the beachfront with parking and access for the Opua Community Hall. There is very limited room for manoeuvring.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Creswell Street	50	40	30	Option 1: 40kph Option 2: 30kph Option 3: 20kph Preferred Option: 30kph Reason: This road is a very narrow unsealed "no-exit" road providing access to residential swellings. A very low speed limit is self-explaining, and it is unlikely that 40kph would be attained on the road. Consistent with other smaller coastal urban areas. This road could sustain a 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opua.
De Haven Street	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road could sustain a 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opua.
English Bay Road	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road could sustain a 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opua.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Franklin Street (School Zone)	50	50	30	Option 1: 40kph Option 2: 30kph School Variable Option 3: 30kph Permanent Preferred Option: Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. The lower part of Franklin road is subject to queueing for the Russell Vehicle Ferry and leads into a semi-pedestrianised area near the wharfs. Extending the 30kph beyond the school to the end of Franklin Road is considered appropriate.
Kane Street (East)	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Kayne Street (East) is a very short "no exit" street that intersects with Penney Street. A 30kph speed limit is recommended to maintain consistency with Penney street and the section of Franklin Road that these streets access.
Kane Street (West)	50	40	30	Option 1: 30kph Option 2: 40kph Preferred Option: 30kph Reason: Kayne Street (West) is a very short "no exit" street that intersects with Penney Street. A 30kph speed limit is recommended to maintain consistency with Penney street and the section of Franklin Road that these streets access.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Kellet Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. Kellet Street links Baffin Street near the Opuia Marina to Franklin Street. Kellet Street runs alongside the Opuia School, which is a high priority (top 40%) for speed management. There is an existing static school speed zone sign (40kph) on the approaches to the school. The school is approached via a sharp corner with very little visibility. Kellet Road is narrow and steep where a 40kph speed is unlikely to be safely achieved. A slower speed limit of 30kph, consistent with Baffin Street is therefore recommended.</p>
Kennedy Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opuia Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.</p>



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Lyon Street	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.
Osbourne Road	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Penney Street (Opua)	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. Penney Street is accessed off Franklin Road, which has a recommended 30kph speed limit. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.
Richardson Street	50	40	30	Option 1: 40kph Option 2: 30kph Option 3: 20kph Preferred Option: 30kph Reason: This is a very narrow no-exit road. The road travels along the beachfront with parking and access for the Opua Community Hall. There is very limited room for manoeuvring. A slow speed is considered appropriate.
Scoresby Street	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Sir George Back Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.</p>



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6.8 Haruru Falls urban area

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Admiralty Drive	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.
Ash Grove Circle	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.
Bosuns Way	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.
Captains Loop	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Causeway Road	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.
Falls View Road	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Although classed as a Secondary Collector Road, this road is relatively short and is typical of a smaller community road. There is a footpath on one side of the road and there are no centreline markings. Recommend 40kph as this is consistent with other similar small coastal and rural communities.
Goffe Drive	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with urban areas in smaller coastal and rural communities.
Halyard Loop	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Haruru Falls Road from SH11 to northern side of bridge	50	40	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with other urban streets within Haruru Falls community. The 40kph speed limit should be extended to a point 150m north of the Haruru Falls Bridge to encompass the approaches to the Haruru Falls and Waitangi Track Carpark.
Hawke Drive	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Hawke Drive provides access to the Haruru commercial and light industrial area. The road is short and "no exit". A 40kph speed limit is considered appropriate.
Kaipatiki Rise	50	50	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: The carriageway is narrow and in places very narrow with little or no shoulder width. There is no centre line marking and the road environment does not support a 50kph speed limit. 40kph is consistent with other roads within the Haruru Urban traffic Area. It should be noted that a 30kph speed limit could also be supported on this road. However, although the carriageway is narrow the roads geographical location is not expected to generate significant pedestrian activity. This road is a public road for the first 80m.
Mooring Close	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Nautical Drive	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.
Orchard Road (Haruru Falls)	50	50	40	Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: Reason: Orchard Road is a very narrow single lane access road. A significantly slower speed limit is appropriate and 30kph is considered self-explaining on this road. However, given that the road provides access to local residents and vehicles are unlikely to be travelling over 30kph, a 40kph speed limit, consistent with Yorke Road can be considered and recommended. (with no specific signage onto Orchard Road).
Riverglen Drive	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Skippers Close (Watea)	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.
Spinnaker Point	50	50	40	Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.
Te Kahu Street	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru.
The Anchorage	50	50	40	Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
The Anchorage East	50	50	40	Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.
Waterview Place	50	50	40	Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: Consistent with the recommended speed limit on Causeway Road where access is gained. Note: Causeway Drive could support either a 30kph or a 40kph speed limit, as such, the speed limit on Waterview Place will remain consistent with Causeway Road.
Wharf Road (Haruru Falls)	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Old wharf Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area.
Wilson Road	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru.
Yorke Road	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Yorke Road (East)	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru.

6.9 Whangaroa urban area

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Kent Street (Whangaroa)	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Lewer Street	100	60	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.
Mckenzie Road (Whangaroa)	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Old Church Rd Service Lane	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.
Old Church Road (Whangaroa)	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Old Hospital Road	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.
Ruato Road	50	50	30	Option 1: 40kph Option 2: 30kph Option 3: 50kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Whangaroa Road from Wainui Rd to 75m west of Kent St	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This section of Whangaroa Road is tortuous and winds around the harbour. A slower 60kph speed limit is appropriate.
Whangaroa Road from 75m west of Kent St to 100m south of Old Church Rd	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: A 40kph speed limit recognises the entry into the Whangaroa Community and increase in the number of pedestrians.
Whangaroa Road from 100m south of Old Church Rd to end	50	50	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This part of Whangaroa Road is an informal shared space with significant pedestrian activity, coupled with vehicle movements, and towed boats. A 30kph speed limit recognises that this area is central to the community. It is recommended that Gateway Signage be utilised at the 40kph/30kph Boundary to designate the hub of the community.



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6.10 Roads that are outside of the urban areas

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Ake Ake Road	100	50	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Opito Bay is a small rural coastal settlement where the recommended speed limit for Opito Road (where it intersects with Ake Ake Road) is 40kph. A 60kph or 50kph is therefore not considered appropriate for this road. A 40kph speed limit is consistent with small urban coastal settlements.
Amsharlo Drive	50		40	
Anchorage Heights	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Anchorage Heights is a short "no-exit" road providing access to a small number of rural residential dwellings. A 40kph speed limit is appropriate.
Arabella Road	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is a narrow single lane road with pull over bays and constructed off-street parking facilities. A 30kph speed limit would be consistent with the carriageway. However, access is gained off Broadwood road where a 40kph speed limit is recommended as the carriageway is wider and has centre line markings. It is considered appropriate to maintain a consistent speed limit off the few "no exit" roads that come off Broadview Road. 40kph is therefore recommended.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Atwell Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: This road is straight but has a very narrow carriageway that is unsealed. Although the road supports a 40kph speed limit, it is considered that there would be no additional safety benefits over a 60kph speed limit, based on low useage and low risk.
Bayly Road	100		40	
Beaufort Road	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Very narrow, short, unsealed road that gives access to a very narrow single carriageway private road. 30kph is considered appropriate.
Bledisloe Road	50	N/A	20	Option 1: 40kph Option 2: 20kph Preferred Option: 20kph Reason: This is a very short road providing access to Bledisloe Park, with a strong shared space element.
Blue Gum Lane (school zone)	100	60	30	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In the case of Blue Gum Lane, it has been determined that Blue Gum Lane is a straight access road that provides access to rural residential properties and a school. There is no centre line marking and the carriageway is narrow. A permanent 30kph zone is therefore appropriate and can be extended to the entire Lane.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Blue Penguin Drive	50	40	40	Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: This is consistent with other similar urban / semi urban areas. The area is subject to ongoing development and may be incorporated into the Kerikeri Urban Traffic Area.
Bristow Road	100		30	Option 1: 30kph Preferred Option: 30kph Reason: This is a very short and very narrow access road off SH 11. Although a 30kph speed limit is recommended, signage may not be appropriate as it has potential to conflict with SH11 curve advisory signs.
Broadview Road	50	40	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Broadview Road winds up through bush with semi-rural residencies along the length of the road. The access density is significantly lower than an urban area and is similar to a medium density rural area. However, most access points have limited visibility and the carriageway and shoulder are narrow. A slower speed of 40kph is appropriate for this no-exit access road.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Bush Point Road (Doves Bay)	100	80	40	Option 1: 80kph Option 2: 60kph Option 3: 40kph Preferred Option: 40kph Reason: Bush Point Road provides "no-exit" access for approximately 12 dwellings. The shoulder is very narrow with a bush margin. There are no pedestrian facilities. Although dwelling and access density indicates a remote rural setting, this area is actually a medium density rural residential area. An 80kph speed limit is considered inappropriate. Given that Bush road intersects with Doves Bay Road, which supports a small coastal community (recommended speed limit 40kph), a consistent 40kph is recommended for Bush Point Road.
Cavalli View Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Preferred Option: 60kph is consistent with other unsealed roads.
Conifer Lane	100	60	60	Option 1: 60kph Option 2: 80kph Option 3: 40kph Preferred Option: 60kph Reason: Conifer Lane is a short "no exit" road with a narrow carriageway and no centreline markings. The road is characterised by medium density rural residential with horticultural activities. The narrow single lane carriageway does not support a higher 80kph speed limit. Given the low-density dwellings and rural land uses, a 40kph speed limit is not supported. Preferred option: 60kph.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Cottle Hill Drive	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Cottle Hill Drive is a narrow "no-exit" road that provides access to rural residential and a vineyard. The carriageway is narrow with no marked centreline. A speed limit higher than 60kph would be inconsistent with the intersecting Kerikeri Road. The limited number of dwellings on this road does not support a 40kph speed limit.
Davis Strongman Place	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: This is a "no exit" road that provides access to rural residential properties. There is no centreline marking on the carriageway and no pedestrian facilities. The road is a self-explaining lower speed and either 60kph or 40kph could be considered.
Doonside Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Consistent with other rural unsealed roads. Residential dwellings are medium density and do not give rise to a need for a 40kph speed limit.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Doves Bay Road	100	60	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Doves Bay Road is a no exit road, approximately half of which has a medium-high density rural residential landuse. With the other half being the Doves Bay community, which has an urban density. The carriageway is narrow and there is no pedestrian facilities. Although the current speed limit is 100kph, there is an informal 50kph sign on the approaches to the community. Dividing the road into 60kph and 40kph zones is not desirable. Recommend 40kph for full length of road.
Edmonds Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: This road is a "no exit" narrow carriageway with no centreline marking. The road changes to an unsealed road approximately halfway along its length. A 60kph speed limit along the length of the road provides consistency in the speed limit and reflects the overall road environment.
Equestrian Drive	100	80	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Equestrian Drive has a narrow carriageway with no centreline markings. Opposing vehicles need to slow to pass each other on the carriageway. The road is characterised by horticultural landuse and low density rural residential.
Fantail Rise	50	Unavailable	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Fantail Rise is part of a new subdivision area. 40kph is consistent with other residential areas.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Fernbird Grove	50	Unavailable	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Fernbird Grove is part of a new subdivision area. 40kph is consistent with other residential areas.
Hansen Road (Purerua)	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Harmony Lane	50	40	40	Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: Harmony Lane is a "no exit" road that provides access to a variety of sports facilities. The sports fields are fenced with controlled access. There are significant parking areas along the road. A 40kph speed limit is considered appropriate.
Haruru Falls Road from Puketona Rd to north side of bridge	50	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This section of Haruru Falls Road exits the Haruru Falls urban area, and includes the car park to the Haruru Falls walkway.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Haruru Falls Road from north side of bridge to Tui Glen Rd	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This section of road is 1km in length, and fits within the minimum distance for an 80kph speed limit. However, this is a relatively short distance for an 80kph that drops to a proposed 60kph on the unsealed section of the road. A consistent 60kph is considered appropriate.
Haruru Falls Road from Tui Glen Rd to end	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: This section of the road is unsealed. 60kph is consistent with other similar unsealed roads.
Hauriri Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: This road is unsealed. 60kph is consistent with other similar unsealed roads.
Hautapu Road	100	60	60	Option 1: 60kph Option 2: 40kph for first 500m then 60kph Preferred Option: 60kph Reason: There is a short 500m section of road at the State Highway 1 end of the road that is tortuous. The road then opens out into a more curved alignment. The road is consistent with other unsealed roads in Northland.
Hewitt Road (50m road leading to a carpark and Conservation estate.	100		30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Hewitt Road is an approximate 50m road that leads to a carpark and walking track. A shared space speed limit is appropriate.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Hihitahi Rise	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: 40kph is consistent with other residential streets that have medium width carriageways and for smaller communities. There is a pedestrian footpath. 30kph could be considered, however, the carriageway width is medium and does not form an informal shared space.
Hikurua Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads
Huia Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads
Hupara Road	100	80	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on other similar sealed roads
Hupara Road (East)	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Jameson Esplanade	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: Reason: This road is sealed but has a single carriageway and is "no exit". The road has no centreline markings and in places has a very narrow shoulder. The Road environment is a significant step down from a typical 80kph speed environment and therefore 80kph is not recommended. A slower 60kph speed limit is appropriate and consistent with Wakelins road, which is very similar.
Kapiro Road from SH10 to 50m west of roundabout	100	80	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: There has been a strong pre-speed review community desire to lower the speed limit on Kapiro Road. The area is subject to extensive recent development, including rural residential and other commercial activities. The road carriageway supports an 80kph speed limit. However, the ongoing development along Kapiro Road indicates that a slower 60kph speed limit should be considered. Most of the new development does not have direct access onto Kapiro Road. In addition, its status as a Primary collector indicates that a 60kph speed limit may not be appropriate. Given the medium Collective Risk and Infrastructure Risk, and the Medium High Personal Risk, it is considered that an 80kph speed limit would be appropriate.
Kapiro Road from west of roundabout to end	50	80	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This short section of Kapiro Road leads into a roundabout, beyond which is a more urbanised area and proposed 40kph roads.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Keri Downs Road	100	80	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Although sealed and straight, this road has a narrow carriageway with no centreline marking. The road environment is of significantly lower standard than Purerua Road, to which this "no exit" road connects.
Kingfisher Drive	50	30	40	Option 1: 30kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with other similar roads in residential areas.
Kotuku Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This road is a single lane sealed carriageway with no road markings. The road provides access to rural residential and is "no exit". A 60kph speed limit is considered appropriate. The recorded free flow speed supports a 60kph speed limit.
Kurapari Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads
Leacock Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads
Mahinepua Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Martin Road	100	60	60	Option 1: 80kph for sealed section, 60kph for unsealed section Option 2: 60kph Preferred Option: 60kph Reason: Categorised as tortuous, the sealed section of the road has several sharp bends interspersed with straights. This suggests that an 80kph speed limit could be supported. However, the lack of shoulder width and rural residential on the first section of the road supports a 60kph speed limit. A 60kph speed limit is also consistent for the unsealed section of the road.
Matangirau School Road	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: 60kph is consistent with other sealed roads. However, Matangirau School Road has an extremely narrow carriageway and it is unlikely that 60kph would be achieved. A 40kph speed limit that better reflects the road environment and carriageway is considered more appropriate.
Matau Place	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with other similar roads in residential areas.
Matauri Bay Road	100	80	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on similar two lane undivided sealed roads.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Matauri Beach Road alignment is tortuous as it descends into Matauri Bay. There are a number of corner advisory signs indicating a speed of 35kph. Although sealed with two lanes and centre line marking, the tortuous nature of this road does not support an 80kph speed limit. 60kph is therefore recommended.
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Although undeveloped, this subdivision area has the potential to become a coastal community. A 40kph speed limit is consistent with the general coastal park and residential access nature of the road.
Matauri Link Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Mawson Avenue	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other similar urban residential roads. There is a footpath on one side of the road only.
McCaughan Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: McCaughan Road is a sealed road providing access to medium density rural residential properties. The road is "no-exit". The carriageway is sealed but has no centreline or other road markings. There is some existing gateway planting and landscaping at the entry to the road. The carriageway does not support 80kph. As a rural residential area, a 60kph speed limit is considered appropriate.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
McDonalds Road (Oromahoe)	100		60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Mcgee Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: McGee Road is a short "no exit" road with a very narrow carriageway that provides access to several residential dwellings and farmland. 60kph is consistent with other unsealed roads.
Mcintyres Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Although tortuous on some sections, there are also long straight sections and curved or winding sections, similar to many unsealed roads. 60kph is consistent with similar unsealed roads.
Mckenzie Road (Purerua)	100	60	60	Option 1: 40kph Option 2: 60kph Preferred Option: 60kph Reason: 40kph has been considered because of the very narrow carriageway. However, it is noted that access to McKenzie Road is via Purerua Road, which is also unsealed, but has a wider carriageway. Given the low personal and collective risk, it is considered that setting a 40kph speed limit would not give rise to significant safety benefits for the relatively few residents located on McKenzie Road. A 40kph speed limit is therefore not recommended. A 60kph speed limit, consistent with Purerua Road is considered appropriate.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Ngahuhu Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: The carriageway is narrow with a very narrow shoulder. The lower speed limit of 40kph has not been recommended as the road has a low collective and personal risk. A 40kph speed limit would not deliver any additional safety benefits. 60kph is consistent with other unsealed roads.
Ohakiri Way	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: This road is a short unsealed "no exit" road that provides access to rural residential housing. 60kph is consistent with other unsealed roads.
Oihi Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other unsealed roads.
Opito Bay Road to 407 Opito Bay Rd	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Although classified as tortuous (Megamaps) this road is winding in nature. The road is a good quality sealed road with centre lane markings. Given that this road is also a Secondary Collector Road with low medium or medium collective and personal risk, it is considered that 80kph is appropriate, consistent with similar sealed roads.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Opito Bay Road from 407 Opito Bay Rd to end	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Opito Bay Road, at 407 Opito Bay road has a significant change in road environment. The carriageway narrows, there is no centre line marking and the alignment becomes more tortuous as it descends to the bay. A reduced speed is therefore self-explaining. The road leads directly into the Opito Bay Community where a 40kph speed limit is recommended. To avoid multiple speed limit changes (80 - 60 - 40) a 40kph speed limit is recommended. Gateway signage is recommended to reinforce the 40kph speed limit.
Orangewood Road	100	80	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: This road is a sealed road with no centre line marking. The no exit road provides access to horticultural activities and some rural residential activities. Access is off Kapiro Road, which is recommended to have an 80kph speed limit. Orangewood Road is a lower standard of road, with a change in overall road environment. 60kph is therefore recommended.
Orchard Road (Kapiro)	100	80	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: Orchard Road is a straight, sealed "no exit" road with no centre line markings. The principle surrounding land use is horticulture with few residential dwellings. The carriageway supports a slower 60kph speed limit. However, the low collective and personal risk indicate that a 60kph speed limit would not give rise to additional safety benefits. A speed limit of 80kph, consistent with Stanners Road is recommended. It is also recommended that no specific speed limit signage is utilised on Orchard Road.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Oromahoe Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Whilst tortuous and narrow in sections, particularly where it winds through the forested area, there are significant portions of the road that have a wider carriageway and shoulder, typical of an unsealed road in Northland. 60kph is recommended.
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Although classified as tortuous (Megamaps), there is one short tortuous section at the Wainui road end as the road rises up a steep, but short hill. The remainder of the road is best described as curved to winding. Ota Point Road provides access to a small community at Ota Point.
Ota Point Road from 100m before 103 Ota Point Rd to end	100	60	40	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: This section of Ota Point Road forms part of the Ota Point community. There is no direct beach access from the road, although there are short accessways to provide boat and dinghy access to the beach area. 40kph is consistent with small coastal communities.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Otaha Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: The sealed section is approximately 850m in length and passes a cluster of rural residential houses. Although the sealed section can support an 80kph speed limit, the short length of the sealed section, coupled with the rural residential houses does not support increasing the speed limit over this section of the road. A 60kph speed limit is recommended to maintain consistency along the full length of the road.
Pathways Drive	50	60	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Pathways Drive is a short "no exit" street providing access for a low-density urban subdivision. There is no centre line marking. A 40kph speed limit is consistent with small residential areas.
Pinehill Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Point Veronica Drive	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is a narrow single lane road with pull over bays and constructed off-street parking facilities. A 30kph speed limit would be consistent with the carriageway. However, access is gained off Broadwood road where a 40kph speed limit is recommended as the carriageway is wider and has centre line markings. It is considered appropriate to maintain a consistent speed limit off the few "no exit" roads that come off Broadview Road. 40kph is therefore recommended.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Point Veronica Drive Extension	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is a narrow single lane road with pull over bays and constructed off-street parking facilities. A 30kph speed limit would be consistent with the carriageway. However, access is gained off Broadwood road where a 40kph speed limit is recommended as the carriageway is wider and has centre line markings. It is considered appropriate to maintain a consistent speed limit off the few "no exit" roads that come off Broadview Road. 40kph is therefore recommended.
Porters Access Road	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. 40kph is recommended.
Porters Access Road Extension	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. 40kph is recommended.
Pounamu Place	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits within other small rural and coastal settlements.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Puketiro Place	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits within other small rural and coastal settlements.
Purerua Road from to 110m before Te Tii Rd	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: 80kph is consistent with other similar sealed roads in Northland. There are few curve advisory signs on this road, indicating that the alignment is at the lower end of the "winding" category.
Purerua Road from 110m before Te Tii Rd to end	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with other similar unsealed roads. The unsealed section of this road marks a significant and self-explaining change in the road environment.
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	60	Variable 30	Option 1: Variable 30kph Option 2: Permanent 30kph Preferred Option: Variable 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In this case. The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Quinces Landing	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This is a very narrow unsealed lane that provides access to rural residential land uses. The road is "no exit". Given the carriageway width and the rural residential land uses, 60kph is not recommended. 40kph is recommended.
Rangihoua Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Rangitane Loop Road	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in small rural and coastal settlements.
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	100	50	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: 50kph has not been considered for this part of Rangitane Road as it is a rural setting with few residential dwellings. The carriageway supports an 80kph speed limit, which is consistent with the road status as a rural secondary collector road. A 60kph speed limit is unlikely to be complied with as there are few visual clues for a slower speed limit and the road is not tortuous.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	100	50	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: From 177 Rangitane Road; the wider road environment changes from rural to a medium density rural residential environment. From 177 Rangitane Road to the end is approximately 800m which meets the requirements of the Setting of Speed Limits Rule. A 40kph speed limit could be considered, however the overall road environment is not consistent with a more urban environment. Compliance with a 40kph speed limit is unlikely.
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: The sealed section of Redcliffs Road is a primary collector with a low and low-medium collective and personal risk. Although classed as "winding" there are few sharp curves that have curve advisory signage and there are significant areas of straight road interspersed between curves. A 60kph speed limit is expected to have low compliance. If Redcliffs Road is determined to be 60kph, then Rangitane will also need to be 60kph.
Redcliffs Road from Rangitane Rd to end	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: The unsealed part of Redcliffs Road transitions from a curved alignment to a tortuous environment approximately halfway along its length. 60kph speed limit is consistent with other unsealed roads.
Retreat Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Rigden Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
River Drive Road	100	60	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: River Drive is a very narrow, single lane road with no lane marking.
Riwhi Way	50	60	30	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: Riwhi Way is a very short road that provides access to residential dwellings in the Te Ngaere Bay coastal community. 60kph is inappropriate in an urban coastal setting. It is recommended that Wainui Road, where it connects with Riwhi Way is 40kph. As such, to maintain consistency, a 40kph speed limit has been recommended. however, this road can support a slower 30kph speed limit as it is anticipated that pedestrians will share the carriageway when accessing the beach area.
Rosella Road	50	40	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This road is a narrow single lane road. A 30kph speed limit would be consistent with the carriageway. However, access is gained off Broadwood road where a 40kph speed limit is recommended as the carriageway is wider and has centre line markings. It is considered appropriate to maintain a consistent speed limit off the few "no exit" roads that come off Broadview Road. 40kph is therefore recommended.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Rowsell Lane	100	60	40	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: Rowsell Lane is accessed off Opito Bay Road at the Opito Bay community. At this point, it is recommended that Opito Bay Road have a speed limit of 40kph. As such, it is appropriate that Rowsell Lane has a similar or lower speed limit. The carriageway is very narrow with limited turning and would support a 30kph speed limit. However, a 30kph speed limit is unlikely to achieve any additional road safety benefits on this road.
Scoresby Street	50	30	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Consistent with other similar streets in the area.
Smeath Road (Hupara)	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Smith Camp Road	80	60	30	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: Smiths Camp Road is a narrow, unsealed road that provides access to a Department of Conservation campground. The road is no exit. A slow speed limit recognising the potential for pedestrians generated by the campground supports a significantly slower speed limit.
Somerville Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Spoonbill Drive	50	40	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Spoonbill Drive is part of a new subdivision area. 40kph is consistent with other residential areas.
Stanners Road from SH10 to end of seal	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on other similar sealed roads.
Stanners Road from end of seal to end	100	60	60	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Takou Bay Road from SH10 to Otaha Rd	100	60	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: This road is a good quality sealed road with centre lane marking. Although classed as winding, the majority of the road is made up of moderately long straights with curves. A speed limit of 60kph is unlikely to achieve a high level of compliance. An 80kph speed limit, consistent with similar roads is recommended.
Takou Bay Road Otaha Rd to end	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Consistent with other similar unsealed roads. The change from sealed to unsealed provides a significant change in road environment from 80kph to 60kph.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Tanikaha Lane	100	80	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: This is a short "no-exit road that provides access to some rural residential dwellings and horticultural activities. The road environment including a narrow, unmarked carriageway supports a 60kph speed limit of 60kph. However, it is recommended that the speed limit be the same as Kapiro Road (80kph).
Taraire Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Tau Henare Drive	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: Tau Henare Drive provides access to and through the Waitangi Treaty Grounds. The environment is characterised by park and reserve land and roadside carparks. Although the road bisects open reserve land, is not a formal shared space. During peak events, for example, Waitangi Day, specific traffic management is employed. A 40kp speed limit is considered appropriate, with temporary speed limits utilised during specific events.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Taumata Close	50	40	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with similar urban roads and streets, as well as Te Haumi Dr, where access is gained.
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	60	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Tauranga Bay Beach Road provides access to the small coastal community of Tauranga Bay, including beach access. The current posted speed limit is 50kph, and it is considered inappropriate to raise this speed limit to 60kph. The small coastal community is expected to generate significant pedestrian traffic from residential dwellings to access the beach area. Although there are no pedestrian facilities, there is a wide berm, and as such the carriageway does not create a formal or informal shared space. A 40kph speed limit is consistent with small rural and coastal settlements.
Tauranga Bay Beach Road from 20m before campground to end	50	60	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: The road environment transitions into an informal shared space environment from approximately 20m prior to the campground. The carriageway transits through a reserve and beach access area, which provides informal parking off the main carriageway. A slower 30kph speed limit is appropriate to recognise the informal shared space of this area.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Tauranga Bay Road is accessed off Wainui Road. The intersection marks the start of the tortuous section of Wainui Road (between Tauranga Bay Road and Matauri Bay) where it is recommended that the speed limit be 60kph. Tauranga Bay Road, although sealed, is narrower than Wainui Road. To maintain consistency with Wainui Road, a 60kph speed limit is recommended.
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	60	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: This section of Tauranga Bay Road is narrow and unsealed. It provides a no exit access to residential dwellings but does not provide beach access. It is recommended that this section of the road be consistent with Tauranga Bay Beach Road. The current posted speed limit is 50kph, and it is considered inappropriate to raise this speed limit to 60kph. A 40kph speed limit is consistent with small rural and coastal settlements.
Te Haumi Drive	50	30	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with similar urban roads and streets.
Te Karuwha Parade	50	30	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is a Stopping Place and also has a Marae located on it.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Te Kowhai Point Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other unsealed roads and the section of Redcliffes road where access is gained.
Te Ra Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other unsealed roads.
Te Tapui Road	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This road provides residential community, which includes a church and a marae. A 40kph speed limit is consistent with small rural communities.
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads.
Te Tii Road from Te Tii Rd Extension to end	100	80	40	Option 1: 80kph Option 2: 60kph Option 3: 40kph Preferred Option: 40kph Reason: An 80kph speed limit is inappropriate is a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60	60/30	Option 1: 30kph permanent Option 2: 30kph variable Preferred Option: 30kph variable Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate.
Te Tii Road Extension	100	80	40	Option 1: 80kph Option 2: 60kph Option 3: 40kph Preferred Option: 40kph Reason: An 80kph speed limit is inappropriate in a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements.
Tepene Tablelands Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Thompsons Access	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Tikorangi Road	100	60	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Opito Bay is a small rural coastal settlementm where the recommended speed limit for Opito Road (where it intersects with Tikorangi Road) is 40kph. A 60kph or 50kph is therefore not considered appropriate for thuis road. A 40kph speed limit is consistent with small urban coastal settlements.
Tui Glen Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Tui Glen Road is a short "no exit" road. Although the carriageway is sealed, it is narrow and has no centreline markings. Tui Glen Road is of significantly lower standard than Hauru Road where access is gained. An 80kph speed limit is therefore considered inappropriate.
Tui Grove (Paihia)	50	40	40	Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in similar urban communities.
Waikoura Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Waimangaro Road	100	30	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads. This road is narrow and is a no exit road with low density residential swellings. A slower 30kph speed limit is not considered appropriate.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 60kph</p> <p>Reason: Wainui Road connects Matauri Bay with Whangaroa Harbour. Much of the road is tortuous and therefore a 60kph speed limit is appropriate. The road transitions between tortuous and winding near the intersection with Tauranga Bay Road (Tortuous from Matauri Bay to Tauranga Bay Road and winding from Tauranga Bay Road to Whangaroa). Karangahape Marae, a church and urupa is located approximately 3km on the Whangaroa side of Tauranga Bay Road intersection (near Porters Access Road). The Marae is currently being rebuilt, and it is understood that the completion date is approximately 2025. A 60kph speed limit is appropriate from Matauri Bay to Tauranga Bay Road, primarily due to the tortuous nature of the road. Speeds higher than 60kph can only be safely achieved on very short sections of this road. From Tauranga Bay Road to Whangaroa, an appropriate speed is 80kph as the road is consistent with similar 80kph roads. The options for the location of the recommended 80kph / 60kph boundary is 100m on the Whangaroa side of Tauranga Bay Road, or 50m on the Whangaroa side of Porters Access Road to incorporate Karangahape Marae and the urupa. This second option would result in a 3km stretch of 60kph speed limit that is not self-explaining. A further option is to investigate temporary speed limits near the urupa and Marae for events, once the Marae is completed.</p> <p>Preferred Option 60kph from Matauri Bay to 100m south of Tauranga Bay Road intersection and 80kph for the remainder of the road.</p>



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Wainui Road from Tauranga Bay Rd to Whangaroa	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: The part of Wainui road from Tauranga Bay Road to Whangaroa has a distinctly different road environment from the section between Tauranga Bay Road and Matauri Bay. The road is significantly less tortuous and an 80kph speed limit is consistent with other similar sealed roads.
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100		60/30	Option 1: Permanent 30kph Option 2: Variable 30kph Preferred Option: Variable 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In this case the semi-rural nature of Wainui Road makes permanent 30kph speed limit inappropriate.
Wainui Valley Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads.
Waipapa Road from SH10 for a distance of 90m	70	40	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. A 60kph speed limit is therefore considered appropriate.
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	80	40	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. A 60kph speed limit is therefore considered appropriate.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	40	60 / 30	Option 1: Variable 30kph Option 2: Permanent 30kph Preferred Option: Variable 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In this instance, the school is not yet completed. The need for a permanent 30kph zone will be assessed once travel patterns are identified.
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	40	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. A 60kph speed limit is therefore considered appropriate.
Waipapa Road from 20m west of Edkins Rd to end	50	40	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This is a short section of Waipapa Road that leads into a round-a-bout and then residential areas. A short 40kph speed limit is appropriate.
Wairangi Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Wairangi Road is a short, "no-exit" road. The first section (100m) has a medium carriageway with curb and channeling and a crash barrier. The road then narrows to a sealed carriageway with no centre line markings and limited shoulder areas before reverting to a narrow unsealed road. 80kph is therefore considered inappropriate.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Waitapu Creek Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: The public road section is very short (150m) with a one lane bridge (that has weight limits). A 60kph speed limit is considered appropriate, given the low volume of traffic.
Wakelin Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This road is sealed but has a single carriageway and is not a "through road". Wakelin road provides access to several other no exit roads that have a similar road environment. The road has no centreline markings and in places has a very narrow shoulder. The Road environment is a significant step down from a typical 80kph speed environment and therefore 80kph is not recommended. A slower 60kph speed limit is therefore appropriate.
Whangae Road	100		60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Whangaroa Road from SH10 to Wainui Rd	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with similar sealed roads, including the part of Wainui Road that Whangaroa Road intersects.



