



**Far North
District Council**



Te Kaunihera o Tai Tokerau ki te Raki

AGENDA

Strategy and Policy Committee Hearing – Mid North


Tuesday, 26 October 2021

Time: 10:00 am

Location: Virtual

Membership:

Cr Rachel Smith - Chairperson
Cr David Clendon – Deputy Chairperson
Mayor John Carter
Deputy Mayor Ann Court
Cr Dave Collard
Cr Felicity Foy
Cr Kelly Stratford
Cr Moko Tepania
Cr John Vujcich
Member Belinda Ward

	Authorising Body	Mayor/Council
	Status	Standing Committee
COUNCIL COMMITTEE	Title	Strategy and Policy Committee Terms of Reference
	Approval Date	19 December 2019
	Responsible Officer	Chief Executive

Purpose

The purpose of the Strategy and Policy Committee (the Committee) is to set direction for the district, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies, policies and work programmes to achieve those goals.

In determining and shaping the strategies, policies and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the strategic outcomes of Council, being:

- Better data and information
- Affordable core infrastructure
- Improved Council capabilities and performance
- Address affordability
- Civic leadership and advocacy
- Empowering communities

The Committee will review the effectiveness of the following aspects:

- Trust and confidence in decision-making by keeping our communities informed and involved in decision-making.
- Operational performance including strategy and policy development, monitoring and reporting on significant projects, including, but not limited to:
 - FN2100
 - District wide strategies (Infrastructure/ Reserves/Climate Change/Transport)
 - District Plan
 - Significant projects (not infrastructure)
 - Financial Strategy
 - Data Governance
 - Affordability
- Consultation and engagement including submissions to external bodies / organisations

To perform his or her role effectively, each Committee member must develop and maintain

his or her skills and knowledge, including an understanding of the Committee's responsibilities, and of the Council's business, operations and risks.

Power to Delegate

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

Membership

The Council will determine the membership of the Strategy and Policy Committee.

The Strategy and Policy Committee will comprise of at least seven elected members (one of which will be the chairperson).

Mayor Carter

Rachel Smith – Chairperson

David Clendon – Deputy Chairperson

Moko Tepania

Ann Court

Felicity Foy

Dave Collard

John Vujcich

Belinda Ward – Bay of Islands-Whangaroa Community Board

Non-appointed Councillors may attend meetings with speaking rights, but not voting rights.

Quorum

The quorum at a meeting of the Strategy and Policy Committee is 5 members.

Frequency of Meetings

The Strategy and Policy Committee shall meet every 6 weeks but may be cancelled if there is no business.

Committees Responsibilities

The Committees responsibilities are described below:

Strategy and Policy Development

- Oversee the Strategic Planning and Policy work programme
- Develop and agree strategy and policy for consultation / engagement.
- Recommend to Council strategy and policy for adoption.
- Monitor and review strategy and policy.

Service levels (non-regulatory)

- Recommend service level changes and new initiatives to the Long Term and Annual Plan processes.

Policies and Bylaws

- Leading the development and review of Council's policies and district bylaws when and as directed by Council
- Recommend to Council new or amended bylaws for adoption

Consultation and Engagement

- Conduct any consultation processes required on issues before the Committee.

- Act as a community interface (with, as required, the relevant Community Board(s)) for consultation on policies and as a forum for engaging effectively.
- Receive reports from Council's Portfolio and Working Parties and monitor engagement.
- Review as necessary and agree the model for Portfolios and Working Parties.

Strategic Relationships

- Oversee Council's strategic relationships, including with Māori, the Crown, and foreign investors, particularly China
- Oversee, develop, and approve engagement opportunities triggered by the provisions of Mana Whakahono-ā-Rohe under the Resource Management Act 1991
- Recommend to Council the adoption of new Memoranda of Understanding (MOU)
- Meet annually with local MOU partners
- Quarterly reviewing operation of all Memoranda of Understanding
- Quarterly reviewing Council's relationships with iwi, hapū, and post-settlement governance entities in the Far North District
- Monitor Sister City relationships
- Special projects (such as Te Pū o Te Wheke or water storage projects)

Submissions and Remits

- Approve submissions to, and endorse remits for, external bodies / organisations and on legislation and regulatory proposals, provided that:
 - If there is insufficient time for the matter to be determined by the Committee before the submission "close date" the submission can be agreed by the relevant Portfolio Leaders, Chair of the Strategy and Policy Committee, Mayor and Chief Executive (all Councillors must be advised of the submission and provided copies if requested).
 - If the submission is of a technical and operational nature, the submission can be approved by the Chief Executive (in consultation with the relevant Portfolio Leader prior to lodging the submission).
- Oversee, develop, and approve any relevant remits triggered by governance or management commencing in January of each calendar year.
- Recommend to Council those remits that meet Council's legislative, strategic, and operational objectives to enable voting at the LGNZ AGM. All endorsements will take into account the views of our communities (where possible) and consider the unique attributes of the district.

Fees

- Set fees in accordance with legislative requirements unless the fees are set under a bylaw (in which case the decision is retained by Council and the committee has the power of recommendation) or set as part of the Long Term Plan or Annual Plan (in which case the decision will be considered by the Long Term Plan and Annual Plan and approved by Council).

District Plan

- Review and approve for notification a proposed District Plan, a proposed change to the District Plan, or a variation to a proposed plan or proposed plan change (excluding any plan change notified under clause 25(2)(a), First Schedule of the Resource Management Act 1991);
- Withdraw a proposed plan or plan change under clause 8D, First Schedule of the Resource Management Act 1991.
- Make the following decisions to facilitate the administration of proposed plan, plan changes, variations, designation and heritage order processes:
 - To authorise the resolution of appeals on a proposed plan, plan change or variation unless the issue is minor and approved by the Portfolio Leader District Plan and the Chair of the Regulatory committee.

- To decide whether a decision of a Requiring Authority or Heritage Protection Authority will be appealed to the Environment Court by council and authorise the resolution of any such appeal.
- To consider and approve council submissions on a proposed plan, plan changes, and variations.
- To manage the private plan change process.
- To accept, adopt or reject private plan change applications under clause 25 First Schedule Resource Management Act (RMA).

Rules and Procedures

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

Annual reporting

The Chair of the Committee will submit a written report to the Chief Executive on an annual basis. The review will summarise the activities of the Committee and how it has contributed to the Council's governance and strategic objectives. The Chief Executive will place the report on the next available agenda of the governing body.

STRATEGY AND POLICY COMMITTEE - MEMBERS REGISTER OF INTERESTS

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Hon John Carter QSO	Board Member of the Local Government Protection Programme	Board Member of the Local Government Protection Program		
	Carter Family Trust			
Rachel Smith (Chair)	Friends of Rolands Wood Charitable Trust	Trustee		
	Mid North Family Support	Trustee		
	Property Owner	Kerikeri		
	Friends who work at Far North District Council			
	Kerikeri Cruising Club	Subscription Member and Treasurer		
	Vision Kerikeri	Financial Member		
Rachel Smith (Partner)	Property Owner	Kerikeri		
	Friends who work at Far North District Council			
	Kerikeri Cruising Club	Subscription Member		
	Vision Kerikeri	Financial Member		
	Town and General Groundcare Limited	Director. Shareholder		
David Clendon (Deputy Chair)	Chairperson – He Waka Eke Noa Charitable Trust	None		Declare if any issue arises
	Member of Vision Kerikeri	None		Declare if any issue arises
	Joint owner of family home in Kerikeri	Hall Road, Kerikeri		
David Clendon – Partner	Resident Shareholder on Kerikeri Irrigation			
David Collard	Snapper Bonanza 2011 Limited	45% Shareholder and Director		
	Trustee of Te Ahu Charitable Trust	Council delegate to this board		
Deputy Mayor Ann Court	Waipapa Business Association	Member		Case by case
	Warren Pattinson Limited	Shareholder	Building company. FNDC is a regulator and enforcer	Case by case
	Kerikeri Irrigation	Supplies my water		No
	District Licensing	N/A	N/A	N/A
	Ann Court Trust	Private	Private	N/A

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Waipapa Rotary	Honorary member	Potential community funding submitter	Declare interest and abstain from voting.
	Properties on Onekura Road, Waipapa	Owner Shareholder	Any proposed FNDC Capital works or policy change which may have a direct impact (positive/adverse)	Declare interest and abstain from voting.
	Property on Daroux Dr, Waipapa	Financial interest	Any proposed FNDC Capital works or policy change which may have a direct impact (positive/adverse)	Declare interest and abstain from voting.
	Flowers and gifts	Ratepayer 'Thankyou'	Bias/ Pre-determination?	Declare to Governance
	Coffee and food	Ratepayers sometimes 'shout' food and beverage	Bias or pre-determination	Case by case
	Staff	N/A	Suggestion of not being impartial or pre-determined!	Be professional, due diligence, weigh the evidence. Be thorough, thoughtful, considered impartial and balanced. Be fair.
	Warren Pattinson	My husband is a builder and may do work for Council staff		Case by case
Ann Court - Partner	Warren Pattinson Limited	Director	Building Company. FNDC is a regulator	Remain at arm's length
	Air NZ	Shareholder	None	None
	Warren Pattinson Limited	Builder	FNDC is the consent authority, regulator and enforcer.	Apply arm's length rules
	Property on Onekura Road, Waipapa	Owner	Any proposed FNDC capital work in the vicinity or rural plan change. Maybe a link to policy development.	Would not submit. Rest on a case by case basis.
Felicity Foy	Flick Trustee Ltd	I am the director of this company that is the company trustee of Flick Family Trust that owns properties Seaview Road – Cable Bay, and Allen Bell Drive - Kaitaia.		
	Elbury Holdings Limited	This company is directed by my parents Fiona and Kevin King.	This company owns several dairy and beef farms, and also dwellings on these farms. The Farms and	

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
			dwellings are located in the Far North at Kaimaumau, Bird Road/Sandhills Rd, Wireless Road/ Puckey Road/Bell Road, the Awanui Straight and Allen Bell Drive.	
	Foy Farms Partnership	Owner and partner in Foy Farms - a farm on Church Road, Kaingaroa		
	Foy Farms Rentals	Owner and rental manager of Foy Farms Rentals for dwellings on Church Road, Kaingaroa and dwellings on Allen Bell Drive, Kaitaia, and property on North Road, Kaitaia, one title contains a cell phone tower.		
	King Family Trust	This trust owns several titles/properties at Cable Bay, Seaview Rd/State Highway 10 and Ahipara - Panorama Lane.	These trusts own properties in the Far North.	
	112 Commerce Street Holdings Ltd	Owner of commercial property in Commerce Street Kaitaia.		
	Foy Property Management Ltd	Owner of company that manages properties owned by Foy Farms Rentals and Flick Family Trust.		
	Previous employment at FNDC 2007-16	I consider the staff members at FNDC to be my friends		
	Shareholder of Coastline Plumbing NZ Limited			
Felicity Foy - Partner	Director of Coastline Plumbing NZ Limited			
	Friends with some FNDC employees			
Kelly Stratford	KS Bookkeeping and Administration	Business Owner, provides book keeping, administration and development of environmental management plans	None perceived	Step aside from decisions that arise, that may have conflicts
	Waikare Marae Trustees	Trustee	Maybe perceived conflicts	Case by case basis

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Bay of Islands College	Parent Elected Trustee	None perceived	If there was a conflict, I will step aside from decision making
	Karetu School	Parent Elected Trustee	None perceived	If there was a conflict, I will step aside from decision making
	Māori title land – Moerewa and Waikare	Beneficiary and husband is a shareholder	None perceived	If there was a conflict, I will step aside from decision making
	Sister is employed by Far North District Council			Will not discuss work/governance matters that are confidential
	Gifts - food and beverages	Residents and ratepayers may 'shout' food and beverage	Perceived bias or predetermination	Case by case basis
	Taumarere Counselling Services	Advisory Board Member	May be perceived conflicts	Should conflict arise, step aside from voting
	Sport Northland	Board Member	May be perceived conflicts	Should conflict arise, step aside from voting
	He Puna Aroha Putea Whakapapa	Trustee	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	Kawakawa Returned Services Association	Member	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	Whangaroa Returned Services Association	Member	May be perceived conflicts	Should conflict arise, step aside from voting should they apply for funds
	National Emergency Management Advisor Committee	Member		Case by case basis
	Te Rūnanga ā Iwi o Ngāpuhi	Tribal affiliate member	As a descendent of Te Rūnanga ā Iwi o Ngāpuhi I could have a perceived conflict of interest in Te Rūnanga ā Iwi o Ngāpuhi Council relations	Declare a perceived conflict should there appear to be one
	Te Rūnanga ā Iwi o Ngāti Hine	Tribal affiliate member	Could have a perceived conflict of interest	Declare a perceived conflict should I

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
				determine there is a conflict
	Kawakawa Business and Community Association	Member		Will declare a perceived conflict should there appear to be one
Kelly Stratford - Partner	Chef and Barista	Opua Store	None perceived	
	Māori title land – Moerewa	Shareholder	None perceived	If there was a conflict of interest, I would step aside from decision making
Moko Tepania	Teacher	Te Kura Kaupapa Māori o Kaikohe.	Potential Council funding that will benefit my place of employment.	Declare a perceived conflict
	Chairperson	Te Reo o Te Tai Tokerau Trust.	Potential Council funding for events that this trust runs.	Declare a perceived conflict
	Tribal Member	Te Rūnanga o Te Rarawa	As a descendent of Te Rarawa I could have a perceived conflict of interest in Te Rarawa Council relations.	Declare a perceived conflict
	Tribal Member	Te Rūnanga o Whaingaroa	As a descendent of Te Rūnanga o Whaingaroa I could have a perceived conflict of interest in Te Rūnanga o Whaingaroa Council relations.	Declare a perceived conflict
	Tribal Member	Kahukuraariki Trust Board	As a descendent of Kahukuraariki Trust Board I could have a perceived conflict of interest in Kahukuraariki Trust Board Council relations.	Declare a perceived conflict
	Tribal Member	Te Rūnanga ā-lwi o Ngāpuhi	As a descendent of Te Rūnanga ā-lwi o Ngāpuhi I could have a perceived conflict of interest in Te Rūnanga ā-lwi o Ngāpuhi Council relations.	Declare a perceived conflict

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
John Vujcich	Board Member	Pioneer Village	Matters relating to funding and assets	Declare interest and abstain
	Director	Waitukupata Forest Ltd	Potential for council activity to directly affect its assets	Declare interest and abstain
	Director	Rural Service Solutions Ltd	Matters where council regulatory function impact of company services	Declare interest and abstain
	Director	Kaikohe (Rau Marama) Community Trust	Potential funder	Declare interest and abstain
	Partner	MJ & EMJ Vujcich	Matters where council regulatory function impacts on partnership owned assets	Declare interest and abstain
	Member	Kaikohe Rotary Club	Potential funder, or impact on Rotary projects	Declare interest and abstain
	Member	New Zealand Institute of Directors	Potential provider of training to Council	Declare a Conflict of Interest
	Member	Institute of IT Professionals	Unlikely, but possible provider of services to Council	Declare a Conflict of Interest
	Member	Kaikohe Business Association	Possible funding provider	Declare a Conflict of Interest
Belinda Ward	Ward Jarvis Family Trust	Trustee		
	Kenneth Jarvis Family Trust	Trustee		
	Residence in Watea			
Belinda Ward (Partner)	Ward Jarvis Family Trust	Trustee and beneficiary		
	Kenneth Jarvis Family Trust	Trustee and beneficiary		
	Residence in Watea	Trustee		

Far North District Council
Strategy and Policy Committee Hearing – Mid North
will be held in the Virtual on:
Tuesday 26 October 2021 at 10:00 am

Te Paeroa Mahi / Order of Business

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1 KARAKIA TIMATANGA – OPENING PRAYER**2 NGA 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 Team Leader Democracy Support (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 TE TONO KŌRERO / DEPUTATION

Time	Name	Organization	Page Number (Schedule A)
10:15	Doug Jane		3
10:30	Michael Drayton		13
10:45	Angeline Wihongi and Steve Westgate	Automobile Association (AA)	22
11:00	Roddy Hapati Pihema	Taumatamakuku	40
11:15	Raharuhui Wikaire		41
11:30	Pamela-Anne Ngohe-Simon		37
11:45	Courtney Simons		6
12:00	Hiku Taylor-Wi Neera		7
12:15	Opai Heta		42

4 INFORMATION REPORTS

4.1 2021 REVIEW OF THE 2019 SPEED LIMIT BYLAW – MID NORTH

File Number: A3449875

Author: Caitlin Thomas, Strategic Planner

Authoriser: Janice Smith, Chief Financial Officer

TAKE PŪRONGO / PURPOSE OF THE REPORT

To receive and hear the submissions relating to the 2021 review of the Speed Limit Bylaw 2019 for the locations of: Kaitaia-Awaroa, Kohukohu-Broadwood, Moerewa urban, and Te Oneroa a Tohe 90 Mile Beach.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Council adopted the Statement of Proposal on 12th July 2021.
- Submissions closed on 24th August 2021.
- There were 104 submissions received.
- There are 9 submitters who wish to be heard in Kaikohe, and 9 submitters who wish to be heard in Kaitaia.

TŪTOHUNGA / RECOMMENDATION

That Council receives and hears the Mid-North submissions for the review of the Speed Limit Bylaw 2019

1) TĀHUHU KŌRERO / BACKGROUND

This agenda item provides a brief overview of the matters raised by submitters that wish to be heard. The attachments to this Agenda set out, in full, all submissions received. The submissions have been divided into two volumes.

The first volume Attachment A includes all submitters that have indicated they wish to be heard. Attachment B includes all other written submissions. A copy of the Statement of Proposal is also attached Attachment C for Council's reference.

Proposed new speed limits in the Moerewa urban area; Te Oneroa-a-Tohe Ninety Mile Beach; Kaitaia-Awaroa; and Broadwood-Kohukohu road catchment areas were notified on 12 July 2021, in accordance with the Setting of Speed Limits Rule 2017 and the Local Government Act 2002. As part of the consultative process, Council must formally receive all submissions and enable submitters the opportunity to present their views in person.

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

The Governments "Road to Zero" Road Safety Strategy requires all Road Controlling Authorities to review speed limits on roads under their control. The purpose of the reviews is to set speed limits that are safe and appropriate for the road environment with the principle aim of reducing fatal and serious harm crashes.

Whilst all roads will be reviewed, the initial focus is on roads where the evidence shows that the greatest benefit can be achieved through speed management. The current review area was selected for the following key reasons:

- The Kaitāia-Awaroa Road has been identified as a High Benefit Road (top 10%).
- Ōtiria Road in Moerewa is identified as a top 10% High Benefit Road.

- The Broadwood-Kohukohu catchment area includes roads with a High Infrastructure Risk that do not support higher speed limits.
- There is a high number of serious injury and fatal crashes within the Moerewa urban area.
- Te Oneroa-a-Tōhē / Ninety Mile Beach has been included as part of the implementation of the Te Oneroa-a-Tōhē Beach Management Plan for Ninety Mile Beach.
 - Speed Limits are set in accordance with the Setting of Speed Limits Rule 2017. This Rule requires the Road Controlling Authority (far North DC) to consider the views and feedback from the affected community. The Road Controlling Authority must consult in accordance with the Special Consultative Procedures set out in Section 83 of the Local Government Act 2002.
 - A full Statement of Proposal was publicly notified on 12th July 2021, with submissions closing on 24th August 2021. To promote the consultation and encourage feedback, Council:
 - Placed public notices in the media
 - Directly notified statutory consultees, including the NZ Police, NZTA and the Automobile Association
 - Directly notified a wide range of key stakeholders and members of regional road safety forums and Marae within the review areas
 - Promoted articles in the local media servicing the review area
 - Published extensive information, including the Statement of Proposal on Council's website
 - Distributed a flyer to the Moerewa community
 - Promoted the consultation on council's Facebook page
 - Held community drop-in sessions in Moerewa, Ahipara, Broadwood and Kohukohu

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Submissions Received

A total of 104 submissions were received with 23 submitters indicating that they wished to be heard in support of their submissions. It should be noted that this number may change prior to the Hearing date.

Many submissions provided feedback on specific roads within the review area. However, it is noted that most submissions focussed on a few roads within the review area. The fact that there was no feedback on many of the smaller roads is indicative of the remoteness of much of the review area.

All submissions will be reviewed by NTA Road safety staff and, where possible, assigned to individual roads within the review area. This information, along with any additional feedback presented at the Hearing; along with road safety engineering assessments; and the requirements of Speed Limit Guidance; will be presented in a detailed Recommendations Report.

Out of Scope Submissions

Some submissions raised issues that are beyond the scope of this speed limit review. Out of scope submissions include submissions relating to the State Highway network or roads outside of the review area. Submissions relating to roads outside of the review area mainly apply to the Kerikeri area and will be transferred to that review when undertaken.

Road condition and maintenance is a consistent out of scope issue raised. Both issues are related to speed but cannot be directly addressed by the Speed Limit Bylaw. However, it is appropriate that the Committee note these issues so that they can be addressed in other, more appropriate parts of Council's roading activities.

Submitters wishing to be heard

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

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

Table of Submitters being Heard in Kaikohe Chambers, October 26th, 2021

Submitter Number	Name	Summary of matters raised	Page (A)
012	Doug Jane	Opposes generally. Road maintenance issues.	3
076	Michael Drayton	Out of scope – State Highway 1. Wanting speed reduction through Ohaeawai.	13
089	Automobile Association	Wide range of matters are covered in the Automobile association submission.	22
096	Roddy Hapati Pihema	Taumatamakuku Settlement, south of Moerewa. Supports a 20kph speed limit in service lanes adjacent to State Highway 1 and 30kph in remainder of Settlement.	40
097	Raharuhui Wikaire	Taumatamakuku Settlement, south of Moerewa. Supports a 20kph speed limit in service lanes adjacent to State Highway 1 and 30kph in remainder of Settlement.	41
094	Pamela-Anne	Supports a lower speed limit on Otiria Road Moerewa.	37
040	Courtney Simmons	Out of Scope – State Highway from Puketona to Paihia.	6
058	Hiku Taylor-Wi Neera	Support Kingi Road and Otiria Road, Moerewa.	7
098	Opai Heta	Ranfury Street, Moerewa, supports lower speed limits and suggests more physical works to slow vehicles down.	42

Note: The list of persons wishing to be heard may change as the Hearing date approaches.

Options

Council is receiving submissions and hearing submitters that wish to be heard in support of their submission. Options will be presented to Council, along with a Recommendations Report once all submitters have been heard and considered, along with the other matters that must be considered when setting a speed limit.

Next steps

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

Take Tūtohunga / Reason for the recommendation

Council must receive submissions made as part of the Special Consultative Procedure set out in Section 83 of the Local Government Act 2002. In addition, in accordance with Section 83(1)(d) of the Local Government Act 2002, Council must provide an opportunity for persons to present their views to the local authority in a manner that enables interaction between the person and the local authority.

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

As there are no decisions being made as part of this agenda, there are no financial or budget implications.