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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Wharau Road from Quines Landing to end of seal	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: This section of Wharau Road is classified as tortuous, although it is closer to the winding end of the spectrum. One option to bring the 60kph zone (recommended for the unsealed section) to Quines Landing. However, there is no significant change in the road environment that would signify a self-explaining lower 60kph speed limit at this point. The other, preferred option is to continue the recommended 80kph speed limit through to the end of seal where there is a clear, self-explaining change in road environment. The low personal and collective risk on this section of road supports the 80kph speed limit.
Wharau Road unsealed section	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with other similar unsealed roads. A 60kph speed limit on this section of Wharau Rd reflects the significant change in road environment from sealed to unsealed and the increase in personal and collective risk (low to low medium and low to medium high respectfully).
Wharengaere Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Yacht Drive (Opito Bay)	100		40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This is a short no-exit road with moderate density residential land-uses.

7 Engineering treatments

The focus of speed management, whether it is speed limits or engineering treatments, is the reduction of serious harm and fatal crashes. Reducing serious harm and fatal crashes will have the added benefit of reducing other less serious injury and non-injury crashes.

Engineering treatments can be wide ranging in their nature, depending on the road environment where they are employed. Large scale engineering treatments, for example curve treatments or general upgrading of a road are costly. As a result, it is often necessary to balance the cost to the community with other speed management solutions, such as speed limits.

Funding for large scale engineering solutions need to be planned as part of Councils LTP (Long Term Plan) process.

It should be clearly noted that a lower speed limit does not imply that Council will maintain a road to a lower standard, or simply defer much needed upgrades to a road.

7.1 Signage

The Setting of Speed Limits Rule sets out the minimum requirements and standards for a speed limit signage. Wherever existing signage that does not meet current design standards is discovered within the review area, these signs will be upgraded. In addition, Council in its capacity as an RCA has the option of incorporating additional signage treatments to encourage a higher level of compliance and to reinforce a particular speed limit.

The options are set out below, including the circumstances where they are expected to be utilised.

7.2 Threshold Treatments

Threshold treatments include signage with a large backing and messaging denoting the community that the driver is entering. The large signage is supported with red road painting at the threshold and, where appropriate, curb and channelling to denote an urbanised environment.

Threshold treatments are intended to provide a clear visual clue that the road environment has changed and there is a slower speed limit. This visual clue leads to improved compliance with an urban community speed limit, for example 40kph. Improved compliance includes a gradual slowing toward the lower speed limit, before the threshold is reached and a more rapid change to the new speed limit, at or near the threshold.

Once a vehicle is travelling at or near the lower urban community speed limit, it is more likely that the vehicle will maintain that speed.

When will this treatment be used? Threshold treatments will be utilised for entry into a community or where the speed limit drops to an urban speed limit. Depending on the community, this may include a drop to a speed limit of 60kph, 50kph or 40kph.

7.2.1 Repeater Signs

Repeater signs are utilised to remind the driver of the speed limit on a longer road. The Setting of Speed Limits Rule identifies the frequency of these signs and the standard that they must meet. The Rule does allow for fewer repeater signs where the road environment is similar over a longer distance.

The use of repeater signage will be assessed and implemented as part of the detailed design process once Council has agreed recommended speed limits.

When will this treatment be used? The use of repeater signs will be consistent with the requirements of the Setting of Speed Limits Rule.

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7.2.2 Roundel signage on the carriageway

Roundel signage on the carriageway are road markings denoting the speed limit. From a legal perspective, these do not provide an enforceable speed limit, but can reinforce a particular speed limit. Road speed markings on the carriageway are discouraged on open roads, except in exceptional circumstances. However, they can be utilised in slower speed environments to reinforce a speed limit, particularly where high compliance levels are not being reached.

Roundel signage on the carriageway is most effective in areas where there are high numbers of pedestrians, for example in shared spaces or where there is a higher informal pedestrian use of a road carriageway.

When will this treatment be used? The use of roundel signage on carriageways will generally only be used in slow speed environments within smaller coastal communities and urban areas. These road markings will be used sparingly in other circumstances.

7.2.3 Engineering up

Engineering up is the term used to describe more substantive engineering solution to raise a road environment to meet a safe higher speed environment. There are a range of engineering up solutions available, and these may include, but are not limited to:

- Median barriers, for example post and wire barriers
- Widening or improvement of the carriageway
- Curve treatments, including cambers, crash barriers and other substantive treatments

Engineering up is a substantive and costly exercise in most situations. Often only small very high-risk sections of road can be treated at one time. However, there may be circumstances where an entire road is identified as a strategic corridor, where, over time, engineering up can be undertaken so that a further review of the speed limit can be undertake with a view to increasing the speed limit.

Engineering up will normally be signalled through the LTP (Long Term Plan) process because of the cost involved. This speed limit review may recommend areas of road where, engineering up is both feasible and will result in clear safety benefits, or where a higher speed limit than the current road environment supports is desirable.

It should be noted that it may be necessary to match the speed limit with the current road environment until it can be engineered up to maintain safe and appropriate speeds.

When will this treatment be used? This speed limit review will only recommend the consideration of engineering up treatments because such treatments require significant planned budgets and implementation time. Circumstances where this will be recommended will be where a higher speed limit is appropriate (having considered all factors) but the current road environment will not fully support that speed limit. An example of where this may occur is where the road environment only supports a 60kph safe and appropriate speed, but other more strategic or long-term factors mean that an 80kph speed limit would be preferable.

7.3 Engineering down

Engineering down is the term used for engineering treatments that will make a current or recommended speed limit more self-explaining to the driver. A self-explaining speed limit leads to

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better compliance with that speed limit. Engineering down is normally used to support a slower speed limit.

Engineering down does not mean lowering the quality of the road.

Engineering down may include any of the following treatments, but is not limited to those treatments:

- Curb and channelling
- Construction of footpaths, raised pedestrian crossings or pedestrian refuges
- Street furniture within areas that are identified as shared space
- Chicanes or plantings

Many of the engineering down treatments can be undertaken within existing budgets, or by bringing forward some existing funding. Due to the overall lower cost, engineering down treatments may also be included within the Annual Plan process as part of the three-yearly LTP cycle.

When will this treatment be used? Engineering down will most often be used in slower urban community environments to promote better compliance with speed limits that are focussed on making the community safer for residents and/or visitors.

7.4 Other Treatments

There are a range of other engineering treatments that can be utilised, for example, intersection improvements, or ensuring that direct access to the road carriageway is of a high Standard. All of these treatments contribute to road safety but require different mechanisms to implement.

Physical treatments such as intersection rehabilitation are normally planned through the Annual Plan and LTP budgetary process. An outcome of a speed limit review may be the prioritisation of specific treatments in the respective budgetary processes.

Access to the carriageway is controlled through Council Engineering Standards and other planning processes. The engineering Standard and density of carriageway access is dependent on the speed environment in that particular location.

8 Setting of Speed Limits Rule considerations

In May 2022, a new Setting of Speed Limit Rule (2022) came into force. This new Rule set new requirements for reviewing new speed limits, including specified speed limits near schools. In proposing new speed limits council has had regard to the matters identified in new Rule and in the associated National Speed Management Guidance and National Road Safety Strategy (Road to Zero).

The objective of the Setting of Speed Limits Rule 2022 is to contribute to road safety by:

- a. Providing for a whole-of-network approach where speed management is considered alongside investment in safety infrastructure; and
- b. Empowering or requiring road controlling authorities to set speed limits for roads under their control; and
- c. Setting out requirements road controlling authorities must comply with when setting speed limits.

Section 3.15(2) of the Setting of Speed Limits Rule 2022 requires Council as a Road Controlling Authority, to have regard to when reviewing and setting a speed limit. The following sets out the matters which Council has had regard to in setting the proposed speed limit within the review area.

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- a. The function and use of the road
- b. Crash and injury risks for all road users
- c. The characteristics of the road and roadsides
- d. Adjacent land use
- e. The number of intersections and property accessways
- f. Traffic volume
- g. Any planned physical changes to the road and its infrastructure
- h. The mean operating speed for the road
- i. The principles and outcomes of any Government road safety strategy
- j. Any other matter the Agency considers appropriate

In proposing new speed limits, Council has had regard to the above matters, as well as:

- The Road to Zero National Road Safety Strategy
- Speed Management Guidance 2022
- Feedback previously received from the community

8.1 Speed Management Guidance

Waka Kotahi (NZTA) provides guidance within *the National Speed Management Guide 2022*. The Speed Management Rule 2022 provides the process for reviewing speed limits across the district and any mandatory aspects that must be undertaken or implemented. The Speed Management Guidance 2022 document has provided the basis for the assessments and processes (including consultation processes) utilised in this speed management review.

The 2022 Rule and the Speed Management Guidance 2022 promotes larger, catchment wide reviews. This Speed Review focusses on the catchment area that encompasses local roads to the north of State Highway 11, east of State Highway 10 from Kawaka to Whangaroa Harbour.

The catchment area has been identified for a speed review for the following reasons:

- It has been identified as having high benefit (speed) roads within the catchment area
- The catchment area is well defined and will lead to consistency in speed limits
- The catchment area enables consideration of speed limits on adjacent roads and minimises the potential for anomalies in speed limits on adjacent roads.
- There has been significant and ongoing development in the Kerikeri urban area and Kerikeri fringes, particularly between Kerikeri and Waipapa.
- There is a strong community perception that current speed limits are too high

8.2 Function and Use of the Road

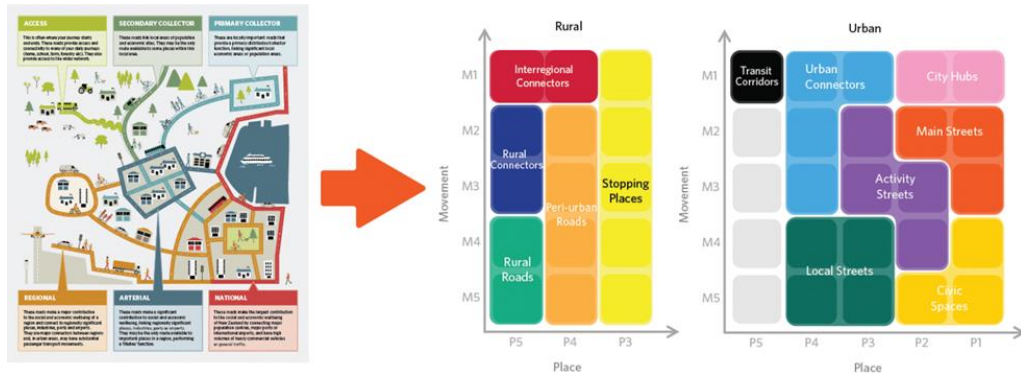
The 2022 Speed Management Guidance and Setting of Speed Limit Rule introduces the One Network Framework (ONF) to identifying the function and use of a road. Although a departure from the previous One Network Road Classification (ONRC), there are similarities between the two systems.

The newer ONF introduces more detail into determining the function of a road. The Framework combines the purpose of the road, for example, an urban connector road, with a sense of place, for example, stopping places or civic spaces. In effect, the Framework considers both movement and place.

NORTHLAND TRANSPORT ALLIANCE

 For North District Council
 Kāwhiri District Council
 Whangarei District Council
 Northland Regional Council
 NTA Transport Agency

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The new One Network Framework acknowledges the transport network has a 'Place' function. This means roads and streets are destinations for people, as well as transport corridors. The Framework recognises that there is a difference between urban and rural streets and roads.

For urban areas, safe and appropriate speed limits align with survivable safe system limits, including for people outside vehicles (who are considered vulnerable road users). The safe and acceptable speed limit can increase where additional safety infrastructure to manage speeds to safe levels for people outside vehicles is provided (for example, raised crossings or separated cycling facilities). The safe and appropriate speed limits always link to the ONF street categories.

For rural areas, safe and appropriate speed limits align with survivable safe system limits and key risk factors. The safe and appropriate speed limit can increase where additional primary Safe System treatments (for example median barriers) reduce the risk of particular crash types. The safe and appropriate speed limits always link to the ONF street categories.

ONRC Classification System

The ONRC is a useful tool in providing an initial starting point for identifying an appropriate speed limit. The system is coarser than the new ONF. Within the context of this assessment, the ONRC has been utilised as an initial tool to identify an overall starting point for a speed limit. The speed limit has then been further refined using the ONF system to introduce a sense of place.

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Classification	Straight open road /urban motorways	Curved open road	Winding open road	Urban (not motorway)
Class 1 High volume national	100–110km/h¹ Depends on design and safety risk (e.g. divided 4–5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds			
Class 2 National, Regional, Arterial	80–100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds		60–80km/h	50km/h 60–80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 3 Primary and secondary collector				30–50km/h
Class 4 Access and low-volume access All winding/tortuous	60–80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

Figure: Recommended safe and appropriate speed ranges for road classes:

Source: NZTA - NZ Speed Management Guidance, 2016

In proposing new speed limits, Council has utilised both classification systems. It should be noted that the ONRC classification system primarily considers vehicle movements. This can result in a higher or lower classification, that may not reflect the overall road environment. It should also be noted that the ONF system is largely a national desk top classification system. Additional site investigations have been undertaken to determine an appropriate speed limit. Both classification systems are set out in the tables below:

8.2.1 Roads within the Kerikeri Urban Area with proposed 30kph speed limit

Road Name	ONRC Type of Road	ONF
Butler Road	ONRC 4 (Access).	Activity Street.
Clark Road (Kerikeri)	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for an Activity Street is 30kph – 40kph.
Cobham Road from Kerikeri Rd to Hobson Ave		
Cobham Road Service Lane		
Fairway Drive Kerikeri Rd to Augusta Place		
Fairway Drive Service Lane 1		
Fairway Drive Service Lane 2		

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Road Name	ONRC Type of Road	ONF
Hobson Avenue (Kerikeri)	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Activity Street.
Homestead Road		The recommended speed limit range for an Activity Street is 30kph – 40kph.
Homestead Road Service Lane		
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd		Local Street Recommended speed limit 30kph
Augusta Place		
Masonic Lane		
Lanark Road (School Zone)		
Riverview Road from 20 Riverview Rd to 45 Riverview Rd (School Zone)		
Tarutaru Lane (School Zone)		Local Street / School Zone Setting of Speed Limits Rule 2022 requires a 30kph speed limit.
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Urban Connector / School zone Setting of Speed Limits Rule 2022 requires a 30kph speed limit.

Road Name	ONRC Type of Road	ONF
Access Heights	ONRC 4 (Access).	Local Street
Access Road	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph.
Amokura Drive		
Amsharlo Drive		
Ao Marama Place		
Aranga Road		
Awhitu Road		
Barrett Place		
Baska Voda Drive		

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Road Name	ONRC Type of Road	ONF
Blacks Road	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph.
Blue Marlin Drive		
Blue Marlin Drive Extension		
Campbell Lane		
Cannon Drive		
Cannon Drive Extension		
Charlotte Kemp Drive		
Cobham Court		
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph.
Cochrane Drive	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph.
Darwin Road		
Edkins Road (Kerikeri)		
Fairway Drive from Augusta Place to Golf View Rd		
Fieldview		
Fuller Terrace (Kerikeri)		
General Gates Avenue		
Golf View Road		
Greenway Drive		
Hall Road		
Hawkins Crescent		
Heron Hill		
Hone Heke Road from Cobham Dr to Baska Voda Dr	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph.
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd		
Jacaranda Place	ONRC 4 (Access).	Local Streets
James Kemp Place	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph.

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Road Name	ONRC Type of Road	ONF
Karaka Drive	ONRC 4 (Access).	Local Streets
Kemp Road	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph.
Kendall Road		
Keridale Lane		
Kerikeri Grove		
Kerikeri Road from Heritage Bypass roundabout to end	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph
Kilountain Place	ONRC 4 (Access).	Local Streets
King Street	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph.
Kingfisher Drive		
Kotare Heights		
Landing Road (Kerikeri)		
Limelight Lane		
Maraenui Drive		
Marsden Place (Kerikeri)		
Martha Clarke Lane		
Mill Lane		
Mission Road (Kerikeri)		
Norfolk Place		
Oakridge Drive		
Okura Drive		
Oripiro Road		
Pa Road		
Paretu Drive		
Peacock Garden Drive		
Pickmere Lane		
Rainbow Falls Road	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph.

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Road Name	ONRC Type of Road	ONF
Ranui Avenue	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph.
Rarere Terrace		
Reinga Road		
Riddell Road		
Riverbank Drive		
Riverstone Lane		
Riverview Road from Landing Rd to 20 Riverview Rd		
Riverview Road from 45 Riverview Rd to end		
Sammaree Place		
Selwyn Place (Kerikeri)		
Shepherd Road (Kerikeri)	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph.
Silkwood Lane	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Skudders Beach Road	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph
St Andrews Place	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Stella Drive (East)		
Stella Drive (West)		
Tareha Place		
Tasman Place		
The Lookout		
The Ridge		
Totara Place (Kerikeri)		

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Road Name	ONRC Type of Road	ONF
Tuatahi Place	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Tui Place (Kerikeri)		
Urutawa Drive		
Waipapa Landing Place		
Waipapa Road 50m before Landing Rd to Roundabout	Arterial	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph.
Waipapa/Landing Road Rab		
Waitotara Drive	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Peri-urban Roads
Wendywood Lane	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Wentworth Terrace		
Woodley Place		

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Road Name	ONRC Type of Road	ONF
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	Arterial	Urban connector
Heritage Bypass from Kerikeri Rd for first 50m		The recommended speed limit range for an Urban Connector Road is 30kph to 60kph
Kerikeri Inlet Road from Cobham Rd to 300m past Hoult's Way		
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Rural Connectors
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	Arterial	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph

Road Name	ONRC Type of Road	ONF
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Rural Connectors
Kerikeri Road from SH10 to 50m south of Greenway Dr	Arterial	Rural Connectors
Waipapa Road from SH10 to 50m before Landing Rd	Arterial	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph

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Road Name	ONRC Type of Road	ONF
Heritage Bypass	Arterial	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph

Road Name	ONRC Type of Road	ONF
Bayview Road (Paihia)	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Bedggood Close		
Binnie Street		
Coutts Avenue		
Davis Crescent (Paihia)	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph
Greys Lane		
Joyces Road from School Road to Williams Road	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph
Joyces Road from Williams Road to end	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Kings Road		
Kowhai Crescent (Paihia)		
Macmurray Road		
Mako Lane (Paihia)		

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Road Name	ONRC Type of Road	ONF
School Road from Marsden Road to Joyces Rd	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph
School Road from Joyces Rd to end	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph
Seaview Heights Road	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Selwyn Road (Paihia)	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Activity Street. The recommended speed limit range for an Activity Street is 30kph – 40kph.
Selwyn Road Service Lane	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Sullivans Road		
Tahuna Road (Paihia)		
Te Karuwha Parade from SH11 to Bridge	Secondary Collector	Activity Street. The recommended speed limit range for an Activity Street is 30kph – 40kph.
Te Karuwha Parade from Bridge to Tau Henare Dr	The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	

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8.2.7 Opua urban area

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Road Name	ONRC Type of Road	ONF
Kane Street (East)	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Kane Street (West)		
Kellet Street		
Kennedy Street		
Lyon Street		
Osbourne Road		
Penney Street (Opua)		
Richardson Street		
Scoresby Street		
Sir George Back Street		

8.2.8 Haruru Falls urban area

Road Name	ONRC Type of Road	ONF
Admiralty Drive	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Ash Grove Circle		
Bosuns Way		
Captains Loop		
Causeway Road		
Falls View Road		
Goffe Drive		
Halyard Loop		
Haruru Falls Road from SH11 to northern side of bridge	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph
Hawke Drive	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Kaipatiki Rise		
Mooring Close		
Nautical Drive		
Orchard Road (Haruru Falls)		
Riverglen Drive		
Skippers Close (Watea)		
Spinnaker Point		
Te Kahu Street		
The Anchorage		
The Anchorage East		

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Road Name	ONRC Type of Road	ONF
Waterview Place	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Wharf Road (Haruru Falls)		
Wilson Road		
Yorke Road		
Yorke Road (East)		

8.2.9 Whangaroa urban area

Road Name	ONRC Type of Road	ONF
Kent Street (Whangaroa)	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Lewer Street		
Mckenzie Road (Whangaroa)		
Old Church Rd Service Lane		
Old Church Road (Whangaroa)		
Old Hospital Road		
Ruato Road		
Whangaroa Road from Wainui Rd to 75m west of Kent St	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Rural Connectors
Whangaroa Road from 75m west of Kent St to 100m south of Old Church Rd		Local Streets The recommended speed limit range for a Local Street is 30kph
Whangaroa Road from 100m south of Old Church Rd to end		

8.2.10 Roads that are outside of the urban areas

Road Name	ONRC Type of Road	ONF
Ake Ake Road	Access	Local Street
Amsharlo Drive	Access	Local Street
Anchorage Heights	Access	Local Street
Arabella Road	Access	Local Street
Atwell Road	Access	Rural Roads
Bayly Road	Access	Rural Roads
Beaufort Road	Access	Local Street
Bledisloe Road	Access	Local Street

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Road Name	ONRC Type of Road	ONF
Blue Gum Lane (school zone)	Access	Rural Roads
Blue Penguin Drive	Access	Local Street
Bristow Road	Access	Rural Roads
Broadview Road	Access	Local Street
Bush Point Road (Doves Bay)	Access	Local Street
Cavalli View Road	Access	
Conifer Lane	Access	Rural Roads
Cottle Hill Drive	Secondary Collector	Rural Connectors
Davis Strongman Place	Access	Rural Roads
Doonside Road	Access	Rural Roads
Doves Bay Road	Access	Local Street
Edmonds Road	Access	Rural Roads
Equestrian Drive	Access	Rural Roads
Fantail Rise	Access	Local Street
Fernbird Grove	Access	Local Street
Furness Road	Access	Rural Roads
Hansen Road (Purerua)	Access	Rural Roads
Harmony Lane	Access	Peri-urban Roads
Haruru Falls Road from Puketona Rd to north side of bridge	Access	Local Street
Haruru Falls Road from north side of bridge to Tui Glen Rd	Secondary Collector	Rural Connectors
Haruru Falls Road from Tui Glen Rd to end	Secondary Collector	Rural Connectors
Hauriri Road	Access	Rural Roads
Hautapu Road	Access	Rural Roads
Hewitt Road (50m road leading to a carpark and Conservation estate.	Access	Rural Roads
Hihitahi Rise	Access	Local Street
Hikurua Road	Access	Rural Roads
Huia Road	Access	Rural Roads
Hupara Road	Secondary Collector	Rural Roads
Jameson Esplanade	Access	Rural Roads
Kapiro Road from SH10 to 50m west of roundabout	Primary Collector	Rural Connectors
Kapiro Road from west of roundabout to end	Primary Collector	Rural Connectors
Keri Downs Road	Access	Rural Roads
Kingfisher Drive	Access	Local Street
Kotuku Road	Access	Rural Roads

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Road Name	ONRC Type of Road	ONF
Pounamu Place	Access	Local Streets
Puketiro Place	Access	Local Streets
Purerua Road to 110m before Te Tii Rd	Secondary Collector	Rural Connectors
Purerua Road from 110m before Te Tii Rd to end	Access	Rural Roads
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	Secondary Collector	Rural Connectors
Quinces Landing	Access	Rural Roads
Rangihoua Road	Access	Rural Roads
Rangitane Loop Road	Access	Local Streets
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	Secondary Collector	Rural Connectors
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	Secondary Collector	Rural Connectors
Redcliffs Road from Kapiro Rd to Rangitane Rd	Primary Collector	Rural Connectors
Redcliffs Road from Rangitane Rd to end	Primary Collector	Rural Connectors
Retreat Road	Access	Rural Roads
Rigden Road	Access	Rural Roads
Riwhi Way	Access	Peri-urban Roads
Rosella Road	Access	Local Streets
Rowsell Lane	Access	Local Streets
Scoresby Street	Access	Local Streets
Smeath Road (Hupara)	Access	Local Streets
Smith Camp Road	Access	
Somerville Road	Access	Rural Roads
Spoonbill Drive	Access	Local Streets
Stanners Road from SH10 to end of seal	Secondary Collector	Rural Connectors
Stanners Road from end of seal to end	Secondary Collector	Rural Roads
Takou Bay Road from SH10 to Otaha Rd	Secondary Collector	Rural Connectors
Takou Bay Road Otaha Rd to end	Secondary Collector	Rural Roads
Taraire Road	Access	Rural Roads
Tau Henare Drive	Access	Stopping Places
Taumata Close	Access	Local Streets

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Road Name	ONRC Type of Road	ONF
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	Access	Peri-urban Roads
Tauranga Bay Beach Road from 20m before campground to end	Access	Stopping Places
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	Secondary Collector	Peri-urban Road
Tauranga Bay Road from Tauranga Bay Beach Rd to end	Access	Peri-urban Road
Te Haumi Drive	Access	Local Streets
Te Kowhai Point Road	Primary Collector	Rural Roads
Te Ra Road	Access	Rural Roads
Te Tapui Road	Access	Rural Roads
Te Tii Road from Purerua Rd to Te Tii Rd Extension	Secondary Collector	Rural Connectors
Te Tii Road from Te Tii Rd Extension to end	Secondary Collector	Rural Connectors
Te Tii Road Variable School Zone from Purerua Rd for 50m	Secondary Collector	Rural Connectors
Te Tii Road Extension	Access	Rural Connectors
Tepene Tablelands Road	Access	Rural Roads
Thompsons Access	Access	Rural Roads
Tikorangi Road	Access	Local Streets
Tui Glen Road	Access	Rural Roads
Tui Grove (Paihia)	Access	Local Streets
Waikoura Road	Access	Rural Roads
Waimangaro Road	Access	Local Streets
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	Secondary Collector	Rural Connectors
Wainui Road from Tauranga Bay Rd to Whangaroa	Secondary Collector	Rural Connectors
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	Secondary Collector	Rural Connectors
Wainui Valley Road	Access	Rural Roads
Waipapa Road from SH10 for a distance of 90m	Primary Collector	Urban Connectors
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	Primary Collector	Urban Connectors
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	Primary Collector	Urban Connectors
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	Primary Collector	Urban Connectors
Waipapa Road from 20m west of Edkins Rd to end	Primary Collector	Urban Connectors
Wairangi Road	Access	
Waitapu Creek Road	Access	Rural Roads
Wakelin Road	Secondary Collector	Rural Connectors

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Road Name	ONRC Type of Road	ONF
Whangae Road	Access	Rural Roads
Whangaroa Road from SH10 to Wainui Rd	Secondary Collector	Rural Connectors
Wharau Road from Quines Landing to end of seal	Secondary Collector	Rural Roads
Wharau Road unsealed section	Access	Rural Roads
Wharengaere Road	Access	Rural Roads
Yacht Drive (Opito Bay)	Access	Local Streets

The tables below set out the typical safe and appropriate speed ranges for the different classifications under the ONF system. It should be noted that the safe and appropriate speed limit will typically be at the lower end of the range unless design and infrastructure criteria are met to justify a higher speed limit.

One Network Framework urban street categories and safe speed limit ranges

Category	Description	Safe and appropriate speed limit*
Civic spaces	These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.	10-20km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.	30km/h
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
City hubs	These are dense and vibrant places that have a high demand for people movement.	30-40km/h
Urban connectors	These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Transit corridors	These streets provide for the fast and efficient long-distance movement of people and goods within the urban realm. They include motorways and urban expressways.	80-100km/h

Source: Waka Kotahi Speed Management Guidance 2022 - One Network Framework

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)

**One Network Framework rural street categories and safe speed limit ranges**

Category	Description	Safe and appropriate speed limit*
Interregional connectors	These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres in a rural context.	60-110km/h
Rural connectors	These roads provide the link between rural roads and interregional connectors.	60-100km/h
Rural roads	These roads primarily provide access to rural land for people who live there and support the land-use activity being undertaken.	60-80km/h
Peri-urban roads	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50-80km/h
Stopping places	These are where people gather in a rural setting. Adjacent land use generates on-street activity, and people are likely to be crossing the road.	40-80km/h

Source: Waka Kotahi Speed Management Guidance 2022 - One Network Framework

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9 Crash Risk

Crash data is primarily sourced from data that is reported to NZTA from the NZ Police, and often does not report minor, non-injury crashes or near misses. The overall crash data provides a current personal and collective risk rating for the specified road, which are set out in the table below.

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Ake Ake Road	Low	Low	High
Amsharlo Drive	Low	Low	Medium
Anchorage Heights	Low	Low	High
Arabella Road	Low	Low	Medium
Atwell Road	Low	Low	Medium High
Bayly Road	Low	Low	Medium
Beaufort Road	Low	Low	High
Bledisloe Road	Unknown	Unknown	Unknown
Blue Gum Lane (school zone)	Low	Low	Medium High
Blue Penguin Drive	Low	Low	Medium
Bristow Road	Unknown	Unknown	Unknown
Broadview Road	Low	Low	Medium
Bush Point Road (Doves Bay)	Low	Low	Medium
Cavalli View Road	Low	Low	Medium High
Conifer Lane	Low	Low	Medium High
Cottle Hill Drive	Low	Low	Medium High
Davis Strongman Place	Medium	Medium	Medium High
Doonside Road	Low	Low	High
Doves Bay Road	Low	Low	Medium High
Edmonds Road	Low	Low	Medium High
Equestrian Drive	Low	Low	Medium
Fantail Rise	Unknown	Unknown	Unknown
Fernbird Grove	Unknown	Unknown	Unknown

Table: Summary of crash risk– roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Hansen Road (Purerua)	Low	Low	High
Harmony Lane	Low	Low	Low Medium
Haruru Falls Road from Puketona Rd to north side of bridge	Low	Low	Medium
Haruru Falls Road from north side of bridge to Tui Glen Rd	Low	Medium	High
Haruru Falls Road from Tui Glen Rd to end	Low	Low	Medium High
Hauriri Road	Low	Low	Medium High
Hautapu Road	Low Medium	Medium High	High
Hihitahi Rise	Low	Low	Medium
Hikurua Road	Low	Low	High
Huia Road	Low	Low	High
Hupara Road	Low	Low	High
Hupara Road (East)	Low	Low	High
Jameson Esplanade	Low	Low	Medium High
Kapiro Road from SH10 to 50m west of roundabout	Medium	Medium High	Medium
Kapiro Road from west of roundabout to end	Medium	Medium High	Medium
Keri Downs Road	Low	Low	Medium
Kingfisher Drive	Low	Low	Low Medium
Kotuku Road	Low	Low	Medium High
Kurapari Road	Low	Low	High
Leacock Road	Low	Low	Medium High
Mahinepua Road	Low	Low	High
Martin Road (Kaeo)	Low	Low	High
Matangirau School Road	Low	Low	High
Matau Place	Low	Low	Medium
Matauri Bay Road	Low Medium	Medium High	Medium

Table: Summary of crash risk– roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Matsuri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	Low Medium	Medium	Medium High
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	Low Medium	Medium	Medium High
Matauri Link Road	Low	Low	High
Mawson Avenue	Low	Low	Low Medium
McCaughan Road	Low	Low	Medium High
Mcgee Road	Low	Low	High
Mcintyres Road	Low	Low	High
Mckenzie Road (Purerua)	Low	Low	High
Ngahuhu Road	Low	Low	High
Ohakiri Way	Low	Low	Medium High
Oihi Road	Low	Low	High
Opito Bay Road to 407 Opito Bay Rd	Low Medium	Medium	High
Opito Bay Road from 407 Opito Bay Rd to end	Low	Low	High
Orangewood Road	Low	Low	Medium
Orchard Road (Kapiro)	Low	Low	Medium
Oromahoe Road	Low	Low	High
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	Low	Low	High
Ota Point Road from 100m before 103 Ota Point Rd to end	Low	Low	High
Otaha Road	Low	Low	Medium High
Pathways Drive	Low	Low	Medium High
Pinehill Road	Low	Low	High
Point Veronica Drive	Low	Low	Medium
Point Veronica Drive Extension	Low	Low	Medium
Porters Access Road	Low	Low	High

Table: Summary of crash risk– roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Porters Access Road Extension	Low	Low	Low
Pounamu Place	Low	Low	Low Medium
Puketiro Place	Low	Low	Medium
Purerua Road from to 110m before Te Tii Rd	Low	Low Medium	Medium High
Purerua Road from 110m before Te Tii Rd to end	Medium	Medium	High
Quinces Landing	Low	Low	High
Rangihoua Road	Low	Low	High
Rangitane Loop Road	Low	Low	Low Medium
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	Low	Medium	Medium
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	Low	Medium	Medium
Redcliffs Road from Kapiro Rd to Rangitane Rd	Low	Low Medium	Medium High
Redcliffs Road from Rangitane Rd to end	Low	Low	High
Retreat Road	Low	Low	Medium High
Rigden Road	Low	Low	High
Riwhi Way	Low	Low	Medium High
Rosella Road	Low	Low	Medium High
Rowsell Lane	Low	Low	High
Scoresby Street	Low	Low	Medium
Smeath Road (Hupara)	Low	Low	High
Smith Camp Road	Low	Low	Medium High
Somerville Road	Low	Low	High
Spoonbill Drive	Unknown	Unknown	Unknown
Stanners Road from SH10 to end of seal	Low Medium	Medium	Medium
Stanners Road from end of seal to end	Low	Low	High

Table: Summary of crash risk– roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Takou Bay Road from SH10 to Otaha Rd	Low	Low	Medium High
Takou Bay Road Otaha Rd to end	Low Medium	Medium	High
Tanikaha Lane	Low	Low	Medium
Taraire Road	Low	Low	High
Tau Henare Drive	Low	Medium	Medium
Taumata Close	Low	Low	Medium High
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	Low	Low	Medium High
Tauranga Bay Beach Road from 20m before campground to end	Low	Low	Medium High
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	Medium	Medium	Medium High
Tauranga Bay Road from Tauranga Bay Beach Rd to end	Low	Low	High
Te Haumi Drive	Low	Low	Medium
Te Karuwha Parade	Low	Low	Medium
Te Kowhai Point Road	Low	Low	High
Te Ra Road	Low	Low	High
Te Tapui Road	Low	Low	Medium High
Te Tii Road from Purerua Rd to Te Tii Rd Extension	Medium High	Medium	High
Te Tii Road from Te Tii Rd Extension to end	Low	Low	Medium
Te Tii Road Extension	Low	Low	Medium
Tepene Tablelands Road	Low Medium	Medium	High
Thompsons Access	Low	Low	High
Tikorangi Road	Low	Low	Medium High
Tui Glen Road	Low	Low	Medium High
Tui Grove (Paihia)	Low	Low	Low Medium
Waikoura Road	Low Medium	Medium	High
Waimangaro Road	Low	Low	Medium High

Table: Summary of crash risk– roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	Low	Medium High	High
Wainui Road from Tauranga Bay Rd to Whangaroa	Low	Medium High	High
Wainui Valley Road	Low	Low	High
Waipapa Road from SH10 to Rainbow Falls Rd	Medium	Low Medium	Medium
Waipapa Road from Rainbow Falls Rd to Landing rd	Low	Low	Low Medium
Wairangi Road	Low	Low	Medium High
Waitapu Creek Road	Low	Low	High
Wakelin Road	Low	Low	High
Whangae Road	Low	Low	High
Whangaroa Road from SH10 to Wainui Rd	Low Medium	Medium	Medium
Wharau Road from Quines Landing to end of seal	Low	Low	High
Wharau Road unsealed section	Low Medium	Medium High	High
Wharengaere Road	Low	Low	High
Yacht Drive (Opito Bay)	Low	Low	Medium High

Table: Summary of crash risk– roads outside the urban areas**Notes:**

1. *Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road*
2. *Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road.*
3. *Infrastructure Risk utilises a road assessment methodology designed to assess road safety risk based on eight key design and Infrastructure features.*
4. *Unknown Risk indicates that there is insufficient data available to determine the specific risk factor, or the road is does not have data available as it is a new road.*

NORTHLAND TRANSPORTATION ALLIANCE

 For North District Council
11 Seaford St. Whangarei 01 0846

 Kaitiaki
11 Seaford St. Whangarei 01 0846

 Whangarei District Council

 Northland Regional Council

 Northland Transport Agency

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The characteristics of the road include the physical characteristics of the road that have an impact on crash risk such as the type of seal and shoulder width. The general environment also determines the characteristics of the road and crash risk, for example pedestrians and parking. The Table below sets out the significant physical characteristics of the roads where a speed limit change is proposed.

Road	Road Character	Lane Width	Alignment	Shoulder
Ake Ake Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Amsharlo Drive	Two Lane Undivided	Medium	Straight	Very Narrow
Anchorage Heights	Two Lane Undivided	Narrow	Curved	Very Narrow
Arabella Road	Single Lane Sealed	Narrow	Winding	Very Narrow
Atwell Road	Unsealed	Narrow	Straight	Very Narrow
Bayly Road	Unsealed	Narrow	Curved	Very Narrow
Beaufort Road	Unsealed	Narrow	Curved	Very Narrow
Bledisloe Road	Unsealed	Very narrow	Straight	Very Narrow
Blue Gum Lane (school zone)	Two Lane Undivided	Narrow	Winding	Very Narrow
Blue Penguin Drive	Two Lane Undivided	Medium	Curved	Very Narrow
Bristow Road	Unsealed	Very Narrow	Straight	Very Narrow
Broadview Road	Two Lane Undivided	Narrow	Winding	Very Narrow
Bush Point Road (Doves Bay)	Two Lane Undivided	Medium	Curved	Very Narrow
Cavalli View Road	Unsealed	Medium	Straight	Very Narrow
Conifer Lane	Two Lane Undivided	Narrow	Curved	Very Narrow
Cottle Hill Drive	Two Lane Undivided	Medium	Winding	Very Narrow
Davis Strongman Place	Two Lane Undivided	Medium	Curved	Very Narrow
Doonside Road	Unsealed	Narrow	Curved	Very Narrow
Doves Bay Road	Two Lane Undivided	Narrow	Winding	Very Narrow
Edmonds Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Equestrian Drive	Two Lane Undivided	Medium	Curved	Very Narrow
Fantail Rise	Two Lane Undivided	Medium	Straight	Very Narrow
Fernbird Grove	Two Lane Undivided	Medium	Straight	Very Narrow
Hansen Road (Purerua)	Unsealed	Narrow	Winding	Very Narrow
Harmony Lane	Two Lane Undivided	Narrow	Straight	Very Narrow
Haruru Falls Road from Puketona Rd to north side of bridge	Two Lane Undivided	Medium	Straight	Very Narrow
Haruru Falls Road from north side of bridge to Tui Glen Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Haruru Falls Road from Tui Glen Rd to end	Unsealed	Narrow	Winding	Very Narrow
Hauriri Road	Unsealed	Narrow	Straight	Very Narrow
Hautapu Road	Unsealed	Medium	Winding	Very Narrow
Hihitahi Rise	Two Lane Undivided	Medium	Curved	Very Narrow
Hikurua Road	Unsealed	Narrow	Winding	Very Narrow
Huia Road	Unsealed	Narrow	Winding	Very Narrow
Hupara Road	Two Lane Undivided			
Hupara Road (East)	Unsealed	Narrow	Straight	Very Narrow
Jameson Esplanade	Single Lane Sealed	Medium	Winding	Very Narrow
Kapiro Road from SH10 to 50m west of roundabout	Two Lane Undivided	Medium	Straight	Narrow

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NORTHLAND TRANSPORTATION ALLIANCE

 For North District Council
1000 Lakeshore Drive, Auckland 1014

 Kāwhiri District Council
1000 Lakeshore Drive, Auckland 1014

 Whangarei District Council
1000 Lakeshore Drive, Auckland 1014

 Northland Regional Council
1000 Lakeshore Drive, Auckland 1014

 Northland Transport Agency
1000 Lakeshore Drive, Auckland 1014

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Table: Summary of road characteristics– roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road	Road Character	Lane Width	Alignment	Shoulder
Porters Access Road	Unsealed	Narrow	Torturous	Very Narrow
Porters Access Road Extension	Unsealed	Narrow	Torturous	Very Narrow
Pounamu Place	Two Lane Undivided	Medium	Curved	Very Narrow
Puketiro Place	Two Lane Undivided	Medium	Curved	Very Narrow
Purerua Road from to 110m before Te Tii Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Purerua Road from 110m before Te Tii Rd to end	Unsealed	Narrow	Curved	Very Narrow
Quinces Landing	Unsealed	Narrow	Curved	Very Narrow
Rangihoua Road	Unsealed	Narrow	Curved	Very Narrow
Rangitane Loop Road	Two Lane Undivided	Medium	Curved	Very Narrow
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Redcliffs Road from Kapiro Rd to Rangitane Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Redcliffs Road from Rangitane Rd to end	Unsealed	Narrow	Curved	Very Narrow
Retreat Road	Unsealed	Narrow	Straight	Very Narrow
Rigden Road	Unsealed	Narrow	Torturous	Very Narrow
Riwhi Way	Two Lane Undivided	Medium	Curved	Very Narrow
Rosella Road	Single Lane Sealed	Narrow	Winding	Very Narrow
Rowsell Lane	Unsealed	Narrow	Curved	Very Narrow
Scoresby Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Smeath Road (Hupara)	Unsealed	Narrow	Curved	Very Narrow
Smith Camp Road	Unsealed	Medium	Curved	Very Narrow
Somerville Road	Unsealed	Medium	Winding	Very Narrow
Spoonbill Drive	Unknown	Unknown	Unknown	Unknown
Stanners Road from SH10 to end of seal	Two Lane Undivided	Medium	Curved	Very Narrow
Stanners Road from end of seal to end	Unsealed	Medium	Winding	Very Narrow
Takou Bay Road from SH10 to Otaha Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Takou Bay Road Otaha Rd to end	Unsealed	Narrow	Winding	Very Narrow
Tanikaha Lane	Two Lane Undivided	Medium	Straight	Very Narrow
Taraire Road	Unsealed	Narrow	Winding	Very Narrow
Tau Henare Drive	Two Lane Undivided	Medium	Curved	Very Narrow
Taumata Close	Two Lane Undivided	Medium	Curved	Very Narrow
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	Two Lane Undivided	Narrow	Curved	Very Narrow

Table: Summary of road characteristics– roads outside the urban areas

NORTHLAND TRANSPORTATION ALLIANCE

 For North District Council
 Kāwhiri District Council
 Whangarei District Council
 Northland Regional Council
 Northland Transport Agency

"Moving Northland Forward"

Table: Summary of road characteristics– roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



11 Adjacent Land-use

Adjacent land-use has a range of impacts on the road environment which effects the safe and appropriate speed within that road environment, including:

- Influencing the number of pedestrians and cyclists accessing the road corridor.
- Effecting the number of direct accesses onto the road carriageway, which in turn increases the risk of crashes.
- Impacting on the type of vehicle using the road, particularly the proportion of Heavy Goods Vehicles.

Land-use within the review area ranges from the urban area of Kerikeri, Paihia, Opua and Haruru Falls, through to rural in much of the review area. The speed limit review has taken account of the development that has occurred and the ongoing development pressures in the Kerikeri peri-urban area, particularly:

- Kerikeri Road
- Waipapa Road and Waipapa generally
- Kapiro Road
- Kerikeri Inlet

These areas in particular have been the subject of significant rural residential and commercial development. Development is promoted in these specific areas with enabling zoning within the Operative Far North District Plan.

12 Intersections and Property Access

The density of property access onto the main carriageway has a direct influence on the number of vehicles turning on and off the road, affecting crash risk in the following ways:

- Increased risk of side impact crashes where vehicles access the carriageway and fail to give way to an oncoming vehicle.
- Vehicles travelling along the road have a higher risk of encountering Stationary vehicles on the carriageway; or vehicles travelling at a significantly lower speed.

In both instances, the risk of a crash increases where the carriageway width is limited, or there is limited visibility. Higher densities of property access also indicate more potential for pedestrian and cycle activity on or near the carriageway. As property access density increases, the safe and appropriate speed on a given road should decrease.

Property access density is indicative of the following:

- Urban areas: 20 or more per km
- Urban transition areas: 10 to 20 per km
- Rural residential: 5 to 15 per km
- General Rural: 2 to 5 per km
- Remote rural: Less than 2 per km

Intersection density provides a measure of the frequency that vehicles may be crossing the carriageway, slowing to make a turn, or accelerating after having made a turn. It is assumed that roads within urban areas will have urban characteristics in terms of property access, intersection density and vehicle movements. The Tables below therefore only provide aspecific data for roads outside the main urban areas.

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road	Property Access / Km	Intersections / km	Traffic Volume*
Ake Ake Road	2 <5	>10	80
Amsharlo Drive	10 <20	3 >5	182
Anchorage Heights	2 <5	>10	50
Arabella Road	>20	<1	131
Atwell Road	2 <5	1 <2	20
Bayly Road	5 >10	1 <2	390
Beaufort Road	20+	5 <10	100
Bledisloe Road	Unknown	Unknown	Unknown
Blue Gum Lane (school zone)	2 <5	2 <3	68
Blue Penguin Drive	20+	2 <3	50
Bristow Road	Unknown	Unknown	Unknown
Broadview Road	20+	<1	131
Bush Point Road (Doves Bay)	1 <2	2 <3	100
Cavalli View Road	2 <5	1 <2	50
Conifer Lane	2 <5	1 <2	111
Cottle Hill Drive	2 <5	1 <2	300
Davis Strongman Place	2 <5	2 <3	150
Doonside Road	2 <5	2 <3	90
Doves Bay Road	Urban	1 <2	93
Edmonds Road	2 <5	2 <3	116
Equestrian Drive	2 <5	<1	157
Fantail Rise	2 <5	5 <10	10
Fernbird Grove	2 <5	5 <10	10
Hansen Road (Purerua)	2 <5	1 <2	80
Harmony Lane	10 <20	3 <5	200
Haruru Falls Road from Puketona Rd to north side of bridge	10- <20	5 <10	724
Haruru Falls Road from north side of bridge to Tui Glen Rd	2 <>5	<1	200
Haruru Falls Road from Tui Glen Rd to end	2 <5	<1	382
Hauriri Road	2 <5	1 <2	60
Hautapu Road	2 <5	<1	150
Hihitahi Rise	20+	2 <3	200
Hikurua Road	1 <2	<1	150
Huia Road	2 <5	<1	75
Hupara Road	2 <5	1 <2	104
Hupara Road (East)	2 <5	1 <2	282
Jameson Esplanade	2 <5	<1	30
Kapiro Road from SH10 to 50m west of roundabout	2 <5	2 <3	2159

Table: Summary of intersections and property access – roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road	Property Access / Km	Intersections / km	Traffic Volume*
Kapiro Road from west of roundabout to end	2 <5	2 <3	2159
Keri Downs Road	2 <5	<1	146
Kingfisher Drive	10 <20	1 <2	108
Kotuku Road	2 <5	3 <5	150
Kurapari Road	2 <5	1 <2	500
Leacock Road	2 <5	2 <3	60
Mahinepua Road	2 <5	1 <2	100
Martin Road (Kaeo) from SH10 to end of seal	5 <10	<1	166
Martin Road (Kaeo) from end of seal to 446 Martin Rd	2 <5	<1	130
Martin Road (Kaeo) from 446 Martine Rd to end	2 <5	<1	130
Matangirau School Road	2 <5	<1	50
Matauri Bay Road	2 <5	<1	536
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	1 <2	<1	419
Matauri Link Road	2 <5	1 <2	130
Mawson Avenue	10 <20	2 <3	371
Mccaughan Road	2 <5	1 <2	193
Mcgee Road	2 <5	1 <2	30
Mcintyres Road	2 <5	>1	100
Mckenzie Road (Purerua)	2 <5	<1	20
Ngahuhu Road	2 <5	1 <2	45
Ohakiri Way	1 <2	3 <5	25
Oihi Road	2 <5	<1	50
Opito Bay Road to 407 Opito Bay Rd	2 <5	1 <2	822
Opito Bay Road from 407 Opito Bay Rd to end	2 <5	5 <10	349
Orangewood Road	2 <5	1 <2	90
Orchard Road (Kapiro)	2 <5	<1	233
Oromahoe Road	2 <5	<1	300
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	1 <2	1 <2	87
Ota Point Road from 100m before 103 Ota Point Rd to end	20+	1 <2	87
Otaha Road from 289 Otaha Road to end of seal	2 <5	<1	130
Otaha Road from end of seal to end of road	2 <5	1 <2	200
Pathways Drive	5 <10	3 <5	100
Pinehill Road	2 <5	2 <3	40
Point Veronica Drive	20+	<1	131
Point Veronica Drive Extension	20+	<1	131
Porters Access Road	2 <5	<1	30
Porters Access Road Extension	2 <5	<1	30
Pounamu Place	10 <20	<1	300
Puketiro Place	20+	3 <5	300
Purerua Road to end of seal	2 <5	<1	500
Purerua Road from end of seal to end	2 <5	<1	100
Quinces Landing	2 <5	2 <3	100
Rangihoua Road	2 <5	<1	50
Rangitane Loop Road	10 <20	<1	300
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	5 <10	1 <2	1089
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	5 <10	1 <2	1089
Redcliffs Road from Kapiro Rd to Rangitane Rd	2 <5	<1	1379

Table: Summary of intersections and property access – roads outside the urban areas

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



Road	Property Access / Km	Intersections / km	Traffic Volume
Redcliffs Road from Rangitane Rd to end	2 <5	2 <3	1220
Retreat Road	2 <5	1 <2	50
Rigden Road	2 <5	<1	100
Riwhi Way	5 <10	5 <10	100
Rosella Road	20+	2 <3	131
Rowsell Lane	2 <5	3 <5	100
Scoresby Street	20+	2 <3	71
Smeath Road (Hupara)	2 <5	3 <5	40
Smith Camp Road	2 <5	<1	100
Somerville Road	2 <5	<1	120
Stanners Road from SH10 to end of seal	2 <5	<1	500
Stanners Road from end of seal to end	2 <5	<1	105
Takou Bay Road from SH10 to Otaha Rd	2 <5	1 <2	384
Takou Bay Road Otaha Rd to end	2 <5	<1	250
Tanikaha Lane	2 <5	3 <5	140
Taraire Road	2 <5	<1	20
Tau Henare Drive	10 <20	<1	500
Taumata Close	20+	5 <10	100
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	5 <10	1 <2	200
Tauranga Bay Beach Road from 20m before campground to end	5 <10	1 <2	200
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	2 <5	<1	168
Tauranga Bay Road from Tauranga Bay Beach Rd to end	5 <10	2 <3	170
Te Haumi Drive	10 <20	5 <10	1139
Te Karuwha Parade	20+	3 <5	1745
Te Kowhai Point Road	2 <5	<1	50
Te Ra Road	1 <2	1 <2	100
Te Tapui Road	2 <5	<1	200
Te Tii Road from Purerua Rd to Te Tii Rd Extension	1 <2	<1	200
Te Tii Road from Te Tii Rd Extension to end	1 <2	2 <5	200
Te Tii Road Extension	1 <2	2 <5	
Tepene Tablelands Road	2 <5	<1	100
Thompsons Access	2 <5	2 <3	40
Tikorangi Road	2 <5	5 <10	120
Tui Glen Road	2 <5	5 <10	50
Tui Grove (Paihia)	20+	3 <5	250
Waikoura Road	2 <5	1 <2	20
Waimangaro Road	10 <20	3 <5	31
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	2 <5	<1	307
Wainui Road from Tauranga Bay Rd to Whangaroa	2 <5	<1	307
Wainui Valley Road	2 <5	<1	100
Waipapa Road	2 <5	3 <5	7211
Wairangi Road	2 <5	5 <10	50

Table: Summary of intersections and property access – roads outside the urban areas

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Road	Property Access / Km	Intersections / km	Traffic Volume
Waitapu Creek Road	2 <5	10+	10
Wakelin Road	2 <5	<1	200
Whangae Road	2 <5	<1	50
Whangaroa Road from SH10 to Wainui Rd	1 <2	<1	950
Wharau Road from Quines Landing to end of seal	2 <5	<1	100
Wharau Road unsealed section	2 <5	<1	100
Wharengaere Road	1 <2	1 <2	30
Yacht Drive (Opito Bay)	2 <5	3 <10	90

Table: Summary of intersections and property access – roads outside the urban areas

12.1 Traffic Volumes

Traffic volumes within the review area are Average Daily Traffic (ADT) flows over a 7-day period. The review area is principally rural in nature. Roads are generally for access and this is reflected in the low traffic count.

13 Planned Modifications to the Road

Modifications to the road environment are set out and funded through the Regional Transport Plan, Council Long-Term Plan and Annual Plan. Many modifications to the road environment are funded through combined Council funding (rates) and central government funding via Waka Kotahi.

Modifications to the road include:

- Ongoing road maintenance (Business as usual)
- Road safety upgrades (High Risk Rural Roads funding)
- Development upgrades (associated with significant subdivision development)
- Other modifications (funded through a variety of sources)

Within the Kerikeri Urban area, it is anticipated that some modifications will be required to support the proposed speed limits, particularly on Hone Heke Road where there is a school zone. It is not expected that there will be significant changes made to other proposed 30kph zones in Kerikeri, as these are currently 30kph zones (town centre).

Once speed limits are set, additional planning will be undertaken to fund physical works that are required to support the proposed speed limits.

14 Views of Interested Persons and Groups

The Setting of Speed Limits Rule 2022 requires the Road Controlling Authority to consider the views of interested persons or groups. This includes key Stakeholders (as identified by Council) and the community adjacent to the road where new speed limits are proposed.

A Key Stakeholder Group has been identified by Council. This group includes:

- NZ Police
- Iwi groups
- The Automobile Association
- The Regional Land Transport Committee
- Regional Transport Associations (including Freight)
- Regional Road Safety Forum
- Road contractor representatives

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The Key Stakeholder Group is directly notified for feedback on specific speed reviews. The feedback received is incorporated into the final decision-making process for Council.

A consultation process, consistent with the requirements of the Setting of Speed Limits Rule 2022 is being undertaken. This process enables Council to obtain the views of the wider community before any final decision is taken. Feedback from this process is incorporated into the final recommendations and decisions report.

15 Options Analysis

In assessing the options, a range of matters were considered, including the matters required by the Setting of Speed Limits Rule 2022 (refer above), and future development within, and adjacent to the review area.

In determining the proposed amendments to the speed limit within the review area, the following options have been considered:

- Option A:** No change to the current speed environment
- Option B:** Amend the speed limit as proposed
- Option C:** Engineer the road to meet the current speed limits

This review of speed limits covers a wide area. The review itself is the result of considering a wide range of factors outlined in this Report. The Options Analysis therefore does not relate to individual roads but considers the high-level options.

15.1 Option A - No change to the current speed environment

Having assessed all the matters that must be considered under the Setting of Speed Limits Rule 2022 and set out in this Report; Option A is not being pursued for the following reasons:

- There are parts of the review area where the existing posted speed limit does not reflect the overall road environment, including adjacent land-uses and planned development.
- Roads within the Review Area have been identified as high benefit areas. A reduction of the speed limit is expected to have significant safety outcomes on these roads.
- Prior to undertaking a review of speed limits, Council has received significant feedback from communities seeking a lower speed limit, particularly on Kerikeri Road, Kapiro Road and Waipapa Road.

15.2 Option B - Amend the speed limit as proposed

Having assessed all matters that must be considered under the Setting of Speed Limits Rule 2022 and set out in this Report, it has been determined that reducing the speed limit as proposed is the preferred option for the following principal reasons:

- The proposed speed limits reflect an appropriate speed environment for roads within the review area, based on the current road environment, including adjacent land-uses and planned development.
- The reduction in speed will have significant safety benefits:
- The slower speed limits proposed will have an insignificant effect on travel times.
- The proposed speed limits are consistent with Waka Kotahi Speed Management Guidance 2022 and the governments Road to Zero Road Safety Strategy.

15.3 Option C - Engineer the road to meet the current speed limits

Engineering roads to meet the current speed limits involve the implementation of a variety of engineering solutions to ensure that the road environment is at a standard that meets the posted speed limit.

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Option C to engineer the road to meet current posted speed limits is not recommended as the sole solution in the short term for the following reasons:

- Council has a Strategic plan for maintaining and upgrading roads on a district wide basis that considers population projections and other long-term planning aspects.
- Engineering all roads to meet posted speed limits in the short-term is cost prohibitive.
- As roads are improved as part of an ongoing strategic plan, speed limits can be reviewed so that they match new engineered road environments.

Engineering solutions may be undertaken to support any proposed speed limit changes. This can include gateway treatments, curb and channelling or road marking.

15.4 Option Conclusion

Following an assessment of the options available with respect to the proposed amendments to the speed environment in the identified review area; and having considered the matters set out the Setting of Speed Limits Rule 2022; it is recommended that Option B is adopted by Council for consultation.

16 Consultation Process

Consultation is undertaken in accordance with the requirements of the Setting of Speed Limits Rule 2022.

16.1 Local Government Act Requirements

Council has produced a Statement of Proposal that is publicly available. The Statement of Proposal includes details of how interested persons can present their views to Council by making a submission and when submissions can be made.

This Report is intended to provide additional detailed information, including the information that must be considered in accordance with the Setting of Speed Limits Rule 2022.

16.2 Setting of Speed Limits Rule Requirements

Section 3.9 and 3.10 of the Setting of Speed Limits Rule 2022 sets out the consultation requirements when setting a speed limit. Including making opportunity for Māori to contribute to the Plan.

16.3 Giving Effect to Consultation Requirements

The consultation requirements of the Setting of Speed Limits Rule 2022 will be given effect to using a variety of processes, including public notification, local drop-in information sessions, media releases and information on Council's website. In addition, key stakeholders and iwi groups will also be directly notified. Direct notification will include:

- A summary of the proposed amendments
- Where further information is available
- How to present your views to Council (Having your say)

A public notice will be placed in appropriate media across the district with the information able to be viewed at Council service centres. Public notice and information will be posted as practicable on community notice boards.