ĀPITIHINGA / ATTACHMENTS

1. **Attachment A - Submitters wishing to be heard - A3449890** [↓](#) 
2. **Attachment B - All submissions - A3449900** [↓](#) 
3. **Attachment C - Statement of Proposal - A3449926** [↓](#) 



Attachment A

Regional Speed Limit Reviews

***Kaitaia-Awaroa: Kohukohu-
Broadwood: Moerewa Urban: Te
Oneroa a Tohe Ninety Mile Beach***

Submitters wishing to be heard



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Courtney Simons - Submitter Number: 040.....	6
Hiku Taylor-Wi Neera - Submitter Number: 058	7
Donna Beatson - Submitter Number: 072	8
Trevor Beatson - Submitter Number: 073	9
Barry Kernot - Submitter Number: 074.....	10
Pauline Evans - Submitter Number: 075.....	11
Michael Drayton: Secretary Ohaeawai Taiamai Residents Association - Submitter Number: 076	13
Dan Corbett- Submitter Number: 084	14
Linda Kaye - Submitter Number: 087.....	16
Federated Farmers - Submitter Number: 088	18
Automobile Association - Submitter Number: 089.....	22
Te Rarawa marae - Submitter Number: 90.....	25
John H M Paitai - Chairman Roma Marae Trustees- Submitter Number: 93.....	33
Pamela Anne - Submitter Number: 094.....	37
Tui Qauqau Te Pa - Submitter Number: 095.....	39
Roddy Hapati Pihema Taumatamakuku Chairman - Submitter Number: 096.....	40
Raharuhui Wikaire - Submitter Number: 097	41
Opai Heta - Submitter Number: 098.....	42
Ruth Snowden - Submitter Number: 104	43



Kim Edge - Submitter Number: 006

Your details:

Submitter Number: 006	
Full name:	Kim Edge

Your submission:

Which road speed limit are you most interested in?	All roads
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	The police should be dealing with drunk/drug drivers, break-ins, domestic violence, drug dealers \ and child abuse. This is only a money-making exercise so you can penalise people who are probably otherwise law-abiding. Your job is to keep all of our communities safe, not just the ones on the roads which (surprise surprise) actually bring you in more money. Money which is **not** put back into the communities.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Doug Jane - Submitter Number: 012

Your details:

Submitter Number: 012	
Full name:	Doug Jane

Your submission:

Which road speed limit are you most interested in?	All Northland roads
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	Why don't you just fix the roads! We pay you and the Government to provide safe roads! NZTA is totally negligent. Look at the state of our roads! Third world! Years of underinvestment. NZTA can't even keep SH1 open.
Which proposed speed reductions do you NOT support?	More divided highways, more passing lanes, less dangerous corners. It's not rocket science people! Just get on and do it!
Additional comments:	Instead of wasting your time on surveys, FIX THE ROADS!!!

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Vivienne Cramond - Submitter Number: 031

Your details:

Submitter Number: 031	
Full name:	Vivienne Cramond

Your submission:

Which road speed limit are you most interested in?	SH10
Is there a specific part of this road that is of most concern to you?	all of it
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	Any reduction to less than 100kph. I travel this road regularly at an average of 79kph. It is not the speed limit but the speeders that cause a accidents.
Additional comments:	It's a rort. There are far more issues causing road accidents than the scheduled speed limits. These are ignored. Lack of passing or slow traffic pull over lanes, drugs and alcohol, old People who should not be driving on our highways to name a few.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Wayne Brown - Waahi Paraone Ltd - Submitter Number: 038

Your details:

Submitter Number: 038	
Full name:	Wayne Brown - Waahi Paraone Ltd

Your submission:

Which road speed limit are you most interested in?	SH10 from Beach Road to Coopers Beach speed limit. Currently the 60kph starts after the intersection with Beach Road but should include it as it is hard to get to 60kph if coming out of beach road and joining 100kph traffic
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	The general dropping of dozens of rural 100kph loose metal roads to 60 just to seem to be doing something and generally driven by urban dwellers not experienced at driving on unsealed roads is just plain dumb
Which proposed speed reductions do you NOT support?	District wide slowing of limits on unsealed roads is not needed
Additional comments:	Do the people doing it ever really use unsealed rural roads or are they just urban dwellers pushing pc nonsense at ratepayers expense

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Courtney Simons - Submitter Number: 040

Your details:

Submitter Number: 040	
Full name:	Courtney Simons

Your submission:

Which road speed limit are you most interested in?	Puketona to Paihia
Is there a specific part of this road that is of most concern to you?	The lowered speed
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	90 to 100km
Which proposed speed reductions do you NOT support?	60 and 80, because people drive 70. And it's an open road. It's too slow for long commute frequently
Additional comments:	Be sensible. Lowering it on a good open road only makes people overtake unsafely or police busy issuing tickets instead of dealing with crime

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Hiku Taylor-Wi Neera - Submitter Number: 058

Your details:

Submitter Number: 058	
Full name:	Hiku Taylor-Wi Neera

Your submission:

Which road speed limit are you most interested in?	Kingi Road and Otiria Road
Is there a specific part of this road that is of most concern to you?	Intersection of Kingi Road and Otiria Road
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Kingi Road reduced to 40km - although would also support a 30km zone. This is pertinent to the safety of pedestrians, users of the marae and rugby grounds and cyclists using the cycle trail.
Which proposed speed reductions do you NOT support?	
Additional comments:	Any speed reduction would only have beneficial effect if in combination with speed bumps, otherwise change will have little to no effect on road users who frequently use Kingi Road as a speed strip. I have personally seen close calls with cyclists and children playing roadside - it is really just a matter of time before the inevitable happens. But good on FNDC for making this charge - tautoko marika!

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Donna Beatson - Submitter Number: 072

Your details:

Submitter Number: 072	
Full name:	Donna Beatson

Your submission:

Which road speed limit are you most interested in?	Ahipara Road from Kaitāia-Awaroa Rd to Kokopu Street
Is there a specific part of this road that is of most concern to you?	The whole stretch that is 100 should remain at 100
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	Roma Road - Foreshore Rd to 56 Roma Rd Roma Road - 56 Roma Rd to Kaitāia-Awaroa Rd
Which proposed speed reductions do you NOT support?	Ahipara Road from Kaitāia-Awaroa Rd to Kokopu Street Ahipara Road from from Kokopu Street to Foreshore Rd Kaitāia - Awaroa Road - 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd Kaitāia-Awaroa Road - 854 Kaitāia-Awaroa Rd to 80m North of 2529 Kaitāia-Awaroa Rd Kaitāia-Awaroa Road - 80m North of 2529 Kaitāia-Awaroa Rd to 40m east of Whangapē Rd Intersection. (Herikino School and Herikino) Kaka Street (Ahipara) Kakapo Road Karawaka Street Kauhanga Road Kokopu Street Korora Street Kotare Street Larmer Road Long Street (Awanui) Mamari Village Road Manukau Road Masters Access Road Matarau Road
Additional comments:	The consultation times for Ahipara were not very workable.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Trevor Beatson - Submitter Number: 073

Your details:

Submitter Number: 073	
Full name:	Trevor Beatson

Your submission:

Which road speed limit are you most interested in?	Kaitaia-Awaroa the road from town to Ahipara
Is there a specific part of this road that is of most concern to you?	This road is dangerous by design and not by default to the speed limit. The road is narrow with deep trenches and culverts either side, - engineering and physical road design is the solution not a reduction in speed.
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I support the reduction of speed on Roma Rd Ahipara particularly around the Marae and Kohanga reo.
Which proposed speed reductions do you NOT support?	I do not support a reduction in speed for Kaitaia - Awaroa Rd (the road from Ahipara to Kaitaia) in any way. The speed reduction is lazy local govt the road should be made safer, through straightening, widening and curbing. I am supportive of a speed reduction for Ahipara village but feel it is a joke to reduce it to 40kms an hour when already the speed limit at 50kms is never enforced. There are constant breaches of this speed limit - it is never enforced, there are no speed reduction design in Takahe street kakapo street and vehicles are constantly travelling at high speed on these roads. Making the speed limit 40km is a joke.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Barry Kernot - Submitter Number: 074

Your details:

Submitter Number: 074	
Full name:	Barry Kernot

Your submission:

Which road speed limit are you most interested in?	Ninety Mile Beach
Is there a specific part of this road that is of most concern to you?	The open beach
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Within 200 meters of a legal beach access and built up areas like Ahipara
Which proposed speed reductions do you NOT support?	The rest of the beach 60km/h is to slow. Especially when sand is soft due to weather and sea conditions vehicles need momentum to get through soft sand 90 km/h would be best. Our family have driven the 90-mile beach for over 50 years and observed most people driving to the conditions. What is the motivation for this huge reduction in proposed speed limits? How many deaths have there been in the statistics on 90 mile beach 2016 - 2021? Or serious injury crashes? I would be interested to know
Additional comments:	What is the motivation for this change to 90-mile beach speed reduction

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Pauline Evans - Submitter Number: 075

Your details:

Submitter Number: 075	
Full name:	Pauline Evans

Your submission:

Which road speed limit are you most interested in?	Kohukohu Road and West Coast Road
Is there a specific part of this road that is of most concern to you?	Section of Kohukohu Road between Smiths Deviation and the North Hokianga ferry terminal. Section of West Coast Road between North Hokianga ferry terminal and Hawkins Road
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All of Kohukohu Road and West Coast Roads - change from 100 km to 80 km. These main roads are definitely not suitable for speed limits of 100 km. All side roads 100km to 60 km - these side roads are not suitable for a 100 km or 80 km speed limit. Kohukohu - I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road.
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>I strongly support speed reduction warning signs on the northern and southern end of Kohukohu. Traffic needs more warning to reduce speed from 80 kms to 40 kms.</p> <p>Also the blind corner on West Coast Road next to the northern ferry landing also needs more attention in regards to traffic safety.</p> <p>I also support the installation of signs warning of cyclists and walkers on the road between Kohukohu and the ferry and between Hawkins Road and the ferry. There are narrow blind corners on both these roads and traffic within a few kms of the ferry terminal can move faster and be more concentrated than traffic further away from the ferry. Traffic near the ferry shares narrow roads with walkers and cyclists and ideally should not exceed 60 kms speed in a number of places. Walkers and cyclists moving to and from the ferry need to feel safe and there should be more rest areas and paths for walkers and cyclists so that they can move off the road to avoid traffic.</p> <p>Unlike in Rawene, pedestrians from Kohukohu and</p>



	<p>Motukaraka have to walk along the main road outside of their settlements to reach the ferry, therefore it is more hazardous for Kohukohu/ Motukaraka pedestrians than Rawene pedestrians to reach the ferry.</p> <p>Thank you for the opportunity to comment. I am pleased that speed limit reductions are proposed, Our main roads and side roads cannot support 100 km speed limits, and reductions of 80km, 60 kms and 40 kms are appropriate close to the ferry and in the vicinity of Kohukohu and Motukaraka. Log trucks and other heavy vehicles are common road vehicles and there is not a lot of room on blind corners. By the end of winter, hazardous potholes and road subsidence usually develop on a lot of our roads, presenting more danger to traffic, including motorbikes and bicycles.</p>
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Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Michael Drayton: Secretary Ohaeawai Taiamai Residents Association - Submitter Number: 076

Your details:

Submitter Number: 076	
Full name:	Michael Drayton: Secretary Ohaeawai Taiamai Residents Association

Your submission:

Which road speed limit are you most interested in?	SH 1 through Ohaeawai
Is there a specific part of this road that is of most concern to you?	SH 1 through Ohaeawai
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>I understand Ohaeawai isn't in a catchment being addressed by the current FNDC speed limit review.</p> <p>I understand SH 1 is managed by Waka Kotahi and not FNDC. My question therefore applies to other towns which are affected by the review.</p> <p>We would like the 60km/h limit reduced to 50km/h through our town.</p> <p>How can FNDC help local residents interact with Waka Kotahi? They just don't seem to listen to members of the public.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Dan Corbett- Submitter Number: 084

Your details:

Submitter Number: 084	
Full name:	Dan Corbett

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>Pasted below is a post that I have made on Facebook to both my timeline and also the Northland Grapevine - Info Sharing Group</p> <p>Far North District Council have released this proposal for a reduction in speed limits, and in their words are starting with the highest risk areas first.</p> <p>They tell us how to make our submission, But I want to know,</p> <p>a) an email address to obtain data for each of the following questions</p> <p>b) How many vehicles use each of these roads,</p> <p>c) What is the percentage is of these vehicle movements that have resulted in accidents.</p> <p>d) How many of these accidents were above or exceeding the posted speed limit.</p> <p>e) I also want to know how much it is going to cost the rate payer to erect signs on all of these roads</p> <p>The only email address that I can find in the document is to make comment to submissions@fndc.govt.nz and askus@fndc.govt.nz I don't want to make comments UNTIL I have the appropriate data.</p> <p>By the councils own admission First Section Top of page 4/32 "In most cases, the average driver will get to their destination in about the same time that they are now. This is because the actual speed that you drive on a road is often much slower than the posted speed limit. "</p>



	<p>This being the case then all that is happening is the posted speed limit is being lowered to what drivers are probably already doing. Therefore another BLANTANT WASTE of ratepayers money</p> <p>I note that figures shown relating to crashes and accidents are for all of the Far North District. If Moerewa urban area is one of the high risk areas then I would expect figures for just this area to be available.</p> <p>Just in case nobody from the Far North District Council is available to read this post I will be emailing it to the submissions@fndc.govt.nz and askus@fndc.govt.nz in the hope that I can get an email address to which I can ask the questions that I need to make my submissions</p>
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Presenting Submission:

I would like an opportunity to present my submission in person:	No Response
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Linda Kaye - Submitter Number: 087

Your details:

Submitter Number: 087	
Full name:	Linda Kaye

Your submission:

Which road speed limit are you most interested in?	Kohukohu township from Tauteihiihi Marae to Pikiparia Marae (Smiths Deviation)
Is there a specific part of this road that is of most concern to you?	<p>Proposed speed limit for all vehicles through Kohukohu township from Tauteihiihi Marae to Pikiparia Marae (Smiths Deviation) should be 30kmh. There is no justification for higher speed. Many local people, including children walk and bike that road.</p> <p>In particular,</p> <p>a) the area from Mariner Street to Maning provides access to Health Clinic, used by potentially vulnerable patients of all ages;</p> <p>b) the area around Kohukohu wharf, general store, library, takeaways, pub, gallery post office, fire station and ambulance is used by children on bikes and on foot; it's very, very dangerous to allow traffic through there at anything approaching open road speed; it surely goes without saying, that this is even more significant around school and play centre - 40km is too high</p> <p>c) side roads such as Old Beach Road, Maning Street, Mariner, Yarborough and Church Streets should all be maximum 30km speed limit.</p> <p>I observe also, that none of this will make a difference if there is no enforcement.</p>
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	



<p>Additional comments:</p>	<p>1. Proposed speed limits throughout Northland should be lower for heavy vehicles - eg articulated logging trucks - than for domestic vehicles. Is it possible to legislate for different classes of vehicle?</p> <p>I request that you implement this, and also</p> <ul style="list-style-type: none"> • that heavy vehicles not be permitted to use air brakes along Kohukohu Road from Narrows through to Smiths Deviation • that heavy vehicle hours of operation be limited to weekdays, between 6.30am - 7pm. At present the logging trucks operate 24/7 at high speeds.
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Presenting Submission:

<p>I would like an opportunity to present my submission in person:</p>	<p>Yes</p>
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Federated Farmers - Submitter Number: 088

SUBMISSION



To: Far North District Council

Submission on: Speed Limits Review

Date: 24 August 2021

Contact: Colin Hannah – Northland Provincial President
Federated Farmers of New Zealand
m: 0274 631 600 | e: colin@colmarpark.com

Shaun Hazelton - Policy Advisor
Federated Farmers of New Zealand
PO Box 447, Hamilton 3240
444 Anglesea Street, Hamilton
m: 0273727330 | e: shazelton@fedfarm.org.nz



Submission to Far North District Council on the proposed Speed Limit Review

OUR SUBMISSION

General Comments

1. Federated Farmers welcomes the opportunity to submit to Far North District Council on the Speed Limits Review.
2. We wish to remind council that the primary sector contributes heavily to Northlands's economy through high levels of exports and local employment. Rural businesses rely heavily on the roading in Far North to provide a safe and reliable means to transport goods and services in and out of the region and helping to connect the communities within the Far North.
3. Overall Northland Federated Farmers supports the intent of the Speed Limits Bylaw 2021 and many of its proposals. However, we do not support the proposed changes to individual roads around Far North. We acknowledge that appropriately reducing the speed of vehicles is one of the most effective ways of minimising road trauma.
4. There are however some concerns that the opportunity to create safer roads via speed setting comes at the cost of expenditure on roading infrastructure improvements. We have concerns that the strategic direction, as set by central government, will have a damaging effect on the roads current state, increasing the amount of roading requiring lower speed limits. The third principle under the Road to Zero Strategy states, "we strengthen all parts of the road transport system" ensuring that speed setting is only one of the many factors to create a safer roading system.
5. Northland Federated Farmers submits that if the amendments to the bylaw are undertaken, FNDC monitor the roads where the speed limits have been reduced with a view to raising back to previous levels, if the reduction in speed has little or no improvements to road safety.

Proposed Changes

Proposed changes to Urban Traffic Areas

6. The proposal to identify and set slower speeds on roads within Urban Traffic Areas is supported by Northland Federated Farmers. The proposal to change the speeds in Ahipara, Awanui and Meorewa are in line with the speed environments criteria identified by council.
7. Northland Federated Farmers supports this proposal as the changes will have little to no effect on the logistics movement within the primary industry whilst improving the safety of the community. The Federation supports this proposal under the point that improvement of roading conditions within towns will have less of an impact than speed limits in towns as the factors for crashes in town vary from that of rural roads.

Page 2 of 4



Proposed changes to Individual Roads

8. Northland Federated Farmers generally does not support the proposed changes to individual roads around Far North. The decision to reduce speeds on roads where the roads do not meet the safety standards for higher speeds is accepted however, this should not come without the consideration to improve safety through infrastructure improvements. Northland Federated Farmers believe that council should take into consideration the option to improve the roading conditions e.g., sealing, widening etc along with the speed change viability.
9. A cost benefit analysis should be considered prior to deciding to slow the individual roads outside of urban and school zones. These individual roads have the greatest use from the primary sector therefore have a large effect to our members.
10. Naturally, drivers should be driving to the condition of the roads. The type of vehicle also has a significant implication of the speed that the driver can go. Rural unsealed roads allow 4wd and most rural vehicles to drive at a faster pace than smaller cars and bikes at a safer pace. The slower speeds will also need to be enforced to ensure that the desired behaviour change is made. Without enforcing the proposed changes council will just be spending money to update signs without benefit.
11. Slowing down roads will create a safer roading system however, looking at a triple bottom line approach improving the quality of our single lane and unsealed roads will have a greater benefit improving drive times, reducing maintenance along with minimized sediment loads from our unsealed roads and creating a safer road to drive on.
12. The Federation does not support the proposed individual roads speed changes as there are other ways to improve the safety of roads within the district that should be implemented first, such as, sealing, developing, and improving the roads and safety features on these rural roads. The proposal to reduce speeds seems short sighted.

School Speed Zones

13. Federated Farmers is also in support of changing the school speed zones within proximity of the schools. This is of particular importance to ensure that the most vulnerable are safe around high traffic areas.
14. The ability to reduce speeds need to come hand in hand with appropriate roadside preventive measures such as pedestrian crossings and speed humps to channel the foot traffic within the safe speed zones.

Summary

15. Northland Federated Farmers agrees that reducing speed limits will create a safer roading system for the Far North however, road improvements particularly to the districts single lane and gravel roads are in respect as important as slowing speeds down.



16. The Federation supports the introduction of slower speed zones in the urban setting particularly around school zones, however, has concerns that the within the individual roads in the rural setting there has been a large focus on reducing speeds which is only one tool the council can adopt to improve road safety for the community.
17. Federated Farmers wishes that council completes a review of the speed changes over time to ensure that any reductions of speed has made benefit to the safety of roading. If no changes to the crash rate are viewed, then a change of focus to roading improvement needs to be addressed.
18. That council works alongside New Zealand Police to ensure a monitoring strategy is implemented to drive the behaviour change on these effected roads.

ABOUT FEDERATED FARMERS

Federated Farmers of New Zealand is a primary sector organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers.

The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

Ends

Presenting Submission:

I would like an opportunity to present my submission in person: Yes



Automobile Association - Submitter Number: 089

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

Speed Limits Review – Kaitaia-Awaroa; Broadwood-Kohukohu; Moerewa urban and Te Oneroa-a-Tohe/ Ninety Mile Beach

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 Kaitaia-Awaroa; Broadwood-Kohukohu; Moerewa urban; Te Oneroa-a-Tohe/ Ninety Mile Beach.

In this submission, we shall offer general comments on speed limit changes and then offer comments on some (but not all) of the proposed changes.

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

1. GENERAL COMMENTS ON SPEED LIMIT CHANGES

- 1.1 We acknowledge that lower speeds result in fewer crashes of less severity. We support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements.
- 1.2 The review document states: "There is a real need to reduce the toll on our communities by ensuring that speed limits are safe and appropriate for the wider road environment." Speed limit changes 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.

We suggest that:



- (i) there is an even greater need for drivers to not grossly exceed speed limits and to drive to the conditions. Too many lives have been lost in Northland and nation-wide in recent years due to driving at reckless speeds (e.g. 100+ kph in 50 kph zones). Lowering speed limits will not change this reckless disregard for posted speed limits; and
 - (ii) drivers need to be reminded that while they are behind the wheel, they need to focus on their driving, for the safety of their passengers and for the safety of other people on the road or in their vicinity. Distraction could be a death sentence for someone.
- 1.3 We acknowledge that 100 kph is not a safe and appropriate speed for the majority of rural roads that are not state highways. AA policy is that we support focusing on the highest risk roads - the top 10% - but also engineering up where appropriate in order to maintain their function (e.g. arterial roads).
 - 1.4 The '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 motorists' perspective that they are fully informed of new speed limits as this will give the best result in terms of people complying. 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, which will completely undermine the intended outcome.
 - 1.5 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 so you 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.

2. SPECIFIC COMMENTS ON PROPOSED CHANGES

2.1 Sealed rural roads.

We acknowledge that 80 kph is a safer and more appropriate speed limit for some sealed rural roads, such as the Kaitaia – Ahipara Road, and from Ahipara to Kohukohu.

2.2 Unsealed roads

Nearly all unsealed roads in this review are narrow and winding. While we recognise that 100 kph is neither a safe nor appropriate speed, we would prefer that there should be a uniform maximum speed limit of 70 kph. At all times, it is the driver's responsibility to drive to the conditions. The posted speed limit is never a 'target.'



2.3 Variable speed zones at schools

AA policy supports variable school speed zones but we believe that these should be consistent at 40 kph within built-up areas, not either 30 or 40. Drivers are more likely to understand and to comply with consistent speed limits. Where the posted speed limit is already 40 kph, it should not be necessary to install a variable limit of 30, such as at Ahipara School. If speeding is currently a problem, additional enforcement or an engineering solution may be more appropriate.

2.4 Speed limits on urban streets.

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 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. Consequently, we do not support the general principle of lowering urban speed limits from 50 to 40. The posted speed limit needs to reflect the environment and make sense to drivers.

However, in small seaside settlements such as Ahipara, we recognise that there may be a case for 40 kph, but without enforcement, we doubt if this would have any real effect.

2.5 Te Oneroa-a-Tōhe / Ninety Mile Beach. We support the proposed speed limit reductions along the beach in general (60 kph) with a lower, safer limit (e.g. 30 kph) at beach access points where there is a likelihood of more pedestrian traffic.

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

For Northland District Council
of NZ Automobile Association

Presenting Submission:

I would like an opportunity to present my submission in person: Yes



Te Rarawa marae - Submitter Number: 90

Speed Limit Changes (Submissions) na Te Uri O Hina, Te Tahaawai, Ngati te Ao no Pukepoto.

On Monday the 9th August 2021 a member of the FarNorth District council (Clr. Felicity Foy) had been invited to speak to Te Rarawa community members present at the Te Rarawa Marae Committee hui regarding the:

Statement of Proposal , Speed Limits Review – Kaitaia-Awaroa; Broadwood-Kohuhu; Moerewaurban;and Te Oneroa-a-Tohe/Ninety Mile Beach

As stated in the Far North District Council statement of Proposal the, “ *Far North District Council is proposing to amend the Speed Limit Bylaw 2019 as part of the ongoing programme to review speed limits on the districts roads*”. It further goes on to state that, “*Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District(except state Highways) and is reviewing speed limits across the District as part of a nationwide programme under the governments “ Road to Zero” National Road Safety Strategy.*

As this proposal includes the Kaitaia-Awaroa Road, input is sought from members of the Pukepoto community who affiliate to Te Rarawa marae. the Pukepoto Community viz the Te Rarawa marae Committe Monthly hui to consider and submit a submission to this proposal. It should be noted that this request has been made at a late stage of the submission process as the submission period is from 12th July 2021 until 24th August 2021. This leaves approximately 12 days to gather information and provide a submission.

This submission is made on behalf of the community in Pukepoto who were present at this meeting and nominated a sub group to undertake the initial task of gathering information and then to formulate a submission by the closing date of 24th August 2021.