Following the close of submissions, submitters who wish to present their views to Council in person will be provided an opportunity to do so; and will be advised of the process.

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17 Making a Submission

Council encourages any person or organisation with an interest in this speed limit review to give feedback. Submissions can be made **between 28th October and 05 December 2022**. To make a submission you can:

- submit online <https://www.fndc.govt.nz/haveyoursay>
- email your comments to submissions@fndc.govt.nz
- drop-off a written submission at any Council service centre or library
- post your submission to: Far North District Council, Private Bag 752, Kaikohe 0440.

17.1 Timeline for considering the proposed speed limit changes

Submissions Period: **28th October until 4.30pm 5th December 2022**

Hearings (if required): **To be advised**

Any amendments come into force **To be advised**

Any person or organisation can make a submission on the proposed amendments to speed limits.

Submissions should:

- State the submitters name, address and contact phone number or Email
- Clearly State the road or roads that the submission point relates to.
- Whether you support or oppose the proposed new speed limit.
- Your reasons for why you support or oppose the proposed speed limit.
- Other matters that you think Council should consider



5.2 AMENDMENT TO NORTH HOKIANGA INTERIM SPEED MANAGEMENT PLAN

File Number: A4434274

Author: Shawn Baker, Consultant to NTA

Authoriser: Calvin Thomas, General Manager - Northland Transportation Alliance

TAKE PŪRONGO / PURPOSE OF THE REPORT

To adopt minor amendments to the Interim speed Management Plan for North Hokianga.

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

This agenda item seeks the adoption of minor amendments to the North Hokianga Interim Speed Management Plan. The amendments bring the speed limits outside several schools in the North Hokianga catchment area in line with the Setting of Speed Limits Rule 2022 and associated Speed Management Guidance.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou Transport Committee:

- a) **Recommends that Council adopt the amendment to the North Hokianga Interim Speed Management Plan as set out in Exhibit A.**

1) TĀHUHU KŌRERO / BACKGROUND

Speed limits within the Kaitaia-Awaroa-Broadwood-Kohukohu catchment area (North Hokianga) were reviewed in 2021-2022. As a result of this review, a North Hokianga Interim Speed Management Plan was approved by Council and certified by Waka Kotahi on 19th December 2022.

The speed limit review that informed the preparation of the North Hokianga Interim Speed Management Plan was undertaken in accordance with the 2017 Setting of Speed Limits Rule and the transitional provisions of the 2022 Rule.

The new 2022 Rule sets new minimum requirements for speed limits outside schools. As part of these new requirements, the 2022 Rule requires that new speed limits be implemented at all schools by 2027. Amending the current North Hokianga Interim Speed Management Plan is identified as the least complex method of enabling speed limits around schools within the catchment to be consistent with the new Rule and assists Council in meeting its statutory obligations with respect to school speed limits.

The schools affected are:

- Ahipara School
- Broadwood Area School
- Te Kura Taumata O Panguru
- Pukepoto Primary School
- Te Kura Kaupapa Māori o Tūtūtara kihi School

Adopting the amendments to the North Hokianga Interim Speed Management Plan, as set out in the attached Recommendations Report enables staff to certify the amendments with the aim of having the new speed limits in force before the start of the 2024 school year.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Consultation

Section 3.9 (2) of the Setting of Speed Limits Rule 2022 requires Council to consult in accordance with Section 82 of the Local Government Act 2002 (LGA). Section 82 of the LGA sets out the principals of consultation.

The proposed changes to speed limits outside schools is highly localised and considered a minor change. This is reflected in the consultation process.

A Flyer was produced for each proposed speed limit change. The Flyer set out what changes were being proposed and why. The Flyer also set out the options and how to provide feedback.

Flyers were mailed (or emailed) to the local community near the school, including:

- Residents
- Marae if one was present.
- The school
- Businesses within the immediate area of the school.
- Information (including the Flyers) was included on Councils Website.

Where requested, NTA staff undertook a site visit with submitters. The process undertaken meets and exceeds the minimum requirements of Section 82 of the LGA 2002 and the Setting of Speed Limits Rule 2022.

Feedback received.

The attached Recommendations Report sets out the feedback received.

Option 1: Council may adopt the amendments to the Interim Speed Management Plan as set out in the attached Recommendations Report. This option will enable certification and implementation of the new speed limits.

Option 2: Council may adopt an amended Recommendations Report. If Council decide on any amendments to the Recommendations Report, additional assessments may be required to ensure that the amendments meet the requirements of the Setting of Speed Limits Rule 2022 and National Speed Management Guidance.

Option 3: Council may reject the amendments to the North Hokianga Interim Speed Management Plan as set out in the attached Recommendations Report. This option will result in no changes to be made. However, similar changes to the speed limits outside the affected schools will need to be included in the upcoming Regional Speed Management Plan to ensure compliance with the Setting of Speed Limits Rule 2022, specifically the requirement that new speed limits be implemented at all schools by 2027.

The recommended option is **option 1**.

Next steps

- Once the amendments to the North Hokianga Interim Speed Management Plan is adopted, staff will finalise the certification of the amendments and commence the procurement and implementation process.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The Recommended amendments to the North Hokianga Interim Speed Management Plan ensure that Council meets its statutory targets for setting speed limits outside schools.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The installation and removal of the required signage will be funded from the Low Cost Low Risk (LCLR) Speed Limit budget as part of the 2023-2024 financial year budgets and is already programmed in the current financial year.

ĀPITI HANGA / ATTACHMENTS

1. Amendment to Interim Speed Management Plan - Recommendations Report - A4444640 [!\[\]\(a9a7cf821bf949be41db724492f295be_img.jpg\)](#) 
2. School Maps - A4445116 [!\[\]\(4d6500d074b243a4043016fae28892e4_img.jpg\)](#) 

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Significance has been determined as "Low" under Councils Significance and Engagement Policy.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Land Transport Act 1998 Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022. Setting of Speed Limits Rule 2022
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	This decision relates to very localised and minor changes to speed limits and does not have a district wide effect.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	There are no direct implications for Māori as the decision implements current legislation. Nearby marae were directly notified of the proposed changes and invited to provide feedback.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Persons likely to be affected and adjacent to the proposed speed limit changes were directly notified of the proposed changes and invited to provide feedback.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no ongoing financial implications associated with this decision.
Chief Financial Officer review.	



Amendments to Interim Speed Management Plan - North Hokianga Schools

Recommendations Report

Report prepared by: Shawn Baker
Organisational Solutions Ltd
04 October 2023





Amendments to North hokianga Interim Speed Management Plan Recommendations

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Amendments to North Hokianga Interim Speed Management Plan Recommendations

1 Overview

Far North District Council (Council) is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways), including the setting of speed limits.

Speed limits within the Kaitaia-Awaroa-Broadwood-Kohukohu catchment area were reviewed in 2021-2022. As a result of this review, a North Hokianga Interim Speed Management Plan was approved by Council and certified by Waka Kotahi on 19th December 2022.

The speed limit review that informed the preparation of the North Hokianga Interim Speed Management Plan was undertaken in accordance with the 2017 Setting of Speed Limits Rule and the transitional provisions of the 2022 Rule.

The new 2022 Rule sets new minimum requirements for speed limits outside schools. As part of these new requirements, the 2022 Rule requires that new speed limits be implemented at all schools by 2027. Amending the current North Hokianga Interim Speed Management Plan enables schools to be consistent with the new Rule and assists Council in meeting its statutory obligations with respect to school speed limits.

1.1 Areas to be amended.

The Ministry of Education advised that a new school, Te Kura Kaupapa Māori o Tūtūtārakihi School, had opened on Wireless Road in 2023. The Ministry requested that Council undertake a further review of the speed limit outside the school given the new Rule. In addition, it was identified that an additional four schools within the same catchment would be impacted by the new Rule.

The schools affected are:

- Ahipara School
- Broadwood Area School
- Te Kura Taumata O Panguru
- Pukepoto Primary School
- Te Kura Kaupapa Māori o Tūtūtārakihi School on Wireless Road.

Changes to the Rule enable additional flexibility in setting speed limits outside Marae and Urupa. During the consultation process for the Kaitaia-Awaroa-Broadwood-Kohukohu catchment, discussion was held with Te Rarawa Marae and Te Uri o Hina Marae located on the Kaitaia-Ahipara Road near Pukepoto School. Discussion centred around safe and appropriate speed limits for these busy Marae.

At the time of consultation, the need for a slower safe speed limit from the Marae through to the Urupa was raised. However, the 2017 Setting of Speed Limits Rule did not enable a variable speed limit for Marae. The 2022 has now enabled a wider implementation of variable speed limits, including for Marae.

1.2 Purpose and Scope

The purpose of this Recommendations Report is to provide a summary of submissions received and provide recommended amendments to the North Hokianga Interim Speed Management Plan.

Recommendations reflect changes in the Setting in Speed Limits Rule for schools and marae.

Amendments to the North Hokianga Interim Speed Management Plan will be undertaken in accordance with Section 2.6 of the Setting of Speed Limits Rule 2022 (alternative method of setting a speed limit) which allows for minor changes to be undertaken outside of a full Speed Management Plan.



Amendments to North Hokianga Interim Speed Management Plan Recommendations

1.3 Implementation of recommended speed limits

If Council approves an amendment to the North Hokianga Interim Speed Management Plan, staff will commence the certification of the amendments. Once certified and entered into the National Speed Limit Register, the new speed limits will be implemented.

2 Community Consultation Process

Section 3.9 (2) of the Setting of Speed Limits Rule 2022 requires Council to consult in accordance with Section 82 of the Local Government Act 2002 (LGA). Section 82 of the LGA sets out the principals of consultation.

The proposed changes to speed limits outside schools is highly localised and considered a minor change. This is reflected in the consultation process.

A Flyer was produced for each proposed speed limit change. The Flyer set out what changes were being proposed and why. The Flyer also set out the options and how to provide feedback.

Flyers were mailed (or emailed) to the local community near the school, including:

- Residents
- Marae if one was present.
- The school
- Businesses within the immediate area of the school.
- Information (including the Flyers), was also included on Councils Website.

Where requested, NTA staff undertook a site visit with submitters. The process undertaken meets and exceeds the minimum requirements of Section 82 of the LGA 2002 and the Setting of Speed Limits Rule 2022.

3 Submissions Overview

3.1 Ahipara School

Ahipara School caters for students in Years 1 to 8. The school has approximately 230 students and is situated on Ahipara Road, at the main entrance to the Ahipara township. Ahipara School is rated as a high priority for speed management intervention.

3.1.1 The current Interim Speed Management Plan

The current Speed Management Plan:

- Sets a permanent speed limit within the Ahipara urban area from 50kph to 40kph, including the area outside Ahipara School.
- Sets a Variable School Speed Limit at Ahipara School sets a speed limit of 30kph for a period 35 minutes before school starts and 20 minutes at the end of the school day.

3.1.2 Proposed Amendments

It is proposed to amend the Interim Speed Management Plan by amending the Variable Speed Limit to a permanent 30kph School Speed Limit for Ahipara School. The permanent 30kph speed limit is similar to the current extent of the Variable School Speed Limit, but also takes account of new developments in Ahipara.

The proposed permanent 30kph speed limit extends along Ahipara Road from the new Po and including the first 80m of Foreshore Road and 130m of Takahe Road. This ensures that there is a slower speed limit when children are walking to and from school, as well as during other events that centre around the school, sports fields, and local shops.



Amendments to North hokianga Interim Speed Management Plan Recommendations

3.1.3 Feedback received.

There was no additional feedback received as part of the current proposal for a permanent 30kph speed limit.

Feedback received as part of the North Hokianga Speed Limit Review included one submitter who specifically supported a 30kph Variable Speed Limit outside Ahipara School, although the submitter did not provide reasons. In addition, there was overall support for a lower speed limit within Ahipara, along with a recognition that this should be accompanied by physical works such as speed humps to ensure better compliance. One submitter noted that speed humps on foreshore Road was a good start.

3.1.4 Discussion and Recommendation

Previous feedback received was supportive of lower speed limits in Ahipara generally. In addition, there was some support for a 30kph variable speed limit. A permanent 30kph speed limit is consistent with the Setting of Speed Limits Rule 2022 and Speed Management Guidance issued in late 2022.

Placemaking projects such as the introduction of Po at the entry to Ahipara provides a greater visual signal of entering a community. A permanent 30kph speed limit supports these community projects.

Recommendation:

To implement a permanent 30kph speed limit that extends along Ahipara Road from the new Po (RP 2375) to include the first 80m of Foreshore Road (RP 77) and 130m of Takahe Road (RP 135).

3.2 Broadwood Area School

Broadwood Area School is a composite school catering for Years 1 to 15 with approximately 72 students. The school is located on Broadwood Road at the western end of the small settlement of Broadwood. Broadwood Area School is rated as a medium priority for speed management intervention.

3.2.1 The current Interim Speed Management Plan

The current Speed Management Plan:

- Sets a permanent 40kph speed limit through the Broadwood township. This includes the road outside Broadwood School.

3.2.2 Proposed Amendments

It is proposed to amend the Interim Speed Management Plan by introducing a permanent 30kph School Speed Limit outside Broadwood Area School.

The proposed permanent 30kph speed limit extends along Broadwood Road from the Broadwood Community Centre to approximately 130m past the school entrance. Saleyard Road is also included as this is the entry to the sports field. The proposed speed limit ensures that there is a slower speed limit when children are accessing the school, as well as during other events that centre around the school, community centre and sports fields.

3.2.3 Feedback received.

There was no additional feedback received as part of the current proposal for a permanent 30kph speed limit.

There were no specific submissions on the options proposed outside Broadwood Area School as part of the original North Hokianga Speed Limit Review. This was despite a community drop-in session that was held at the Broadwood Community Centre.



Amendments to North hokianga Interim Speed Management Plan Recommendations

3.2.4 Discussion and Recommendation

No feedback was received for both consultation exercises. A 30kph speed limit will not lead to a significant change in journey time. A permanent 30kph speed limit is consistent with the mandatory requirements of the Setting of Speed Limits Rule 2022 and Speed Management Guidance issued in late 2022.

Recommendation:

To implement a permanent 30kph speed limit extending along Broadwood Road from the Broadwood Community Centre (RP 10591) to approximately 130m past the school entrance (RP 10337) and to include Saleyard Road.

3.3 Te Kura Taumata O Panguru

Te Kura Taumata o Panguru is a composite school catering for Years 1 to 15. The school has approximately 30 students and is situated off West Coast Road, Pungaru. The school is set well back from the road and is rated a medium priority for speed management intervention.

3.3.1 The current Interim Speed Management Plan

The current Speed Management Plan:

- Sets a 40kph limit through the Pungaru Settlement where Te Kura Taumata o Panguru is located.

3.3.2 Proposed Amendments

The new proposal is for a permanent 30kph School Speed Limit on West Coast Road outside the School.

The proposed permanent 30kph speed limit along West Coast Road will extend from 150m north of the one lane bridge to the intersection with Tautoro Road. This option meets the new requirements of the Setting of Speed Limits Rule 2022 and ensures that there is a slower speed limit for when children are accessing the school both before and after school hours. The new speed limit also encompasses the village centre area.

3.3.3 Feedback received.

There was no feedback received as part of the current proposal for a permanent 30kph speed limit.

There were no specific submissions on the options proposed outside Te Kura Taumata o Panguru as part of the original North Hokianga Speed Limit Review.

3.3.4 Discussion and Recommendation

No feedback was received for both consultation exercises. The Pungaru Settlement is a small community with a school that is easily accessible by pedestrians. A permanent 30kph speed limit is consistent with the mandatory requirements of the Setting of Speed Limits Rule 2022 and Speed Management Guidance issued in late 2022. In addition, the extent of the 30kph speed limit is consistent with the requirement to promote alternative modes of transport to schools (walking and cycling).

Recommendation:

To implement a permanent 30kph speed limit along West Coast Road will extend from 150m north of the one lane bridge (RP 21603) to the intersection with Tautoro Road (RP 21773).



Amendments to North hokianga Interim Speed Management Plan Recommendations

3.4 *Pukepoto Primary School*

Pukepoto School is a small rural contributing school (Years 1 to 6) of 41 students and is situated eight kilometres from Kaitāia on the Kaitāia-Awaroa Highway. Pukepoto School is rated as a high priority for speed management intervention. In addition to the school, there are two marae (Te Rarawa Marae and Te Uri o Hina Marae) and an Urupa located near the school.

3.4.1 The current Interim Speed Management Plan

The current Speed Management Plan:

- Sets a 60kph limit from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd, incorporating an area that has residential housing, Te Rarawa Marae and Te Uri o Hina Marae, an Urupa, and Pukepoto School.

3.4.2 Proposed Amendments.

The new proposal is for a 30kph Variable Speed Limit on part of the Kaitāia-Awaroa Road from Te Rarawa Marae to Pukepoto School. It is proposed to operate the Variable Speed Limit in two sections.

The first section outside the marae will be a variable 30kph speed limit that will apply only when there are significant events occurring at the marae, for example, a Tangi. The lower speed limit would encompass the Te Rarawa and Te Uri o Hina Marae, and the urupa opposite the Marae.

The second section outside the school will be a variable 30kph speed limit that applies before and after school or at specific times when children are using the road to get to and from school. At other times, the normal 60kph speed limit will apply to the road. This variable speed limit would apply for approximately 300m either side of the school.

3.4.3 Feedback received.

One submission was received as a result of the current consultation. The submitter supported the proposed speed limit. In doing so, the submitter questioned who would be in control of the variable speed limit (School, Marae, or NTA). The submitter also sought clarification of the number of students that walked to school. A telephone discussion was held with the submitter to provide clarification of their concerns.

The section of Kaitāia-Awaroa Road near Pukepoto School and Te Rarawa Marae and Te Uri o Hina Marae were the subject of significant feedback received as part of the original North Hokianga Speed Limit Review.

In the original review, there were some submitters opposed to lower speed limits generally. However, most submitters sought lower speed limits, including lower speed limits than originally proposed. To better understand issues at the time, a post submission site meeting was held with Marae representatives. Key issues that were raised included:

- Both Marae are busy with many events.
- During events, the Marae often undertake informal traffic management to slow vehicles down.
- During tangihanga, most people walk from the Marae to the urupa (cemetery), this involves walking along the road for some distance and crossing the road to access the urupa.
- It was noted that children walk from the Marae area to Pukepoto School (this is supported by the school).

3.4.4 Discussion and Recommendation

A footpath connecting the Marae with the school was discussed at the post submission site meeting, along with the possibility of a variable speed limit. Funding for the footpath has been agreed and is expected to be part of the 2024-25 financial year (LTP Year 1) implementation programme. At the time of the original review, the Setting of Speed Limit Rule 2017 did not provide for variable speed limits outside Marae. The 2022 Rule now enables more flexible variable speed limits that can be implemented for both Marae activities and schools.



Amendments to North hokianga Interim Speed Management Plan Recommendations

The proposed variable speed limit is expected to be operated by NTA Staff, with the Marae speed limit to be operated on a request basis.

The variable 30kph speed limit is consistent with the mandatory requirements of the Setting of Speed Limits Rule 2022 and Speed Management Guidance issued in late 2022.

Recommendation:

To implement a 30kph Variable Speed Limit on part of the Kaitaia-Awaroa Road from RP 4966 (Te Rarawa Marae) to (RP 6345) Pukepoto School, with a repeater sign located at approximately RP 5945.

3.5 Te Kura Kaupapa Māori o Tūtūtārakihi School on Wireless Road.

Te Kura Kaupapa Māori o Tūtūtārakihi is a Māori immersive primary school with 28 students.

The school year at Te Kura Kaupapa Māori o Tūtūtārakihi, including lessons, is organised in relation to the phases of the moon, emphasising the connection between the moon and well-being. This means that the school does not operate on the established timetable of most schools, for example, the main school holiday break is in winter.

A significant portion of the school's activities are held outside of the school environment.

Te Kura Kaupapa Māori o Tūtūtārakihi on Wireless Road opened in late April 2023 and as such was not included in the North Hokianga Speed Limit Review. The review set a 60kph speed limit on Wireless Road.

The school has been assessed as a Category 1 School under the Setting of Speed Limits Rule 2022, despite its semi-rural setting.

3.5.1 The current Interim Speed Management Plan

The current Speed Management Plan:

- Sets a 60kph limit on Wireless Road.

3.5.2 Proposed Amendments

It was proposed that a 30kph Variable School Speed Limit on part of Wireless Road extending from the intersection with State Highway 1 to 53 Wireless Road (approximately 500m).

The variable 30kph speed limit that applies for a limited time when children are arriving or leaving the school. At other times, the normal 60kph speed limit will apply to the road.

3.5.3 Feedback Received

There were two submitters who provided feedback on the proposed school speed limit. One submitter supported the proposed speed limit; but sought a permanent 30kph speed limit along the entire length of Wireless Road. The other submitter opposed the proposed speed limit.

Submitter 1 raised the following issues in support of a permanent 30kph speed limit:

- A permanent 30kph speed limit from N.o.1 Wireless Road to N.o.53 makes the speed limit less complicated and takes any guess work out of when the lower speed limit applies.
- Speed bumps before and after the school will be necessary as Wireless Road is often used as a "racetrack" with people not taking notice of speed limit signage.
- Requested that yellow no parking lines be installed between N.o.23 and N.o.51 Wireless Road.

The submitter stated that, when the school held events, people parked on the road outside the school, close to neighbouring driveways. This makes it very difficult to see on-coming traffic when exiting the driveway.

Submitter 2 was opposed to a lower speed limit outside the school. The submitter raised the following issues:



- The submitter requested that the normal speed limit be 60 kph to be applied from 20 Wireless Road to 43 Wireless Road and that the speed limit on the State Highway be reduced to 70 kph north of the Wireless Road intersection on the State Highway.

3.5.4.1 On-site meeting

1. Preference is to have a 30kph permanent speed limit from the intersection of Wireless Road to past the school rather than a variable speed limit.
2. Children are crossing the road during pick up/drop off periods as well as during events.
3. There is a problem with visitors to school events parking along the berm making it difficult to enter and exit properties as well as damaging the berm.
4. Would like consideration for traffic calming devices, such as speed platforms, to be installed to limit the dangerous driving on Wireless Road

- Request that no stopping (yellow lines) along the frontage opposite the school to discourage parking during events be installed.
- Follow up with Rangimarie at the school regarding concerns from a road safety perspective.

3.5.4.2 Discussion and Recommendations

The current roll for the school is 30. However, the design for the school (based on Ministry of Education information) is for up to 90 students. Over time, it is therefore expected that the roll will increase to some extent.



Amendments to North hokianga Interim Speed Management Plan Recommendations

The hours of operation mean that a variable speed limit that is only in place for set times of the day and week would not provide the safety outcomes sought by the slower speed limit. However, under the 2022 Rule, the variable speed limit is now more flexible and can still provide a solution for the school. The challenge is ensuring that the signage operates appropriately, both in terms of when they are activated and when they are deactivated.

Student drop-off and pick-up

The school has a bus drop-off area located within the school grounds. The Traffic Management Plan provided as part of the consent process noted that there are currently two Ministry of Education bus runs, east and west. There is also a school van, responsible for transporting 8 tamariki in a school pick-up type of service.

Although most pupils are expected to travel by bus (therefore picked up and dropped off within the school grounds), the catchment area for the school and the expected roll indicates that pupils will also be dropped off by private vehicle. This assumption is evidenced by actual practice observed at the school.

Feedback from immediate neighbours and the school indicate that students can be dropped off outside the school grounds, with some students crossing the road to access the school. The use of the road reserve in this way is consistent with the limited parking and manoeuvring available on the school grounds. It is also consistent with staff assessment of the school as a Category 1 School under the Setting of Speed Limits Rule 2022.

There are no current pedestrian or cycle facilities on Wireless Road.

Activities outside normal school hours

The school has a total of 8 carparks, consistent with Ministry of Education guidelines. This number of carparks exceeds the minimum requirement under the District Plan. Feedback from neighbours indicate that when the school holds events or activities, vehicles are parked on the road verge and people access the school on foot. Due to the school's unique way of operating, events can occur on any day of the week, including at times of the year when most people consider it "school holidays".

Feedback has indicated that vehicles parking outside the school on the road verge are causing issues for some local residents. The issues include difficulty in entering and exiting driveways and the ability to see oncoming traffic. The parking issue is outside of the direct scope of the speed limit, although is a contributing factor in determining the recommended option. Staff are pursuing options to address the parking issues raised.

Intersections

One submitter raised issues relating to the lack of intersection upgrade, including on State Highway 1. It should be noted that Council is not the Road Controlling Authority for SH1. The anticipated vehicle movements generated by the school do not trigger a requirement to upgrade intersections or the main carriageway of Wireless Road. Consent requirements are limited to setback distances and access design. These matters were addressed as part of the consent process and detailed within the Traffic Management Plan.

Option Recommendation

The Setting of Speed Limits Rule 2022 requires a 30kph speed limit outside all Category 1 Schools. In addition, Category 2 Schools must have a maximum of 60kph speed limit, although any speed limit above 30kph must be accompanied by detail as to why the speed limit is safe and appropriate for that school.

The school has been assessed as a Category 1 school. This assessment is supported by feedback received from immediate neighbours and the school. As a Category 1 school, the only options available is whether to implement a Variable 30kph speed limit, or a permanent 30kph speed limit.



Amendments to North hokianga Interim Speed Management Plan Recommendations

The preferred option consulted on was for a Variable Speed Limit of 30kph. This option was based on the school being in a semi-rural area and an underlying speed limit of 60kph. The variable option was also based on more traditional operating hours of most schools.

Feedback has indicated that the school operates on a lunar cycle and therefore “days off” can be any day of the week. In addition, school holidays do not correlate with normally expected school holidays in mainstream schools. Children can therefore be present at any time.

Feedback indicates that the school holds regular events, both during school hours and outside normal school hours. Due to the limited parking available inside the school grounds, there are normally cars parked on Wireless Road, with people utilising the road carriageway and reserve to access the school. Children can therefore be present at any time.

Wireless Road is a long straight road, and although the carriageway is not wide, there are limited visual signals to slow down. A permanent 30kph speed limit may therefore pose compliance challenges. Additional infrastructure may be required to support a permanent 30kph speed limit.

Based on the feedback received. The requirements of the Setting of Speed Limits Rule 2022 and National speed Management Guidance, it is recommended that:

A permanent 30kph speed limit be implemented on Wireless Road, extending from the intersection with State highway 1 (RP 50) to 53 Wireless Road (RP 500).

Consider additional physical infrastructure to support a 30kph speed limit and encourage safe parking practices.



Amendments to North hokianga Interim Speed Management Plan Recommendations

Appendix 1: Recommended Speed Limit Maps

Note: The Speed Limit Maps contained within this Appendix are indicative only. Once Council confirms that recommended speed limits in this Report, the attached maps (along with any amendments) will be uploaded into the National Speed Limit Register (NSLR). The NSLR contains all current legal speed limits.

Amendments to the maps in this Appendix may occur for a range of reasons. Including:

- Decisions by Council on recommended speed limits
- As a result of identifying the optimal position of new signage and the accuracy required by the Setting of Speed Limits Rule 2022,
- Any minor corrections

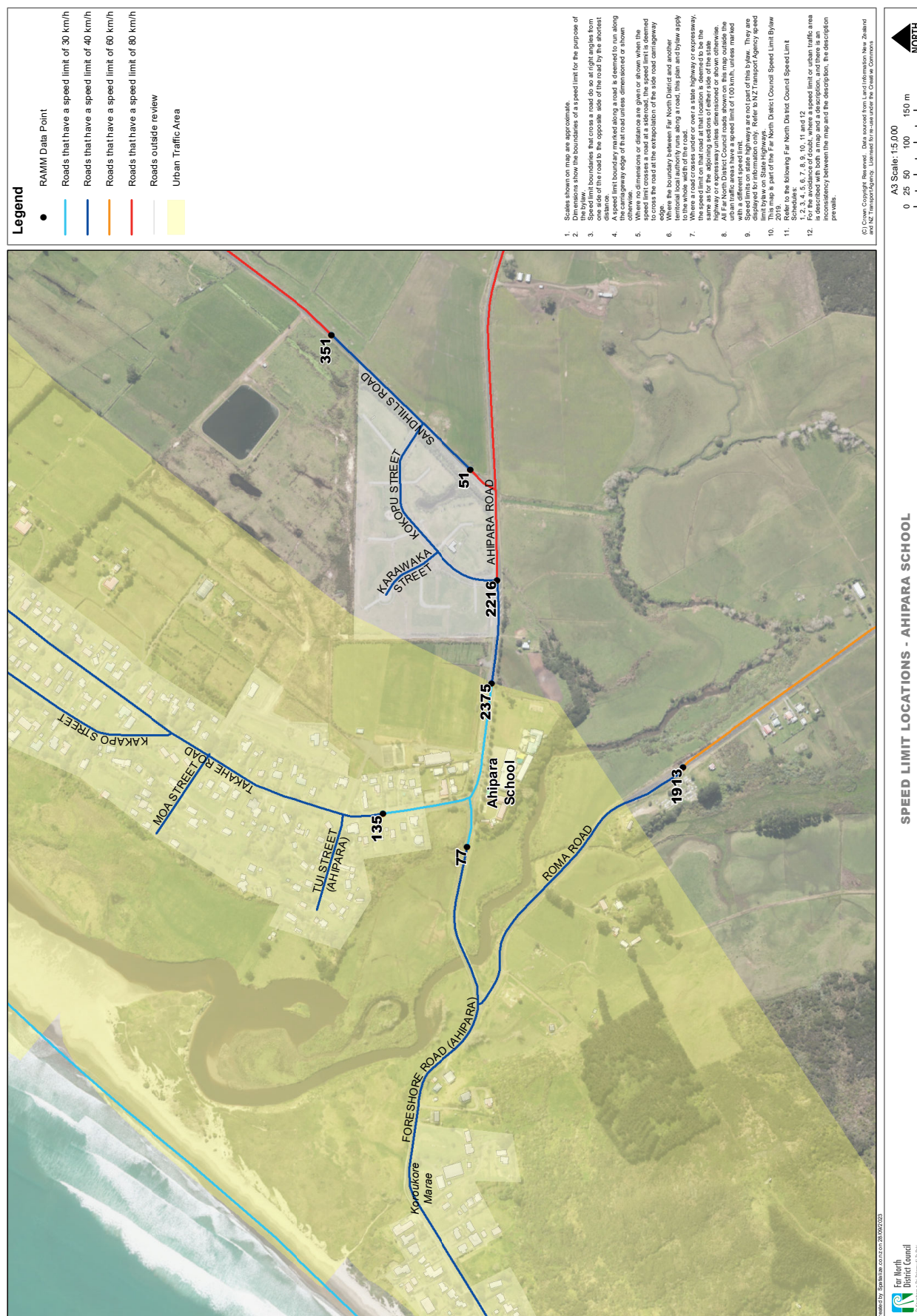
Maps included in this Appendix are:

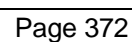
Schools

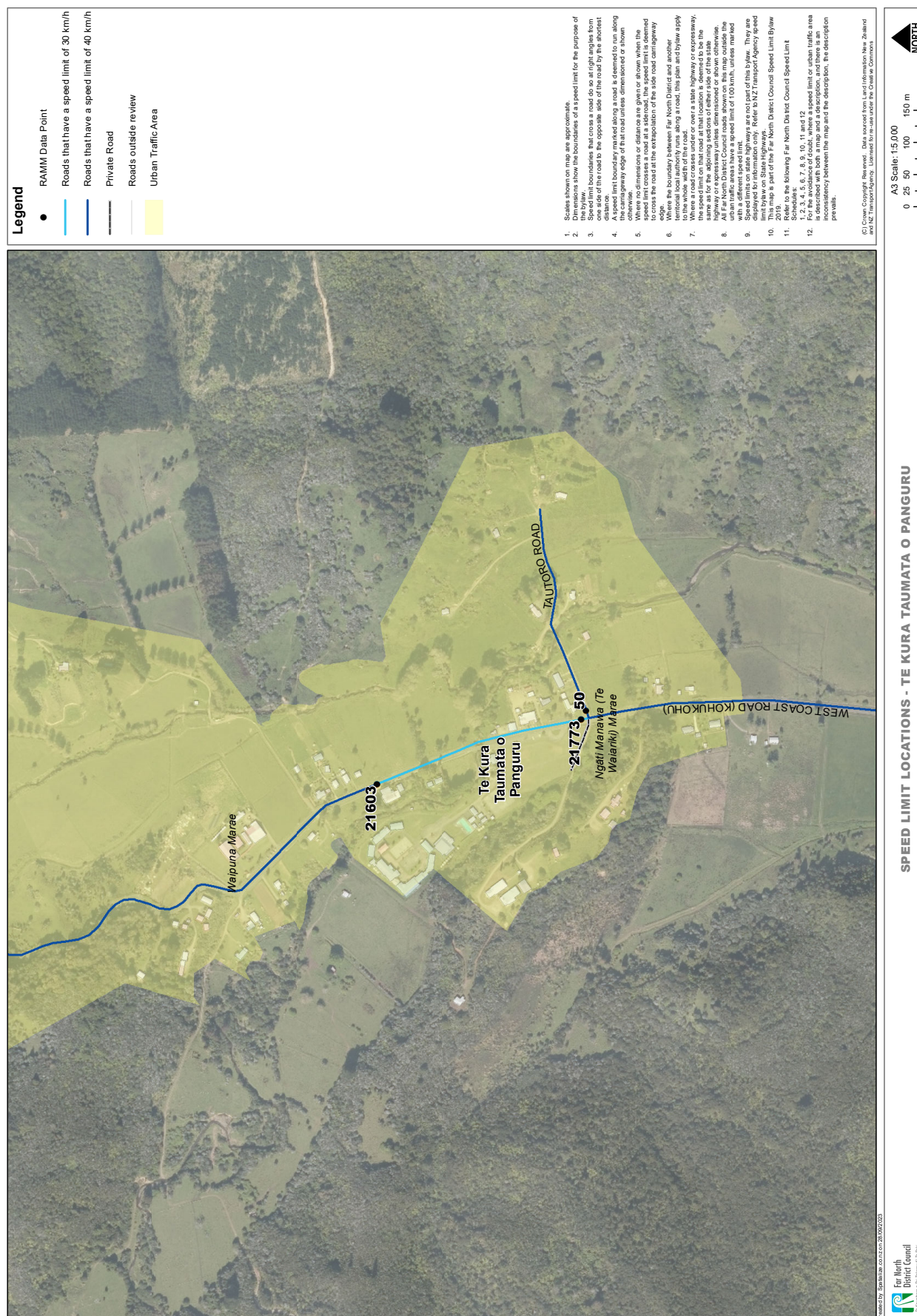
- Ahipara School
- Broadwood Area School
- Te Kura Taumata O Panguru
- Pukepoto Primary School,
- Te Kura Kaupapa Māori o Tūtūtārakihi School on Wireless Road.

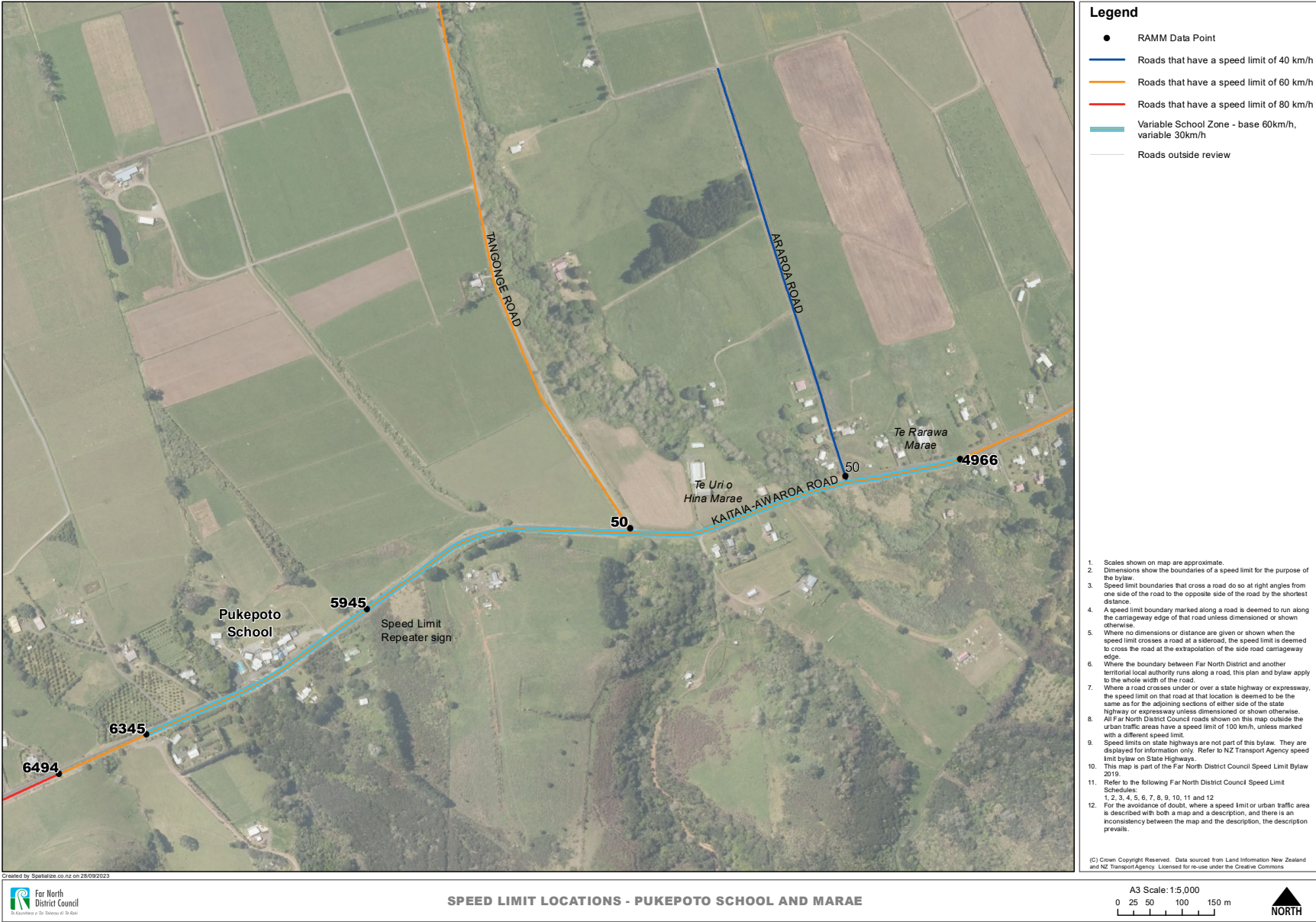
Marae

- Te Rarawa Marae
- Te Uri o Hina Marae











5.3 REGIONAL SPEED MANAGEMENT PLAN

File Number: A4435306

Author: Elizabeth Stacey, NTA Road Safety and Traffic Engineer

Authoriser: Calvin Thomas, General Manager - Northland Transportation Alliance

TAKE PŪRONGO / PURPOSE OF THE REPORT

To endorse Regional Speed Management Plan (RSMP) Objectives and Policies and to approve an Implementation Plan so that the RSMP can be completed and consulted on.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

A new Setting of Speed Limits Rule came into effect on 19th May 2022. This new Rule replaced the 2017 Rule under which several of the recent catchment-based speed limit reviews were undertaken. The new Rule requires that a Regional Speed Management Plan be produced, alongside the Regional Land Transport Plan.

The Regional Speed Management Plan (RSMP) must include:

- Objectives.
- Policies.
- Three-year implementation plan

This Agenda Item seeks Councils endorsement of proposed Objectives and Policies to be included in the RSMP, and the adoption of a three-year implementation plan for the Far North District. Approval to consult on the Regional Plan is also sought.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou Transport Committee recommend that the Regional Land Transport Committee:

- a) endorse the 5 Draft Objectives set out in Section 2 of this agenda item for inclusion within the 2024-27 Regional speed Management Plan.
- b) endorse the Draft Policies set out in Section 2 of this agenda item for inclusion within the 2024-27 Regional speed Management Plan.
- c) recommend adoption the Far North District component of the RSMP Implementation Plan, which includes the following areas, with priority on implementing the Russell BOI Catchment area in RSMP Year 1.
 - i. Russell and coastal areas (to WDC boundary)
 - ii. Kaikohe urban area and Ngawha
 - iii. Kaitaia Urban area
 - iv. All schools that have not yet been treated.
- d) delegate the Chief Executive to approve the final Regional Speed Management Plan for consultation purposes.

1) TĀHUHU KŌRERO / BACKGROUND

Section 3.1(1) of the Setting of Speed Limits Rule 2022 states that each territorial authority and each regional transport committee **must** prepare a speed management plan as required by this Section 3 and in accordance with any deadlines set by the Agency under clause 3.6.

The deadline for the Regional Speed Management Plan is timed to coincide with the start of the 2024-25 Financial Year and the RLTP.

The RSMP must include:

- Objectives
- Policies
- 3-year Implementation Plan.

The Objectives and Policies within the RSMP are regionwide. As a Road Controlling Authority, Council's endorsement of the Objectives and Policies is sought before inclusion in the Draft RSMP for consultation.

The 3-year Implementation Plan is specific to the Far North District. The Plan identifies the areas where new speed limits will be implemented through the RLTP period. Council are being asked to adopt the 3-year Implementation Plan so that it can be included in the RSMP.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Draft Objectives

Draft Objectives were presented to the Te Koukou - Transport Committee at a briefing on 09 October 2023. The briefing paper included how each Objective aligns with the:

- Government Policy Statement – Land Transport
- Road to Zero National Road safety Strategy
- Regional Land Transport Plan Objectives
- Far North District Plan Objectives

The Draft Objectives for the Regional Speed Management Plan are:

1. Create a safer road network in the Northland region with reduced number of deaths and serious injuries.
2. Ensure a greater proportion of the road network will have posted speed limits that are consistent with the Safe and Appropriate speed.
3. Contribute to Equitable safety outcomes for all road users, increasing active transport mode share.
4. Contribute to improved liveability and sense of place in high activity areas.
5. Provide a regionally and locally consistent speed management approach.

Draft Policies

Draft Objectives were presented to Te Koukou - Transport Committee at a briefing on 09 October 2023. The purpose of the Draft Policies is to provide a regionally consistent approach to implement the RSMP Objectives and the road to Zero Road Safety Strategy as it relates to speed management.

The Draft Policies are set out below, along with the Objective that they are intended to implement.

To implement Objective 1:

- Prioritise speed management on high-risk roads and catchments, including those with high seasonal traffic variations and urban areas.

To implement Objective 2:

- Implement the speed limits review process using a planned evidence-based approach.

To implement Objective 3:

- Ensure that speed limits in urban areas are safe for all road users, including vehicles, pedestrians, and cyclists.
- Promote multi-modal travel by developing a safe road environment through speed limits and appropriate infrastructure.
- Ensure speed limits are appropriate to wider road environment and the function on the road.

To implement Objective 4:

- Prioritise pedestrian safety in shared space areas, including town centres, sports grounds and beaches where there is vehicle access.

- Ensure safe speed limits around schools/kura, marae, urupa and other areas of local significance.

To implement Objective 5:

- Ensure a whole of network approach to speed management with a catchment-based implementation programme.

Proposed Implementation Plan

The Setting of Speed Limits Rule 2022 requires that speed limits outside all schools must comply with Section 5 of the Rule by 31 December 2027. To achieve this requirement, the RSMP Implementation Plan must, as a minimum, include roads outside all qualifying schools.

In addition to Schools, it is recommended that the Far North District Implementation Plan include:

- Russell and coastal areas (to WDC boundary) as a first priority
- Kaikohe urban area and Ngawha
- Kaitaia Urban area

The areas above are recommended for the following reasons:

- The catchment Russell Bay Of Islands (BOI) area includes high-risk roads.
- There has been strong community feedback, including from the BOI-Whangaroa Community Board, to review speed limits in the Russell area of Bay of Islands.
- The Russell BOI catchment links with the Tutukaka Coastal area, that is proposed to be reviewed at the same time.
- Treating speed limits in Kaitaia and Kaikohe will release subsidy funding for traffic calming and liveability improvement projects in these urban areas.
- Both Kaikohe and Kaitaia include schools that must be treated by December 2027.

Implementation Options

Option 1 – Recommended:

That the Far North District RSMP Implementation Plan include the following areas, with priority on implementing the Russell BOI Catchment area in RSMP Year 1.

- Russell and coastal areas (to WDC boundary) as a first priority
- Kaikohe urban area and Ngawha
- Kaitaia Urban area
- All schools that have not yet been treated.

Option 2:

That the Far North District RSMP Implementation Plan include the following areas, with priority on implementing the Russell BOI Catchment area in RSMP Year 1.

- Russell and coastal areas (to WDC boundary) as a first priority
- All schools that have not yet been treated.

Option 2 incorporates the Russell BOI area, reflecting consistent feedback from the community and Community Board members. This option continues the catchment based all of network approach taken to speed limit reviews to date. In addition, this option retains the ability to undertake concurrent treatment of the entire Tutukaka coastal area to Russell.

Option 3:

That the Far North District RSMP Implementation Plan include only roads outside schools that have not yet been treated.

This Option is considered the “minimum” option under the current Setting of Speed Limits Rule. However, this option does not reflect community feedback previously received. This option may also limit funding subsidy options over the 3-year 2024-27 RLTP.

Consultation

The RSMP must be in place by June 2024, alongside the RLTP. As part of the RSMP development process, it is necessary to undertake community and iwi consultation. Consultation will be undertaken on a regional basis. In a significant change from previous speed limit consultations, all new speed limits will be set out on social pinpoint. Social pinpoint is an online community engagement tool that allows the submitter to click on a road and provide feedback specifically on that road. The use of this tool will mean that a hard document (Statement of Proposal) will not be used.

Attachment 1 contains maps that set out the proposed implementation plan (Option 1) and include proposed speed limits for the purposes of consultation. The proposed speed limits are based on the identified safe and appropriate speed limits and other requirements of the Setting of Speed Limits Rule 2022.

Community engagement will focus on those areas that are expected to be implemented in the 2024-25 financial year (RLTP Year 1). Engagement will include drop-in sessions, media, website information, and where practicable, static displays (eg: at library or Council service centre).

An Iwi engagement Plan has been prepared to ensure that Iwi engagement requirements of the Setting of Speed Limits Rule 2022 are met. This Plan is Marae based and will be undertaken alongside wider community engagement.

Approval is being sought from Council to include the Far North component into the RSMP and commence consultation as part of a region wide engagement process, commencing in early 2024.



TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The Recommendations enable the Far North District component of the Regional Speed Management Plan to be finalised, along with consistent regional objectives and policies within the RSMP. In particular, the Recommendations will enable a clear speed limit review implementation plan for the next three years and enable consultation on that programme to begin.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

As this programme is 100% central government funding, there are no financial implications to Council.

ĀPITIHINGA / ATTACHMENTS

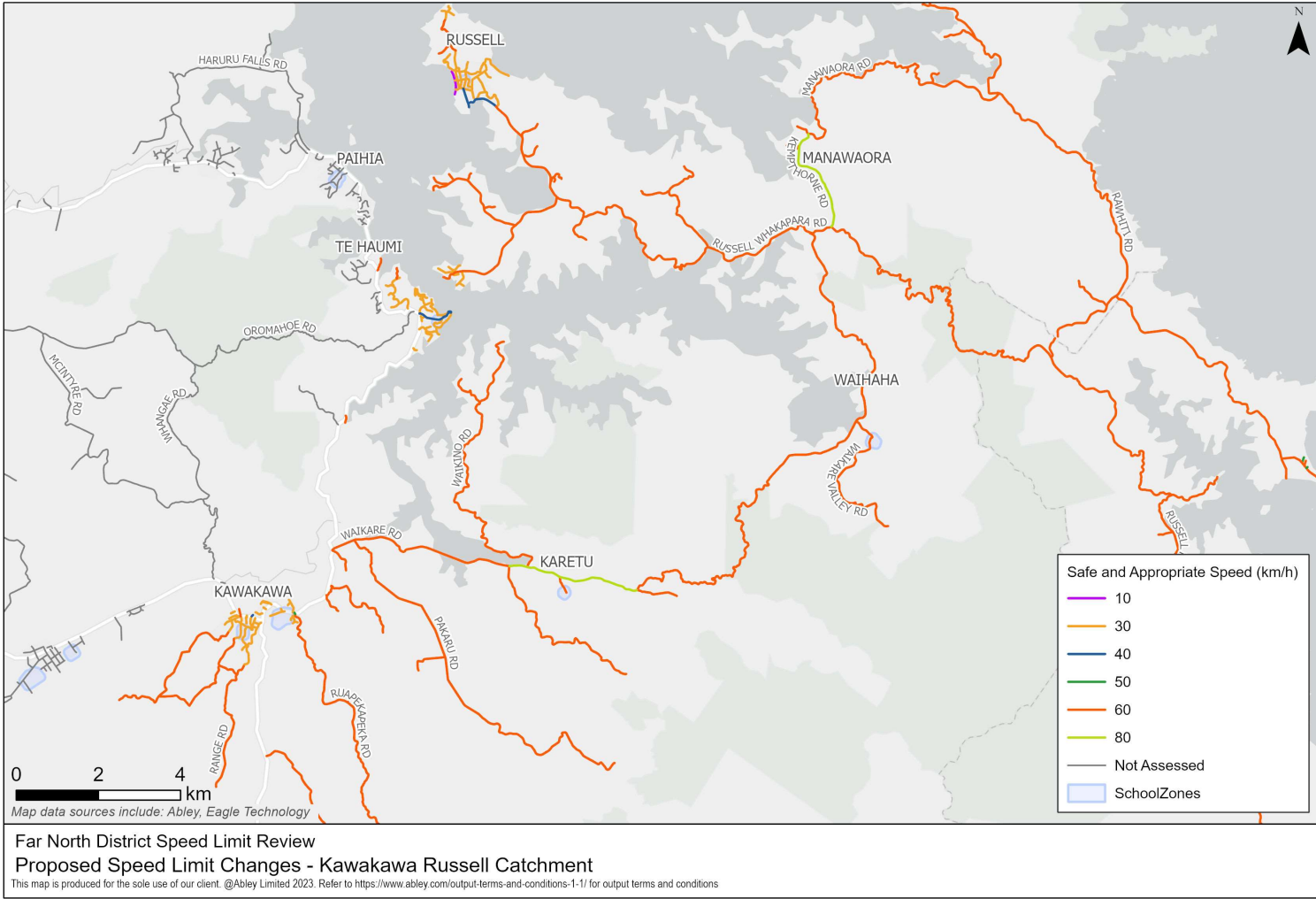
1. RSLR Kawakawa Russell - A4438206  
2. RSLR Kaikohe Ngawha - A4438219  
3. RSLR Kaitaia - A4438222  

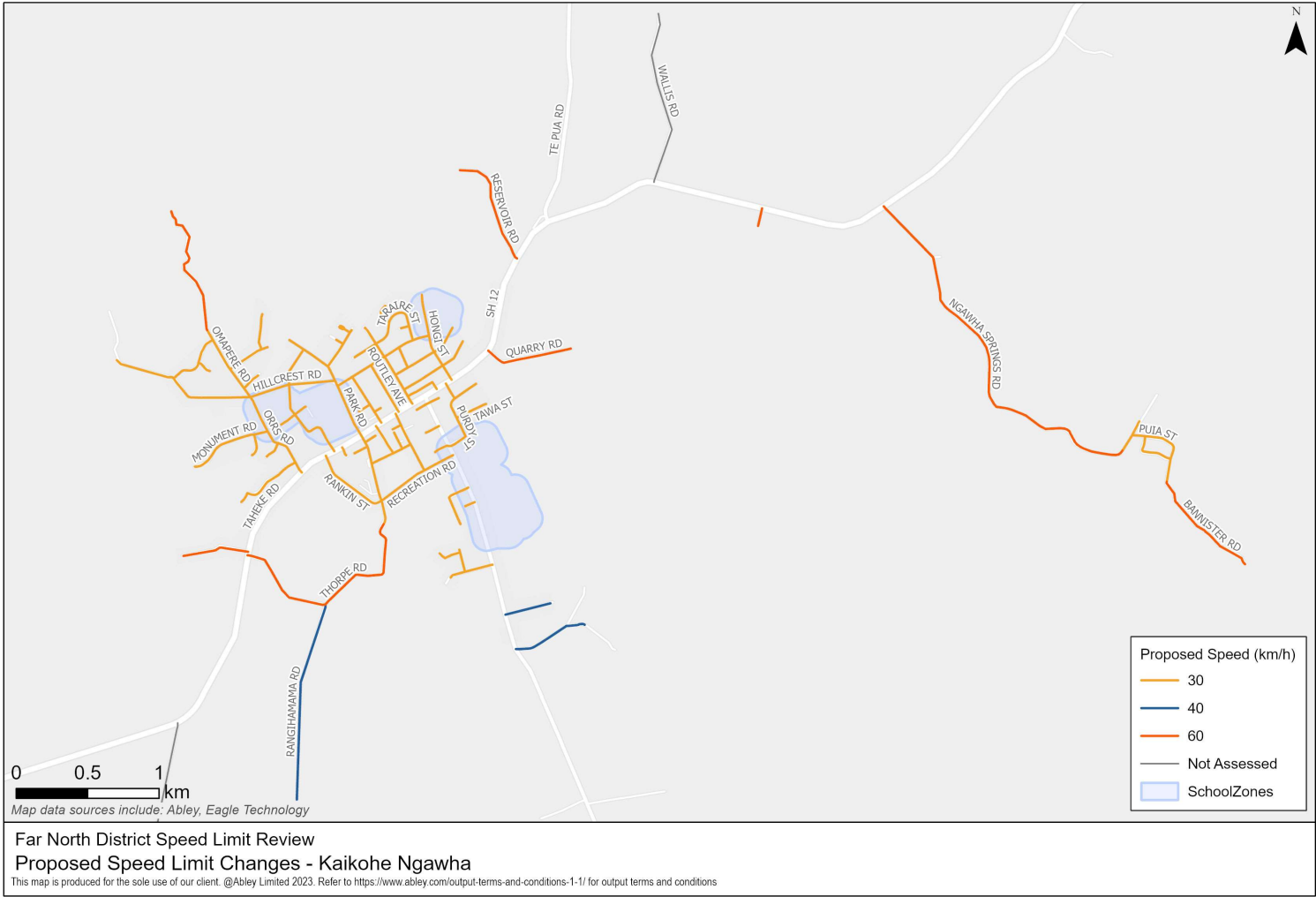
Hōtaka Take Ōkawa / Compliance Schedule:

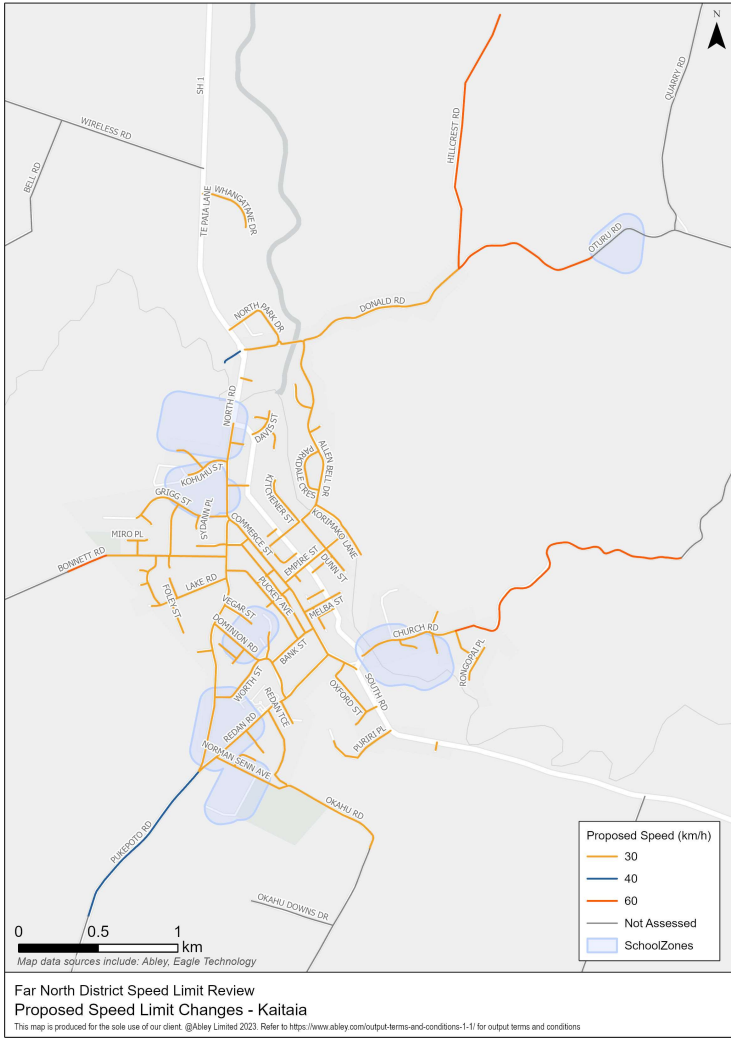
Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Significance has been determined as "Low" under Councils Significance and Engagement Policy.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Land Transport Act 1998 Setting of Speed Limits Rule 2022
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	This decision enables the finalisation of the Regional Speed Management Plan and relevant consultation. Views of the community and community boards will be considered as part of the consultation process.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	The Setting of Speed Limits Rule 2022 requires separate consultation of Māori. A Marae based iwi engagement plan has been prepared and will be implemented as part of the consultation processes.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	This decision enables the finalisation of a Regional Speed Management Plan to enable community consultation on the proposals.
State the financial implications and where budgetary provisions have been made to support this decision.	There are no ongoing financial implications to Council.
Chief Financial Officer review.	







5.4 KARANGAHAPE MARAE ROAD CLOSURE

File Number: A4442079

Author: Fraser Hoani, Road Corridor Manager - TMC

Authoriser: Calvin Thomas, General Manager - Northland Transportation Alliance

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this paper is to obtain Council approval for temporary road closure for the Karangahape Marae Celebrations

WHAKARĀPOOTO MATUA / EXECUTIVE SUMMARY

- The Northland Transportation Alliance manage temporary road closures for events on behalf of Council
- The task of approving Road Closures, specifically for the safe operation of Events, cannot be delegated by Council
- Advertising of each event will take place approximately 5 days before the event per the Local Government Act 1974
- Without Council approval the Karangahape Road Closure cannot take place.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou – Transport Committee approves the proposed temporary road closure for the Karangahape Marae to enable safe operations.

1) TĀHUHU KŌRERO / BACKGROUND

Karangahape Marae Celebrations will take place on 11 November 2023 in the Northland Area. It is to celebrate the refurbishment of the Marae. The road closure that will affect the Far North District Council will be in the locations of Kaeo, on Wainui Road. The road will be closed on Saturday November 11th 3:00am to 5:00am.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The Public Notice for the proposed temporary road closures will be advertised in the Northern News and Bay Chronicle, 7 days in advance of the event.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

To enable the Karangahape Marae Celebrations to take place.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There are no budgetary implications.

ĀPITIHINGA / ATTACHMENTS

1. Temporary Road Closure for Marae - A4442253  

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low Significance
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	The purpose of Te Koukou - Transport Committee is to increase governance oversight over Council's Transport activities. The Committees responsibilities include the consideration of temporary road closures for events (subject to legal advice)
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	Local Relevance
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	High significance for the whanau of the Karangahape Marae to celebrate the opening of their refurbished Marae safely.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Health and safety of all public has been considered development of the Traffic Management Plan by Northland Transport Alliance Staff.
State the financial implications and where budgetary provisions have been made to support this decision.	No financial implications have been identified.
Chief Financial Officer review.	

**Name of item: Temporary Road Closure – KARANGAHAPE MARAE**

Author: Reporting officer – Fraser
NTA / FNDC Road Corridor Manager - TMC

1 Purpose

The purpose of this paper is to obtain Council approval for a temporary road closure.

2 Recommendations

That Council approves the proposed temporary road closure to accommodate the safe operation of the Karangahape Marae Celebrations.

3 Background**Karangahape Marae Celebrations: Saturday 11th Novemeber 2023**

Karangahape Marae Celebrations will take place on 11 Novemeber 2023 in the Northland area. It is to celebrate the refurbishment of the Marae

The road closure that will affect the Far North District will be in the locations of Kaeo, On Wainui road.