The sub-group are:

Malcolm Robson, Ben Gregory, Tui Bedggood

The sub group met on 12 August and identified areas that would focus on to form the basis of the submission. In particular the following areas suggested by the FNDC :

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Kaitaia-Awaroa Rd from Okahu Rd to 662 Kaitaia – Awaroa Rd.	100	80
Kaitaia Awaroa rd from 662 Kaitaia-Awaroa Rd to 854 Kaitaia – Awaroa Rd.	70	60



Proposal for changes to Speed Limits:

The changes recommended by the sub group for this submission have taken into consideration the following from the Statement of Proposal (SOP)¹:

- Reviewing of speed limits in the Far North Region as part of the governments Road to Zero National Road Safety Strategy; National Speed Management Guidance; and the Setting of Speed Limits Rule 2017.
- A change in the district that has seen more vehicles on the road and more people visiting remote parts of the district, bring more people unfamiliar with these roads.
- A combination of increased traffic and speed limits that are too high for the road environment leading to high numbers of serious injury and fatal crashes on our roads.
- The Kaitaia - Awaroa Road has been identified as a High benefit Road(top 10%) where the personal risk of driving is high. Personal Risk is a measure of the danger to each individual using a road and takes into account the traffic volumes on the section of road.
- Given that there are more options for speed limits.....current speed limits do not always match the road environment

The sub group has also taken into consideration the ;statutory Consideration², Which states "Section 4.2 of the Setting of Speed Limits Rule 2017 requires council, in its capacity as a Road Controlling Authority to have regard to:

- a) NZTA information about speed management
- b) NZTA Speed Management Guidance
- c) The function and use of the road
- d) Crash risk for all road users
- e) The characteristics of the road and roadsides
- f) Adjacent land – use
- g) The number of intersections and property accessways
- h) Traffic volume

¹ FNDC Statement of proposal , Speed limits Review- Kaitaia Awaroa; Broadwood-Kohukohu; Moerewa Urban; and Te Oneroa-a-Tohe / Ninety Mile Beach, Pg5



- i) Any planned modifications to the road
- j) The views of interested persons or groups.

The subgroup will identify several of the above areas as areas of concern which is hoped it will support their submission for recommended reduced speed limits, and will also add context to each specific area supporting their proposed reduced speed limits.

Following the proposed changes made by the FNDC, the areas identified in their SOP relate to the Kaitaia – Awaroa Speed Review Area. This groups focus as mentioned earlier has targeted a specific portion of the area between Okahu Road to 662 Kaitaia – Awaroa Road and from 662 Kaitaia – Awaroa Road to 854 Kaitaia-Awaroa Road, (See above table). The area includes Up to and 100 metres beyond Pukepoto school. Of note under “Schools”, (page 26, paragraph 3) it is noted by the sub-group that ...“the proposed permanent 60kph speed limit includes an area that has residential housing, Te Rarawa Marae, as well as Pukepoto school. This fails to acknowledge the second marae, Te Uri – O – Hina which is also within the residential area. We believe this adds significantly to consideration of the speed limit being lowered.

All identified areas have been weighed up against, Speed Environments, Statutory Considerations - specifically section 4.2 (a – j) of the “Setting Speed Limits Rule 2017”, also acknowledging the proposed changes made by the FDC in the SOP. We would also like to add the following from the perspective of the māori community in Pukepoto i.e cultural practices impacted upon the community as a whole by not reducing speed limits.

Kaumātua spoken to have stated that over many decades they have constantly been concerned by the increase in traffic in the area as the roads have become more and more utilised. (This is consistent with the information provided in the SOP). This reduces their willingness to place not only themselves at risk but also rangatahi especially during holiday periods and statutory weekends which sees the traffic flow increase the risk of potential injury.

In identifying our specific community concerns we provide the following.

Speed Limits (Possible review and reduction of current speeds)

The current speed limits proposed by the FNDC for the Kaitaia - Awaroa Road from Okahu Road to 662 Kaitaia - Awaroa Road and then 662 Kaitaia – Awaroa Road to 854 Kaitaia – Awaroa Road (See above table) showing the current recommended speed limits for the Kaitaia – Awaroa Road from Okahu to 662 Kaitaia – Awaroa road (known by the local community as “Fairlawn Farms”) have been reduced to 80kph, this is then reduced to 70kph 200m approx further on. This speed is still considered by the sub group to be significantly high for the community not only for those that live in and around the residential area but also those who return regularly to be with whānau during holiday periods, tangihanga, Hura Kohatu and birthday celebrations and utilise both marae.

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The designated portion of the road where the proposed speed limit encompasses the residential area, two marae, a urupa where access during tangihanaga and Hura Kohatu, and attending church services and Pukepoto School. This creates a highly risky time for locals and visitors alike due to limited safe off road access to and from the main road.

If at all possible it is suggested that given this risk, the possibility of providing a reduced flexible limited speed to these key areas during these times as is currently applicable for schools.

Aligned to this is the ability to assist in reducing the risk to locals by providing infrastructure changes to key areas along this portion of road where risk is perceived. These will be identified next

Infrastructure:

A visual survey was undertaken by the sub-group of specific areas where they suggest that consideration could be given that will minimise risk. They are as follows:

Te Rarawa Marae

Te Rarawa marae is one of two marae that provides a place a place to stand where local māori and their extended whānau who affiliate to the three hapu in Pukepoto can continue to maintain their cultural practices. In order to do this and provide safety the subgroup have noted that there is limited off-road parking which can and does create unsafe zones next to the marae. In consideration of this a suggestion has been made to potentially provide extra off-road parking. This may be achieved by providing culverts 100 metres either side of the marae, which can be covered over and provide at least a 2 metre width directly off the road. (See attached photos).

Also noted is the potential shifting of one of the Power poles as this can interfere with safe access and egress to the current marae parking.

Te Rarawa Marae exit from Car Park looking East towards Kaitaia (Photo 1)

Note: Recommendation regarding potential for culvert/drainpipes to be placed and covered giving potential for limited off road parking outside the marae. Approximately 2m wide by 50 m long. This would compliment current on-site parking.



Te Rarawa Marae looking West towards Ahipara (Photo 2)

Note: Recommendation regarding potential for culvert/drainpipes to be placed and covered giving potential for limited off road parking outside the marae. Approximately 2m wide by 50 m long. This would compliment current on-site parking.



Urupa / Cemetary Access

Access and egress to the the Urupa “Te Rangihaukaha” has always been a significant area of concern for not only Kaumātua in Pukepoto but all locals. Anecdotal evidence has seen many near-misses from drivers who fail to either acknowledge or observe their speed when driving through the settlement. Again the subgroup recommends the possibility of providing culverts which may address and reduce this risk where safely pulling over to the side may be achieved to allow continued traffic flow.



Access to "Te Rangihaukaha" Urupa Cemetary (Photo 3)

Note: Recommendation regarding potential for culvert/drainpipes to be placed and covered giving potential for limited off road parking. Approximately 2m wide by 50 m long.



Te Uri-o-Hina Marae

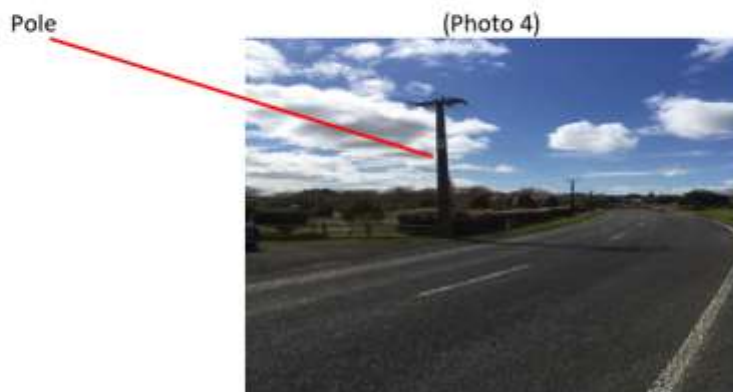
Te Uri-o-Hina marae also like Te Rarawa is a place where the continuation of cultural practices and customs is maintained. Whilst it has significantly more off road parking, it has its own particular risks relating to road safety.

These subgroup have identified that the curve of the road where this marae is situated places a high risk on people leaving and entering the car park. There are two access point, both have a significant risk they are:

- The placement of the current power pole which when accessing the exit/entry (1) closest to Tangonge road impedes the vision of oncoming traffic from Ahipara (see photo 4)
- The current accessway from entry/exit (2) has vision impeded by the placement of a hedge as well as the Pole previously mentioned. Again this may also require consideration of potentially the camber of the road. (See Photo 5)



Te Uri-o-Hina Marae Exit 1 (Closest to Tangonge Road) looking East towards Kaitaia



Te Uri -O-Hina Marae Exit 2 looking West towards Ahipara
(Photo 5)



To further support the safety aspects for Pukepoto the subgroup also wishes that consideration be given to the following:

- The possible application of Rumble strips and or raised crossings outside both Te Rarawa and Te Uri-o-Hina Marae
- The installation of Barriers along the left hand side of the Road (approximately 50 m long directly opposite Te Rarawa marae.
- The installation of an electronic Flashing roadsign to be utilised during the holding of cultural and or Social events at both Te Rarawa and Te Uri-o-Hina Marae. One placed 50 M from Te Rarawa marae (for traffic heading West to Ahipara) , and one 50 M from Te Uri O Hina (Placed 10 Metres past Tangonge Road) on the left hand side for traffic heading East towards Kaitaia.
- Installation of "Hi-Glo" signs such as those placed outside schools.

**Future Aspirational Goals.**

The subgroup have also had discussions regarding any further aspirational goals for the hapu and in brief this is what was said;

“we would like to see how we can further improve Pukepoto through the continued inclusion of māori in any matters that may affect their wellness and wellbeing such as this current korero “Speed limits”

“How does the development of infrastructure assist iwi and hapu to further their aspirations to develop Tino Rangatira not only with National projects such as the “Speed limit”, but how can this be aligned to what Hapu are doing such as developing their papakainga”?

“Would hapu and iwi also get council support to get involved with other development projects that can build on iwi driven initiatives such as redevelopment of Tangonge?”.

Finally, the subgroup wishes to acknowledge that safety for all users of Northland roads is not only a desire aligned to the “Road to Zero” National Road Safety Strategy but is also a major aspiration towards the protection for our mokopuna, rangatahi, pakeke and kaumātua of nga Uri o Te Rarawa.

We also wish to acknowledge the support of members of the Te Rarawa marae committee and community who provided their input into making this submission.

Naku Noa

Malcolm Robson
Tui Bedggood
Ben Gregory



John H M Paitai - Chairman Roma Marae Trustees- Submitter
Number: 93

The Mayor
John Carter QSO &
Far North District Council
5 Memorial Ave
Kaikohe 0405

27 April 2021

Tena Koutou katoa

I am writing as a representative of the 12 hapu of Roma Marae, Chairman of Roma Marae Trustee Committee, Chairman of Ahipara Urupa 5-7-48 Committee, kaumatua of Te Ohaki Kohanga Reo, a member of Ahipara Takiwa, Ahipara Aroha Committee member, Chairman of St Clement's Church Committee (Ahipara); to request a reduction to the speed limit from 100 kph to 60 kph for Roma Road in Ahipara and 40kph past the Kohanga Reo.

Roma Road is tar-sealed, it is winding at both ends, with two long-straight that are treated by some drivers as race tracks. It narrows down to two one-lane bridges and all along this road are areas of considerable cultural significance for the Te Rarawa iwi. Such as Roma Marae, this is the marae matua (main marae) for Ahipara, Te Ohaki Kohanga Reo (pre-school) the first in Tai Tokerau, Te Ohaki kuia-kaumatua (pensioner) flats, Pukemiro/Hiruharama Urupa, (cemeteries) the main burial grounds for Te Rarawa iwi in Ahipara. The Ratana Temple and St Clement's Anglican Church both attract visitors during the week and every weekend have church goers cars parked on the roadside. Two side roads Nga Karoro and Waitehuia bring residents to intersections with Roma Road to face vehicles speeding by often in excess of 100km.

Recently the Ahipara Takiwa have chosen a space near the marae for a 'Cultural Gateway' into Ahipara to be erected. The Gateway is designed to attract the interest of visitors who will stop to photograph the structure with the marae and our sacred maunga Whangatautia as backdrops and to read about the cultural significance of this gateway to Ahipara.

The core concern we have is that on a daily basis we have vehicles exceeding the speed limit of 100kph as well as doing burnouts on our road. Roma Road has over 60 residents, 23 children, 99% are Maori and the risk to our whanau is unacceptable. Especially our tamariki-mokopuna as they have a right to walk and cycle to school without the fear of being hit by a speeding vehicle.

As Chairperson of Roma Marae and a resident on Roma Road I have supported applications for a reduction in the speed limit on two occasions in previous years but these have been declined. However, having read the Prime Minister's recommendation and the New Zealand Government's commitment to make the roads a safer place for our tamariki, I believe that it is timely that this submission is raised again and honoured (Genter, 2019).

The rationale for this request is encapsulated under three key points:

1. Hauora o nga tamariki-mokopuna (The health of our children and grandchildren):



Reducing the speed will make our road safer for children embarking or disembarking school buses in particular outside our Te Ohaki Kohanga Reo and make the road more accessible to children to walk and bike to school. There are multiple benefits to this in that it encourages healthy behaviours and reduces congestion on the roads at the Ahipara school gates.

2. **Protection and risk reduction to our whanau and taonga kuia/kaumatua (Protection of the elderly):** Reducing the speed will also make the road more accessible to kuia/kaumatua and families that want to walk to the beach, to our churches, our cemeteries or to our awa.
3. **Indigenous rights to self-determination and the protection of our culture and relationship to the environment:** As representatives of Takiwa, (district) Marae and Hapu we stress the need to reduce the speed on the roads that share our whenua. We have indigenous rights to engage freely in our cultural practices that are being impacted by the current speed limit of 100 kph. The roar of speeding vehicles that pass our marae and kohanga disrupts our Maori cultural traditions, the ahua (sanctity) of cultural proceedings and places manuhiri at risk particularly during tangitanga (Maori funeral proceedings) when they congregate at the roadside-entrance to our marae, and cemetery waiting for the karanga, which is our tikanga (NZHRC, 2021).
4. **Equitable decisions:** Furthermore, reading the recent rationales for speed limit changes in rural areas of Kerikeri we believe that from an equitable perspective our road warrants a review and necessitates a reduction to the speed limit (FNDC, 2019). As similar roads that have less residents or built up areas have been granted a reduction in speed limit.

In summary: we write to request an imminent reduction in speed limit for Roma Road in Ahipara. The rationale for this request is summarized by four compelling points: safer roads for our children and families; protection of our kuia and kaumatua that are guardians to our traditions and whenua; indigenous rights to cultural practices and equitable and fair allocation and distribution of resources (speed reduction limits, safety signage) for Roma Road residents, in comparison to rural road submissions in Kerikeri.

Noho ora mai

John H M Paitai

Chairman Roma Marae Trustees
 Chairman Ahipara Urupa 5,7,48
 Chairman St Clements Church
 Kaumatua o Nga Iwi o Te Hiku o Te Ika
 Kaumatua Te Ohaki Te Kohanga Reo
 Resident of Roma Road

**References (3)**

1. Hon, J. Genter. (2019). *Safer Speed Limits for Schools*. Retrieved <https://www.beehive.govt.nz/release/safer-speed-limits-schools>
2. New Zealand Human Rights Commission. (2021). *Indigenous Rights*. Retrieved from <https://www.hrc.co.nz/your-rights/indigenous-rights/>
3. Far North District Council. (2019). *Speed Limits Bylaw 2019*. <https://www.fndc.govt.nz/Your-Council/Plans-Policies-Bylaws-Projects/Bylaws/Speed-Limits-Bylaw>
1. Te Ohaki Kohanga Reo - Head Teacher
2. Te Ohaki Kaumatua Flats - Residents
3. Whare Whiri Toi Art Gallery - Kuia in Charge
4. Ratana Temple - Apotero
5. St Clements Anglican Church - Chairman
6. 5,7,48 Urupa (Cemetery) Committee - Chairman
7. Tai Tokerau Honey Ltd - Business Owner
8. Te Ao Whetu Marama - Business Owner
9. John Smart Commercial Fisherman - Business Owner
10. Ahipara Septic Tank Cleaners Ltd - Business Owner
11. Ahipara School - Principal



12. Te Rarawa Rugby Club - Patron
13. Ahipara Volunteer Fire Brigade - Fire Chief
14. Ahipara Board Riders - Chairman
15. Ahipara Big Game Fishing Club - Chairman
16. Kaitaia Golf Club situated in Ahipara - Chairman
17. Ahipara Aroha - Chairperson
18. Wainui Marae - Chairman
19. Korou Kore Marae - Chairman
20. Te Runanga o Te Rarawa - Chairman & Resident
21. Petricevich Buses - Owner
22. Residents of Roma Road -

Presenting Submission:

I would like an opportunity to present my submission in person:



Pamela Anne - Submitter Number: 094

Your details:

Submitter Number: 094	
Full name:	Pamela Anne

Your submission:

Which road speed limit are you most interested in?	Otiria Road
Is there a specific part of this road that is of most concern to you?	<p>Kia ora</p> <p>My name is Pamela-Anne I am an active community advocate in our area, I reside and own a home on the west end of Otiria Road at 190. But just before Kingi Road which is on the left as you are going out of town west towards Pokapu Road, this is the stretch that goes past our house and is where the speed limit needs to be reduced to 50km.</p> <p>So where the 50km stops on Otiria Road just before Kingi to Pokapu Road, I'd say it's about 1km but the kids drive at extremely high speeds like it's a drag race. I know it may not stop them but it's certainly a head in the right direction and then once it's at 50km then we could work to try and get a real solution to the drag racing, like a speed bump.</p> <p>I'm reporting this as firsthand lived experiences, I have lived in this area my whole life 44 years and this area of road has always been used in this manner.</p> <p>I know this submission is late, however with the recent Covid lockdown it has drawn my attention away from this, I have only just realised it is a late submission but do have the support of all other Otiria residents when I ask that this speed limit must be reduced for our safety and the cyclist safety who visit our area.</p> <p>Some contributing factors to reduce the speed limit to 50km include:</p> <p>Otiria Road is the main arterial connecting the rural areas into town</p> <p>We have the cycle trail on this road, which at times can be extremely dangerous for our cycle visitors</p> <p>We have Moerewa's only cemetery, off this road (Wahamiti Lane)</p> <p>We have Moerewa's only marae off this road (Otiria and Te Rāto)</p> <p>We have a sports facility off this road (Otiria Rugby Football and Sports Club)</p> <p>And we have Kiwirail Station off this road too, (Otiria Rail Station, which is due to be re-established within the next 12 to 24 months)</p>



	<p>All of these factors are at the west end of Otiria Road and for the safety of our residents and cyclist visitors we need to reduce this speed.</p> <p>I look forward to your response.</p> <p>Nga mihi nui</p> <p>Pamela-Anne 027 911 5580</p>
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Tui Qauqau Te Pa - Submitter Number: 095

Your details:

Submitter Number: 095	
Full name:	Tui Qauqau Te Pa

Your submission:

Which road speed limit are you most interested in?	Roma Road
Is there a specific part of this road that is of most concern to you?	60km – 40km past marae and kohanga reo
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	60kph 40kph past kohanga reo and marae on Roma Road.
Which proposed speed reductions do you NOT support?	100kph of Roam Road
Additional comments:	Cars go fast past our narae and Te Kohanga. You cannot walk down the road anymore as cars are going too fast. It is dangerous. We cannot walk to the marae or urupa.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Roddy Hapati Pihema Taumatamakuku Chairman - Submitter Number: 096

Your details:

Submitter Number: 096	
Full name:	Roddy Hapati Pihema

Your submission:

Which road speed limit are you most interested in?	Taumatamakuku southern boundary
Is there a specific part of this road that is of most concern to you?	Taumatamakuku 20kph front end and 30kph back end.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	As the Taumatamakuku Chairman my community has asked that speed limits in our community needs to be lowered from 50kph to 20kph in front [service lane parallel to SH1] and 30kph in the back end.
Which proposed speed reductions do you NOT support?	
Additional comments:	The portion of our community on the southern end needs sealing. Its current state doesn't warrant the current speed limit.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Raharuhui Wikaire - Submitter Number: 097

Your details:

Submitter Number: 097	
Full name:	Raharuhui Wikaire

Your submission:

Which road speed limit are you most interested in?	Taumatamakuku
Is there a specific part of this road that is of most concern to you?	From the main road [SH1] over speed bumps.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	The southern end of our community needs upgrading. Its unsafe for travel in and out.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Opai Heta - Submitter Number: 098

Your details:

Submitter Number: 098	
Full name:	Opai Heta

Your submission:

Which road speed limit are you most interested in?	Ranfurlly Street (Moerewa)
Is there a specific part of this road that is of most concern to you?	The intersection of Massey and Ranfurlly and Pembroke
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Moerewa urban area
Which proposed speed reductions do you NOT support?	
Additional comments:	Speed bumps on Ranfurlly, Massey and Pembroke Streets. Racing cars doing up to 90kph and doing burnouts, donughts and crashing into fences. Maybe investigate round-a-bouts.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Ruth Snowden - Submitter Number: 104

Your details:

Submitter Number: 104	
Full name:	Ruth Snowden

Your submission:

Which road speed limit are you most interested in?	40kph and 60kph Roma Road.
Is there a specific part of this road that is of most concern to you?	Kohanga Reo
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Roma road from 100kph to 60kph
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	yes
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Attachment B

Regional Speed Limit Reviews

***Kaitaia-Awaroa: Kohukohu-
Broadwood: Moerewa Urban: Te
Oneroa a Tohe Ninety Mile Beach***

All Submitters



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Peter Giesbers - Submitter Number: 004

Your details:

Submitter Number: 004	
Full name:	Peter Giesbers

Your submission:

Which road speed limit are you most interested in?	All of them
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None of them
Which proposed speed reductions do you NOT support?	Lower speed limits have cause and will cause lack of productivity
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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John Kensington - Submitter Number: 005

Your details:

Submitter Number: 005	
Full name:	John Kensington

Your submission:

Which road speed limit are you most interested in?	All northland roads mentioned
Is there a specific part of this road that is of most concern to you?	No specific area
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	While I support the concept of these reduced speeds i also think that there also needs to be a 1. greater enforcement of registration and warrants (road worthiness of the vehicles) 2. greater testing of driver capacity (alcohol and drugs) - as while speed maybe a factor there is a significant issue with both vehicle roadworthiness and drive impairment these factors need to be addressed concurrently
Which proposed speed reductions do you NOT support?	
Additional comments:	As a frequent visitor to the north I see numerous unregistered and un warranted vehicles and numerous examples of people driving while impaired the regions are amongst the countries most demanding, but speed alone isn't the only issue

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Kim Edge - Submitter Number: 006

Your details:

Submitter Number: 006	
Full name:	Kim Edge

Your submission:

Which road speed limit are you most interested in?	All roads
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	The police should be dealing with drunk/drug drivers, break-ins, domestic violence, drug dealers \ and child abuse. This is only a money-making exercise so you can penalise people who are probably otherwise law-abiding. Your job is to keep all of our communities safe, not just the ones on the roads which (surprise surprise) actually bring you in more money. Money which is **not** put back into the communities.

Presenting Submission:

I would like an opportunity to present my submission in person:	
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Glenys Arkininstall - Submitter Number: 007

Your details:

Submitter Number: 007	
Full name:	Glenys Arkininstall

Your submission:

Which road speed limit are you most interested in?	Pungaere
Is there a specific part of this road that is of most concern to you?	Nothing
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	Pungaere Rd and many other roads don't need their speeds changed 90 k/hr there is just plain stupid Pungaere Rd
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Mereana Wi-Kaitaia - Submitter Number: 008

Your details:

Submitter Number: 008	
Full name:	Mereana Wi-Kaitaia

Your submission:

Which road speed limit are you most interested in?	The main road in Moerewa (Factory Rd?)
Is there a specific part of this road that is of most concern to you?	No
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All of them
Which proposed speed reductions do you NOT support?	NA
Additional comments:	I would like to take the opportunity to voice from someone who drives often through Moerewa that every time I am going 50 (the current speed limit) I am always overtaken by vehicles who end up turning into the factory car park (I am assuming they are employees at the factory). Out of all the times I have driven through there, the people who speed are the factory employees. Every time! Therefore, I do think a speed camera needs to be installed somewhere along the road.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Brett Austin - Submitter Number: 010

Your details:

Submitter Number: 010	
Full name:	Brett Austin

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Grant Harnish - Salt Air - Submitter Number: 011

Your details:

Submitter Number: 011	
Full name:	Grant Harnish - Salt Air

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	I support none of the reviews
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Doug Jane - Submitter Number: 012

Your details:

Submitter Number: 012	
Full name:	Doug Jane

Your submission:

Which road speed limit are you most interested in?	All Northland roads
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	Why don't you just fix the roads! We pay you and the Government to provide safe roads! NZTA is totally negligent. Look at the state of our roads! Third world! Years of underinvestment. NZTA can't even keep SH1 open.
Which proposed speed reductions do you NOT support?	More divided highways, more passing lanes, less dangerous corners. It's not rocket science people! Just get on and do it!
Additional comments:	Instead of wasting your time on surveys, FIX THE ROADS!!!

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Trevor Green - Submitter Number: 013

Your details:

Submitter Number: 013	
Full name:	Trevor Green

Your submission:

Which road speed limit are you most interested in?	Network strategy
Is there a specific part of this road that is of most concern to you?	no
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	On sealed roads with a carriageway width of less than 6.5 metres 80kmph is better and more sensible than 100kmph given the high numbers of heavy vehicles and unregistered farm machinery operating on FNDC roads. Log trucks and farm machinery must stay on their own side of the road. The truth is that heavy farm and forestry machinery are the greatest external danger to road users
Which proposed speed reductions do you NOT support?	Unsealed roads seem to be receiving a blanket 60kmph, I feel this is too low for most vehicles operating on unsealed road, many are capable of travelling at 80kmph safely on the better sections of unsealed roads. The length of FNDC's unsealed network in remote and diverse locations means that 60kmph will be quite inconvenient to the many residents of remote places who travel long distances on unsealed roads for work. Speed limits on unsealed roads will never actually be enforced (ask the cops if you don't believe me) so the speed limit will become an ass as very few drivers (especially in remote areas) will observe impractically low speed limits. For these 2 reasons I believe the appropriate speed limit for most of the unsealed network is 80kmph. The crash history (of serious harm and fatal) on FNDC's unsealed network is practically zero (barring those who were impaired AND not wearing seatbelts) so i feel there is little justification for a 60kmph blanket speed limit for safety reasons. I can't think of any reason other than safety to reduce speed limits and in this case LOWER SPEED LIMITS FOR UNSEALED ROADS ARE NOT JUSTIFIED BY EVIDENCE.
Additional comments:	the roll out of signs in the first tranche (Okaihau/Kerikeri) was a bit uneven with some poor sign placement, long waits for signs



	<p>to be supplied/erected, conflicting signage to the posted speeds, sight line and sign placement issues. subsequent vandalism of the signs shows the depth of feeling some road users have about reduced speed limits.</p> <p>The reduction of speed on Waiare Rd & Wiroa roads is great. The log trucks would always be on the centreline at 100kmph (limited to 90 by law, yeah right), forcing oncoming traffic onto the shoulder usually. At 80kmph the trucks have no trouble straying on their side of the centreline and i now feel safer travelling those roads than i have in the past.</p>
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Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Bruce Ritchie- Submitter Number: 014

Your details:

Submitter Number: 014	
Full name:	Bruce Ritchie

Your submission:

Which road speed limit are you most interested in?	Waimate North
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Showgrounds Rd. The 60km stretch on Waimate Nth Rd. Other than these in my area it seems to be badly thought out and nothing to do with safety. Not driving to the road conditions and plain stupidity is the problem. Speeders will continue speeding anyway.
Which proposed speed reductions do you NOT support?	Wiroa Rd from the airport to the roundabout should remain at 80km as is the roundabout to Kerikeri. There is no logic other than trying to find sections of road to satisfy central government requests.
Additional comments:	The signage on Showgrounds Rd is 80km from state highway 1 to TeAhuahu Rd but not signposted at the Te Ahuahu end so as far as my vehicle is concerned it is still 100km from that direction. If the signposting is not done correctly how can there be any consistency?

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Gaynor Fiske - Submitter Number: 015

Your details:

Submitter Number: 015	
Full name:	Gaynor Fiske

Your submission:

Which road speed limit are you most interested in?	Kapiro Road RD 1 Kerikeri
Is there a specific part of this road that is of most concern to you?	The whole road is used as speedway and is the feeder road to both the Rangitane and Purerua Peninsula's has a number of side roads, 2 pre-schools, a number of businesses and orchards as well as packing sheds and a swimming pool - every week there are accidents on the road and many have been injured as well as a few deaths. It is very unsafe for bikes and walkers
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All the ones mentioned but am at a loss as to why Kapiro Road remains unchanged
Which proposed speed reductions do you NOT support?	
Additional comments:	Please include Kapiro Road

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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C Sutter - Submitter Number: 016

Your details:

Submitter Number: 016	
Full name:	C Sutter

Your submission:

Which road speed limit are you most interested in?	Matauhi Bay Road/ Florance Ave
Is there a specific part of this road that is of most concern to you?	Where there is no footpath and many school children and elderly are using this
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Christopher O'loan - Submitter Number: 017

Your details:

Submitter Number: 017	
Full name:	Christopher O'loan

Your submission:

Which road speed limit are you most interested in?	All
Is there a specific part of this road that is of most concern to you?	No
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None
Which proposed speed reductions do you NOT support?	
Additional comments:	Build safer roads that are fit for all conditions. Make it harder to get a licence. Speed limits don't need to come down. Look at the Waikato speed limits and how safe that stretch of road is.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Robi Quilter - Submitter Number: 018

Your details:

Submitter Number: 018	
Full name:	Robi Quilter

Your submission:

Which road speed limit are you most interested in?	Kapiro Road Kerikeri
Is there a specific part of this road that is of most concern to you?	The gentle corner where there has been numerous accidents at the letter box of 403 by vehicles travelling west to east.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All speed reduction will make it a safer place
Which proposed speed reductions do you NOT support?	N/A
Additional comments:	It needs to include Kapiro Road

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Lynne Stewart - Submitter Number: 019

Your details:

Submitter Number: 019	
Full name:	Lynne Stewart

Your submission:

Which road speed limit are you most interested in?	All roads in Kohukohu area
Is there a specific part of this road that is of most concern to you?	All roads in Kohukohu area
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All roads named in Kohukohu area. I fully support the reduction of speed limits to provide more safety for motorists and pedestrians
Which proposed speed reductions do you NOT support?	None
Additional comments:	Good to see this happening. I think many people drive too fast so an overall reduction is great.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Wade Pulham - Submitter Number: 020

Your details:

Submitter Number: 020	
Full name:	Wade Pulham

Your submission:

Which road speed limit are you most interested in?	Moerewa
Is there a specific part of this road that is of most concern to you?	SH1
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	The 50km from Macs Butchery to Moerewa should be 60km. 50km is so slow and out of owners are driving way faster. The only ones doing any good out of this is the police who now love there, taking in money. It's a main road. The road into Kerikeri is more populated and it's 80km
Additional comments:	50km is stupid

Presenting Submission:

I would like an opportunity to present my submission in person:	No Response
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Andrew Abercrombie - Submitter Number: 021

Your details:

Submitter Number: 021	
Full name:	Andrew Abercrombie

Your submission:

Which road speed limit are you most interested in?	Ninety Mile Beach
Is there a specific part of this road that is of most concern to you?	All of it
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	To expect vehicles to travel up a wide-open beach space for 60kms or more, at 60kph is not at all practical or reasonable. 100kph is quite ok and shouldn't be altered.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Max Van der Laarse - Submitter Number: 022

Your details:

Submitter Number: 022	
Full name:	Max Van der Laarse

Your submission:

Which road speed limit are you most interested in?	Oruru Rd
Is there a specific part of this road that is of most concern to you?	Taipa to Oruru speed reduced from 100km to 60kph.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	State highway 10 Bottom of the Mangonui bypass to past Taipa 50 kmh.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Grant Anderson - Submitter Number: 023

Your details:

Submitter Number: 023	
Full name:	Grant Anderson

Your submission:

Which road speed limit are you most interested in?	All
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	Those where there have been recent fatalities.
Which proposed speed reductions do you NOT support?	All. Other than above [where there have been fatalities]
Additional comments:	I don't believe they would be adequately enforced and just end up as a target for strategic revenue gathering.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Tom Knight-Wagener - Submitter Number: 024

Your details:

Submitter Number: 024	
Full name:	Tom Knight-Wagener

Your submission:

Which road speed limit are you most interested in?	Te Oneroa-a-Tōhē / Ninety Mile Beach
Is there a specific part of this road that is of most concern to you?	Water & Parking Area
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	Te Oneroa-a-Tōhē / Ninety Mile Beach. The speed limit should be changed to 120kmph and 20 kmph close to the water and the dunes... The road part between the water and dunes should be 120kmph... Water and dunes areas around the road are to be designated as shared pedestrian and vehicle zones for the entire strip of the beach. A road area for vehicles only, exclusively traveling at speeds around 120kmph of at least four lanes is to be maintained with the pedestrian/vehicle shared zones to either side (water & dunes).
Additional comments:	The beach road has been used for generations as a recreational drive. To limit the entertainment value of this unique and very rare spectacular touring element will, not only see the end of this for the locals, but for the tourists, also. Who is gonna want to come and drive on a beach that has speed monitoring on it? That is what is being proposed, isn't it? or is it just another law that will go unchecked? The beach is one of the only attractions and to just wipe it out is absurd. Leave the darn thing alone.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Tom Knight-Wagener - Submitter Number: 025

Your details:

Submitter Number: 025	
Full name:	Tom Knight-Wagener

Your submission:

Which road speed limit are you most interested in?	All Roads
Is there a specific part of this road that is of most concern to you?	Lack of safe merging/exiting.
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	All roads. The roads have no safe exit for turning, right or left, in most cases. There is no safe merging on the roads, as there is no room allocated for such an expansive and elaborate road system. A turning vehicle must have a lane dedicated for safe entry onto the main road. The entry onto the main road must be a suitable length to allow for the vehicle to accelerate to the correct speed, before merging onto the main road, where other cars are driving at high speeds and usually around bends. The lack of such safe exit from the main state highway roads is hazardous and the lack of safe entry onto the main state highway roads are even more hazardous. The reason there are so many accidents is due to the slow drivers. There will always be fast drivers. The slow drivers are the ones that get driven into at high speed.
Additional comments:	The proposed change to limit the speed to a lower speed of, for the most part 80 kmph from 100 kmph, with only an exception; with a road going from 70 kmph to 80kmph, will only add to the problem that persists on a daily basis. The slow drivers cannot drive at a safe speed at a safe condition. The slow drivers need to be reprimanded for driving illegally, at a speed that is not allowed to be driven at (-10kmph below speed limit). The real problem here is there is no enforcement of the laws on the roads, coz one of the main laws is to drive at a reasonable speed... not 70kmph in a 100kmph zone. That is dangerous and needs to be dealt with, accordingly. Tourists will still drive the way they always want to and there will be more accidents



	from this, alone, should the law be passed, and the speeds be dropped.
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Presenting Submission:

I would like an opportunity to present my submission in person:	No
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David Hankins - Submitter Number: 026

Your details:

Submitter Number: 026	
Full name:	David Hankins

Your submission:

Which road speed limit are you most interested in?	None in particular
Is there a specific part of this road that is of most concern to you?	N/A
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	In general, reductions from 100kph to 80 kph on country roads are welcome.
Which proposed speed reductions do you NOT support?	Reductions from 50kph to 40kph or less in built-up areas, (eg. Kohukohu), should not be necessary unless other constraints, (eg. adequate parking & pedestrian/cycle crossing points), cannot be addressed. Reducing speed limits without also making changes to other aspects of the shared space is a lazy approach to the perceived problem.
Additional comments:	Road quality and adequate provision of slow vehicle bays, safe overtaking lanes, footpaths and cycle lanes are also factors in accident prevention. Reducing speed limits is only a small part of the solution, (and generally unenforceable), and does NOT excuse FNDC from its responsibility to maintain and improve the quality of all roads for all users.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Yvonne Steinemann - Submitter Number: 027

Your details:

Submitter Number: 027	
Full name:	Yvonne Steinemann

Your submission:

Which road speed limit are you most interested in?	Te Oneroa a Tohe
Is there a specific part of this road that is of most concern to you?	The whole beach
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	I support FNDC proposal to slow vehicles down to 30km per hour near beach access points and 60km per hour maximum speed. I would actually prefer to have NO VEHICLES on any beaches in NZ, so beaches remain peaceful natural places without vehicles crushing the shell life etc.
Which proposed speed reductions do you NOT support?	
Additional comments:	Fully support all the other FNDC proposed speed reduction changes to best suit our roads. I have lived up gravel roads and driven in Far North for over 30 years and fully support realistic speed limits as proposed. Long overdue to have realistic speed limits.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Wayne Parsonson - Submitter Number: 028

Your details:

Submitter Number: 028	
Full name:	Wayne Parsonson

Your submission:

Which road speed limit are you most interested in?	All Far North roads
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All proposed speed changes appear well researched and documented.
Which proposed speed reductions do you NOT support?	
Additional comments:	I have seen too many vehicle accidents on rural roads in the Far North in the 30 years I have lived and driven here.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Wichard Van Oosterbosch - Submitter Number: 030

Your details:

Submitter Number: 030	
Full name:	Wichard Van Oosterbosch

Your submission:

Which road speed limit are you most interested in?	Whole village of Kohukohu
Is there a specific part of this road that is of most concern to you?	Kohukohu road, the main road through the village to the ferry
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I support all the proposed changes but would like to have Kohukohu road added
Which proposed speed reductions do you NOT support?	
Additional comments:	The residents of Kohukohu have asked for years to have the speed limit in town and to the ferry lowered and it is weird to sat the least that you have left the road between Kohukohu and the ferry out of this review. People race every hour to get the ferry and pass my house in the village with 70-80km (50km zone) and then really hit the pedal when on the open road. the road is windy and there are lots of logging trucks on it, day and night. I regularly cycle this stretch and it is a risky business. If we are serious about encouraging cyclists to take the Ranui ferry from Horeke to Kohukohu and then on to Rawene, lowering the speed limit to 80km would be a good start.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Vivienne Cramond - Submitter Number: 031

Your details:

Submitter Number: 031	
Full name:	Vivienne Cramond

Your submission:

Which road speed limit are you most interested in?	SH10
Is there a specific part of this road that is of most concern to you?	all of it
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	Any reduction to less than 100kph. I travel this road regularly at an average of 79kph. It is not the speed limit but the speeders that cause a accidents.
Additional comments:	It's a rort. There are far more issues causing road accidents than the scheduled speed limits. These are ignored. Lack of passing or slow traffic pull over lanes, drugs and alcohol, old People who should not be driving on our highways to name a few.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Andrew Toia - Submitter Number: 032

Your details:

Submitter Number: 032	
Full name:	Andrew Toia

Your submission:

Which road speed limit are you most interested in?	All Northland roads
Is there a specific part of this road that is of most concern to you?	Rural areas
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	All roads dropping from 100km to 80kmh or 60kmh and the 40kmh roads.
Which proposed speed reductions do you NOT support?	Dropping the speed limit is nothing more than a speed trap for revenue gathering. Cars are becoming safer why lower speed limits against the increase in safety? Going 80kmh in a rural unpopulated area which has always been driven at 100kmh will affect travel times and cause frustration. Lowering from 50kmh to 40kmh is pointless. Rural road with 40kmh limit are unsealed and unsafe roads, fix the road don't accept poor infrastructure and just expect drivers to crawl along.
Additional comments:	Zero deaths is unattainable meaning unnecessary measures like increasing long rural travel times by 20% are being suggested which are illogical. It is a poor excuse for a lack of investment in Northland roads.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Kathryn Johnston - Submitter Number: 033

Your details:

Submitter Number: 033	
Full name:	Kathryn Johnston

Your submission:

Which road speed limit are you most interested in?	Broadwood Rd
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Joy Lamb - Submitter Number: 034

Your details:

Submitter Number: 034	
Full name:	Joy Lamb

Your submission:

Which road speed limit are you most interested in?	Coopers Beach off SH10 and drive thru on SH10.
Is there a specific part of this road that is of most concern to you?	All .. But down Berghan Road no exit, and leaving lower Coopers Beach shop centre and turning right onto SH10.
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	30kms in suburban streets!

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Phelan Pirrie - Submitter Number: 035

Your details:

Submitter Number: 035	
Full name:	Phelan Pirrie

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All of them
Which proposed speed reductions do you NOT support?	
Additional comments:	More of this needs to be done. There is clear evidence reducing speeds will help bring down deaths and serious injuries on our roads.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Mark Knoff-Thomas - Submitter Number: 036

Your details:

Submitter Number: 36	
Full name:	Mark Knoff-Thomas

Your submission:

Which road speed limit are you most interested in?	SH10 through Doubtless Bay
Is there a specific part of this road that is of most concern to you?	Near Coopers Beach shops
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	SH10 through Coopers Beach (near the pedestrian refuge island near Four Square) - this should drop to 40kmph

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Pania Cooper - Submitter Number: 037

Your details:

Submitter Number: 037	
Full name:	Pania Cooper

Your submission:

Which road speed limit are you most interested in?	Pembroke Street, Moerewa
Is there a specific part of this road that is of most concern to you?	The entire street
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	All of Moerewa but particularly Pembroke Street
Which proposed speed reductions do you NOT support?	
Additional comments:	Unless you are going to Police the Streets to ensure vehicles are adhering to the given speed limits 24/7 than this is all just a waste of time & money. We need speed bumps put in place down our Streets to slow vehicles down, as Pembroke Street along with other Streets in Moerewa are used as race strips for petrol head drivers & riders, to get the jolly's off! We NEED SPEED BUMPS!!!

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Wayne Brown - Waahi Paraone Ltd - Submitter Number: 038

Your details:

Submitter Number: 038	
Full name:	Wayne Brown - Waahi Paraone Ltd

Your submission:

Which road speed limit are you most interested in?	SH10 from Beach Road to Coopers Beach speed limit. Currently the 60kph starts after the intersection with Beach Road but should include it as it is hard to get to 60kph if coming out of beach road and joining 100kph traffic
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	The general dropping of dozens of rural 100kph loose metal roads to 60 just to seem to be doing something and generally driven by urban dwellers not experienced at driving on unsealed roads is just plain dumb
Which proposed speed reductions do you NOT support?	District wide slowing of limits on unsealed roads is not needed
Additional comments:	Do the people doing it ever really use unsealed rural roads or are they just urban dwellers pushing pc nonsense at ratepayers expense

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Caroline Pyne - Submitter Number: 039

Your details:

Submitter Number: 039	
Full name:	Caroline Pyne

Your submission:

Which road speed limit are you most interested in?	Aucks Road
Is there a specific part of this road that is of most concern to you?	From the Okiato ferry into town
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	This road needs to be lowered to a MAXIMUM of 80 KPH on Aucks Road, although lower would be preferable. There are stretches of this curvy road going into town, where the speed limit is higher than the straight parts of the Puketona Road. It is dangerous at the best of times, and we have been asking for it to be changed for years. Of late, late at night, after the ferries, one can hear speeding on the road.
Which proposed speed reductions do you NOT support?	This road needs to be lowered to a MAXIMUM of 80 KPH on Aucks Road, although lower would be preferable. There are stretches of this curvy road going into town, where the speed limit is higher than the straight parts of the Puketona Road. It is dangerous at the best of times, and we have been asking for it to be changed for years. Of late, late at night, after the ferries, one can hear speeding on the road.
Additional comments:	This needs to be done asap. Too many accidents happen on this road due to people feeling it is ok to drive on what is a maximum speed for even national roadways. All over the rest of the near community I see 80 as the limit. Why shouldn't be the same here on a curvy roads?

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Courtney Simons - Submitter Number: 040

Your details:

Submitter Number: 040	
Full name:	Courtney Simons

Your submission:

Which road speed limit are you most interested in?	Puketona to Paihia
Is there a specific part of this road that is of most concern to you?	The lowered speed
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	90 to 100km
Which proposed speed reductions do you NOT support?	60 and 80, because people drive 70. And it's an open road. It's too slow for long commute frequently
Additional comments:	Be sensible. Lowering it on a good open road only makes people overtake unsafely or police busy issuing tickets instead of dealing with crime

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Bryce Topp - Submitter Number: 041

Your details:

Submitter Number: 041	
Full name:	Bryce Topp

Your submission:

Which road speed limit are you most interested in?	All of them
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None
Which proposed speed reductions do you NOT support?	All of them. Driving to the conditions needs to be promoted over lowering maximum speeds. Blanket lowering of speeds does nothing to reduce crashes. Driver education does everything.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Shiloh Wharton - Feros Ferio - Submitter Number: 043

Your details:

Submitter Number: 043	
Full name:	Shiloh Wharton - Feros Ferio

Your submission:

Which road speed limit are you most interested in?	kaitaia Awaroa
Is there a specific part of this road that is of most concern to you?	All of it and lack of maintenance
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Kaitaia Awaroa Road - road has lack of signs or cones to make motorists aware that Council is not maintaining road to a safe and useable standard - I only support speed reductions - not increase.
Which proposed speed reductions do you NOT support?	
Additional comments:	Yes - review lack of maintenance as this is a great factor in accidents also.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Lisa Clifton - Submitter Number: 044

Your details:

Submitter Number: 044	
Full name:	Lisa Clifton

Your submission:

Which road speed limit are you most interested in?	Moerewa
Is there a specific part of this road that is of most concern to you?	No
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	The current 50km roads are absolutely fine and not in need of change. Many still do not adhere to the changes that were made on the main road - sort this problem out first. You may want to consider fixing our roads before considering any other changes - particularly Factory Road in Moerewa that has long been neglected.
Additional comments:	This proposal is a joke.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Kathryn Carey - Submitter Number: 045

Your details:

Submitter Number: 045	
Full name:	Kathryn Carey

Your submission:

Which road speed limit are you most interested in?	Kaitaia Awaroa Road
Is there a specific part of this road that is of most concern to you?	Whole thing
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Kaitaia Awaroa Road; Gumfields ; Foreshore
Which proposed speed reductions do you NOT support?	None. All good
Additional comments:	No

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Don Mann - Submitter Number: 046

Your details:

Submitter Number: 046	
Full name:	Don Mann

Your submission:

Which road speed limit are you most interested in?	Te Oneroa a Tohe
Is there a specific part of this road that is of most concern to you?	The entire length of the beach
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Te Oneroa a Tohe. Support both proposed changes due to safety plus to safeguard from environmental degradation.
Which proposed speed reductions do you NOT support?	N/A
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Janette Tingey - Submitter Number: 047

Your details:

Submitter Number: 047	
Full name:	Janette Tingey

Your submission:

Which road speed limit are you most interested in?	Kapiro Road Kerikeri
Is there a specific part of this road that is of most concern to you?	From state highway 10 up until at least Redcliff's Rd
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	Kapiro Rd is presently 100km/hr. I believe it should be 80km/hr. It is a built-up area with 2 side roads that carry a great deal of traffic from Purerua and Doves Bay. Also, 2 childcare centres, a large packhouse and numerous orchards.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No Response
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Sarah Fountain - Submitter Number: 048

Your details:

Submitter Number: 048	
Full name:	Sarah Fountain

Your submission:

Which road speed limit are you most interested in?	90 mile beach
Is there a specific part of this road that is of most concern to you?	Waipapakauri Ramp.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	As above. Only a matter of time till speeding goons kill a child running into the sea. Already dogs are frequently killed on the beach and not necessarily by chasing cars. Speeding Cars seeing an animal or person, will spin out of control as they try to brake.
Which proposed speed reductions do you NOT support?	
Additional comments:	Already presented my submission at the 90 mile hui

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Susannah Everitt - Submitter Number: 049

Your details:

Submitter Number: 049	
Full name:	Susannah Everitt

Your submission:

Which road speed limit are you most interested in?	Puketona Road and others in the Kerikeri and Paihia area
Is there a specific part of this road that is of most concern to you?	Puketona Road
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None.
Which proposed speed reductions do you NOT support?	None - reducing speed limits from existing 100kph to 80kph is unnecessary. It makes driving a strain on roads that are in very good condition and fit for their original speed limit. Surely roads like Puketona Road are not accident hot spots. If it must be reduced, 90 kph would be more suitable, which is the speed most cars seem to use on this road.
Additional comments:	This could be seen as easy revenue gathering on speeding tickets. It makes driving a strain on roads that are very good and fit for their original speed limit. (Perhaps the money involved in all this change could be spent on roadworks to improve the surfaces on the road into Russell which is shocking).