Roads closed Time:

Saturday Novemeber 11th – 3:00am to 5:00am

- Wainui Rd

4 Discussion

The Public Notice for the proposed temporary road closures will be advertised in the Northern Advocate, Northern News & Bay Chronicle 42 days and 7 days in advance of the event.

5 Summary

Approval of the proposed road closures will allow the safe operation of the Celebrations

6 Report Approval

Approved by:

Fraser Hoani
Road Corridor Manager - TMC
Tuesday, 24th October, 2023

7 Appendix





6 NGĀ PŪRONGO TAIPITOPITO / INFORMATION REPORTS

6.1 FNDC TRANSPORTATION ACTIVITY UPDATE - SEPTEMBER 2023 OPERATIONS REPORT

File Number: A4444734

Author: Calvin Thomas, General Manager - Northland Transportation Alliance

Authoriser: Guy Holroyd, Chief Executive Officer

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this briefing is to present the September 2023 Transportation Activity monthly operations report, as an update on progress with approved transportation programmes and activities, for Committee review, discussion, and questions.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Key highlights of transport activities completed in September 2023 are summarised below, with further detail provided within the Agenda item attachments:

- Far North REAP ((Rural Education Activities Programme) continued their work delivering Far North's Road Safety Education Programme, with a focus through September on Motor Cycle Awareness month, Driver Licencing and Bike Skills training.
- A briefing is scheduled for the 9th October Te Koukou Transport Committee workshop on the Recommendations Report and Interim Speed Management Plan for the Kerikeri-Bay of Islands speed catchment, and the decision paper scheduled to be presented at the October Council meeting. Staff will also brief the Te Koukou Transport Committee on the draft policies and objectives for the 2024/27 Regional Speed Management Plan and the proposed three-year implementation programme.
- Following approval by the Te Koukou Transport Committee to progress with submittal of the Transport Choices programme detail design package for Waka Kotahi approval, the Construction funding agreement has been signed by Council and is now awaiting Waka Kotahi signature. Staff have received notification that the deadline for completion of construction works has been extended by 12 months as is now June 30th, 2025.
- Preparation of projects for the upcoming summer construction season is progressing well with work continuing on the programme including urban storm water replacement, road rehabilitation, culvert and bridge. As project planning has progressed further certainty has been obtained around the proportion of projects reported to be able to be fully delivered this year with this lifting from 66% (\$18.146M) to 70% (19.269M) compared with last month.
- A total of 2056km of network inspections were completed, 450.8km of maintenance led grading completed (28% of unsealed network), along with a focus on pre-seal repairs, watertabling works, culvert replacement and new, sign and edge marker post replacement. Unsealed Rehabilitation works were completed on Opara Road, Motukioke Road and Diggers Valley Road. Several footpath renewals were completed in the Kaikohe-Hokianga Ward (Mangakahia Road) and Te-Hiku Ward (Masfen Terrace and Pukepoto Road).
- Works continued with the 2022/23 Emergency event(s) recovery activities, with a further \$1.04M of repair and clean-up works completed in September, bringing the total of completed works to date to approximately \$9.38M (of a currently estimated total of \$48.48M attributed to 2022/23 events). Works complete in September included 13 dropout/retaining wall repairs.
- 65 new Corridor Access Requests received for works in the road reserve across Far North District in September. Five temporary traffic management safety audits completed (3 = 'High' or 'Acceptable' / 1 = 'Needs Improvement' - this site subsequently reaudited with improvements evident)
- The Hokianga Ferry service carried a daily average of 480 passengers and 232 vehicles for the month of September 23, with revenue for the month 21.6% lower when compared

to the same period last year. The schedule departures were 97.9% on time for the month, with 63 shuttling's and 16 charters.

- Pleasingly the volume of customer requests has continued to reduce from recent months, with 369 requests received in September (down from 431 in August) and is now seeming to normalising to the pre-2022/23 historic average of 360 requests per month. At the end of September, there were 305 open requests which is a 31.8% reduction from the prior month.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report FNDC Transportation Activity Update - September 2023 Operations Report.

TĀHUHU KŌRERO / BACKGROUND

Each month the Northland Transportation Alliance (NTA), in the capacity of Far North District Council's roading and transport department, will report to Te Koutou – Transport Committee on operational activities from the previous month by way of an operations report (attached) presented to the Committee meeting.

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

The monthly operations report is provided to inform Council of completed and planned Transportation activities across the Kaipara District.

Key NTA staff will attend each briefing to respond to any specific questions that arise from the report contents.

Monthly Transport Activity Operational reports will continue to be provided for each Te Koutou – Transport Committee meeting.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Nil - Reported activities have been completed within existing approved Council budgets

ĀPITI HANGA / ATTACHMENTS

1. **FNDC Transportation Activity update - September 2023 - A4444701** [!\[\]\(c045a398c48fcb47adf237d338b1b391_img.jpg\)](#) [!\[\]\(6ea471090ba6b2c70129dc83eb6e6a11_img.jpg\)](#)
2. **FNDC North Monthly Contract Report - September 2023 - A4444708** [!\[\]\(943b1c41f252b081e01aba2e7830f1c9_img.jpg\)](#) [!\[\]\(9e6bb478f2467f01d12a203b922c113a_img.jpg\)](#)
3. **FNDC South Monthly Contract Report - September 2023 - A4444709** [!\[\]\(467a7a57f37e53ee3a770b1f398fe798_img.jpg\)](#) [!\[\]\(e9704571274bb1e90e48bd0d101296a1_img.jpg\)](#)

TRANSPORTATION UPDATE – September 2023

In a partnership of the four Northland Council's 'roading and transport departments', combining and co-locating the individual council staff and resources, the NTA works as part of Council to collectively create better, safer, and more accessible journeys across the district (and region) through structured maintenance and improvements in accordance with national safety and engineering standards, policies and guidelines.

EXECUTIVE SUMMARY

Far North REAP ((Rural Education Activities Programme) continued their work delivering Far North's Road Safety Education Programme, with a focus through September on Motor Cycle Awareness month, Driver Licencing and Bike Skills training.

A briefing is scheduled for the 9th October Te Koukou Transport Committee workshop on the Recommendations Report and Interim Speed Management Plan for the Kerikeri-Bay of Islands speed catchment, and the decision paper scheduled to be presented at the October Council meeting. Staff will also brief the Te Koukou Transport Committee on the draft policies and objectives for the 2024/27 Regional Speed Management Plan and the proposed three-year implementation programme.

Following approval by the Te Koukou Transport Committee to progress with submittal of the Transport Choices programme detail design package for Waka Kotahi approval, the Construction funding agreement has been signed by Council and is now awaiting Waka Kotahi signature. Staff have received notification that the deadline for completion of construction works has been extended by 12 months as is now June 30th, 2025.

Preparation of projects for the upcoming summer construction season is progressing well with work continuing on the programme including urban storm water replacement, road rehabilitation, culvert and bridge. As project planning has progressed further certainty has been obtained around the proportion of projects reported to be able to be fully delivered this year with this lifting from 66% (\$18.146M) to 70% (19.269M) compared with last month.

A total of 2056km of network inspections were completed, 450.8km of maintenance led grading completed (28% of unsealed network), along with a focus on pre-seal repairs, watertabling works, culvert replacement and new, sign and edge marker post replacement. Unsealed Rehabilitation works were completed on Opara Road, Motukioire Road and Diggers Valley Road. Several footpath renewals were completed in the Kaikohe-Hokianga Ward (Mangakahia Road) and Te-Hiku Ward (Masfen Terrace and Pukepoto Road).

Works continued with the 2022/23 Emergency event(s) recovery activities, with a further \$1.04M of repair and clean-up works completed in September, bringing the total of completed works to date to approximately \$9.38M (of a currently estimated total of \$48.48M attributed to 2022/23 events). Works complete in September included 13 dropout/retaining wall repairs.

65 new Corridor Access Requests received for works in the road reserve across Far North District in September. Five temporary traffic management safety audits completed (3 = 'High' or 'Acceptable' / 1 = 'Needs Improvement' - this site subsequently reaudited with improvements evident)

The Hokianga Ferry service carried a daily average of 480 passengers and 232 vehicles for the month of September 23, with revenue for the month 21.6% lower when compared to the same period last year. The schedule departures were 97.9% on time for the month, with 63 shuttling's and 16 charters.

Pleasingly the volume of customer requests has continued to reduce from recent months, with 369 requests received in September (down from 431 in August) and is now seeming to normalising to the pre-2022/23 historic average of 360 requests per month. At the end of September, there were 305 open requests which is a 31.8% reduction from the prior month.

ROAD SAFETY EDUCATION PROGRAM

[Far North REAP](#) (Rural Education Activities Programme) are contracted to deliver Council's Road Safety Education programmes across the Far North District. Key activities undertaken in September included:

Motorcycle Awareness Month:

- In Moerewa 17 riders were assessed and passed their Basic Handling Skills assessment and 13 of those 17 went on to pass their Learner License Theory test. The other 4 riders either did not pass or did not feel confident enough to sit the test and TK from the Moerewa Driver Licensing will continue to work and prepare them for sitting their test. We received lots of positive feedback and comments about bringing this type of event to other locations throughout Northland. We had riders from Moerewa, Kerikeri, and Kaikohe.

Driver Licencing (Young Drivers and High-Risk Drivers)

- Some of the team have done further training and received their O endorsement on their licence meaning they are now qualified testing officers and can assess students for their restricted and full licences.

[Bike Northland](#) are contracted to deliver Council's bike safety and skills training and they utilise the Waka Kotahi programme [BikeReady](#). Bike Northland are delivering Grade 1 only at this stage and working with schools to build a Grade 2 programme which is where students are taken on the road. Bike Northland also help support the bikes in schools programme. Their key deliverables are summarised below:

2023/24 Far North District Council		
Course	Contracted	YTD
Grade 1	1050	500

SPEED LIMIT REVIEW PROGRAM

The speed limit reviews are part of a nationwide programme under the Government's Road to Zero Road Safety Strategy. The new Setting of Speed Limits Rule came into effect on 19th May 2022. The new Rule creates a focus on speed management and promotes a region wide approach to setting safe and appropriate speeds on both the local and State Highway network.

Consultation on the Kerikeri-Bay of Islands speed catchment has been completed and council hearings were held on 21st March 2023. Staff have prepared a Recommendations Report and Interim Speed Management Plan for council approval, now re-scheduled for the full Council meeting in October.

Work continues on our Regional Speed Management Plan, and we are on track for consultation in the last quarter of 2023. Staff will brief the Transport Committee on the draft policies and objectives for the Regional plan, as well as the proposed three-year implementation programme at the 9th October workshop with a decision paper following at the October 30 Transport Committee meeting.

TRANSPORT CHOICES FUNDING PACKAGE (CERF)

Signing of the Construction funding agreement for the Transport Choices, Climate Emergency Response Funding (CERF) projects below has been completed by Council and is now awaiting Waka Kotahi signature.

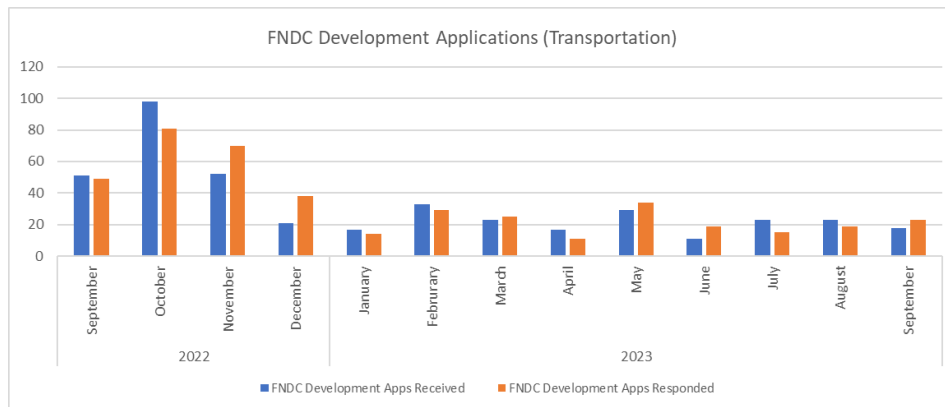
- Program 1 – FNDC01 Kerikeri Active Modes Network Connections
- Program 2 – FNDC02 Far North Bus Improvements

In response to concerns from councils throughout New Zealand the construction deadline the programme has been extended by 12 months to now be 30th June 2025. A briefing paper describing the changes to project milestones was distributed to councils from Waka Kotahi in late September.

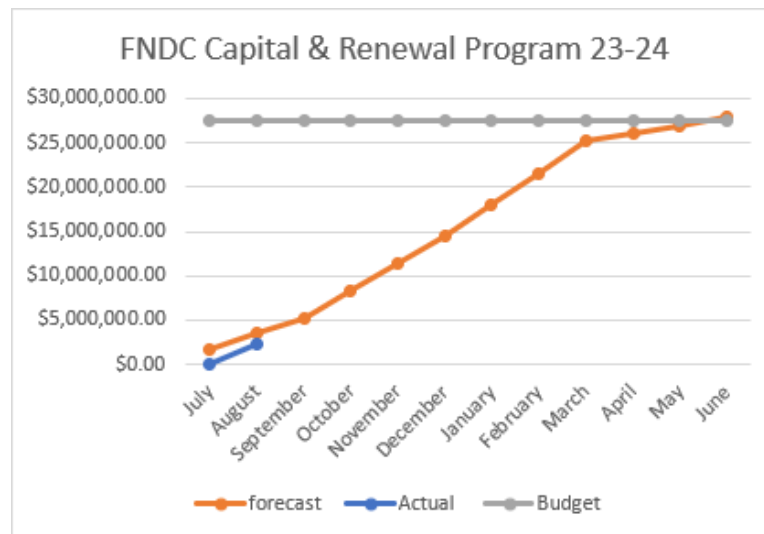
DEVELOPMENT APPLICATIONS (Transportation)

The following table and graph below provide information on the volume of development applications received for transportation assessment over the past 12 months. A total of 18 applications were received in the month of September (vs. 12 month rolling average of 30) and a total of 23 were processed. Six Alfresco assessments were received and five were processed this month.

Year	Month	FNDC			
		Development Apps		Alfresco	
		Received	Responded	Received	Respond
2022	September	51	49		
	October	98	81		
	November	52	70	2	2
	December	21	38	3	3
2023	January	17	14	1	0
	February	33	29	1	2
	March	23	25	2	2
	April	17	11	1	1
	May	29	34	0	0
	June	11	19	2	2
	July	23	15	1	1
	August	23	19	1	1
	September	18	23	6	5



FNDC TRANSPORT CAPITAL PROGRAMME DELIVERY



Works are continuing on the Capital Works programme activities with the improved weather and start of the construction season, seeing pavement works activities starting up. The year to date expenditure for the first two months slightly behind forecast, with this expected to be caught up as we move more into the summer construction season. (September actual expenditure data unavailable at the time of finalising report)

The current total forecast is slightly greater than approved budget primarily due to outcome of revised cost forecasts undertaken that take current escalation impacts into account. Discussions are presently in progress with Waka Kotahi to secure additional subsidy funding however if this additional funding is not provided the programme will be re-prioritised and re-forecast to ensure remains within approved budgets.

Project Risk Table

FNDC	No. of Projects	Description	Budget	% of Total Budget
✓	33	Will be fully delivered this year	\$19,269,173.00	70%
⚠	16	Risk of partial delivery	\$8,292,536.39	30%
✗	3	Risk of non delivery	\$112,000.00	0%
		Total	\$27,673,709.39	

**Note – delivery risks are presently indicated based on current knowledge and will be further refined as the programme planning is finalised over the next 2-3 months.*

As project planning has progressed further certainty has been obtained around the previously reported “red risk” and “orange risk” with this reflected in the proportion of projects reported to be able to be fully delivered this year lifting from 66% (\$18.146M) to 70% (19.269M) compared with last month.

Photo Wall FNDC September 2023	
	
Kaitaia Awaroa Road rehabilitation project - Tree Removal	
	
Sommerville Ave Kaitaia, urban stormwater replacement / road rehabilitation combined project	
	
Gills Road Rehabilitation, Water tabling and shoulder strengthening	

	
<p>Wekaweka Road J18 Culvert Replacement – ongoing culvert installation</p>	
	
<p>Churtons Road Bridge C13 Replacement – on-going works, close to completion.</p>	

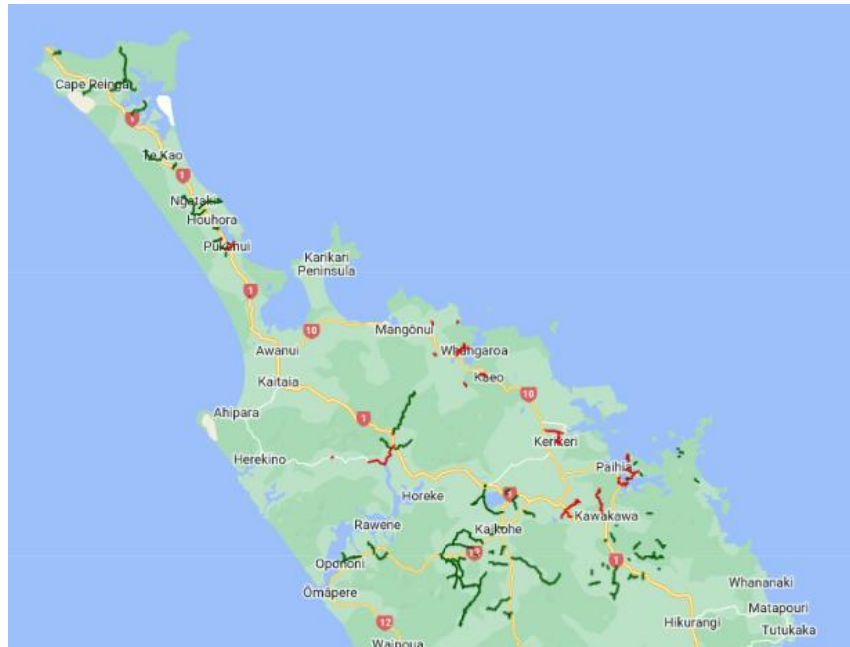
FNDC TRANSPORT MAINTENANCE PROGRAMME

Key points of note for the September includes:

- Completed routine maintenance focused on pothole repairs for both unsealed and sealed road and grading.
- Programmed works completed were pre-seal repairs, watertabling works, culvert replacement and new, sign and edge marker post replacement.
- 2056km network inspection completed district wide
- Unsealed Rehab. Completed for the month is Opara Road and Motukiore Road for the South Area and Diggers Valley Road for the North Area.
- Additional unsealed rehabilitation sites have also been identified and confirmed for programme, with pavement testing and design underway.
- Footpath Renewals completed in the Kaikohe-Hokianga Ward on Mangakahia Road and Te-Hiku Ward on Masfen Terrace and Pukepoto Road.

Maintenance activities programmed for October 2023 relate to routine unsealed activities, sealed activities, drainage works, unsealed rehabilitation, footpath renewals and unsealed overlay, Daily site checks continuing all warning and Phase 2 reinstatement works for storm damages.

The map below provides a visual representation of all completed inspections carried out by the contractors for the month of September, (unsealed roads shown as green, and sealed roads in red).



Excellent progress was made with network wide maintenance grading in September, with 28% (or 450.8km) of the unsealed network length completed, as represented in the map below.



EMERGENCY WORKS RECOVERY PROGRAMME

Table: Summary of Current Cost Estimates of Emergency Events for FNDC

FNDC – Phase / Cost in M \$	Expected Cost obo RAMM	FAR+ (%)	Claimed to Date
Rain Event Aug 2022 - Initial Response	0.18	69	0.18
Rain Event Aug 2022 - Initial Response + 20%	4.88	89	1.56
Rain Event Aug 2022 - Phase 2	0.38	89	0.24
Rain Event Aug 2022 - Phase 3	8.40	69	0.00
Rain Event July 2022	3.88	69	1.10
Rain Event November 2022	0.14	89	0.12
Post-Gabrielle:			
Storm Events Jan/Feb - Phase 1	4.70	100	1.26
Storm Events Jan/Feb - Phase 2	2.28	100	1.65
Storm Events Jan/Feb - Phase 3	1.60	69	0.29
Storm Event 9/05/2023 - Phase 1	1.33	var	2.61
Storm Event 9/05/2023 - Phase 2	3.95	var	0.00
Storm Event 9/05/2023 - Phase 3	13.15	69	0.00
Rain Event June 2023	3.60		0.36
Total	48.48		9.38

PHASE 2 DELIVERY

Minor works, less than \$100k (generally), per site, low risk, reinstatement of roads to pre-event condition (may require geo-tech assessment to support outcomes). Waka Kotahi funding approval through report applications.



Works completed in September:

Road	Start	End	Length	Asset Type	Fault
NEWTON ROAD	1026	1051	26	Retaining Walls	New construction - Drop out (m)
TAITA ROAD	5129	5139	10	Retaining Walls	New construction - Drop out (m)
WAOKU ROAD	2382	2407	25	Retaining Walls	Renew whole structure - Damaged wall (m)
ORIRA ROAD	2830	2874	44	Pavement - Unsealed	Digout - Subsidence (m2)
PERRY ROAD	858	876	18	Retaining Walls	New construction - Drop out (m)
WAIOTEMARAMA GORGE ROAD	2032	2046	14	Retaining Walls	New construction - Drop out (m)
MOTUKIORE ROAD	13543	13583	40	Retaining Walls	New construction - Drop out (m)
MOTUKIORE ROAD	9526	9606	80	Pavement - Unsealed	Digout - Saturated pavement (m2)
TOKAWHERO ROAD	4692	4722	30	Retaining Walls	New construction - Drop out (m)
CLASSEN ROAD	2249	2294	45	Pavement - Unsealed	Digout - Subsidence (m2)
WAIMATENUI / MATARAUA ROAD	13890	14127	237	Retaining Walls	New construction - Drop out (m)
MARLOW ROAD	4717	4727	10	Retaining Walls	New construction - Drop out (m)
MARLOW ROAD	4658	4678	20	Retaining Walls	New construction - Drop out (m)
AWAROA ROAD	4544			Vegetation	Tree removal - Dangerous trees (ea)
GILL ROAD (AWANUI)	0	9526	9526	Surface Water Channels	WT Heavy mtce / reform - Inadequate (m)
FISHER-RILEY ROAD	8864	10447	1583	Surface Water Channels	WT Heavy mtce / reform - Inadequate (m)
FISHER-RILEY ROAD	715	730	15	Retaining Walls	New construction - Drop out (m)
CHAMPIONS ROAD	502	537	35	Retaining Walls	New construction - Drop out (m)
FISHER-RILEY ROAD	534	544	10	Retaining Walls	New construction - Drop out (m)
OTANGAROA ROAD	13751	13763	12	Retaining Walls	New construction - Drop out (m)
GUMFIELDS ROAD	656			Environment	Make sites safe - Tomo (ea)
KOHUMARU ROAD	9484	9510	26	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)
KOHUMARU ROAD	11318	11328	10	Drainage (Culverts)	Culvert renewal - Inadequate/damaged (m)

Works planned for October:

Road	Start	End	Length	Asset Type	Fault
PIIWAI ROAD	8480	8490	10	Retaining Walls	New construction - Drop out (m)
TE OHU ROAD	946	959	13	Retaining Walls	New construction - Drop out (m)
WAIKARE ROAD	10600	10624	24	Retaining Walls	Renew whole structure - Damaged wall (m)
DAVIS ROAD	619	620		Drainage(Culverts)	Culvert renewal - Inadequate/damaged (m)
WAIMATE NORTH ROAD	3227	3527	300	Surface Water Channels	WT reconstruct - Over deepened/scouring (m)
TAITA ROAD	2588	2589	1	Drainage(Culverts)	Culvert renewal - Inadequate/damaged (m)
TE TIO ROAD	4575	4586	11	Retaining Walls	New construction - Drop out (m)
TE TIO ROAD	878	898	20	Retaining Walls	New construction - Drop out (m)
RAMSEY ROAD	2820	2870	50	Pavement - Unsealed	Digout - Deformation (m2)
WAOKU ROAD	2762	2787	25	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	8337	8352	15	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9003	9028	25	Retaining Walls	New construction - Drop out (m)
TAHEKE ROAD	9521	9561	40	Retaining Walls	New construction - Drop out (m)
KAHIKATOA ROAD	255	256	1	Drainage(Culverts)	Culvert renewal - Inadequate/damaged (m)
WAIMATE NORTH ROAD	7790	7820	30	Pavement - Sealed	Digout - Subsidence (m2)
POKAPU ROAD	9157	9179	22	Retaining Walls	Renew whole structure - Damaged wall (m)
OTATARA MARAE ROAD	513			Drainage(Culverts)	Install headwall structure - Scour (ea)
RAKAUTAPU ROAD	1680	1695	15	Retaining Walls	Renew whole structure - Damaged wall (m)
MANGAMUKA ROAD	4475	4486	11	Retaining Walls	Renew whole structure - Damaged wall (m)

PHASE 3 DELIVERY

The regional EWA process has now been completed, which provided initial geotechnical risk and option assessments to confirm the **Phase 3** funding qualification and requests. A panel established within the NTA, which included Waka Kotahi, met on a weekly basis over the course of three months to progressively work through a review of each site-specific EWA, as they were completed.

Of the total EWA's completed and reviewed, 66 have been found to have an acceptable lower cost/risk-based option, suitable to the road level of service, and will default back into the **Phase 2** funding category for direct delivery through the Maintenance Contracts. The delivery of this additional **Phase 2** programme will be issued with a 50% SME delivery requirement, to further support the ongoing use of small to medium local sub-contractor resources. Within this programme, there has been some low complexity repairs identified as requiring a component of either design or further geotechnical support.

All confirmed **Phase 3** sites will require detailed geotechnical investigation and design aspects, procurement consideration and project management oversight. As a way of accelerating the process of engagement with geotechnical consultants, in June an Expression of Interest (EOI) was put out to both local and non-local engineering consultancies, seeking confirmation of available resources, expertise and appetite to support our local roads emergency works recovery programme. Through this process, nine responses were received from viable consultancies, with representatives of each attending an introductory meeting. With the EWA review process completed, we have been working through a process at Waka Kotahi's request, to reconcile our funding requests utilising the cost estimates provided within the EWA's. This process has now been completed with updated funding requests submitted to Waka Kotahi.

Due to cost, complexity and risk, the **Phase 3** sites are not being delivered directly through the Road Maintenance & Renewals Contracts. A dedicated Project Management resource has now commenced, focussed on the delivery of in-depth geotechnical works and designs, while also working through contract procurement and delivery considerations.

Table: Summary of District EWA review outcomes:

We are currently facing two to three financial years of Phase 3 recovery work scheduled ahead, across the wider Far North network and region. The application process for Phase 3 funding approvals can take several months to complete and to achieve Waka Kotahi funding approvals, with EWAs and procurement confirming cost estimates.

EWA review outcome	Count by Council
FNDC	94
Contractor Led Advisory Design	66
Council Led Strategic Choice	2
NTA Led Capital Procurement Process	26

CARs and Temporary Traffic Management Applications

New Corridor Access Requests (CARs) - September 2023

Far North District

Category	Count
Earthwork Cutting/Filling	15
Road Construction/Drainage/Maintenance	10
Horizontal / Vertical Drilling / Other Drivings	9
Pole Power Cable Removal/Installation	4
Vertical Drivings	3
Road Construction/Drainage/Maintenance	2
Other	2
Over / Misc. Support / Other	2
Installation / Lift Off Road Structure	2
Footpath / Kerb & Channel	2
Pole Replacement	2
Road Construction / Maintenance	1
Vegetation and Tree Work	1
Utility Repair	1
Waste Removal	1
Asset Protection / Fold / Post	1
Tree Maintenance	1
Power Pole/Lines Maintenance	1

CAR Status	Count of CAR Type
Far North District Council	74
Cancelled	37
Work Completion Notified	5
Work in Warranty	32
Grand Total	74

Other TTM Updates:

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HOKIANGA FERRY (KOHU RA TUARUA)

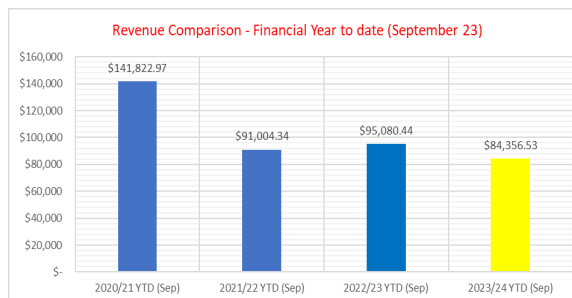
Revenue

September 2023 revenue was 21.6% lower when compared to last year for the same period. This has been attributed to a reduction in vehicle concession ticket purchase for the month which is the most expensive ticket type. The revenue comparison for the same period last year is provide (right)

September 2023	September 2022	Difference
\$28,377.83	\$ 36,200.87	\$7,823.04

The graph (right) provides a comparison of the revenue collected compared to previous years for the same period (30th September).

Effective from 1 July 2023, Community Services Card holders travelling on Hokianga Ferry Service are permanently eligible for 50% Public Transport fare discount.



Patronage & Service Information

The Ferry service carried a daily average of 480 passengers and 232 vehicles for the month of September 23. The schedule departures were 97.9% on time for the month of September with 63 shuttling's and 16 charters.

Unique visit to the Hokianga pages within Northland Ferries website were down by 15% this month when compared to same period last year. Northland Ferries & Hokianga Tourism are in ongoing discussions around onboard display opportunities to market and promote the Hokianga region.

There were no customer complaints received this month, only a request for an afterhours chartered trip. There were no mechanical or weather-related interruption to the service.

Planned, Routine & Preventive Maintenance

Routine & preventive maintenance activities carried out in September included:

- Engine & gearbox oil change.
- Jet unit oil change.
- Vessel service checks
- Installed "slippery when wet" signs on Narrows ramp.
- Cleaned bilges.
- Replaced toilet cistern.
- Vessel service checks
- Water blasted vessel super structure to remove algae.

Furthermore, this month a total of 13,300 litres of fuel were filled in the vessel. In the last twelve months, 176,796 litres have been purchased against 15,179 engine running hours that averages 11.6 litres per hour of operation.