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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John Morris - Submitter Number: 050

Your details:

Submitter Number: 050	
Full name:	John Morris

Your submission:

Which road speed limit are you most interested in?	Rangitane Rd, Redcliffs Rd, Opito Bay Rd
Is there a specific part of this road that is of most concern to you?	Rangitane Rd to Rangitane loop road
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	A 50K speed limit the entire length of the Rangitane Rd from the Junction of Opito Bay Rd to the Rangitane Loop Rd A 70 K limit on the Redcliffs Rd to Opito Bay Rd This is a Kiwi Zone and the number of Fatalities to Kiwi are unacceptable.
Which proposed speed reductions do you NOT support?	
Additional comments:	It is not extensive enough

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Caroline Holloway - Submitter Number: 051

Your details:

Submitter Number: 051	
Full name:	Caroline Holloway

Your submission:

Which road speed limit are you most interested in?	None
Is there a specific part of this road that is of most concern to you?	Nope
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None
Which proposed speed reductions do you NOT support?	All
Additional comments:	Leave well enough alone.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Aaron Reilly - Submitter Number: 053

Your details:

Submitter Number: 053	
Full name:	Aaron Reilly

Your submission:

Which road speed limit are you most interested in?	Kohukohu Road
Is there a specific part of this road that is of most concern to you?	Yes, adjacent to the Narrows Ferry Landing area.
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	n/a
Which proposed speed reductions do you NOT support?	Kohukohu Road adjacent to the Narrows Ferry Landing area - Kohukohu Road from 80m south of Mariner St to West Coast
Additional comments:	<p>Kohukohu Road adjacent to the Narrows Ferry Landing area. Throughout the year (mainly peak period or whenever significant events happen), the stacking of the ferry lanes spill out onto the road. The queueing at times extends to both blind corners which creates a safety issue. Currently it is managed with temporary traffic management (TMP) which does come at a cost and requires management by ferry staff, which is slightly outside of their core area of focus at this busy time when they are dealing with high demand on the vessel.</p> <p>In my involvement with the service over the years, the stakeholder group have made regular representation to previous FNDC safety engineers about this issue and have requested a reduction in the speed restriction for this specific piece of road, this was supported in principal by the Safety Engineer.</p> <p>I understand that logging trucks regularly the route. Would you please consider a larger reduction for this specific area or consider an extension of the existing length that is reduced.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Diane Bongard - Secretary/Treasurer Rangiputa Beach Residents & Ratepayers Association - Submitter Number: 054

Your details:

Submitter Number: 054	
Full name:	Diane Bongard - Secretary/Treasurer Rangiputa Beach Residents & Ratepayers Association

Your submission:

Which road speed limit are you most interested in?	Rangiputa Beach Road between White Sands Motel and Wilkinson's Reserve
Is there a specific part of this road that is of most concern to you?	The entire beachfront road
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	Although Rangiputa Beach Road is not in the proposed amendments, the Rangiputa Beach Residents & Ratepayers Association Committee would like to request that a speed limit of 30kph be instigated on this road when a review is being considered for the Karikari Peninsula.
Which proposed speed reductions do you NOT support?	
Additional comments:	The Committee would request that Rangiputa Beach Road be considered urgently due to the over-proliferation of parked vehicles (most with boat trailers) on both sides of the road during ALL long weekends and up to 3 months during the Christmas period. Campervans and large house buses also make the road dangerous. Often most of this beach road is relegated to one lane.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Greg Smith - Submitter Number: 055

Your details:

Submitter Number: 055	
Full name:	Greg Smith

Your submission:

Which road speed limit are you most interested in?	Moerewa
Is there a specific part of this road that is of most concern to you?	The parts that have recently had speed reductions, from 100 to 80, from 70 to 50, etc
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	I support no speed reductions
Which proposed speed reductions do you NOT support?	I do not support any speed reductions
Additional comments:	This is simply designed to raise revenue via speed cameras. It's an open secret and one that has been confirmed to me by a police officer.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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David Mules - Submitter Number: 056

Your details:

Submitter Number: 056	
Full name:	David Mules

Your submission:

Which road speed limit are you most interested in?	North Hokianga - Kaitaia - Mangamuka
Is there a specific part of this road that is of most concern to you?	No
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I think in general the proposed changes seem to have sound logic behind them, and in most circumstances reflect the reality of safe vehicle speeds given the current conditions of our roads.
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>1. The data provided in the review for several of the north Hokianga schools/kura is erroneous in numerous places, and unfortunately detracts as a consequence from the credibility/quality of, and confidence in, the analysis within this review, which is otherwise of a good standard. This should be corrected. Examples are roll numbers for Te Kura Taumata o Panguru and Broadwood Area School (both much too low), and the fact that the kura-a-iwi at Pawarenga is no longer called Hato Maria.</p> <p>2. A real concern exists that once the speed limits are lowered, this may consequently lower the priority for improving the design/maintenance specifications for these roads, thereby perpetuating the relatively poor condition of roading in the Far North in comparison with most other regions in the country. Can we please have a guarantee that this will not, in fact, be the case?</p> <p>3. I may have missed it, but can we have a clear undertaking that there will be a subsequent follow-up review of speed limits in the future e.g. within next 5-10 years, to ensure that the speed regulations remain relevant to changes in the prevailing circumstances e.g. changes in road conditions, vehicle usage.</p>



	(EVs, trucking, etc), demographic changes, climate changes, and so on.
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Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Maureen Smith - Submitter Number: 057

Your details:

Submitter Number: 057	
Full name:	Maureen Smith

Your submission:

Which road speed limit are you most interested in?	Moerewa
Is there a specific part of this road that is of most concern to you?	SH 1 and Otiria Road
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All the streets named in the summary of proposed changes document.
Which proposed speed reductions do you NOT support?	N/A
Additional comments:	SH 1 going through the Moerewa needs speed reduction monitoring. There is signage but travellers do not always take note of them, and it is dangerous to cross the road on the main street.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Hiku Taylor-Wi Neera - Submitter Number: 058

Your details:

Submitter Number: 058	
Full name:	Hiku Taylor-Wi Neera

Your submission:

Which road speed limit are you most interested in?	Kingi Road and Otiria Road
Is there a specific part of this road that is of most concern to you?	Intersection of Kingi Road and Otiria Road
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Kingi Road reduced to 40km - although would also support a 30km zone. This is pertinent to the safety of pedestrians, users of the marae and rugby grounds and cyclists using the cycle trail.
Which proposed speed reductions do you NOT support?	
Additional comments:	Any speed reduction would only have beneficial effect if in combination with speed bumps, otherwise change will have little to no effect on road users who frequently use Kingi Road as a speed strip. I have personally seen close calls with cyclists and children playing roadside - it is really just a matter of time before the inevitable happens. But good on FNDC for making this charge - tautoko marika!

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Ron Shirtcliffe - Submitter Number: 060

Your details:

Submitter Number: 060	
Full name:	Ron Shirtcliffe

Your submission:

Which road speed limit are you most interested in?	Waipapa Road
Is there a specific part of this road that is of most concern to you?	All
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Waipapa Road, reduce the speed to 60km per hour. There are many cyclists using the road, also a retirement village road opens onto Waipapa Road.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Pete Julian - Submitter Number: 061

Your details:

Submitter Number: 061	
Full name:	Pete Julian

Your submission:

Which road speed limit are you most interested in?	Kaitaia-Awaroa Road.
Is there a specific part of this road that is of most concern to you?	Herekino to Haumanga Road
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	I think 80 km is too fast, as in parts there is winding roads, blind corners, obscured driveways and uneven road surfaces... Not to mention some locals with bad speeding/tailgating habits and zero police enforcement.
Additional comments:	The rest looks OK .

Presenting Submission:

I would like an opportunity to present my submission in person:	No.
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David Rhodes - Submitter Number: 062

Your details:

Submitter Number: 062	
Full name:	David Rhodes

Your submission:

Which road speed limit are you most interested in?	All roads
Is there a specific part of this road that is of most concern to you?	All parts
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None. all roads because this does not address the root problem of the safety issues which is the poor construction of the roads, the lack of maintenance and the overpayment of Council for the work conducted.
Which proposed speed reductions do you NOT support?	All as stated above this is just tantamount to rearranging the deck chairs on the Titanic
Additional comments:	Reducing speed limits in areas of high density and risk has it's place but the current policy of just putting out signage and reducing speed limits because of in adequate roads due to non-accountability of Council in its key role of overseeing the road infrastructure is not acceptable and the lame argument that reducing speed limits because it is cheap is a cop out on the part of Council hiding behind poor Government policy advocating this approach forcing Councils to comply. I will say get strong and go back to Government demanding they allocate more funding for the improvement of our road infrastructure from that huge pool of money they collect from road associated taxes and only return 1/3 to the purpose it was collected for, the remaining 2/3 going to the consolidated fund. Get them to commit to improved infrastructure. Slow speed restriction only leads to frustration which leads to poor decision making resulting in the very event you are trying to prevent.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Robyn Manuel - Submitter Number: 063

Your details:

Submitter Number: 063	
Full name:	Robyn Manuel

Your submission:

Which road speed limit are you most interested in?	Roma Road
Is there a specific part of this road that is of most concern to you?	Foreshore Rd to 56 Roma Rd and, 56 Roma Rd to Kaitaia-Awaroa Rd
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Support the decrease from 50 to 40 km/h (56 Roma to Foreshore); Partially support the decrease from 100 km/h to 60 km/h for 56 Roma to Kaitaia-Awaroa Rd. I would like to see a 40 km/h zone that stretches from just before the marae to just past the Kohanga Reo (when going from Foreshore to Kaitaia-Awaroa Rd). I support all of the Ahipara village streets including Foreshore Rd and the side streets/roads dropping down to 40 km/h as these increase the safety for tamariki crossing the road and people on bicycles (like me during the summer holidays). I also support the Kokopu Rd to Foreshore Rd speed reduction to 40 km/h for safety reasons and also the Gumfields speed reduction is a no-brainer and I totally support that. Support the variable speed limit of 30 km/h by Ahipara Primary School.
Which proposed speed reductions do you NOT support?	
Additional comments:	Thank you for doing this. I would also like a variable speed limit of 30km/h at Roma Marae when we have a tangi on. This is because we have a lot of people coming and going; lots of the vehicles are reversing on to the road; people are tired during tangi (long days and nights) and this can be dangerous.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Tyrone Biddle - Submitter Number: 064

Your details:

Submitter Number: 064	
Full name:	Tyrone Biddle

Your submission:

Which road speed limit are you most interested in?	Roma Rd Ahipara
Is there a specific part of this road that is of most concern to you?	Marae/Kōhanga
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	The current limit is 100kmh which is different to current school areas which is 30kmh. It feels like the council is waiting for an incident before changing it. Let's be pro-active and protect our mokopuna. It would also be great to see speed bumps installed by the marae. Again this would be a great pro-active thing to do.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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David Tattersfield - Submitter Number: 067

Your details:

Submitter Number: 067	
Full name:	David Tattersfield

Your submission:

Which road speed limit are you most interested in?	Wainui Road
Is there a specific part of this road that is of most concern to you?	Yes, the road from Te Ngaere Bay to Piapia Bay should NOT be 100kmph area
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	The road from Te Ngaere Bay to Piapia Bay should NOT be 100kmph area rather it should be a 60kmph zone
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Andrea Panther - Submitter Number: 068

Your details:

Submitter Number: 068	
Full name:	Andrea Panther

Your submission:

Which road speed limit are you most interested in?	Ahipara Road
Is there a specific part of this road that is of most concern to you?	Coming into town the sign is too close to school as should start at Sandhills RD as so many kids walk from new subdivision
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Kaitaia-Awaroa due to deaths and yellow lines where people still pass!!!
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Irene Schmid - Submitter Number: 069

Your details:

Submitter Number: 069	
Full name:	Irene Schmid

Your submission:

Which road speed limit are you most interested in?	Roma Rd AHIPARA
Is there a specific part of this road that is of most concern to you?	Near the marae, Kohanga Reo, Kaumatua Flats and 2 churches.....
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Roma Rd AHIPARA should be 40 around the Marae, Kohanga Reo, kaumatua flats and the 2 churches and 2 cemeteries and 60 the rest of Roma Rd. At 100km where there are young children, old ppl, large gatherings, emotional ppl entering and exiting churches and cemeteries....
Which proposed speed reductions do you NOT support?	I support all changes to lower the speed limit and save lives.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Kelly Stratton - Submitter Number: 070

Your details:

Submitter Number: 070	
Full name:	Kelly Stratton

Your submission:

Which road speed limit are you most interested in?	Kaitaia-Awaroa Rd
Is there a specific part of this road that is of most concern to you?	Okahu Rd - 854 Kaitaia Awaroa Rd
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Kaitāia - Awaroa Road - Okahu Rd to 662 Kaitāia-Awaroa Rd Kaitāia - Awaroa Road - 662 Kaitaia-Awaroa Rd to 854 Kaitāia-Awaroa Rd I live at 667a Kaitaia-Awaroa Rd. This road is extremely dangerous with speeding vehicles. I will not let my children walk along the road. There are often tangihanga at the marae, with numerous people and children on the roadside, vehicles do not slow down. There are numerous crashes near our road even ones are not reported to authorities.
Which proposed speed reductions do you NOT support?	
Additional comments:	Reducing the speed limit alone will not stop the speeding, there needs to be increased policing and perhaps even a speed camera located within Pukepoto settlement. The current 70kmph sign located at 662 Kaitaia-Awaroa Rd should be moved further east. There also needs to be footpath/cycleway installed so that there is a safe walking space for residents and the numerous people currently walking the Te Araroa Trail into Kaitaia. Currently, people have to walk or move into the deep drains on the roadside in order to keep safe when a vehicle approaches.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Megan Fitzpatrick - Submitter Number: 071

Your details:

Submitter Number: 071	
Full name:	Megan Fitzpatrick

Your submission:

Which road speed limit are you most interested in?	Kakapo Street
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	40kph around the Ahipara village and foreshore areas
Which proposed speed reductions do you NOT support?	
Additional comments:	During summertime - temporary speedbumps (halfrounds laid across the roads will suffice - like DoC uses) that can be removed should be put in place to ensure the increased holiday traffic keeps to the speed limit. Footpaths in the village for tamariki walking to school would also be safer.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Donna Beatson - Submitter Number: 072

Your details:

Submitter Number: 072	
Full name:	Donna Beatson

Your submission:

Which road speed limit are you most interested in?	Ahipara Road from Kaitāia-Awaroa Rd to Kokopu Street
Is there a specific part of this road that is of most concern to you?	The whole stretch that is 100 should remain at 100
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	Roma Road - Foreshore Rd to 56 Roma Rd Roma Road - 56 Roma Rd to Kaitāia-Awaroa Rd
Which proposed speed reductions do you NOT support?	Ahipara Road from Kaitāia-Awaroa Rd to Kokopu Street Ahipara Road from from Kokopu Street to Foreshore Rd Kaitāia - Awaroa Road - 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd Kaitāia-Awaroa Road - 854 Kaitāia-Awaroa Rd to 80m North of 2529 Kaitāia-Awaroa Rd Kaitāia-Awaroa Road - 80m North of 2529 Kaitāia-Awaroa Rd to 40m east of Whangapē Rd Intersection. (Herikino School and Herikino) Kaka Street (Ahipara) Kakapo Road Karawaka Street Kauhanga Road Kokopu Street Korora Street Kotare Street Larmer Road Long Street (Awanui) Mamari Village Road Manukau Road Masters Access Road Matarau Road
Additional comments:	The consultation times for Ahipara were not very workable.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Trevor Beatson - Submitter Number: 073

Your details:

Submitter Number: 073	
Full name:	Trevor Beatson

Your submission:

Which road speed limit are you most interested in?	Kaitaia-Awaroa the road from town to Ahipara
Is there a specific part of this road that is of most concern to you?	This road is dangerous by design and not by default to the speed limit. The road is narrow with deep trenches and culverts either side, - engineering and physical road design is the solution not a reduction in speed.
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I support the reduction of speed on Roma Rd Ahipara particularly around the Marae and Kohanga reo.
Which proposed speed reductions do you NOT support?	I do not support a reduction in speed for Kaitaia - Awaroa Rd (the road from Ahipara to Kaitaia) in any way. The speed reduction is lazy local govt the road should be made safer, through straightening, widening and curbing. I am supportive of a speed reduction for Ahipara village but feel it is a joke to reduce it to 40kms an hour when already the speed limit at 50kms is never enforced. There are constant breaches of this speed limit - it is never enforced, there are no speed reduction design in Takahe street kakapo street and vehicles are constantly travelling at high speed on these roads. Making the speed limit 40km is a joke.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Barry Kernot - Submitter Number: 074

Your details:

Submitter Number: 074	
Full name:	Barry Kernot

Your submission:

Which road speed limit are you most interested in?	Ninety Mile Beach
Is there a specific part of this road that is of most concern to you?	The open beach
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Within 200 meters of a legal beach access and built up areas like Ahipara
Which proposed speed reductions do you NOT support?	The rest of the beach 60km/h is to slow. Especially when sand is soft due to weather and sea conditions vehicles need momentum to get through soft sand 90 km/h would be best. Our family have driven the 90-mile beach for over 50 years and observed most people driving to the conditions. What is the motivation for this huge reduction in proposed speed limits? How many deaths have there been in the statistics on 90 mile beach 2016 - 2021? Or serious injury crashes? I would be interested to know
Additional comments:	What is the motivation for this change to 90-mile beach speed reduction

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Michael Drayton: Secretary Ohaeawai Taiamai Residents Association - Submitter Number: 076

Your details:

Submitter Number: 076	
Full name:	Michael Drayton: Secretary Ohaeawai Taiamai Residents Association

Your submission:

Which road speed limit are you most interested in?	SH 1 through Ohaeawai
Is there a specific part of this road that is of most concern to you?	SH 1 through Ohaeawai
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>I understand Ohaeawai isn't in a catchment being addressed by the current FNDC speed limit review.</p> <p>I understand SH 1 is managed by Waka Kotahi and not FNDC. My question therefore applies to other towns which are affected by the review.</p> <p>We would like the 60km/h limit reduced to 50km/h through our town.</p> <p>How can FNDC help local residents interact with Waka Kotahi? They just don't seem to listen to members of the public.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Joanne Thomson - Submitter Number: 077

Your details:

Submitter Number: 077	
Full name:	Joanne Thomson

Your submission:

Which road speed limit are you most interested in?	Ninety Mile Beach
Is there a specific part of this road that is of most concern to you?	All of it
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None
Which proposed speed reductions do you NOT support?	Ninety Mile Beach - most of the time it is safe to drive faster than 60km. Most people slow down around other beach users and for streams anyway. We do not need a speed limit restriction.
Additional comments:	I think it is a bad idea to have multiple speeds on each road - this is very confusing to the driver, and you often don't realise which "zone" you are in. For example, when Taipa, Cable Bay, Coopers Beach and Mangonui used to go from 70 to 50 to 70 all the time you never knew what speed you were supposed to be doing where! It is much simpler for the driver if the speed limit stays at one speed only and they drive to the conditions of the road itself - usually metal roads are full of potholes and mud and you can't drive fast on them anyway!

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Gill Minogue - Submitter Number: 078

Your details:

Submitter Number: 078	
Full name:	Gill Minogue

Your submission:

Which road speed limit are you most interested in?	Kaitaia-Awaroa Rd
Is there a specific part of this road that is of most concern to you?	Pukepoto Settlement, Pukepoto School, Herekino School
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	I support all the proposed speed changes for the Kaitaia-Awaroa Rd.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Pauline Evans - Submitter Number: 075

Your details:

Submitter Number: 075	
Full name:	Pauline Evans

Your submission:

Which road speed limit are you most interested in?	Kohukohu Road and West Coast Road
Is there a specific part of this road that is of most concern to you?	Section of Kohukohu Road between Smiths Deviation and the North Hokianga ferry terminal. Section of West Coast Road between North Hokianga ferry terminal and Hawkins Road
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	All of Kohukohu Road and West Coast Roads - change from 100 km to 80 km. These main roads are definitely not suitable for speed limits of 100 km. All side roads 100km to 60 km - these side roads are not suitable for a 100 km or 80 km speed limit. Kohukohu - I support reduction of 50 km to 40 km in the entire precinct. This area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road.
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>I strongly support speed reduction warning signs on the northern and southern end of Kohukohu. Traffic needs more warning to reduce speed from 80 kms to 40 kms.</p> <p>Also the blind corner on West Coast Road next to the northern ferry landing also needs more attention in regards to traffic safety.</p> <p>I also support the installation of signs warning of cyclists and walkers on the road between Kohukohu and the ferry and between Hawkins Road and the ferry. There are narrow blind corners on both these roads and traffic within a few kms of the ferry terminal can move faster and be more concentrated than traffic further away from the ferry. Traffic near the ferry shares narrow roads with walkers and cyclists and ideally should not exceed 60 kms speed in a number of places. Walkers and cyclists moving to and from the ferry need to feel safe and there should be more rest areas and paths for walkers and cyclists so that they can move off the road to avoid traffic.</p> <p>Unlike in Rawene, pedestrians from Kohukohu and</p>



	<p>Motukaraka have to walk along the main road outside of their settlements to reach the ferry, therefore it is more hazardous for Kohukohu/ Motukaraka pedestrians than Rawene pedestrians to reach the ferry.</p> <p>Thank you for the opportunity to comment. I am pleased that speed limit reductions are proposed, Our main roads and side roads cannot support 100 km speed limits, and reductions of 80km, 60 kms and 40 kms are appropriate close to the ferry and in the vicinity of Kohukohu and Motukaraka. Log trucks and other heavy vehicles are common road vehicles and there is not a lot of room on blind corners. By the end of winter, hazardous potholes and road subsidence usually develop on a lot of our roads, presenting more danger to traffic, including motorbikes and bicycles.</p>
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Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Richard Sucich - Submitter Number: 079

Your details:

Submitter Number: 079	
Full name:	Richard Sucich

Your submission:

Which road speed limit are you most interested in?	Ninety Mile Beach
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	Ninety Mile Beach. 60km/h on all other parts of the beach.
Additional comments:	I consider the 80km/h on all other parts of Ninety Mile Beach an appropriate speed.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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C & L Savill - Submitter Number: 080

Your details:

Submitter Number: 080	
Full name:	C & L Savill

Your submission:

Which road speed limit are you most interested in?	Ninety Mile Beach
Is there a specific part of this road that is of most concern to you?	all
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	60km on the Ninety Mile Beach
Additional comments:	Should be 80km

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Waikarere Gregory - Submitter Number: 081

Your details:

Submitter Number: 081	
Full name:	Waikarere Gregory

Your submission:

Which road speed limit are you most interested in?	Kaitaia-Awaroa Road.
Is there a specific part of this road that is of most concern to you?	As the section of this road that runs through the kainga/settlement of Pukepoto, so from 662 through to 854, currently 70km
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	N/A
Which proposed speed reductions do you NOT support?	I do NOT support the change between 662-854 Kaitaia-Awaroa Rd from current speed limit of 70km to 60km. This is a populated area with kaumatua/elderly and tamariki alike, 2 busy, active marae, a cemetery and a primary school. For the safety of our people particularly during tangihanga, hui and school hours the speed limit should be dropped to at least 50km if not even 40km as per other school zones. I walk regularly between my home and marae and cemetery and as an adult am afraid of the speed of some vehicles through our kainga - it does not encourage our people to get out and walk, valuable at this time of serious health issues and carbon/climate change, nor does it ensure the safety of our people during events at our marae/cemetery. I am also a cyclist between Pukepoto and Kaitaia and find the speed limit and also the conditions of the road (too narrow, no footpath) hazardous. It would also do well to look at providing a walkway/cycleway between Kaitaia to Ahipara for walkers, runners, tourists on Te Araroa Trail and cyclists. Signage would be helpful to alerting people to their entering Pukepoto, marae, cemetery and school zones.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Keith Lyndsell - Submitter Number: 082

Your details:

Submitter Number: 082	
Full name:	Keith Lyndsell

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Proposed speed limits in town areas, in particular where pedestrians/schools are present
Which proposed speed reductions do you NOT support?	Open roads. The 100km/h speed limit is a limit - not necessarily a safe driving speed. It is far better to educate road users than to dumb down all users to the standard of the slowest. Also it is inefficient use of a vehicle to force use of lower gears (since the 80km/h limit was introduced between Okauhau and Kerikeri I have not been able to use top gear on any vehicle, and the top two gears on my motorcycle). Forcing slow driving means extra fuel consumption, slower journeys, and possibly more danger due to boredom resulting in inattention. It is far better to let road users pick their own safe speed for the conditions. With the current situation with obsession on speed limits I feel I am driving worse than previously through becoming paranoid over going above low speed limits causing me to fixate on the speedometer instead of watching the road conditions. These proposals will make the situation worse.
Additional comments:	Have you considered bringing back the "Red Flag" where vehicles have to follow a walker waving a red flag?

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Robert Ueberfeldt - Submitter Number: 083

Your details:

Submitter Number: 083	
Full name:	Robert Ueberfeldt

Your submission:

Which road speed limit are you most interested in?	Broadway Kaikohe
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>I ask that we get a pedestrian crossing outside Active Physio/Percy and Sheree Takeaways on Broadway Kaikohe. It looks like it got partially built a few years ago with protected pedestrian areas but they didn't quite finish it.</p> <p>The speeds on Broadway are too fast for the community. Both Mangakahia Rd and Raihara St suffer from dangerous congestion when trying to turn onto Broadway, both could be alleviated by lowering traffic speed, either that or they will need traffic lights at some stage.</p> <p>I suggest a speed limit of 40km/h from Hongi St to Raihara St, 30 Km/h from Raihara to Station Rd and back to 40 from Station Rd to Tawanui St.</p> <p>Judder bars on the pedestrian crossings would help especially if we add a pedestrian crossing as suggested, this could be combined with lowering the speed limit, either would be good.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	No response
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Dan Corbett- Submitter Number: 084

Your details:

Submitter Number: 084	
Full name:	Dan Corbett

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>Pasted below is a post that I have made on Facebook to both my timeline and also the Northland Grapevine - Info Sharing Group</p> <p>Far North District Council have released this proposal for a reduction in speed limits, and in their words are starting with the highest risk areas first.</p> <p>They tell us how to make our submission, But I want to know,</p> <p>a) an email address to obtain data for each of the following questions</p> <p>b) How many vehicles use each of these roads,</p> <p>c) What is the percentage is of these vehicle movements that have resulted in accidents.</p> <p>d) How many of these accidents were above or exceeding the posted speed limit.</p> <p>e) I also want to know how much it is going to cost the rate payer to erect signs on all of these roads</p> <p>The only email address that I can find in the document is to make comment to submissions@fndc.govt.nz and askus@fndc.govt.nz I don't want to make comments UNTIL I have the appropriate data.</p> <p>By the councils own admission First Section Top of page 4/32 "In most cases, the average driver will get to their destination in about the same time that they are now. This is because the</p>



	<p>actual speed that you drive on a road is often much slower than the posted speed limit. "</p> <p>This being the case then all hat is happening is the posted speed limit is being lowered to what drivers are probably already doing. Therefore another BLANTANT WASTE of ratepayers money</p> <p>I note that figures shown relating to crashes and accidents are for all of the Far North District. If Moerewa urban area is one of the high risk areas then I would expect figures for just this area to be available.</p> <p>Just in case nobody from the Far North District Council is available to read this post I will be emailing it to the submissions@fndc.govt.nz and askus@fndc.govt.nz in the hope that I can get an email address to which I can ask the questions that I need to make my submissions</p>
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Presenting Submission:

I would like an opportunity to present my submission in person;	No Response
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Russell Hockey - Submitter Number: 085

Your details:

Submitter Number: 085	
Full name:	Russell Hockey

Your submission:

Which road speed limit are you most interested in?	It is disconcerting the amount of vehicles who pass on the wrong side at speed. I am 81 and it is frightening.
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No response
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NZ Police - Submitter Number: 086



20 July 2021

Shawn Baker
shawn.baker@wds.govt.nz

RE: Statutory Notification of Proposed New speed Limits Far North District Council

Dear Shawn

I refer to your correspondence of 13 July 2021 to New Zealand Police Commissioner Andrew Coster in relation to the proposed speed limit changes for the Far North District.

Your correspondence has been referred to me as the Director of the National Road Policing Centre and I have consulted Inspector Dickson, as the District Road Policing Manager, for his operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made and a crash should occur.

With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on local roads and sections of state highway in the Far North District.

Yours sincerely

A handwritten signature in blue ink, appearing to be "Steve Greally".

Superintendent Steve Greally
Director: National Road Policing Centre

Police National Headquarters
180 Malesworth Street, PO Box 3017, Wellington 6140, New Zealand.
Telephone: 04 474 9400. Fax: 04 409 7450. www.police.govt.nz





Linda Kaye - Submitter Number: 087

Your details:

Submitter Number: 087	
Full name:	Linda Kaye

Your submission:

Which road speed limit are you most interested in?	Kohukohu township from Tauteihiihi Marae to Pikiparia Marae (Smiths Deviation)
Is there a specific part of this road that is of most concern to you?	<p>Proposed speed limit for all vehicles through Kohukohu township from Tauteihiihi Marae to Pikiparia Marae (Smiths Deviation) should be 30kmh. There is no justification for higher speed. Many local people, including children walk and bike that road.</p> <p>In particular,</p> <p>a) the area from Mariner Street to Maning provides access to Health Clinic, used by potentially vulnerable patients of all ages;</p> <p>b) the area around Kohukohu wharf, general store, library, takeaways, pub, gallery post office, fire station and ambulance is used by children on bikes and on foot; it's very, very dangerous to allow traffic through there at anything approaching open road speed; it surely goes without saying, that this is even more significant around school and play centre - 40km is too high</p> <p>c) side roads such as Old Beach Road, Maning Street, Mariner, Yarborough and Church Streets should all be maximum 30km speed limit.</p> <p>I observe also, that none of this will make a difference if there is no enforcement.</p>
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	



<p>Additional comments:</p>	<p>1. Proposed speed limits throughout Northland should be lower for heavy vehicles - eg articulated logging trucks - than for domestic vehicles. Is it possible to legislate for different classes of vehicle?</p> <p>I request that you implement this, and also</p> <ul style="list-style-type: none"> • that heavy vehicles not be permitted to use air brakes along Kohukohu Road from Narrows through to Smiths Deviation • that heavy vehicle hours of operation be limited to weekdays, between 6.30am - 7pm. At present the logging trucks operate 24/7 at high speeds.
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Presenting Submission:

<p>I would like an opportunity to present my submission in person:</p>	<p>Yes</p>
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Federated Farmers - Submitter Number: 088

SUBMISSION



To: Far North District Council

Submission on: Speed Limits Review

Date: 24 August 2021

Contact: Colin Hannah – Northland Provincial President
Federated Farmers of New Zealand
m: 0274 631 600 | e: colin@colmarpark.com

Shaun Hazelton - Policy Advisor
Federated Farmers of New Zealand
PO Box 447, Hamilton 3240
444 Anglesea Street, Hamilton
m: 0273727330 | e: shazelton@fedfarm.org.nz



Submission to Far North District Council on the proposed Speed Limit Review

OUR SUBMISSION

General Comments

1. Federated Farmers welcomes the opportunity to submit to Far North District Council on the Speed Limits Review.
2. We wish to remind council that the primary sector contributes heavily to Northlands's economy through high levels of exports and local employment. Rural businesses rely heavily on the roading in Far North to provide a safe and reliable means to transport goods and services in and out of the region and helping to connect the communities within the Far North.
3. Overall Northland Federated Farmers supports the intent of the Speed Limits Bylaw 2021 and many of its proposals. However, we do not support the proposed changes to individual roads around Far North. We acknowledge that appropriately reducing the speed of vehicles is one of the most effective ways of minimising road trauma.
4. There are, however, some concerns that the opportunity to create safer roads via speed setting comes at the cost of expenditure on roading infrastructure improvements. We have concerns that the strategic direction, as set by central government, will have a damaging effect on the roads' current state, increasing the amount of roading requiring lower speed limits. The third principle under the Road to Zero Strategy states, "we strengthen all parts of the road transport system" ensuring that speed setting is only one of the many factors to create a safer roading system.
5. Northland Federated Farmers submits that if the amendments to the bylaw are undertaken, FNDC monitor the roads where the speed limits have been reduced with a view to raising back to previous levels, if the reduction in speed has little or no improvements to road safety.

Proposed Changes

Proposed changes to Urban Traffic Areas

6. The proposal to identify and set slower speeds on roads within Urban Traffic Areas is supported by Northland Federated Farmers. The proposal to change the speeds in Ahipara, Awanui and Meorewa are in line with the speed environments criteria identified by council.
7. Northland Federated Farmers supports this proposal as the changes will have little to no effect on the logistics movement within the primary industry whilst improving the safety of the community. The Federation supports this proposal under the point that improvement of roading conditions within towns will have less of an impact than speed limits in towns as the factors for crashes in town vary from that of rural roads.

Page 2 of 4



Proposed changes to Individual Roads

8. Northland Federated Farmers generally does not support the proposed changes to individual roads around Far North. The decision to reduce speeds on roads where the roads do not meet the safety standards for higher speeds is accepted however, this should not come without the consideration to improve safety through infrastructure improvements. Northland Federated Farmers believe that council should take into consideration the option to improve the roading conditions e.g., sealing, widening etc along with the speed change viability.
9. A cost benefit analysis should be considered prior to deciding to slow the individual roads outside of urban and school zones. These individual roads have the greatest use from the primary sector therefore have a large effect to our members.
10. Naturally, drivers should be driving to the condition of the roads. The type of vehicle also has a significant implication of the speed that the driver can go. Rural unsealed roads allow 4wd and most rural vehicles to drive at a faster pace than smaller cars and bikes at a safer pace. The slower speeds will also need to be enforced to ensure that the desired behaviour change is made. Without enforcing the proposed changes council will just be spending money to update signs without benefit.
11. Slowing down roads will create a safer roading system however, looking at a triple bottom line approach improving the quality of our single lane and unsealed roads will have a greater benefit improving drive times, reducing maintenance along with minimized sediment loads from our unsealed roads and creating a safer road to drive on.
12. The Federation does not support the proposed individual roads speed changes as there are other ways to improve the safety of roads within the district that should be implemented first, such as, sealing, developing, and improving the roads and safety features on these rural roads. The proposal to reduce speeds seems short sighted.

School Speed Zones

13. Federated Farmers is also in support of changing the school speed zones within proximity of the schools. This is of particular importance to ensure that the most vulnerable are safe around high traffic areas.
14. The ability to reduce speeds need to come hand in hand with appropriate roadside preventive measures such as pedestrian crossings and speed humps to channel the foot traffic within the safe speed zones.

Summary

15. Northland Federated Farmers agrees that reducing speed limits will create a safer roading system for the Far North however, road improvements particularly to the districts single lane and gravel roads are in respect as important as slowing speeds down.



16. The Federation supports the introduction of slower speed zones in the urban setting particularly around school zones, however, has concerns that within the individual roads in the rural setting there has been a large focus on reducing speeds which is only one tool the council can adopt to improve road safety for the community.
17. Federated Farmers wishes that council completes a review of the speed changes over time to ensure that any reductions of speed has made benefit to the safety of roading. If no changes to the crash rate are viewed, then a change of focus to roading improvement needs to be addressed.
18. That council works alongside New Zealand Police to ensure a monitoring strategy is implemented to drive the behaviour change on these effected roads.

ABOUT FEDERATED FARMERS

Federated Farmers of New Zealand is a primary sector organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers.

The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

Ends

Presenting Submission:

I would like an opportunity to present my submission in person: Yes



Automobile Association - Submitter Number: 089

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

Speed Limits Review – Kaitaia-Awaroa; Broadwood-Kohukohu; Moerewa urban and Te Oneroa-a-Tohe/ Ninety Mile Beach

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 Kaitaia-Awaroa; Broadwood-Kohukohu; Moerewa urban; Te Oneroa-a-Tohe/ Ninety Mile Beach.

In this submission, we shall offer general comments on speed limit changes and then offer comments on some (but not all) of the proposed changes.

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

1. GENERAL COMMENTS ON SPEED LIMIT CHANGES

- 1.1 We acknowledge that lower speeds result in fewer crashes of less severity. We support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements.
- 1.2 The review document states: "There is a real need to reduce the toll on our communities by ensuring that speed limits are safe and appropriate for the wider road environment." Speed limit changes 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.

We suggest that:



- (i) there is an even greater need for drivers to not grossly exceed speed limits and to drive to the conditions. Too many lives have been lost in Northland and nation-wide in recent years due to driving at reckless speeds (e.g. 100+ kph in 50 kph zones). Lowering speed limits will not change this reckless disregard for posted speed limits; and
 - (ii) drivers need to be reminded that while they are behind the wheel, they need to focus on their driving, for the safety of their passengers and for the safety of other people on the road or in their vicinity. Distraction could be a death sentence for someone.
- 1.3 We acknowledge that 100 kph is not a safe and appropriate speed for the majority of rural roads that are not state highways. AA policy is that we support focusing on the highest risk roads - the top 10% - but also engineering up where appropriate in order to maintain their function (e.g. arterial roads).
- 1.4 The '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 motorists' perspective that they are fully informed of new speed limits as this will give the best result in terms of people complying. 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, which will completely undermine the intended outcome.
- 1.5 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 so you 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.

2. SPECIFIC COMMENTS ON PROPOSED CHANGES

2.1 Sealed rural roads.

We acknowledge that 80 kph is a safer and more appropriate speed limit for some sealed rural roads, such as the Kaitaia – Ahipara Road, and from Ahipara to Kohukohu.

2.2 Unsealed roads

Nearly all unsealed roads in this review are narrow and winding. While we recognise that 100 kph is neither a safe nor appropriate speed, we would prefer that there should be a uniform maximum speed limit of 70 kph. At all times, it is the driver's responsibility to drive to the conditions. The posted speed limit is never a 'target.'



2.3 Variable speed zones at schools

AA policy supports variable school speed zones but we believe that these should be consistent at 40 kph within built-up areas, not either 30 or 40. Drivers are more likely to understand and to comply with consistent speed limits. Where the posted speed limit is already 40 kph, it should not be necessary to install a variable limit of 30, such as at Ahipara School. If speeding is currently a problem, additional enforcement or an engineering solution may be more appropriate.

2.4 Speed limits on urban streets.

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 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. Consequently, we do not support the general principle of lowering urban speed limits from 50 to 40. The posted speed limit needs to reflect the environment and make sense to drivers.

However, in small seaside settlements such as Ahipara, we recognise that there may be a case for 40 kph, but without enforcement, we doubt if this would have any real effect.

2.5 Te Oneroa-a-Tōhe / Ninety Mile Beach. We support the proposed speed limit reductions along the beach in general (60 kph) with a lower, safer limit (e.g. 30 kph) at beach access points where there is a likelihood of more pedestrian traffic.

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

For Northland District Council
of NZ Automobile Association

Presenting Submission:

I would like an opportunity to present my submission in person: Yes



Te Rarawa marae - Submitter Number: 90

Speed Limit Changes (Submissions) na Te Uri O Hina, Te Tahaawai, Ngati te Ao no Pukepoto.

On Monday the 9th August 2021 a member of the FarNorth District council (Clr. Felicity Foy) had been invited to speak to Te Rarawa community members present at the Te Rarawa Marae Committee hui regarding the:

Statement of Proposal , Speed Limits Review – Kaitaia-Awaroa; Broadwood-Kohuhu; Moerewaurban;and Te Oneroa-a-Tohe/Ninety Mile Beach

As stated in the Far North District Council statement of Proposal the, “ *Far North District Council is proposing to amend the Speed Limit Bylaw 2019 as part of the ongoing programme to review speed limits on the districts roads*”. It further goes on to state that, “*Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District(except state Highways) and is reviewing speed limits across the District as part of a nationwide programme under the governments “ Road to Zero” National Road Safety Strategy.*

As this proposal includes the Kaitaia-Awaroa Road, input is sought from members of the Pukepoto community who affiliate to Te Rarawa marae. the Pukepoto Community viz the Te Rarawa marae Committe Monthly hui to consider and submit a submission to this proposal. It should be noted that this request has been made at a late stage of the submission process as the submission period is from 12th July 2021 until 24th August 2021. This leaves approximately 12 days to gather information and provide a submission.

This submission is made on behalf of the community in Pukepoto who were present at this meeting and nominated a sub group to undertake the initial task of gathering information and then to formulate a submission by the closing date of 24th August 2021.

The sub-group are:

Malcolm Robson, Ben Gregory, Tui Bedggood

The sub group met on 12 August and identified areas that would focus on to form the basis of the submission. In particular the following areas suggested by the FNDC :

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Kaitaia-Awaroa Rd from Okahu Rd to 662 Kaitaia – Awaroa Rd.	100	80
Kaitaia Awaroa rd from 662 Kaitaia-Awaroa Rd to 854 Kaitaia – Awaroa Rd.	70	60



Proposal for changes to Speed Limits:

The changes recommended by the sub group for this submission have taken into consideration the following from the Statement of Proposal (SOP)¹:

- Reviewing of speed limits in the Far North Region as part of the governments Road to Zero National Road Safety Strategy; National Speed Management Guidance; and the Setting of Speed Limits Rule 2017.
- A change in the district that has seen more vehicles on the road and more people visiting remote parts of the district, bring more people unfamiliar with these roads.
- A combination of increased traffic and speed limits that are too high for the road environment leading to high numbers of serious injury and fatal crashes on our roads.
- The Kaitaia - Awaroa Road has been identified as a High benefit Road (top 10%) where the personal risk of driving is high. Personal Risk is a measure of the danger to each individual using a road and takes into account the traffic volumes on the section of road.
- Given that there are more options for speed limits.....current speed limits do not always match the road environment

The sub group has also taken into consideration the ;statutory Consideration², Which states "Section 4.2 of the Setting of Speed Limits Rule 2017 requires council, in its capacity as a Road Controlling Authority to have regard to:

- a) NZTA information about speed management
- b) NZTA Speed Management Guidance
- c) The function and use of the road
- d) Crash risk for all road users
- e) The characteristics of the road and roadsides
- f) Adjacent land – use
- g) The number of intersections and property accessways
- h) Traffic volume

¹ FNDC Statement of proposal , Speed limits Review- Kaitaia Awaroa; Broadwood-Kohukohu; Moerewa Urban; and Te Oneroa-a-Tohe / Ninety Mile Beach, Pg5



- i) Any planned modifications to the road
- j) The views of interested persons or groups.

The subgroup will identify several of the above areas as areas of concern which is hoped it will support their submission for recommended reduced speed limits, and will also add context to each specific area supporting their proposed reduced speed limits.

Following the proposed changes made by the FNDC ,the areas identified in their SOP relate to the Kaitaia – Awaroa Speed Review Area. This groups focus as mentioned earlier has targeted a specific portion of the area between Okahu Road to 662 Kaitaia – Awaroa Road and from 662 Kaitaia – Awaroa Road to 854 Kaitaia-Awaroa Road, (See above table). The area includes Up to and 100 metres beyond Pukepoto school. Of note under “Schools”, (page 26, paragraph 3) it is noted by the sub-group that ...“the proposed permanent 60kph speed limit includes an area that has residential housing, Te Rarawa Marae, as well as Pukepoto school. This fails to acknowledge the second marae ,Te Uri – O – Hina which is also within the residential area. We believe this adds significantly to consideration of the speed limit being lowered.

All identified areas have been weighed up against, Speed Environments, Statutory Considerations - specifically section 4.2 (a – j) of the “Setting Speed Limits Rule 2017”, also acknowledging the proposed changes made by the FDC in the SOP . We would also like to add the following from the perspective of the māori community in Pukepoto i.e cultural practices impacted upon the community as a whole by not reducing speed limits.

Kaumātua spoken to have stated that over many decades they have constantly been concerned by the increase in traffic in the area as the roads have become more and more utilised. (This is consistent with the information provided in the SOP).This reduces their willingness to place not only themselves at risk but also rangatahi especially during holiday periods and statutory weekendswhich sees the traffic flow increase the risk of potential injury.

In identifying our specific community concerns we provide the following.

Speed Limits (Possible review and reduction of current speeds)

The current speed limits proposed by the FNDC for the Kaitaia - Awaroa Road from Okahu Road to 662 Kaitaia - Awaroa Road and then 662 Kaitaia – Awaroa Road to 854 Kaitaia – Awaroa Road (See abovetable) showing the current recommended speed limits for the Kaitaia – Awaroa Road from Okahu to 662 Kaitaia – Awaroa road (known by the local community as “Fairlawn Farms)have been reduced to 80kph, this is then reduced to 70kph 200m approx further on . This speed is still considered by the sub group to be significantly high for the community not only for those that live in and around the residential area but also those who return regularly to be with whānau during holiday periods, tangihanga, Hura Kohatu and birthday celebrations and utilise both marae.

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The designated portion of the road where the proposed speed limit encompasses the residential area, two marae, a urupa where access during tangihanaga and Hura Kohatu, and attending church services and Pukepoto School. This creates a highly risky time for locals and visitors alike due to limited safe off road access to and from the main road.

If at all possible it is suggested that given this risk, the possibility of providing a reduced flexible limited speed to these key areas during these times as is currently applicable for schools.

Aligned to this is the ability to assist in reducing the risk to locals by providing infrastructure changes to key areas along this portion of road where risk is perceived. These will be identified next

Infrastructure:

A visual survey was undertaken by the sub-group of specific areas where they suggest that consideration could be given that will minimise risk. They are as follows:

Te Rarawa Marae

Te Rarawa marae is one of two marae that provides a place a place to stand where local māori and their extended whānau who affiliate to the three hapu in Pukepoto can continue to maintain their cultural practices. In order to do this and provide safety the subgroup have noted that there is limited off-road parking which can and does create unsafe zones next to the marae. In consideration of this a suggestion has been made to potentially provide extra off-road parking. This may be achieved by providing culverts 100 metres either side of the marae, which can be covered over and provide at least a 2 metre width directly off the road. (See attached photos).

Also noted is the potential shifting of one of the Power poles as this can interfere with safe access and egress to the current marae parking.

Te Rarawa Marae exit from Car Park looking East towards Kaitaia (Photo 1)

Note: Recommendation regarding potential for culvert/drainpipes to be placed and covered giving potential for limited off road parking outside the marae. Approximately 2m wide by 50 m long. This would compliment current on-site parking.



Te Rarawa Marae looking West towards Ahipara (Photo 2)

Note: Recommendation regarding potential for culvert/drainpipes to be placed and covered giving potential for limited off road parking outside the marae. Approximately 2m wide by 50 m long. This would compliment current on-site parking.



Urupa / Cemetary Access

Access and egress to the the Urupa “Te Rangihaukaha” has always been a significant area of concern for not only Kaumātua in Pukepoto but all locals. Anecdotal evidence has seen many near-misses from drivers who fail to either acknowledge or observe their speed when driving through the settlement. Again the subgroup recommends the possibility of providing culverts which may address and reduce this risk where safely pulling over to the side may be achieved to allow continued traffic flow.

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Access to "Te Rangihaukaha" Urupa Cemetary (Photo 3)

Note: Recommendation regarding potential for culvert/drainpipes to be placed and covered giving potential for limited off road parking. Approximately 2m wide by 50 m long.