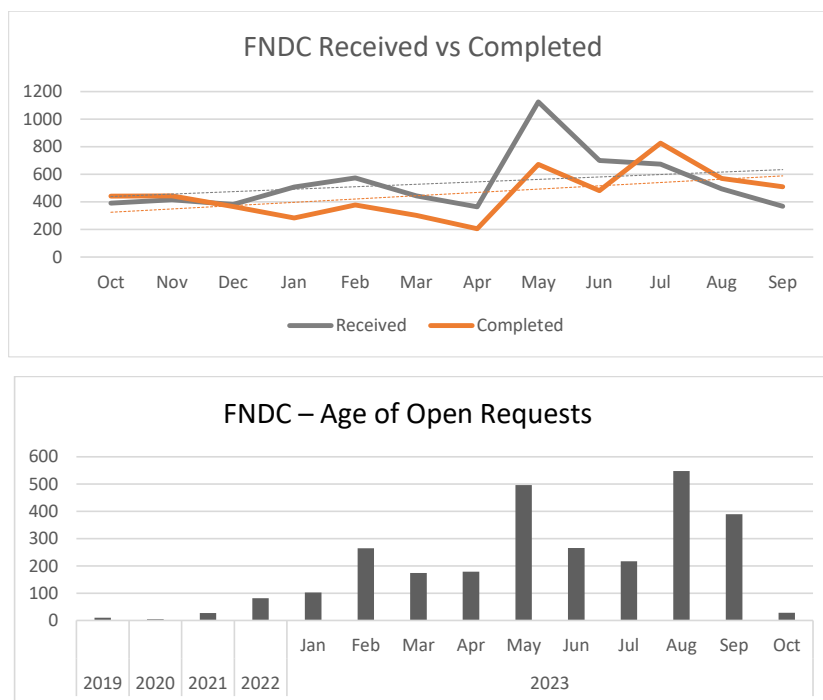
Health & Safety, Risks

There was one incident registered for the month by the crew that related to a domestic violence between two female passengers. The crew de-escalated the situation and reported the matter to Police. There were injuries sustained by the anyone. The vessel's monthly HSE audit was carried in accordance with the vessel's operating procedure.

An audit of ticket sales was also carried out using CCTV footage and Northland Ferries have confirmed that correct number of sales and concession clicks were made this month

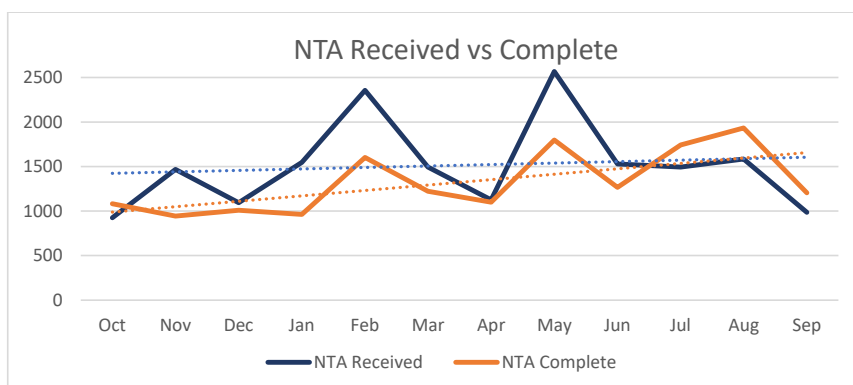
CUSTOMER REQUESTS

The volume of customer requests continues to reduce from recent months (369 requests received during September) and is below our historic average per month. This respite has helped to allow staff and contractors to continue to work through more of the backlog of requests for our customers and communities. At the end of September, we had 305 open requests which is a 31.8% reduction from the prior month.

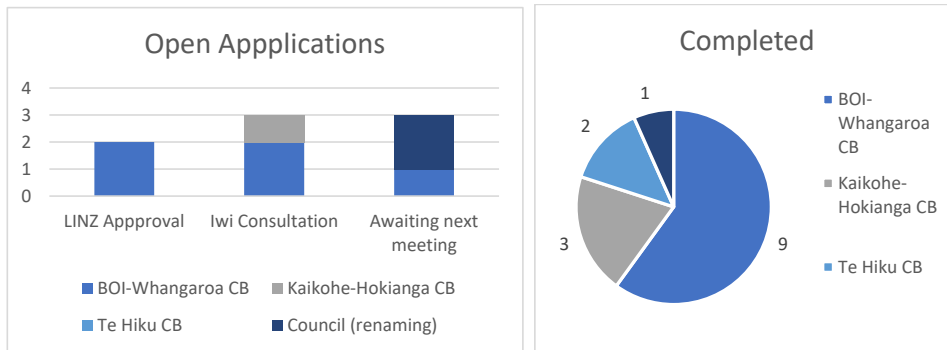


Northland Region Customer Requests

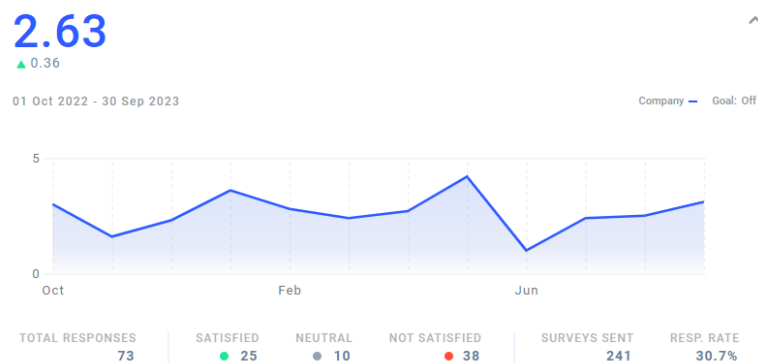
The following graphs demonstrate the peaks of customer requests across the region associated with the significant weather events. The recent months have seen a decline in request across the region and show the NTA now closing more requests than they have received.

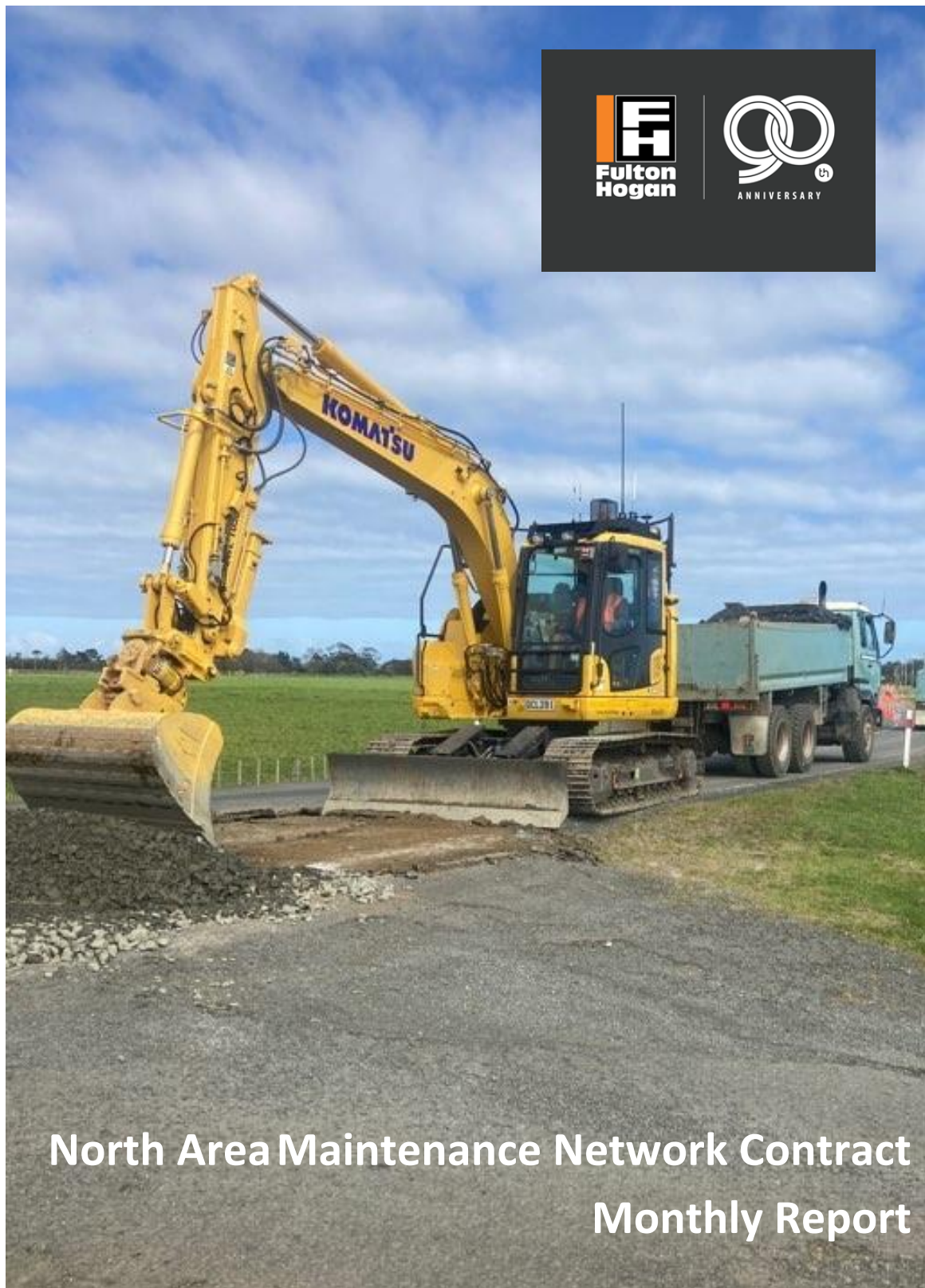


Our Customer Service team also process Road naming and renaming applications. We have had a backlog of dated applications. With the assistance of the Te Hono and Democracy Services teams we are now up to date with applications.



Customer Feedback (note we only receive a small amount of feedback as customers often raise causal requests and the system is unable to send surveys):





Contract 7/18/100 FNDC North Road Maintenance & Renewals

September 2023

Summary

September has been a mixed bag in terms of weather, but good progress has still been made on contract works. The Gills Rd Pavement Rehabilitation is well underway, along with the Sommerville Ave Urban Stormwater Upgrade and Pavement Rehabilitation works and the Pre-reseal pavement repairs. Footpath renewals have been completed on Masfen Terrace and Pukepoto Rd, and the Oruru Rd new Footpath project is also complete.

Routine maintenance activities such as unsealed maintenance metalling, grading, culvert replacements, roadside mowing and edge marker post replacements were also completed.

October will continue on with a similar program, hopefully with better weather conditions.



Gills Road Pavement Rehab Pavement Undercuts

Contract 7/18/100 FNDC North Road Maintenance & Renewals

September 2023

Works Programme

A total of **1,086** work items were completed this month. This included **837** routine jobs with the remainder being cyclic, emergency works or call outs and ordered works or programmed jobs.

Routine Works Completed

The routine works completed included the following:

- Grading was completed on 36 out of 343, or 11%, of unsealed roads
- Routine metalling was completed on 24 out of 343, or 7% of unsealed roads
- Potholing was completed on 107 roads, with 305 jobs completed
- Roadside mowing was completed on 4 roads
- Emergency works were completed for 9 jobs, for falling trees, and roads blocked due to over slips and under slips.

Aggregate Usage

The following aggregate was used during August, the equivalent of 367 truck loads of metal:

- GAP 30 – 1,800 m3
- GAP 40 – 767 m3

Cyclic Works Completed

- Remarking of road centerlines and edges lines is in progress.

Drainage Maintenance and Renewals

- 238 cesspit grates were cleared
- 58 culvert marker was replaced
- 10 culvert ends were cleared
- 0 culverts were flushed
- 11 culverts were replaced

Road Furniture Activities

- 7 signs posts were replaced
- 2 posts were painted
- 12 signs were replaced
- 12 signs were straightened
- 3 signs were cleaned
- 0 bridge edge markers were cleaned and 1 was replaced
- 121 edge markers were replaced and 0 were straightened

Structures Maintenance

- 0 bridge deck/drain holes were cleared

Road Accident Response

- No accidents occurred in September.

Environmental Management

- No non-compliance incidents occurred under the maintenance and renewals contract for the month.

Contract 7/18/100 FNDC North Road Maintenance & Renewals

September 2023

Community Issues / Complaints

- The Requests for Service (FNDC) summary is attached separately.

Positive Feedback

1 unsolicited positive feedback was received this month.

Seven MSD clients were taken on by Fulton Hogan Kaitaia in our first ever cadetship in Kaitaia.

RE: Cadetships Fulton Hogan 28 and 29 Sept



Jamie Rosemergy <Jamie.Rosemergy011@msd.govt.nz>

To: POPATA, Willie; Diane Covich

Cc: Rossane Murray; BOND, Mark; GORE, Warren; Coppins, Freya; BRENNAN, Sean; CATT, John

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Thank you not everyone involved and Di if you could get Ashely onto those links would be awesome.

Thank you for the feedback Willie and FH's support of our clients

Nga mihi

Jamie Rosemergy | Regional Labour Market Manager

Phone: DDI 09 459-6879 | D2D 98879 | M 029 210 6502

Ministry of Social Development, Level 2, 49-53 James Street, Whangarei

MSD purpose:

We help New Zealanders to be safe, strong and independent
Manaaki tangata, manaaki whānau



From: POPATA, Willie <Willie.Popata@fultonhogan.com>

Maintenance Programme October 2023

- Grading, metalling and pothole repairs will continue to be completed when weather allows.
- Storm Damage dispatches are largely complete, daily site checks continuing on all warning signage for permanent repairs that are yet to be programmed.
- An unsealed overlays is planned this month on Honeymoon Valley Road.

Inspection Activities

The following sealed and unsealed network inspection lengths were completed during September.

Details for the inspections completed and the inspections due next month are attached separately.

North Area – September 2023	
Week 1	387.131 km
Week 2	391.724 km
Week 3	289.044 km
Week 4	84.441 km
TOTAL	1,152.340 km

Contract 7/18/100 FNDC North Road Maintenance & Renewals

September 2023

Sealed Pavement Rehabilitations & Seal Extensions

Project	Completed This month	Programmed Next Month
2022/23 Seal Extensions:		
Peria Rd RP 0-6500		Awaiting confirmation of funding for guardrails and further slip repairs.
Pawarenga Rd RP 12170-13475	Rockwall slip repairs completed, Prep for seal completed.	Test and Seal.
2023/24 Pavement Rehabilitations:		
Gills Rd RP 1423-2180	Drainage and pavement undercuts completed.	Commence pavement digouts and overlay.
Sommerville Rd RP 0-184	Drainage works commenced.	Drainage works continue.
Midgeley Rd RP 600-1900	Price submitted. Waiting on approval to commence.	
Pawarenga Road RP 2306-2956	Awaiting pavement investigation information.	
Kaitaia Awaroa Road RP 28450 - 30140	Tree clearing commenced.	Site clearing to commence.
2023/24 Seal Extensions:		
Ruaroa Rd RP3008-5681.	Awaiting pavement investigation information. Price submitted. Waiting on approval to commence works.	Site clearing and drainage.

Reseals

<u>Length Completed September 2023</u>	<u>Length Outstanding FY 2023/24</u>
Nil	Nil
<u>Sites Completed September 2023:</u>	
Nil	



Pawarenga Rd Seal Extension Prepped for Seal

Contract 7/18/100 FNDC North Road Maintenance & Renewals

September 2023



Sommerville Ave SW Upgrade Manhole Delivery and Installation



Sommerville Ave SW Upgrade Pipe Installation

Contract 7/18/100 FNDC North Road Maintenance & Renewals

September 2023

Footpath Renewals & New

<u>Length Completed September 2023</u>	<u>Sites Completed September 2023:</u>
<ul style="list-style-type: none"> • 155m (Masfen Terrace) • 107m (Pukepoto Rd) 	<ul style="list-style-type: none"> • Oruru Rd • Pukepoto Rd • Masfen Terrace



Masfen Terrace Footpath Renewal



Pukepoto Road Footpath Renewal

Contract 7/18/100 FNDC North Road Maintenance & Renewals

September 2023

Health and Safety

- 46 Leadership safety actions were completed, documenting safety conversations between our leadership team and crews.
- Safety improvements suggestions were documented, including replacing pneumatic hand tools with cordless tools to remove trip hazards.
- H&S Training completed this month included Driver Training, Ladder Safety, First Aid Full and Refresher, Living Safely, Pavement Compaction.
- One first aid, medical treatment or lost time injuries occurred this month. This was a LTI for a back injury that occurred whilst clearing debris from kerb and channel.

<u>Type</u>	<u>Number during period</u>	<u>Number to date</u>	<u>Days since last incident</u>
LTI	1	3	25
MTI	0	2	624
FAI	0	0	1824

Contract Notices September 2023

Notice to Engineer -

- NTE 093 Gills Road Rehab Schedule of Prices
- NTE 094 Gills Road Rehab Risk
- NTE 095 Ruaroa Seal Extension Schedule of Prices

Notice to Contractor –

- NTC 141 Bitumen Transport Variation

Regards,

Warren Gore
Kaitia Branch Manager

Freya Coppins
Kaitia Construction Manager

Contract 7/18/100 FNDC North Road Maintenance & Renewals

September 2023

FAR NORTH DISTRICT COUNCIL
CONTRACT 7/18/101

Road Maintenance and Renewals Contract

**MONTHLY REPORT – SEPTEMBER
2023**

*Waimatenui Rd – Tree Removal
(NTW) and Slip Repair (DCL) –
2 of our awesome SME partners*



1. SUMMARY

Another month without any weather events. Some nicely timed fine weather has been a great way to start our summer construction season. Our construction season didn't ramp up until around the 20th so a lot of this will fall into the October programme.

We had a visit from the Ventia Senior leadership team in the 3rd week of September. Similar to the Stairco team who visited us last month, most of them had not been to Northland before and they were all very excited to meet the Ventia team at Puketona and get an inside look at the maintenance contract and few of our other projects. They were welcomed to the Puketona Branch with a Powhiri including a Karakia and Waiata and loved getting involved in the local culture.



STL Visit

Our Phase 2 Gabrielle works continued with a significant amount of the sites now completed. Works were carried out on Motikiore Rd, Newton Rd, Taheke and Matawaia-Maromaku Rd with a mixture of Ventia crews and subcontractors. More details below about the extent of the works in section 8.

We had two alignment sessions with our Kaipara inspectors as a bit of a knowledge sharing exercise and will continue to do this moving forward to ensure we are working towards the same goals.

The list of reseals for both networks have been approved and commenced on the 11th Sept, with over 100km of seal programmed we are very confident of finishing both contracts along with preseals and first coats before 31st March 24.



Multiple roads have already been resealed including Wharau Rd, Sydney St, Tawanui Rd and Waikare Rd. After a long winter the sealing team are pleased to be getting bitumen on to the roads and are looking forward to a large programme this season.



Sealing crew first day of the season

Jash's team started on Ngapipito Rd sealed pavement rehab and will be in there for a month before moving onto Cumber Rd, Kaikohe.

Our crews made a start on Pre seal repairs, beginning with Wiroa Rd – one of the ongoing nightmares left by the constant storms. This stretch of road includes the problematic Okaihau golf course potholes and consists of rip and remakes, stabilised patches and dig outs. Unfortunately, the weather for the last week September didn't play ball and we had to redo the golf course patches a few times. These will get sealed first week of October.

The signs crew plotted along with their routine maintenance, and again encountering more vandalism.

Our patrol crews have been doing a great job to keep the network tidy and safe for the public.

Nga mihi

Rob



2. WORK PROGRAMME

A total of 1,675 individual work items were completed throughout the month of June, of which 1,444 were routine find and fix issues, 155 cyclic or annual rounds, 12 were programmed works, 31 renewal / capital project, and 32 were callouts or emergency response works.

October 2023 forward works programme has been submitted in RAMM.

3. ROUTINE INSPECTION REPORT

Our 3 inspectors have been working through routinely programmed inspections without any delay.

Sealed:

There are currently 0 sealed inspections running overdue. 132 completed, of which 8 have been audited by the NTA team.

Unsealed:

There are currently 0 un-sealed inspections running overdue. 226 completed. of which 4 have been audited by the NTA team.

Drainage

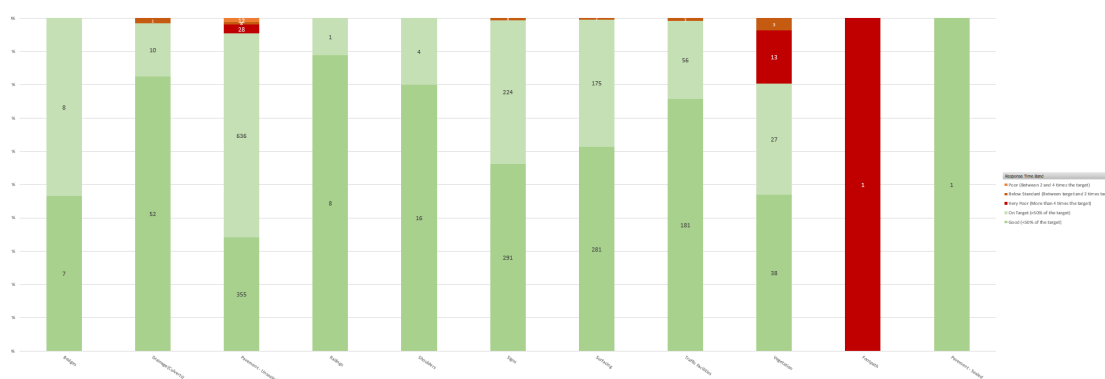
There are currently 0 drainage inspections running overdue. 18 completed, of which 2 have been audited by the NTA team.

Network Area Inspection	
South Area – September 23	
Week 1	273 km
Week 2	292 km
Week 3	230 km
Week 4	109 km
Total KM	904 km

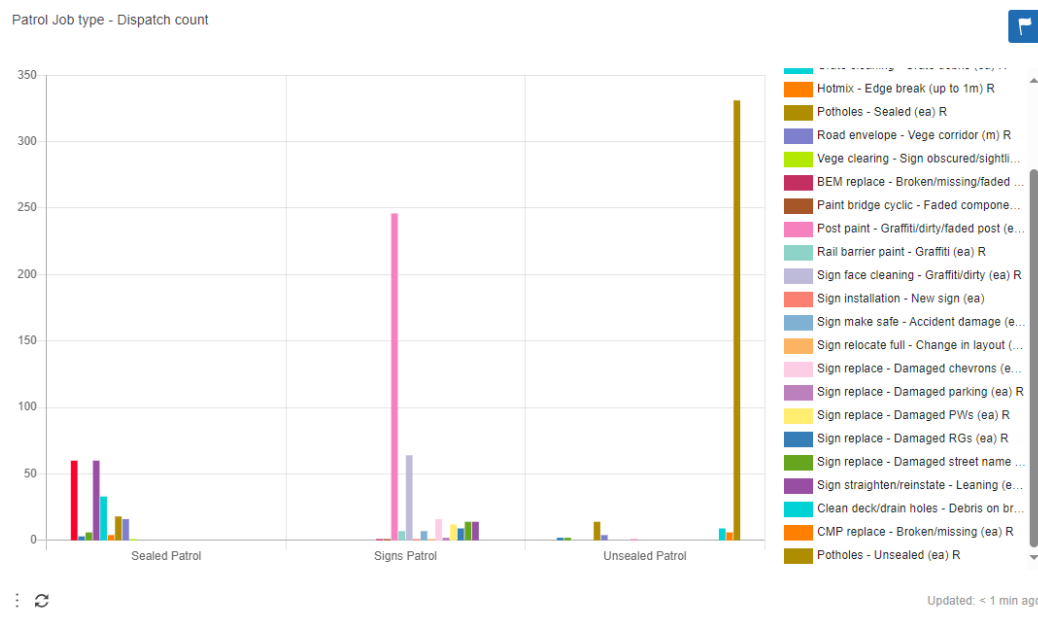
4. ROUTINE WORKS COMPLETED

Routine maintenance activities completed in September:

- 127 sealed potholes repaired.
- 1,531 unsealed potholes repaired.
- 242.5km of unsealed roads graded equating to 31% of the total unsealed network.



Routine Response Time Band



Patrol Job Type



5. EMERGENCY WORKS

In September we had two slips on Waitemarama Gorge Rd, one tree fell down on Kerikeri Inlet Rd, and one slip on Florence Ave in Russell.



Florence Ave – Russell / Landing Rd - Kerikeri

6. DRAINAGE MAINTENANCE & RENEWALS

Drainage maintenance activities completed in September:

- 765m of heavy water tabling (Storm recovery package & scheduled work)
- 1,101m of water table reconstruct/scouring. (Storm recovery package & scheduled work)
- 11m of Culvert pipes replaced/new. (Renewals Programme)
- 16 Culverts flushed.

Ray's crew have been busy working in the Williams Road carpark in Paihia. They have also replaced a few culverts on Haruru Falls Road, along with some pre seal repairs. They will be carrying on with dig outs for the pre seal repairs in between urgent culvert renewals in October.



7. PHASE 2 – RECOVERY WORKS – GABRIELLE & MAY RAIN EVENTS

Works on Gabrielle and May rain events have continued through September with a large amount of work ticked off. A summary on the next 4 pages with pictures shows just how much is being done across the network generally away from most of the public eyes as these roads are mainly back roads.

Pavement Team

Alex's crew finished up on Taheke Rd then carried out the shale pit clearing on Rangiahua Rd (storm works). After this they began working on the Ngapipito Pavement Rehab.



Rangiahua Shale Pit

Water tabling team

The team had been on Matawaia-Maromaku Road in Towai over the last few weeks clearing watertable and minor slips. Later in the month they moved on to help with dig outs and pre seal repairs.

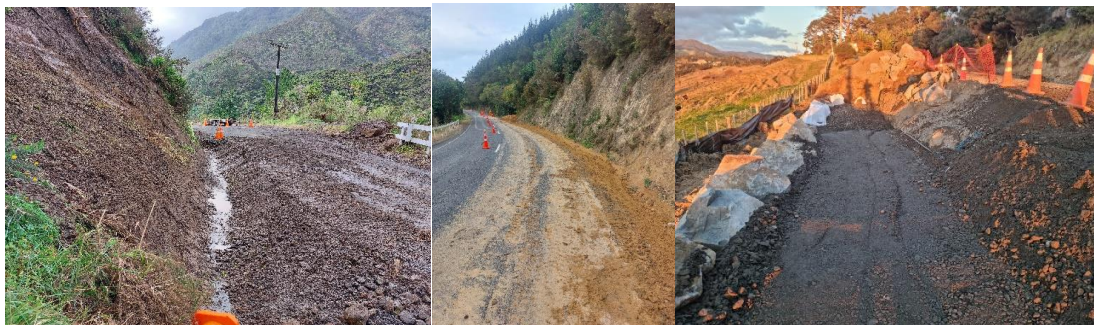


Matawai-Maromaku Rd Watertabling



DCL

Finished the Gabrielle Phase 2 slip works on Waimatenui Rd, Newton Rd and repaired the sloppy slip on Waiare Rd which is becoming known as the 'gift that keeps on giving'. They also carried out some emergency slip repairs on Waitotemaroma Gorge Rd. Late in September they started working on the phase two slips on Te Tio Rd.



Waitotemaroma Gorge Rd / Waiare Rd / Newton Rd

JR Hack



The team from JR Hack have completed the last of their storm repair on the very damaged road 'Motukiore Rd'. This is a dead-end Road and one-way in one-way out made large areas impassable and kept them busy for 2 months. Hack has done an outstanding job and the road looks great since the team got stuck into fixing large under slips, clearing over slips and side drains, relaying disconnected culverts, and building up several dropped road surfaces.



Tarmac, Pristine Project, Far North Roading

The teams mentioned above have completed all their scheduled storm work in August. Ventia is grateful for the assistance and collaboration of all subcontractors on these network repairs, it is was and always is a joint effort.

8. ORDERED WORKS

As per last month most of the ordered works this month were phase 2 of the cyclone Gabrielle response, and Phase 2 of the May Rain event.

Some smaller ordered works were carried out:

- Urban Spray (Started in Moerewa then Kerikeri)
- Shale pit clearing – Rangiahua Rd
- Digouts/Rip and Remake/Stabilised Patches



Wiroa Rd Digout

9. FOOTPATH MAINTENANCE/RENEWALS

Mike's crew have moved from Kawakawa to Mangakahia Road, Kaikohe to complete the footpath renewals there during the school holidays. Things are tracking along nicely, and the school children should return to some fancy looking paths in a few weeks' time!



Mangakahia Rd / Grey St



10. ROAD FURNITURE ACTIVITY

- 15 new signs installed or replaced (damaged or missing)
- 6 signposts replaced/new.
- 32 signs re-erected or straightened.
- 95 signs/posts cleaned.
- 62 posts painted.
- 9 metres of railing replaced.

11. UNSEALED NETWORK

Unsealed rehabs were completed on:

- Opara Rd
- Motukiore Rd

Ventia attended at NTA pavement workshop early September to run over the long-term plan for the unsealed networks. It was great to gain an understanding of how the new process is intended to work and understand the ideologies behind treatment lengths and frequencies.



Opara Rd / Franks new grader

Maintenance metal was put on Ten roads across the network including Cook Rd, Hariruru Rd, Jenkins Rd, Omanaia Rd, Parkers Rd, Pinehill Rd, Puha Rd, Smith Rd, Toia Rd and Wharekawa and Inksters Rd. We also had some temporary repairs on Inksters Rd, Waikaramu Rd, Smith and Waikare Rd.