Te Uri-o-Hina Marae

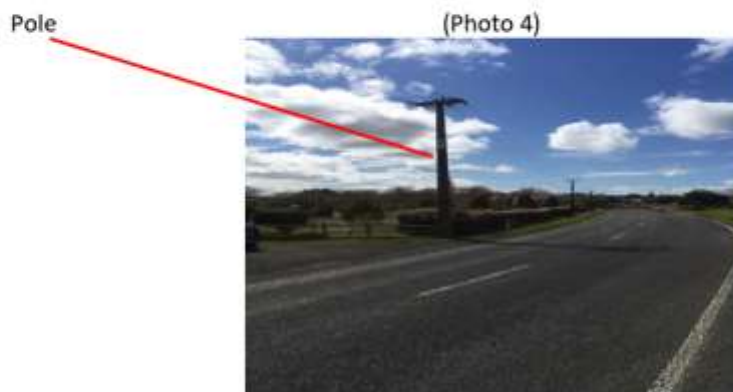
Te Uri-o-Hina marae also like Te Rarawa is a place where the continuation of cultural practices and customs is maintained. Whilst it has significantly more off road parking, it has its own particular risks relating to road safety.

These subgroup have identified that the curve of the road where this marae is situated places a high risk on people leaving and entering the car park. There are two access point, both have a significant risk they are:

- The placement of the current power pole which when accessing the exit/entry (1) closest to Tangonge road impedes the vision of oncoming traffic from Ahipara (see photo 4)
- The current accessway from entry/exit (2) has vision impeded by the placement of a hedge as well as the Pole previously mentioned. Again this may also require consideration of potentially the camber of the road. (See Photo 5)



Te Uri-o-Hina Marae Exit 1 (Closest to Tangonge Road) looking East towards Kaitaia



Te Uri -O-Hina Marae Exit 2 looking West towards Ahipara
(Photo 5)



To further support the safety aspects for Pukepoto the subgroup also wishes that consideration be given to the following:

- The possible application of Rumble strips and or raised crossings outside both Te Rarawa and Te Uri-o-Hina Marae
- The installation of Barriers along the left hand side of the Road (approximately 50 m long directly opposite Te Rarawa marae.
- The installation of an electronic Flashing roadsign to be utilised during the holding of cultural and or Social events at both Te Rarawa and Te Uri-o-Hina Marae. One placed 50 M from Te Rarawa marae (for traffic heading West to Ahipara) , and one 50 M from Te Uri O Hina (Placed 10 Metres past Tangonge Road) on the left hand side for traffic heading East towards Kaitaia.
- Installation of "Hi-Glo" signs such as those placed outside schools.

**Future Aspirational Goals.**

The subgroup have also had discussions regarding any further aspirational goals for the hapu and in brief this is what was said;

“we would like to see how we can further improve Pukepoto through the continued inclusion of māori in any matters that may affect their wellness and wellbeing such as this current korero “Speed limits”

“How does the development of infrastructure assist iwi and hapu to further their aspirations to develop Tino Rangatira not only with National projects such as the “Speed limit”, but how can this be aligned to what Hapu are doing such as developing their papakainga”?

“Would hapu and iwi also get council support to get involved with other development projects that can build on iwi driven initiatives such as redevelopment of Tangonge”?

Finally, the subgroup wishes to acknowledge that safety for all users of Northland roads is not only a desire aligned to the “Road to Zero” National Road Safety Strategy but is also a major aspiration towards the protection for our mokopuna, rangatahi, pakeke and kaumātua of nga Uri o Te Rarawa.

We also wish to acknowledge the support of members of the Te Rarawa marae committee and community who provided their input into making this submission.

Naku Noa

Malcolm Robson
Tui Bedggood
Ben Gregory



Waka Kotahi – Glen Bunting - Submitter Number: 91

this email is the formal Waka Kohai response to the Far North District Council Speed Limit Reviews.

The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) details a number of requirements for road controlling authorities in setting speed limits on their network:

- Section 2.2(2): "In carrying out its functions under 2.2(1), a road controlling authority must consider whether a speed limit for a road is safe and appropriate in accordance with this Rule."
- Section 4.2(2) "In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority must have regard to—
 - (a) the information about speed management developed and maintained by the Agency; and
 - (b) any relevant guidance on speed management provided by the Agency; ..."

The information and guidance provided by Waka Kotahi meets its requirements under the following sections of the Rule:

- 2.4(1) "The Agency must supply, to each road controlling authority, information about speed management for public roads within that road controlling authority's jurisdiction."
- 2.4(2) "The Agency must, in supplying information under 2.4(1), prioritise information about public roads where achieving travel speeds that are safe and appropriate is likely to deliver the highest benefits in terms of safety and efficiency."

The guidance provided by Waka Kotahi is in the new Speed Management Guide dated November 2016, and the Safer Journeys Risk Assessment Tool (MegaMaps) available to all road controlling authorities (Edition III dated August 2020 is the latest edition). Safe and Appropriate travel Speeds for all roads in the network that Waka Kotahi has information available for, together with the top 10% of regional networks likely to deliver the highest benefit in terms of safety and efficiency, are detailed in MegaMaps.

Waka Kotahi congratulates Council on the intent and extent of the area-wide approach to the proposals, and general alignment with the requirements of the Land Transport Rule: Setting of Speed Limits (2017). The Waka Kotahi comments below are intended to assist Council understand where the proposals are not aligned with the Rule and the Guide, particularly where achieving national consistency (ie alignment with the information provided to Road Controlling Authorities (RCAs) by Waka Kotahi) for speed limits across all RCAs (ref clause 1.3(a) of the Rule) is important.

Research <https://www.nzta.govt.nz/assets/resources/research/reports/563/docs/563.pdf>

Safer speeds: public acceptance and compliance

The NZ Transport Agency is a Crown entity established under the Land Transport Management Act 2003. The Agency is to undertake its functions in a way that contributes to an efficient, effective

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shows that speed limits posted well higher than the speed road users are driving as the safe and appropriate speed causes 'targeting' of that speed limit ("*...some drivers will now drive at the new posted speed limit, rather than to the conditions, as they most likely did in the before situation*" (p42)). Where actual speeds for roads currently posted at 100km/h are less

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than 60km/h as it is a windy, tortuous and/or unsealed (so common for a significant part of the NZ network), changing the speed limit to 80, rather than aligning it with the SAAS of 60, is a message to drivers that the new 80km/h speed limit is considered the 'safe and appropriate' speed. Evidence shows actual mean speeds increase as some drivers 'target' the new limit, increasing driver frustration and overtaking when others maintain their view of the safe travel speed. Increase in mean speeds + driver frustration + overtaking = increase in risk and crashes, particularly on roads with very high Infrastructure Risk Rating (IRR).

Kaitiāia-Awaroa Catchment - general agreement with all the proposals except the following 80km/h proposals. As above, messaging to drivers that 80km/h as the 'safe and appropriate speed' will encourage targeting of 80km/h, increasing mean speeds and increasing risk. An 80km/h speed limit would be inconsistent with speed limits other RCAs are setting for roads with similar SAAS, IRR and mean speeds, therefore failing to meet the requirements of clause 1.3(a) of the Rule (*The purpose of this Rule is to...give effect to a nationally-consistent and evidence-based approach to speed management*):

Disagree with 80km/h proposals for:	Safe and Appropriate Speed SAAS)	Governing factor Infrastructure Risk Rating (IRR) (cf 1.6 required for 80km/h)	Key high risk attributes	Top 10% Death and serious injury (DSi) saving opportunity	Actual mean travel speeds
Kaitiāia-Awaroa Road west of 854	60km/h	2.06	Tortuous; very narrow shoulders; high risk roadside hazards	Yes 2.17 DSi per annum	65km/h
Broadwood Road	60km/h	2.11	Tortuous; very narrow shoulders; high risk roadside hazards	No	61km/h
Larmer Road	60km/h	1.82	Winding; very narrow shoulders; high risk roadside hazards	No	59km/h
Whangape Road	60km/h	2.12	Tortuous; very narrow shoulders; high risk roadside hazards	No	37km/h



Broadwood – Kohokohu Catchment - agree with 60km/h proposals but disagree with all proposals for 80km/h in this catchment for the following reasons, and as described for Kaitāia-Awaroa Catchment above:

Disagree with 80km/h proposals for:	Safe and Appropriate Speed SAAS)	Governing factor Infrastructure Risk Rating (IRR) (cf 1.6 required for 80km/h)	Key high risk attributes	Actual mean travel speeds
Pawarenga Road	60km/h	2.06	Tortuous; narrow lane width; very narrow shoulders; high risk roadside hazards	51km/h
Mangamuka Road	60km/h	1.82	Tortuous; very narrow shoulders; high risk roadside hazards	71km/h
Kohukohu Road	60km/h	2.06	Winding; very narrow shoulders; high risk roadside hazards	70km/h
West Road	60km/h	1.96-2.06	Tortuous; very narrow shoulders; high risk roadside hazards	55-57km/h

Moerewa urban area - agree with proposals

Te Oneroa-a-Tōhe / Ninety Mile Beach - agree with proposals noting the requirement on Council of clause 4.4(2)(c) of the Rule that it must aim to achieve a mean operating speeds less than 10% above the 30 and 60km/h speed limits

Schools - Waka Kotahi was not notified prior to consultation on the 30km/h variable speed limit proposal (clause 5.3(1)) of the current Rule for Ahipara School and Moerewa School, so has not had the opportunity to discuss the proposals, which is the intent of this requirement. Council has since confirmed it understands that implementation of 30kph Variable Speed Limits require Waka Kotahi approval under the current Rule and will generally need to be accompanied by appropriate Innovating Streets physical works to comply with clause 4.4(2)(c) to achieve the 33kph operating speeds when the variable speed limits are operating. If these speed limits are required to be implemented before the new Rule comes into effect, Waka Kotahi will work with Council and provide approval for the 30km/h speed limit providing the requirements of clause 4.4(2)(c) can be met. It is noted that mean speeds past Moerewa School are currently 45km/h confirming speed management works will be required.

Please note also that the current variable speed limit signs are not the correct legally enforceable format. These R1-6.1 signs are only approved for use on side roads if the correct R1-2.1 type B electronic signs are used on the main roads (ref Traffic Note 37 and New Zealand Gazette,

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21/4/2011, No. 55, p. 1284). In order to ensure the application of this proposal is legally enforceable, the approved R1-2.1 type B electronic variable speed limit signs must be used for all variable school speed limits.



In conclusion, Waka Kotahi strongly encourages Council to set safe and appropriate speed limits in line with the information provided to Council by Waka Kotahi, which also ensures national consistency in the application of the Rule (clause 1.3(a)) and the Speed Management Guide. Should the Council decide to apply the speed limits proposed that are different to the information supplied by Waka Kotahi, we encourage Council to seek legal advice regarding the Council's compliance with the Setting of Speed Limits Rule 2017.



Waka Kotahi – Steve Mutton - Submitter Number: 92



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24 August 2021

**Re: Speed Limits Review – Kaitiāia-Awaroa; Broadwood-Kohukohu; Moerewa urban;
Te Oneroa-a-Tōhe / Ninety Mile Beach**

Dear Sir/Madam

I am writing in response to the Statement of Proposal issued to Waka Kotahi NZ Transport Agency on 13 July 2021, regarding speed reviews for the following areas:

- Kaitiāia – Awaroa Catchment
- Broadwood – Kohukohu Catchment
- Moerewa urban area
- Te Oneroa-a-Tōhe / Ninety Mile Beach.

Thank you for the opportunity to share feedback on this Proposal. Please note that this submission is provided in view of Waka Kotahi's role as the road controlling authority for the state highway network, rather than its regulatory role. A more detailed response as Regulator will be provided independently of this submission.

As a neighbouring road controlling authority, we are broadly supportive of all activities designed to bring speeds to safe and appropriate levels and which are aligned with the government's Road to Zero strategy. We have no concerns around the proposed speed management plan for the areas listed above, particularly where they interface with the state highway network. Where local road speed limits are proposed to differ from those on adjacent state highways, speed limit signage will need to be installed at the local road/state highway boundary to inform road users of the change in speed limit at that point.

Please feel free to contact me with any queries or for further discussion.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Steve Mutton".

Steve Mutton
Director Regional Relationships, Te Tai Tokerau & Tāmaki Makaurau
Waka Kotahi NZ Transport Agency

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John H M Paitai - Chairman Roma Marae Trustees- Submitter
Number: 93

The Mayor
John Carter QSO &
Far North District Council
5 Memorial Ave
Kaikohe 0405

27 April 2021

Tena Koutou katoa

I am writing as a representative of the 12 hapu of Roma Marae, Chairman of Roma Marae Trustee Committee, Chairman of Ahipara Urupa 5-7-48 Committee, kaumatua of Te Ohaki Kohanga Reo, a member of Ahipara Takiwa, Ahipara Aroha Committee member, Chairman of St Clement's Church Committee (Ahipara); to request a reduction to the speed limit from 100 kph to 60 kph for Roma Road in Ahipara and 40kph past the Kohanga Reo.

Roma Road is tar-sealed, it is winding at both ends, with two long-straight that are treated by some drivers as race tracks. It narrows down to two one-lane bridges and all along this road are areas of considerable cultural significance for the Te Rarawa iwi. Such as Roma Marae, this is the marae matua (main marae) for Ahipara, Te Ohaki Kohanga Reo (pre-school) the first in Tai Tokerau, Te Ohaki kuia-kaumatua (pensioner) flats, Pukemiro/Hiruharama Urupa, (cemeteries) the main burial grounds for Te Rarawa iwi in Ahipara, The Ratana Temple and St Clement's Anglican Church both attract visitors during the week and every weekend have church goers cars parked on the roadside. Two side roads Nga Karoro and Waitehuia bring residents to intersections with Roma Road to face vehicles speeding by often in excess of 100km.

Recently the Ahipara Takiwa have chosen a space near the marae for a 'Cultural Gateway' into Ahipara to be erected. The Gateway is designed to attract the interest of visitors who will stop to photograph the structure with the marae and our sacred maunga Whangatautia as backdrops and to read about the cultural significance of this gateway to Ahipara.

The core concern we have is that on a daily basis we have vehicles exceeding the speed limit of 100kph as well as doing burnouts on our road. Roma Road has over 60 residents, 23 children, 99% are Maori and the risk to our whanau is unacceptable. Especially our tamariki-mokopuna as they have a right to walk and cycle to school without the fear of being hit by a speeding vehicle.

As Chairperson of Roma Marae and a resident on Roma Road I have supported applications for a reduction in the speed limit on two occasions in previous years but these have been declined. However, having read the Prime Minister's recommendation and the New Zealand Government's commitment to make the roads a safer place for our tamariki, I believe that it is timely that this submission is raised again and honoured (Genter, 2019).

The rationale for this request is encapsulated under three key points:

1. Hauora o nga tamariki-mokopuna (The health of our children and grandchildren):



Reducing the speed will make our road safer for children embarking or disembarking school buses in particular outside our Te Ohaki Kohanga Reo and make the road more accessible to children to walk and bike to school. There are multiple benefits to this in that it encourages healthy behaviours and reduces congestion on the roads at the Ahipara school gates.

2. **Protection and risk reduction to our whanau and taonga kuia/kaumatua (Protection of the elderly):** Reducing the speed will also make the road more accessible to kuia/kaumatua and families that want to walk to the beach, to our churches, our cemeteries or to our awa.
3. **Indigenous rights to self-determination and the protection of our culture and relationship to the environment:** As representatives of Takiwa, (district) Marae and Hapu we stress the need to reduce the speed on the roads that share our whenua. We have indigenous rights to engage freely in our cultural practices that are being impacted by the current speed limit of 100 kph. The roar of speeding vehicles that pass our marae and kohanga disrupts our Maori cultural traditions, the ahua (sanctity) of cultural proceedings and places manuhiri at risk particularly during tangitanga (Maori funeral proceedings) when they congregate at the roadside-entrance to our marae, and cemetery waiting for the karanga, which is our tikanga (NZHRC, 2021).
4. **Equitable decisions:** Furthermore, reading the recent rationales for speed limit changes in rural areas of Kerikeri we believe that from an equitable perspective our road warrants a review and necessitates a reduction to the speed limit (FNDC, 2019). As similar roads that have less residents or built up areas have been granted a reduction in speed limit.

In summary: we write to request an imminent reduction in speed limit for Roma Road in Ahipara. The rationale for this request is summarized by four compelling points: safer roads for our children and families; protection of our kuia and kaumatua that are guardians to our traditions and whenua; indigenous rights to cultural practices and equitable and fair allocation and distribution of resources (speed reduction limits, safety signage) for Roma Road residents, in comparison to rural road submissions in Kerikeri.

Noho ora mai

John H M Paitai

Chairman Roma Marae Trustees
 Chairman Ahipara Urupa 5,7,48
 Chairman St Clements Church
 Kaumatua o Nga Iwi o Te Hiku o Te Ika
 Kaumatua Te Ohaki Te Kohanga Reo
 Resident of Roma Road

**References (3)**

1. Hon, J. Genter. (2019). *Safer Speed Limits for Schools*. Retrieved <https://www.beehive.govt.nz/release/safer-speed-limits-schools>
 2. New Zealand Human Rights Commission. (2021). *Indigenous Rights*. Retrieved from <https://www.hrc.co.nz/your-rights/indigenous-rights/>
 3. Far North District Council. (2019). *Speed Limits Bylaw 2019*. <https://www.fndc.govt.nz/Your-Council/Plans-Policies-Bylaws-Projects/Bylaws/Speed-Limits-Bylaw>
-
1. Te Ohaki Kohanga Reo - Head Teacher
 2. Te Ohaki Kaumatua Flats - Residents
 3. Whare Whiri Toi Art Gallery - Kuia in Charge
 4. Ratana Temple - Apotero
 5. St Clements Anglican Church - Chairman
 6. 5,7,48 Urupa (Cemetery) Committee - Chairman
 7. Tai Tokerau Honey Ltd - Business Owner
 8. Te Ao Whetu Marama - Business Owner
 9. John Smart Commercial Fisherman - Business Owner
 10. Ahipara Septic Tank Cleaners Ltd - Business Owner
 11. Ahipara School - Principal



12. Te Rarawa Rugby Club - Patron
13. Ahipara Volunteer Fire Brigade - Fire Chief
14. Ahipara Board Riders - Chairman
15. Ahipara Big Game Fishing Club - Chairman
16. Kaitaia Golf Club situated in Ahipara - Chairman
17. Ahipara Aroha - Chairperson
18. Wainui Marae - Chairman
19. Korou Kore Marae - Chairman
20. Te Runanga o Te Rarawa - Chairman & Resident
21. Petricevich Buses - Owner
22. Residents of Roma Road -

Presenting Submission:

I would like an opportunity to present my submission in person:



Pamela Anne - Submitter Number: 094

Your details:

Submitter Number: 094	
Full name:	Pamela Anne

Your submission:

Which road speed limit are you most interested in?	Otiria Road
Is there a specific part of this road that is of most concern to you?	<p>Kia ora</p> <p>My name is Pamela-Anne I am an active community advocate in our area, I reside and own a home on the west end of Otiria Road at 190. But just before Kingi Road which is on the left as you are going out of town west towards Pokapu Road, this is the stretch that goes past our house and is where the speed limit needs to be reduced to 50km.</p> <p>So where the 50km stops on Otiria Road just before Kingi to Pokapu Road, I'd say it's about 1km but the kids drive at extremely high speeds like it's a drag race. I know it may not stop them but it's certainly a head in the right direction and then once it's at 50km then we could work to try and get a real solution to the drag racing, like a speed bump.</p> <p>I'm reporting this as firsthand lived experiences, I have lived in this area my whole life 44 years and this area of road has always been used in this manner.</p> <p>I know this submission is late, however with the recent Covid lockdown it has drawn my attention away from this, I have only just realised it is a late submission but do have the support of all other Otiria residents when I ask that this speed limit must be reduced for our safety and the cyclist safety who visit our area.</p> <p>Some contributing factors to reduce the speed limit to 50km include:</p> <p>Otiria Road is the main arterial connecting the rural areas into town</p> <p>We have the cycle trail on this road, which at times can be extremely dangerous for our cycle visitors.</p> <p>We have Moerewa's only cemetery, off this road (Wahamiti Lane)</p> <p>We have Moerewa's only marae off this road (Otiria and Te Rāto)</p> <p>We have a sports facility off this road (Otiria Rugby Football and Sports Club)</p> <p>And we have Kīwirail Station off this road too, (Otiria Rail Station, which is due to be re-established within the next 12 to 24 months)</p>



	<p>All of these factors are at the west end of Otiria Road and for the safety of our residents and cyclist visitors we need to reduce this speed.</p> <p>I look forward to your response.</p> <p>Nga mihi nui</p> <p>Pamela-Anne 027 911 5580</p>
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Tui Qauqau Te Pa - Submitter Number: 095

Your details:

Submitter Number: 095	
Full name:	Tui Qauqau Te Pa

Your submission:

Which road speed limit are you most interested in?	Roma Road
Is there a specific part of this road that is of most concern to you?	60km – 40km past marae and kohanga reo
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	60kph 40kph past kohanga reo and marae on Roma Road.
Which proposed speed reductions do you NOT support?	100kph of Roam Road
Additional comments:	Cars go fast past our narae and Te Kohanga. You cannot walk down the road anymore as cars are going too fast. It is dangerous. We cannot walk to the marae or urupa.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Roddy Hapati Pihema Taumatamakuku Chairman - Submitter
Number: 096

Your details:

Submitter Number: 096	
Full name:	Roddy Hapati Pihema

Your submission:

Which road speed limit are you most interested in?	Taumatamakuku southern boundary
Is there a specific part of this road that is of most concern to you?	Taumatamakuku 20kph front end and 30kph back end.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	As the Taumatamakuku Chairman my community has asked that speed limits in our community needs to be lowered from 50kph to 20kph in front [service lane parallel to SH1] and 30kph in the back end.
Which proposed speed reductions do you NOT support?	
Additional comments:	The portion of our community on the southern end needs sealing. Its current state doesn't warrant the current speed limit.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Raharuhui Wikaire - Submitter Number: 097

Your details:

Submitter Number: 097	
Full name:	Raharuhui Wikaire

Your submission:

Which road speed limit are you most interested in?	Taumatamakuku
Is there a specific part of this road that is of most concern to you?	From the main road [SH1] over speed bumps.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	The southern end of our community needs upgrading. Its unsafe for travel in and out.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Opai Heta - Submitter Number: 098

Your details:

Submitter Number: 098	
Full name:	Opai Heta

Your submission:

Which road speed limit are you most interested in?	Ranfurlly Street (Moerewa)
Is there a specific part of this road that is of most concern to you?	The intersection of Massey and Ranfurlly and Pembroke
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Moerewa urban area
Which proposed speed reductions do you NOT support?	
Additional comments:	Speed bumps on Ranfurlly, Massey and Pembroke Streets. Racing cars doing up to 90kph and doing burnouts, donoughts and crashing into fences. Maybe investigate round-a-bouts.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Latasha-Rose Fletcher - Submitter Number: 099

Your details:

Submitter Number: 099	
Full name:	Latasha-Rose Fletcher

Your submission:

Which road speed limit are you most interested in?	Roma Road
Is there a specific part of this road that is of most concern to you?	40kph – 60kph
Do you support the proposed speed amendments?	fully
Which proposed speed changes do you support?	Roma Road to Kohanga Reo
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Vanya Snowden - Submitter Number: 100

Your details:

Submitter Number: 100	
Full name:	Vanya Snowden

Your submission:

Which road speed limit are you most interested in?	Roma Road
Is there a specific part of this road that is of most concern to you?	Marae, Kohanga Rea, Church and three cemeteries
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	Summer the traffic increases exponentially. More traffic more danger. Kohanga operates 5 days per week. Funerals also increase the traffic.