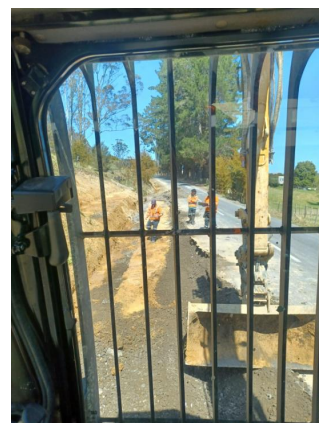


Pinehill Rd / Inksters Rd Maintenance Metal

12. PAVEMENT REHABILITATIONS

A reminder that the confirmed sites for this coming season are as follows:

1. Ngapipito Rd 1850-3000m – The construction team has mobilised back onsite continuing with Minor slips and shoulder checkouts. A construction Team is also onsite repairing a slip along the rehab section.
2. Cumber Rd 0-421m
3. Orakau Rd 14822-15050
4. Pipiwai Rd 12274-12610m



Ngapipito Rd



13. RESURFACING

Sealing started on the 11th Sept as daily temperatures increased above 20deg and the weather was slightly more predictable, although the last week of September proved a bit difficult with frequent showers delaying reseals. Of the 65km of sealing planned in FNDC, 6km of the smaller sites has been completed in September. None of the 43km planned in KDC has been completed yet. Roads completed include:

- Wharau Rd
- Tawanui Rd
- Reed St
- Sydney St
- Tui St
- Williams Ave
- Windsor Rd



Tawanui Rd / Waiare Rd

14. ROAD ACCIDENT REPORT

No accidents to report this month.



15. RAMM ISSUES



No issues this month – Any development & minor operational issues encountered in the system are being recorded to provide feedback to Think project each month. Field staff have switched to the new Beta version (10.2) this week.

16. CUSTOMER SERVICE ISSUES / COMPLAINTS

We welcomed another month of declining RFS numbers, with unsealed roads in the lead and a notable number under the vegetation and signage categories. Unfortunately, most of the signage RFS's relate to vandalism, incidences of these are being monitored by our team.

Ventia Customer Service Request Comparison, July 2023 to September 2023

Number of RFS's

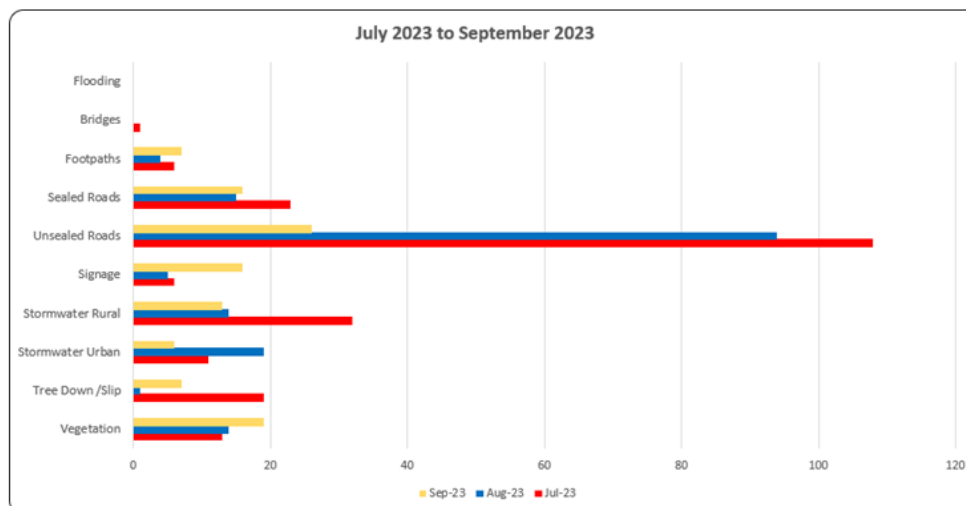
Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Jul-23	13	19	11	32	6	108	23	6	1	0	219
Aug-23	14	1	19	14	5	94	15	4	0	0	166
Sep-23	19	7	6	13	16	26	16	7	0	0	110

TBC

Percentage of RFS's

Month	Vegetation	Tree Down /Slip	Stormwater Urban	Stormwater Rural	Signage	Unsealed Roads	Sealed Roads	Footpaths	Bridges	Flooding	Total
Jul-23	5.9%	8.7%	5.0%	14.6%	2.7%	49.3%	10.5%	2.7%	0.5%	0.0%	100%
Aug-23	8.4%	0.6%	11.4%	8.4%	3.0%	56.6%	9.0%	2.4%	0.0%	0.0%	100%
Sep-23	17.3%	6.4%	5.5%	11.8%	14.5%	23.6%	14.5%	6.4%	0.0%	0.0%	100%

TBC





17. COMPLIMENTS

Three compliments this month, see below for details.

Waikaramu Rd – customer email received by Ventia thanking us for the repair.

"I see the Ventia team did an amazing job on the road repair on Tuesday just prior to the heavy rain that evening. Can I please ask if they could consider running a roller across all the newly laid metal to compact as in this state very hard on everyone's car tyres with some larger metal in the mix. Would make a big difference I think."

Broadway Health potholes – customer emailed Ventia thanking us for the repairs.

"We the staff at Broadway Health Centre Kaikohe are writing to express our gratitude to the team at Ventia that took the time to fix the potholes in our front car park."

They had been causing a few issues for us and our patients and now that they have been filled in, our parking area is looking a lot tidier and of course it is definitely safer for our patients."

We appreciate your support time and the effort given helping us provide a safer and welcoming entry way for our clinic."

We hope to work alongside you again in the near future."

One again we thank you with sincere appreciation."



Before/After Waikaramu Rd

Gerrard – Sent us a txt message saying "Love your work". This was in regards to signage replacements on MacMurray Rd, Paihia.

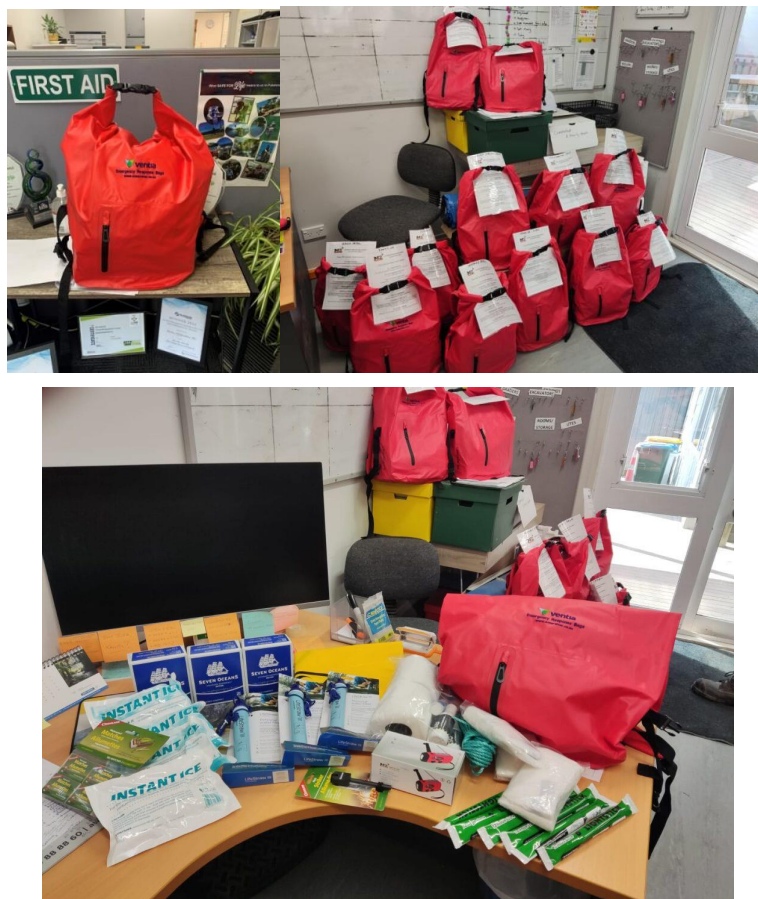


18. HEALTH & SAFETY & WELLBEING

See attached to this report email for the SHEQ stats for the month.

The themes from our Branch Toolbox held on 12th September at the Kerikeri Sports Complex were:

- Our 4 x safety reps had a chance to report on what is occurring out in the field around safety.
- Spill management training.
- GD05 training – Reducing environmental impacts.
- E road positive recognition 75% of our Puketona staff are 4 or 5 star drivers.
- Survival safety kits rolled out to crews. These bags consist of food rations, emergency ponchos, light sticks, instant ice packs, compressed towels and toilet paper, hand sanitizer, life straw and dustmasks.



Emergency survival bags/kits



19. TRAINING

Our TTM Mentor has been doing a fantastic job training and signing off practical completion for our Traffic Controllers. Late in the month we started running weekend training sessions for our STMS non practicing, preparing them for their practical assessments.

We had two group training sessions at our monthly toolbox meeting. These were Spill management and GDO5 – a training course to help reduce environmental impacts.

20. ENVIRONMENT

In September we had no notifiable incidents to report.

FROM THE HISTORY CORNER

A look at New Zealand's Natural Disasters and Accidents

Floods are the most frequent and costly natural disasters in New Zealand. Between 1968 and 2017 the country experienced over 80 damaging floods. The Insurance Council of New Zealand calculated that industry payments for flood damage between 1976 and 2004 averaged \$17 million per year in 2004 dollars.

Between September 2021 and February 2022, New Zealand recorded ten major storms: four rainstorms and six windstorms including ex-tropical cyclone Dovi. The final months of last summer carried a massive sting, bringing “unprecedented” rainfalls several times over, from widespread flooding in Auckland at the end of January to ex-tropical Cyclone Gabrielle dumping record rains and causing devastating floods across the east coast of the North Island.

Below is a brief glimpse of some of the extreme disasters affecting roads and the landscape in NZ:

1846 Taupō landslide

On 7 May a massive landslide on the shores of Lake Taupō overwhelmed the village of Te Rapa, killing around 60 people.

1855 Wairarapa earthquake

On 23 January, a magnitude 8.2 earthquake struck the lower North Island killing between five and nine people in Wellington, Manawatū and Wairarapa and radically altered the landscape of the Wellington region.

1863 Central Otago floods

Twenty-five gold miners lost their lives as flash floods raged along the Shotover River, north-east of Queenstown, on 26 July 1863.

1868 Great storm

On 3/4 February, a violent storm swept across the country, wrecking 12 ships including the Star of Tasmania and Water Nymph at Oamaru and causing flash floods. More than 40 lives were lost.

1882 Timaru harbour tragedy

On 14 May, a sudden storm wrecked two large sailing ships, the City of Perth and Ben Venue, in Timaru's exposed roadstead. Nine lives were lost.

1886 Tarawera eruption

On 10 June, the volcanic Mt Tarawera, south-east of Rotorua, erupted spectacularly, killing 120 people and burying the famed Pink and White Terraces on Lake Rotomahana.

1914 Landslide on Whakaari / White Island

On 10 September, 10 sulphur miners were killed on White Island when part of the crater wall collapsed, causing a landslide.



- 1923 Ongarue railway accident
On 6 July, the North Island main trunk express slammed into a huge landslide at Ongarue, north of Taumarunui. With 17 deaths, this was the first major loss of life on NZ railways.
- 1929 Murchison earthquake
On 17 June, an earthquake measuring 7.8 on the Richter scale struck the north of the South Island, killing 17 people. The shock was felt throughout New Zealand but centred on the Murchison area, where it caused massive landslides.
- 1931 Hawke's Bay earthquake
On 3 February, New Zealand's deadliest earthquake, measuring 7.8 on the Richter scale, devastated much of Napier and Hastings. The death toll was 256.
- 1938 Kōpuawhara flood
On 19 February, a flash flood swept away a Public Works railway construction camp at Kōpuawhara on the East Coast, killing 21 workers.
- 1943 Hyde railway accident
On 4 June, the Cromwell–Dunedin express derailed near Hyde, Central Otago, killing 21 people.
- 1953 Tangiwai railway accident
On 24 December, a North Island main trunk express plunged off the Tangiwai bridge into the Whangāehu River. The bridge had been fatally weakened by a lahar from Mt Ruapehu's crater lake. Of the 285 people on board, 151 were killed. This is New Zealand's worst rail disaster.
- 1963 Northland bus crash
Fifteen people were killed in New Zealand's worst bus accident as a party was returning from Waitangi Day commemorations when shortly after lunchtime on 7 February the bus failed to take a bend as it descended Pīlbrow Hill, in the Brynderwyn Hills, south of Whangārei.
- 1968 Inangahua earthquake
On 24 May, a 7.1 mag earthquake struck the Inangahua area (West Coast) killing three people.
- 2010 Canterbury (Darfield) earthquake
Although there were no deaths, this 4 September earthquake was – at the time – the largest to affect a major urban area since the 1931 Hawke's Bay quake.
- 1988 Cyclone Bola
The severe tropical cyclone was one of the costliest cyclones in NZ history, causing severe damage as an extratropical cyclone when it passed near the country in March 1988, killing seven people.
- 2011 Christchurch earthquake
At 12.51 p.m. on 22 February a 6.3 magnitude earthquake struck 10 km south-east of central Christchurch at a depth of only 5 km. The death toll was 185, making it New Zealand's worst natural disaster in terms of loss of life since 1931.
- 2016 Kaikōura earthquake
At 12.02 a.m. on 14 November a magnitude 7.8 earthquake struck New Zealand, causing significant damage to buildings and infrastructure in southern Marlborough and northern Canterbury. Landslides cut off road and rail links to Kaikōura, stranding large numbers of visitors and two people lost their lives.
- 2023 Auckland flooding
Four people were killed in January when Auckland, the city of 1.6 million people was hit by what insurers said was the "biggest climate event" in the country's history.
- 2023 Cyclone Gabrielle
Eleven people were reported to have died including two firefighters killed while responding to a landslide. Thousands of landslides occurred after the rain event and Gabrielle.



21. ANNUAL ROUTINE ACTIVITY ACHIEVEMENT

Routine and cyclic rounds start at the financial year (July 2023/24):

Biennial Painting of All Rails	0%	completed - on hold due to funding.
Biennial Parapet Painting of Bridges	0%	completed - on hold due to funding.
Annual Cleaning of EMP's	0%	complete
Annual Sucking of All Sumps	0%	complete
Biannual sweeping	0%	complete
Urban Vegetation Spraying	21%	complete
Rural Vegetation Spraying	9%	complete
Line marking Network Remark	0%	complete

22. OTHER WORK IN PROGRESS

The Construction team stayed on course with the delivery of our projects as per below:

Pokapu Road Bridge Construction

Guardrails have been installed with only a short run to be completed on the Southern side. Service ducting and service pits installed with Chorus cables to be connected. Chipseal and linemarking on each approach planned for 2nd October.





Freese Park Seawall

This project has been completed with a boardwalk access to the beach.



23. COMMUNITY WORK

Ventia provided the TMP and signs/cones for the Springbank School community market day on Sunday 17th September. The event appeared to be huge success with hundreds a people attending.



24. AROUND VENTIA

A group from the Puketona branch attended the Women's Annual networking event in Auckland to celebrate the power of women with our Ventia Wahine, community members and clients.



Puketona Wahine's Welcome the SLT team 19 September 2023

INTERNAL

Nga Mihi

Rob Savage

Maintenance Manager – FNDC South Maintenance Ventia (NZ) Ltd

6.2 FNDC 2023/24 TRANSPORTATION CAPITAL WORKS PROGRAMME - SEPTEMBER 2023 UPDATE**File Number: A4446507****Author: Calvin Thomas, General Manager - Northland Transportation Alliance****Authoriser: Guy Holroyd, Chief Executive Officer****TAKE PŪRONGO / PURPOSE OF THE REPORT**

The purpose of this report is to provide the Committee with updated detail on the 2023/24 Transport Activity Capital Works programme and an update on current programme and project status, for Committee review, discussion, and questions.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

Following confirmation of the 2023/24 Annual Plan budgets (including carry forwards) the associated Transportation Capital Works programme has been developed, with individual projects confirmed and progressing.

A detailed project list and individual delivery risk status is included as an attachment to this report for reference of the Committee.

TŪTOHUNGA / RECOMMENDATION

That Te Koukou - Transport Committee receive the report FNDC 2023/24 Transportation capital works programme - September 2023 update.

TĀHUHU KŌRERO / BACKGROUND

Following confirmation of Council's Annual plan budgets (including confirmation of carry-forwards from previous year) staff work to finalise the associated capital works programme, with the current programme detail provided as an attachment to this report.

This programme covers the majority of FNDC's Transportation Capital Works, being the specific "named projects" noting it excludes the following two areas of work that are currently managed reported separately:

- Unsealed Road rehabilitation works
- 2022/23 Emergency Works Events – repairs and recovery

MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND NEXT STEPS

2023/24 is year three of the current 3-year Long Term Plan (LTP) and National Land Transport Fund (NLTF). With delays in funding confirmation in year one (21/22) and significant weather impacts in year 2 (22/23) this has resulted in a larger than normal programme to be delivered, noting however that the majority of works originally planned for these previous years have already been awarded and are ready to proceed as soon as conditions allow.

Each month the project progress, status and risk is assessed, with the current programme risk status to the end of September, reported as follows:

As reported to end August 2023

FNDC	No. of Projects	Description	Budget	% of Total Budget
✓	32	Will be fully delivered this year	\$18,036,790.00	66%
⚠	18	Risk of partial delivery	\$8,870,536.39	32%
✗	2	Risk of non delivery	\$456,000.00	2%
		Total	\$27,363,326.39	100%

Current status - as reported to end September 2023

FNDC	No. of Projects	Description	Budget	% of Total Budget
✓	34	Will be fully delivered this year	\$19,685,509.00	71%
⚠	15	Risk of partial delivery	\$7,876,200.39	28%
✗	3	Risk of non delivery	\$112,000.00	0%
		Total	\$27,673,709.39	100%

The reported delivery risks primarily relate to projects where the scope and requirements are still in the process of being finalised. This is evidenced by the reduction in Red and Orange Risk values over the past month as evidenced in the two comparative tables above. Details of the current delivery risk budget area drivers provided in the tables below:

Orange Risk	Sum of Budget year 3
214	\$0.00
KAITAIA-AWAROA RD	\$0.00
216	\$1,000,000.00
Whangaroa Road UN28, Waharua Road A39 & West Coast Road (Kohukohu) G28 Culvert Replacements (PW + Prof Serv)	\$1,000,000.00
341	\$4,647,700.39
144213 - Safety - Urban/Rural Intersection (HRR1)	\$12,000.00
144214 - Safety - Urban/Rural Intersection (HRR1)	\$54,000.00
144220 - Safety - Speed Management	\$218,200.39
144229 - Safety - Speed Management via Local Area TM	\$86,000.00
144229 - Safety - Speed Management via Local Area TM	\$601,000.00
144256 Stock Truck Effluent Diposal Facilities	\$997,500.00
152000 - Safety - High Risk Rural Roads (HRRR)	\$1,482,000.00
152008 - Resilience Improvements 2023/24 - Kohukohu Road	\$10,000.00
152010 - Resilience Improvements 2023/24 - Pawarenga Road	\$7,000.00
152011 - Resilience Improvements 2023/24 - Hupara Road	\$1,180,000.00
seal extensions	\$2,228,500.00
HAUTAPU RD	\$892,000.00
RUAROA RD	\$1,336,500.00
unsub footpath	\$0.00
Kaikohe-Hokianga New Footpath: Parnell Street	\$0.00
Kaikohe-Hokianga New Footpath: SH12 Ohaewai	\$0.00
Grand Total	\$7,876,200.39

Red Risk	Sum of Budget year 3
unsub footpath	\$112,000.00
BOI-Whangaroa New Footpath: Te Tii Road	\$100,000.00
Kaikohe-Hokianga New Footpath: Horeke Road	\$5,000.00
Kaikohe-Hokianga New Footpath: Manning Street	\$3,000.00
Kaikohe-Hokianga New Footpath: Mitchie Street	\$4,000.00
Kaikohe-Hokianga New Footpath: SH12, Kaikohe	\$0.00
Grand Total	\$112,000.00

As scopes are confirmed and the projects progress the associated delivery risk will be reassessed and updated.

While individual project detail is provided within Attachment 1, the table below summarises the programme budget for each Work Category / work type

Work Category (number and Name)	current year Budget	Current year forecast
141 - Emergency Works	\$416,336.00	\$189,565.65
212 - Sealed Road Resurfacing	\$4,553,540.00	\$4,392,184.00
213 - Drainage Renewals	\$200,000.00	\$200,000.00
214 - Sealed Road Pavement Rehabilitation	\$3,760,000.00	\$3,710,000.00
215 - Structure Component Replacement	\$2,150,000.00	\$2,220,000.00
216 - Bridges and structures Renewals	\$2,700,000.00	\$2,700,000.00
341 - Low Cost Low Risk	\$8,177,950.39	\$9,413,450.39
Unsub Footpaths	\$3,237,383.00	\$3,479,400.00
Unsub Seal Extension	\$2,478,500.00	\$2,540,000.00
	\$27,673,709.39	\$28,844,600.04

Programme status and update reports will continue to be provided within the FNDC Transportation Activity Update monthly report and the the status of each individual project can be viewed via the [GIS map link](#) on the FNDC webpage.

PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

Nil - Reported activities are included within existing approved Council budgets











ĀPITIHINGA / ATTACHMENTS

1. FNDC 2023_24 Capital Works programme (named projects) - September 2023 - A4446463  

FNDC Monthly Report - September 2023

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
141	Emergency Works	Fairburn Road RP9668 (RRMS Slip ID 232445)	Fairburn Road RP9668	Construction underway	Construction underway	<div></div>
141 - Emergency Works Total			\$416,336.00			
212	0	Sealed Road Resurfacing	Network Wide	Construction underway	Construction underway	<div></div>
212 - Sealed Resurfacing Total			\$4,553,540.00			
213	0	Drainage Renewals	Network Wide	Design stage	Construction underway	<div></div>
213-Drainage Renewals Total			\$200,000.00			
214	0	SOMMERVILLE AVENUE (KAITAIA)	SOMMERVILLE AVENUE (KAITAIA) RP 10 to RP 184 = 174m	Construction underway	Construction underway	<div></div>
214	0	NGAPIPITO ROAD	NGAPIPITO ROAD RP 1850 to RP 3000 = 1150m	Construction underway	Construction underway	<div></div>
214	0	CUMBER RD	CUMBER ROAD RP 0 TO RP 421 = 421m	Design Stage	Construction underway	<div></div>
214	0	ORAKAU RD	ORAKAU RD RP 14822 TO RP 15050 = 228m	Project planning stage	Design Stage	<div></div>
214	0	PIPIWAI RD	PIPIWAI RD RP 12274 TO RP 12610 = 336m	Project planning stage	Design Stage	<div></div>
214	0	GILL RD	GILL RD RP 470 TO RP 1390 = 920m	Construction underway	Construction underway	<div></div>
214	0	GILL RD	GILL RD RP 1423 TO RP 2180 = 757m	Construction underway	Construction underway	<div></div>
214	0	MIDGLEY RD	MIDGLEY RD RP 600 TO RP 1900 = 1300m	Design Stage	Design Stage	<div></div>
214	0	KAITAIA-AWAROA RD	KAITAIA-AWAROA RD RP 28540 TO 30140 = 1690m	Construction underway	Construction underway	<div></div>
214	0	PAWARENGA RD	PAWARENGA RD RP 2306 TO 2956 = 650m	Design Stage	Design Stage	<div></div>
214 - Sealed Rehab Total			\$3,760,000.00			
215	0	General Bridge Repairs 2021/24 (SP3)	Network Wide	Design Stage	Procurement Stage	<div></div>
215	0	Scour Protection Works 2021/24 (SP3)	Network Wide	Procurement Stage	Procurement Stage	<div></div>
215	0	Hihi Road Bridge F07 and Matai Rd Bridge C03	Hihi Road Bridge F07	Construction underway	Construction underway	<div></div>
215 - Structures Component Replacement Total			\$2,150,000.00			
216	0	Churtons Road Bridge C13 Replacement	Churtons Road Bridge C13	Construction underway	Construction underway	<div></div>
216	0	Quarry Road Bridge B13 & Wekaweka Road J18 Culvert Replacement	Quarry Road (Awanui)	Construction underway	Construction underway	<div></div>
216	0	Whangaroa Road UN28, Waharua Road A39 & West Coast Road (Kohukohu) G28 Culvert Replacements (PW + Prof Serv)	0	Procurement Stage	Procurement Stage	<div></div>
216 - Bridge and Structures Renewals Total			\$2,700,000.00			
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Ahipara Rd, Ahipara Township	Procurement Stage	Construction underway	<div></div>
341	Road 2 Zero	152000 - Safety - High Risk Rural Roads (HRRR)	Ahipara-Sandhills	Procurement Stage	Construction underway	<div></div>
341	Low Risk Improvement	152002 - Resilience Improvements 2021/22 - Beach Road, Mangonui	Beach Road, Mangonui	Project planning stage	Project deferred to future years	<div></div>
341	Road 2 Zero	144220 - Safety - Speed Management	BOI and Kerikeri	Design Stage	Design Stage	<div></div>
341	Low Risk Improvement	144247 - Safety - Pedestrian Improvements	Cobham Rd/Hone Heke Rd Intersection	Design Stage	Design Stage	<div></div>
341	Low Risk Improvement	152011 - Resilience Improvements 2023/24 - Hupara Road	Hupara Road RP 3028-3058, Moerewa	Design Stage	Procurement Stage	<div></div>
341	Road 2 Zero	144226 - Safety - Speed Management via Local Area TM	Kaikohe Nth Urban Area	Construction completed	Construction completed	<div></div>
341	Low Risk Improvement	144256 Stock Truck Effluent Diposal Facilities	Kaitaia and Kaikohe	Project planning stage	Design Stage	<div></div>

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
341	Road 2 Zero	144229 - Safety - Speed Management via Local Area TM	Kaitaia Urban Area	Procurement Stage	Construction underway	●
341	Road 2 Zero	144236 - Safety - School Zones (& Safer Journeys for Schools)	Kerikeri Primary and High Schools	Design Stage	Design Stage	●
341	Low Risk Improvement	152008 - Resilience Improvements 2023/24 - Kohukohu Road	Kohukohu Road RP602, Kohukohu	Design Stage	Design Stage	●
341	Low Risk Improvement	152006 - Resilience Improvements 2022/23 - Manawaora Road	Manawaora Road	Construction underway	Construction underway	●
341	Road 2 Zero	151999 - Safety - Speed Management via Local Area TM	Moerewa - Otiria & Side Roads	Construction completed	Construction completed	●
341	Road 2 Zero	144235 - Safety - School Zones (& Safer Journeys for Schools)	Moerewa School	Design Stage	Design Stage	●
341	Road 2 Zero	144218 - Safety - Speed Management	North Hokianga and Kaitaia	Procurement Stage	Construction underway	●
341	Low Risk Improvement	152010 - Resilience Improvements 2023/24 - Pawarenga Road	Pawarenga Road RP 517-537	Design Stage	Design Stage	●
341	Low Risk Improvement	144212 - Safety - Urban/Rural Intersection (HRRI)	Pukepoto Rd/ Lake Rd	Construction underway	Construction underway	●
341	Low Risk Improvement	144248 - Safety - Pedestrian Improvements	Redan Rd	Procurement Stage	Construction underway	●
341	Low Risk Improvement	144213 - Safety - Urban/Rural Intersection (HRRI)	Reef View/Foreshore Road	Construction underway	Construction underway	●
341	Road 2 Zero	144238 - Safety - School Zones (& Safer Journeys for Schools)	Riverview School	Design Stage	Design Stage	●
341	Low Risk Improvement	144214 - Safety - Urban/Rural Intersection (HRRI)	Tokerau Beach Road/ Inland Road	Construction underway	Construction underway	●
341	Low Risk Improvement	144142 - Associated Improvements	Various Locations	Project planning stage	Design Stage	●
341	Road 2 Zero	160157 - Safety - Speed Management	Various Schools in BOI and Kerikeri catchment	Project planning stage	Design Stage	●
341	Low Risk Improvement	152007 - Resilience Improvements 2023/24 - Waikare Road	Waikare Road RP 10935-10970, Waikare	Design Stage	Design Stage	●
341 - Low Cost Low Risk Total			\$8,177,950.39			
seal extensions	0	PAWARENGA ROAD	PAWARENGA ROAD RP 11903 to RP 13583 = 1680m	Construction underway	Construction underway	●
seal extensions	0	RUAROA RD	RUAROA RD RP 3008 to 5681 = 2673m	Design Stage	Design Stage	●
seal extensions	0	HAUTAPU RD	HAUTAPU RD RP 0 - 530 = 530m	Design Stage	Design Stage	●
seal extensions	0	HAUTAPU RD	HAUTAPU RD RP 4736 - 5937 = 1201m	Design Stage	Design Stage	●
Seal Extensions Total			\$2,478,500.00			
unsub footpath	0	BOI-Whangaroa New Footpath: Queen Street	Queen Street from Wellington - Little Queen St, Russell	Design Stage	Procurement Stage	●
unsub footpath	0	BOI-Whangaroa New Footpath: SH11 Haruru	SH11 from Nautical Dr - Haruru Falls Rd, Haruru	Design Stage	Procurement Stage	●
unsub footpath	0	BOI-Whangaroa New Footpath: Te Tii Road	Te Tii Road from BOI Academy - Whitiara Marae, Te Tii	Design Stage	Design Stage	●

Work Category	Category	Project Title	Location	Monthly status update	Next months status update	Risk
unsub footpath	0	Kaikohe-Hokianga New Footpath: Horeke Road	Horeke Road from from end of exising path - School, Horeke	Design Stage	Design Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Manning Street	Manning Street from 14 Manning St - Marmon St, Rawene	Design Stage	Design Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Mitchie Street	Mitchie Street from Lawn St - end or road, Okaihau	Design Stage	Project deferred to future	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap between Honey St & School, Rawene	Design Stage	Procurement Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: Parnell Street	Parnell Street: gap at Nimmo St, Rawene	Design Stage	Procurement Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12 Ohaewai	SH12 from pre-school - existing path & existing path - rugby field, Ohaewai	Design Stage	Procurement Stage	
unsub footpath	0	Kaikohe-Hokianga New Footpath: SH12, Kaikohe	SH12 from Reservoir Rd - Showgrounds, Kaikohe	Design Stage	Project on hold	
unsub footpath	0	Te Hiku New Footpath: Cable Bay Block Road	Cable Bay Block Road, Cable Bay	Procurement Stage	Construction underway	
unsub footpath	0	Te Hiku New Footpath: Taupata Place	Taupata Place, Kaitaia	Procurement Stage	Construction underway	
unsub footpath	0	Te Hiku New Footpath: Takahe Rd	Takahe Rd, Ahipara	Procurement Stage	Construction underway	
Unsub Footpath Total			\$3,237,383.00			
GRAND TOTALS			\$27,673,709.39			

7 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER

6 TE KAPINGA HUI / MEETING CLOSE