Presenting Submission:

I would like an opportunity to present my submission in person:	No response
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Sandra Vela - Submitter Number: 101

Your details:

Submitter Number: 101	
Full name:	Sandra Vela

Your submission:

Which road speed limit are you most interested in?	Roma road
Is there a specific part of this road that is of most concern to you?	40kph – 60kph
Do you support the proposed speed amendments?	fully
Which proposed speed changes do you support?	Roma road – Ahipara. My daughter goes to the Kohanga Reo next to the marae and we support the speed limit reductions.
Which proposed speed reductions do you NOT support?	
Additional comments:	Thank-you for listening

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Joe Maakariri Bellass - Submitter Number: 102

Your details:

Submitter Number: 102	
Full name:	Joe Maakariri Bellass

Your submission:

Which road speed limit are you most interested in?	Roma road Ahipara
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Roma road – There are marae, kohanga and tangi that happens on this road. Houses are close to this road, so children are at danger.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	no
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Robert Herewini - Submitter Number: 103

Your details:

Submitter Number: 103	
Full name:	Robert Herewini

Your submission:

Which road speed limit are you most interested in?	60/40 Roma Road
Is there a specific part of this road that is of most concern to you?	Kohanga / Marae
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Roma Road from 100kph to 60kph and 40kph through to the marae and Kohanga.
Which proposed speed reductions do you NOT support?	
Additional comments:	I am the chairman of the Kohanga reo. The speed limit is too fast and dangerous for the kids.

Presenting Submission:

I would like an opportunity to present my submission in person:	No response
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Ruth Snowden - Submitter Number: 104

Your details:

Submitter Number: 104	
Full name:	Ruth Snowden

Your submission:

Which road speed limit are you most interested in?	40kph and 60kph Roma Road.
Is there a specific part of this road that is of most concern to you?	Kohanga Reo
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Roma road from 100kph to 60kph
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	yes
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 Phone 0600 920 029

Statement of Proposal Speed Limits Review – Kaitiāia-Awaroa; Broadwood- Kohukohu; Moerewa urban; and Te Oneroa-a-Tōhe / Ninety Mile Beach

Introduction

Far North District Council is proposing to amend our Speed Limits Bylaw 2019 as part of an ongoing programme to review speed limits on the district's roads. Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways) and is reviewing speed limits across the District as part of a nationwide programme under the governments "Road to Zero" National Road Safety Strategy.

This 'Statement of Proposal' (SOP) document is a legal requirement when Council is proposing to make, amend or revoke a Bylaw. The SOP is the document that is made available to you as part of the consultation process to provide background information on the proposal to assist you in providing your thoughts to Council on the topic.

This SOP includes some background information to help you understand how proposed changes to speed limits are arrived at, as well as a summary of the proposed speed limit changes within the speed review areas, which include:

- Kaitiāia – Awaroa Catchment, including Ahipara and the Kaitiāia-Awaroa Road.
- Broadwood – Kohukohu Catchment, which includes an area to north of Hokianga Harbour and west of State Highway 1.
- Moerewa urban area, including Oritiria Road and Taumatamakuku Settlement (excludes State Highway 1).
- Te Oneroa-a-Tōhe / Ninety Mile Beach.

In addition to the information in this SOP, Council has also provided more detailed technical information on the review process and the matters that we have considered when proposing new speed limits.

Background

All Councils are required to review the speed limits on roads within their District as part of the governments Road to Zero National Road Safety Strategy. We are doing this in collaboration with the other Council's in Northland as part of a nationwide programme.

We set the speed limits with the Far North Speed Limits Bylaw 2019, which is made under the Land Transport Act 1998.

Because we have so many roads, we have decided to use a catchment-based approach to speed limit reviews, with the highest risk areas being reviewed first. This Statement of Proposal sets out proposed new speed limits in an area to the north of the Hokianga Harbour, west of State Highway 1, up to and including Awanui. The review does not include the State Highway or the Kaitiāia urban area. In addition to this area, we are also reviewing speed limits in the Moerewa urban area and on Te Oneroa-a-Tōhe / Ninety Mile Beach.

We will provide ongoing information about our speed review programme on our website at www.fndc.govt.nz/haveyoursay

When changing a speed limit, we are required to consider a range of matters, including crash risk information, the design and nature of the road and the surrounding land-uses, especially how the road is accessed from properties and what the road is used for. We are also required to consider the community views on any proposed speed limit.

Your Feedback

Before finalising and setting any new speed limits, Council want to hear your views and feedback on our proposals.

This Statement of Proposal provides you with the background and reasons for the proposed speed limits, as well as a summary of the statutory issues Council is required to consider when setting speed limits and where you can get more information. This Statement of Proposal also sets out the proposed changes to speed limits in the review area in map form.

If you want more detailed information on the matters that we have considered when proposing the new speed limits, you can visit our website at www.fndc.govt.nz/haveyoursay for detailed speed review reports and additional information.

You can also call us on 0800 920 029 or 09 401 5200 or visit one of our offices if you would like to have a copy sent to you.

How to have your say

Your views on the proposed new speed limits are important to us, but we need your feedback by **4:30pm on Tuesday 24th August 2021**.

There are several ways you can have your say. You can download a submission form from our Website and email, post or deliver it to us. You can also make a submission online.

Please ensure that you state in your submission if you want to present your submission in person at a Council hearing.

How to make a submission

Council encourages any person or organisation with an interest in the Speed Limits Bylaw 2019 to give feedback. Submissions can be made between **12th July and 4:30pm, Tuesday 24th August 2021**. 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.

Timeline for considering the proposed speed limit changes

Submissions Period:	12th July until 4:30pm Tuesday 24th August 2021
Hearings (if required):	October 2021

Reasons for the proposed new speed limits

We are reviewing our speed limits as part of the governments Road to Zero National Road Safety Strategy; National Speed Management Guidance; and the Setting of Speed Limits Rule 2017.

The speed limits on many of our roads were set at a time when speed limits were restricted to 50km/h in urban areas, 100km/h in most other places, with a few 70km/h zones where there was a semi urban environment. We now have greater options to identify safe and appropriate speed limits that match the road environment.

Over time, our District has changed, with more vehicles on the road, and more people visiting remote parts of our District. The Kaitiāia-Awaroa Road from Kaitiāia to Ahipara, Broadwood and Kohukohu are part of the Twin Coast discovery Highway. This provides much needed economic benefit to these remote areas, but also brings drivers that are unfamiliar with these roads.

A combination of increased traffic and speed limits that are too high for the road environment has led to high numbers of serious injury and fatal crashes on our roads. Reducing speed limits so that they are appropriate for the road environment is one part of improving road safety so everyone can get to their destination safely. Road improvements, better vehicles and driver education are also part of the focus on road safety.

Far North Road Statistics

Between 2016 and 2021 there were 8,183 recorded crashes in Northland. 3,224 of those recorded crashes occurred in the Far North District. The proportion of crashes in Far North District increases with severity, with nearly half of serious injury and fatal crashes in Northland occurring in the Far North District.

Over the period 2016 to 2021, there were 297 serious injury crashes that resulted in one or more people being hospitalised for more than three days. Over the same period, there were 69 fatal crashes resulting in one or more fatalities. Travel speed (traveling too fast for the road) contributed to 31.97% of those serious injury or fatal crashes in the Far North District.

There is a real need to reduce the toll on our communities by ensuring that speed limits are safe and appropriate for the wider road environment.

Why the Review Areas have been chosen.

This Statement of Proposal provides a summary of the reasons for the proposed changes to speed limits within the review area. There is more information in the detailed speed review report. This can be viewed on our website.

The Kaitiāia-Awaroa Road has been identified as a High Benefit Road (top 10%) where the personal risk of driving on the road is high. Personal Risk is a measure of the danger to each individual using a road and takes into account the traffic volumes on the section of road.

The roads that branch off the Kaitiāia-Awaroa road are often narrow, unsealed and torturous, making high speeds unsafe.

The Broadwood-Kohukohu catchment area is a continuation of the Kaitiāia-Awaroa catchment and is characterised by roads with a High Infrastructure Risk. The Infrastructure risk is a measure of road safety risk based on key design and infrastructure features. A high Infrastructure Risk Rating indicates that the road will not support higher speed limits.

The Moerewa urban area has been included in this review due to a high number of serious injury and fatal crashes within the urban area, particularly along Otiria Road. Otiria Road is identified as a top 10% High Benefit Road.

Te Oneroa-a-Tōhe / Ninety Mile Beach has been included as part of the implementation of Te Rautaki o Te Oneroa-a-Tōhe (Beach Management Plan for Ninety Mile Beach). The Management Plan has been produced, in consultation with the community, by the Te Oneroa-a-Tōhe Board (the Board) as part of the Te Hiku Iwi Treaty of Waitangi Settlement legislation.

Will it take longer to get where I am going?

In most cases, the average driver will get to their destination in about the same time that they are now. This is because the actual speed that you drive on a road is often much slower than the posted speed limit. The Technical Report (available on Council's website) provides details on the free flow speed of roads in the review area.

People who travel at an unsafe speed, whether or not they are exceeding the speed limit, may experience a small increase in journey time, but for many journeys, this will be measured in seconds rather than minutes.

A 5km journey travelled at 100km/h will take 3 minutes, the same journey travelled at 80km/h will take just 45 seconds longer.

Speed Environments

We now have more options for speed limits. In the past, speed limits were restricted to 50, 70 and 100kmph. As a result, our current speed limits do not always match the road environment. In some cases, we have a default 100kmph speed limit on narrow unsealed roads, with one lane bridges and little visibility around corners. On many roads within the review area, it is both difficult and dangerous to drive at the current posted speed limit.

Matching the speed limit with the road environment achieves safer, more appropriate, and predictable speeds and travel times. If you drive down one road, the speed limit should be similar to any other road that has the same look and feel to it.

We have provided a description of the speed limits expected in different road environments that we have used to set safe and appropriate speed limits that are consistent across Northland.

20kmph	<ul style="list-style-type: none"> 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 and car parking areas.
30kmph	<ul style="list-style-type: none"> Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles Beach access; including informal parking for pedestrian access to beaches. Most beaches (with the exception of parts of Te Oneroa-a-Tōhe / Ninety Mile Beach) Some Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads, either at controlled or uncontrolled crossing points, but not a formal shared space. Areas that incorporate engineered solutions specifically designed and installed to slow traffic, including speed bumps, traffic islands and planting.
40kmph	<ul style="list-style-type: none"> Urban areas where there are facilities that generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas. Urban streets in small rural and coastal communities. Some very narrow or torturous unsealed access roads.
50kmph	<ul style="list-style-type: none"> Urban roads that have a high residential density and provide arterial connections through the community, but no facilities that would generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas.

60kmph	<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 a carriage way that has no centre line marking • A road where significant residential or other development is directly accessed, including approaches to urban areas. • Some sealed roads that are torturous in their alignment <p>Most unsealed roads</p>
70kmph	<ul style="list-style-type: none"> • Transitional roads that do not meet the 60kmph semi-urban speed environments but have characteristics that an 80kmph speed limit is inappropriate. Generally, 70kmph zones will be discouraged, except where there is an existing 70kmph zone.
80kmph	<ul style="list-style-type: none"> • General rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves.
100kmph	<ul style="list-style-type: none"> • Rural arterial routes that are of high quality with a wide carriageway, clearly marked or separated lanes, shoulder areas and exhibit some form of engineered safety features.

Statutory Considerations

The Speed Limits Bylaw is made under Section 22AD of the Land Transport Act 1998. There is no limitation on when this Bylaw must be reviewed. In addition, the determinations required under Section 155 of the Local Government Act 2002 are not required.

Section 4.2 of the Setting of Speed Limits Rule 2017 requires Council, in its capacity as a Road Controlling Authority to have regard to:

- a) NZTA information about speed management
- b) NZTA Speed Management Guidance
- c) The function and use of the road
- d) Crash risk for all road users
- e) The characteristics of the road and roadsides
- f) Adjacent land-use
- g) The number of intersections and property accessways
- h) Traffic volume
- i) Any planned modifications to the road
- j) The views of interested persons or groups*

Detailed information about the matters that Council must have regard to under Section 4.2 of the Setting of Speed Limits Rule 2017 is provided in separate "Speed Review Reports" for each review area, and can be viewed on our website at www.fndc.govt.nz/haveyoursay

*The views of interested persons or groups includes feedback received as part of this submission process.

Proposed Changes

The proposed changes to speed limits are set out for each review area in this document. Maps identify the review areas at the beginning of each review section in this document. Tables are provided so that you can compare the current speed limit with the proposed speed limit. Maps set out the proposed new speed limits.

Proposed Changes to Urban Traffic Areas

An Urban Traffic Area identifies an urban area where the speed limit is generally the same. Because of the number of roads within an urban setting, the Urban Traffic Area identifies an area using a map. Urban Traffic Areas identified within this Review include Ahipara, Awanui and Moerewa. The proposed Urban Traffic Areas reflect existing and future growth.

We are proposing a speed limit of 40kph on most roads within the Urban Traffic Areas, with a few exceptions. The boundary of the Proposed Urban Traffic Areas and new speed limits are set out in a map.

Proposed Changes to Individual Roads

Where we are proposing a change to the speed limit on a road that is outside of an Urban Traffic Area, 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.

In most cases, the proposed new speed limits on open roads will reduce to 80kmph because our roads do not meet the safety standards of a higher speed limit. On many of these roads, you will find that your journey time will not increase significantly because it is not possible to safely travel at a higher speed. The proposed speed limits on unsealed roads will be generally lower than that of a sealed road.

On a few roads, we are proposing a much lower speed limit. This is because these roads, either have a shared use purpose or are particularly narrow or unsealed. These roads are generally used for local access purposes.

School Speed Zones

The Road to Zero National Road Safety Strategy seeks to improve road safety around schools and other educational institutions, by ensuring that there is a lower, more appropriate speed limit outside all schools. This can be achieved through either a permanent speed limit or a Variable Speed Limit.

We are seeking to lower the speed limit outside schools to a maximum of either 30kph or 40kph in urban areas and 60kph in rural areas. Most schools in the review area already have a School Speed Zone in force. We are seeking feedback on whether we need to consider changes to these zones and identify where new School Speed Zones are needed.

The Road to Zero National Road Safety Strategy emphasises a 30kph speed limit (Variable) outside most urban schools. At the time of notification of this review, changes to the Setting of Speed Limits Rule have been proposed to enable the intent of the Road to Zero National Road Safety Strategy.

Variable school speed limits introduce a lower speed limit of 30kph or 40kph outside schools for a period 35 minutes before school starts and 20 minutes at the end of the school day. At other times, the normal speed limit applies. We have included a separate section in this document to identify proposed new speed limits around Schools. The proposals and zones are set out in map form.

Kaitiāia – Awaroa Speed Review Area

The Kaitiāia-Awaroa Catchment is set out in the map below (Figure 1). The area extends to the west and southwest of State Highway 1 from the intersection with State Highway 10 at Awanui in the north to Te Rore Road in the south. The catchment area includes Whangape near the Awaroa River.

The review area does not include the Kaitiāia urban area or State Highway 1.



Figure 1: Kaitiāia-Awaroa Speed Limit review Area
 Note: This Map provides an outline of the Kaitiāia-Awaroa Catchment Area being reviewed. Due to the scale of the map, not all roads are shown.

Proposed Speed Limit Changes – Kaitāia – Awaroa Catchment

In Far North District Council's capacity as the Road Controlling Authority (RCA), the following amendments to the posted speed limits within Kaitāia-Awaroa Catchment area as set out in figure 1 (above) are proposed:

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Ahipara Road from Kaitāia-Awaroa Rd to Kokopu Street	100	80
Ahipara Road from Kokopu Street to Foreshore Rd	100 / 50	40*
Albatross Alley	50	40
Araroa Road	100	40
Awaroa Road from Haumanga Rd to Pawarenga Rd	100	80
Barriball Road	100	60
Bell Road	100	60
Bonnetts Road	100	60
Braithwaite Road	100	60
Brass Road	100	60
Broadwood Road from Pawarenga Rd to 1160 Broadwood Rd	100	80
Broadwood Road from 1160 Broadwood Rd to Carmen Rd (extends 70kph zone approx. 120m east)	70	60
Broadwood Road from Carmen Rd to Mangamuka Rd*	100	80
Brott Road	100	60
Carr Road	100	60
Cemetery Road (Takahue)	100	60
Clarke Road	100	60
Collard Street	50	40
Crene Road	100	60
Diggers Valley Road	100	60
Duke Street from SH1 to Matarau Rd	50	40
Duke Street from Matarau Rd to Gill Rd	50	60
Dysart Road	100	60
Eaton Road	100	60

Table 1: Summary of proposed Speed Limit changes – Kaitāia – Awaroa Catchment

*Note: Existing Variable School Speed Limit proposed to be 30kph.

** Note: Broadwood Road crosses the catchment boundary between Kaitāia-Awaroa Catchment and Broadwood-Kohukohu catchment

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Foreshore Road from Ahipara Rd to 320 Foreshore Rd	50	40
Foreshore Road from 320 Foreshore Rd to Wreck Bay Rd	100	40
Fryer Road	100	60
Gill Road from SH1 to Duke St	50	50
Gill Road from Duke St to Sandhills Rd	100	80
Gill Road from Sandhills Rd to Bonnetts Rd	100	60
Gumfields Road	100	60
Haumanga Road	100	60
Hicks Road	100	60
Hui Road	100	60
Kaiawe Road	100	60
Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kaitāia - Awaroa Rd	50	50
Kaitāia-Awaroa Road from 332 Kaitāia-Awaroa Rd to Okahu Rd	70	80
Kaitāia-Awaroa Road from Okahu Rd to 662 Kaitāia-Awaroa Rd	100	80
Kaitāia-Awaroa Road from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd	70	60
Kaitāia-Awaroa Road from 854 Kaitāia-Awaroa Rd to 80m North of 2529 Kaitāia-Awaroa Road	100	80
Kaitāia-Awaroa Road from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)	100	60
Kaitāia-Awaroa Road from 40m east of Whangape Rd Intersection to Haumanga Rd	100	80
Kaka Street (Ahipara)	50	40
Kakapo Road	50	40
Karawaka Street	50	40
Kauhanga Road	50	40
Kokopu Street	50	40
Korora Street	50	40
Kotare Street	50	40
Larmer Road	100	80

Table 1: Summary of proposed Speed Limit changes – Kaitāia – Awaroa Catchment (cont.)

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Long Street (Awanui)	50	40
Mamari Village Road	100	40
Manukau Road	100	60
Masters Access Road	100	60
Matarau Road	50	40
McDonald Road (Diggers Valley)	100	60
Moa Street	50	40
Munn Road	100	60
Nga Karoa Road	100	60
Okahu Downs Drive	100	60
Okahu Road from Substation to Kaitāia-Awaroa Rd	100	80
Okakewai Road	100	60
Orowhana Rd	100	40
Owhata Road	100	40
Poseidon Way	50	40
Powell Road (Diggers Valley)	100	60
Puckey Road	100	60
Puhata Road	100	60
Pukemiro Road	100	60
Queen Street (Awanui)	50	40
Rangikohu Road	100	60
Reed Road	100	60
Reef View Road	50	40
Roma Road from Foreshore Rd to 56 Roma Rd	50	40
Roma Road from 56 Roma Rd to Kaitāia-Awaroa Rd	100	60
Ruaroa Road	100	60
Sandhills Road from Ahipara Road to 1456 Sandhills Rd (end of seal)	100	80
Sandhills Road from 1456 Sandhills Rd to Gill Rd	100	60
Settlement Way	100	60
Simpson Road (Takahue)	100	60
Smith Road (Herekino)	100	60

Table 1: Summary of proposed Speed Limit changes – Kaitāia – Awaroa Catchment (cont.)

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Sturmfel Road	100	60
Takahe Road	50	40
Takahue Domain Road	100	40
Takahue Road	100	80
Takahue Saddle Road (Broadwood)	100	60
Takahue Saddle Road (Takahue)	100	60
Tangonge Road	70	60
Tasman Heights	50	40
Tatana Road	100	60
Te Rore Road	100	60
Tui Street (Ahipara)	50	40
Wainui Road (Wainui)	100	60
Waiotehue Road	100	60
Waitehuria Road	100	60
Warner Road	100	40
Weka Street	50	40
Werner Road	100	60
West Road	50	60
Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd	100	80
Whangape Road from Puhata Rd to Owhata Rd	100	60
Whangape Road from Owhata Rd to end	100	40
Wharo Way	50	40
Wireless Road	100	60
Wreck Bay Road	100	40
Yuretich Road	100	60

Table 1: Summary of proposed Speed Limit changes – Kaitāia – Awaroa Catchment (cont.)

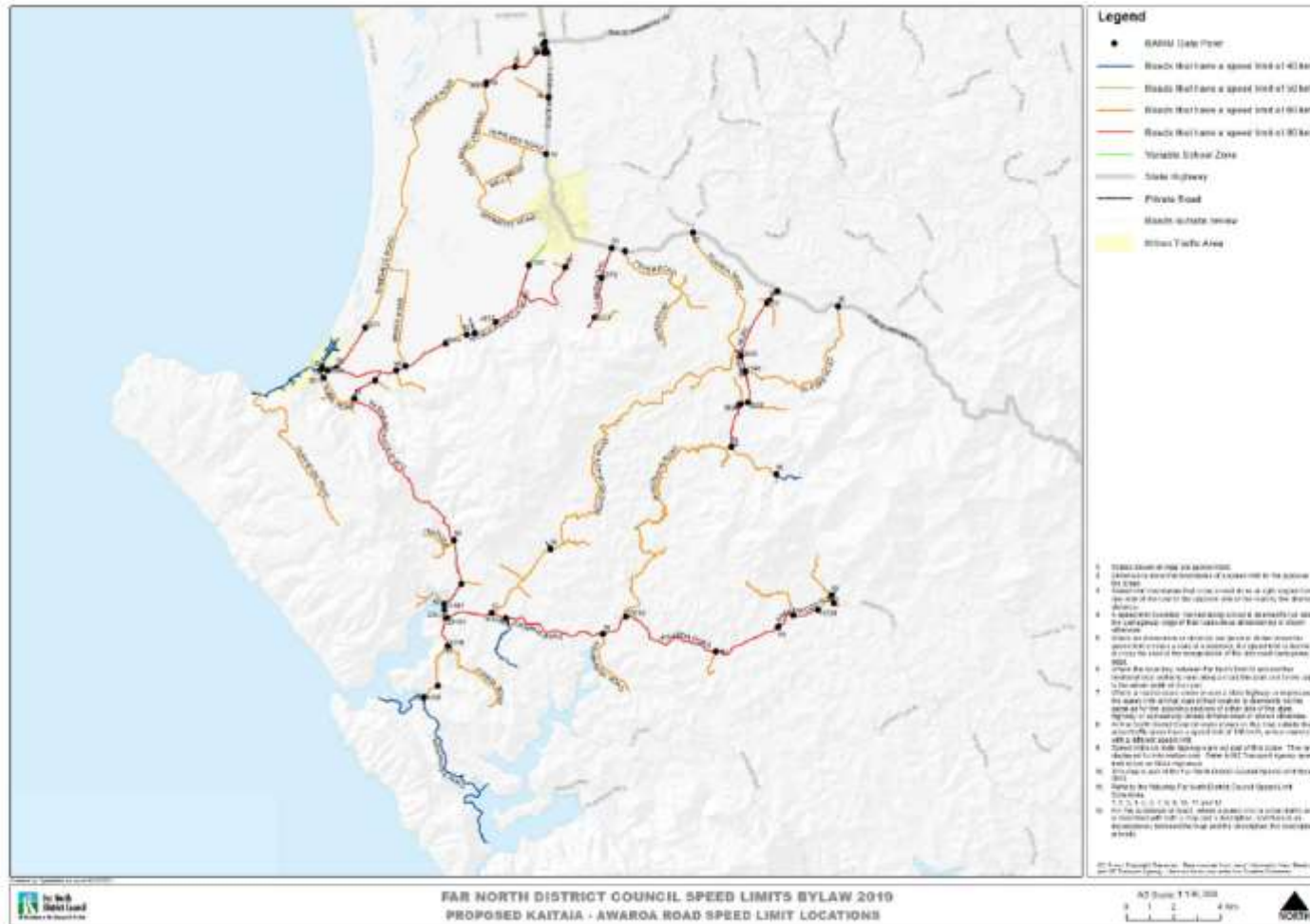


Figure 2: Kaitiā-Awaroa Proposed Speed Limits

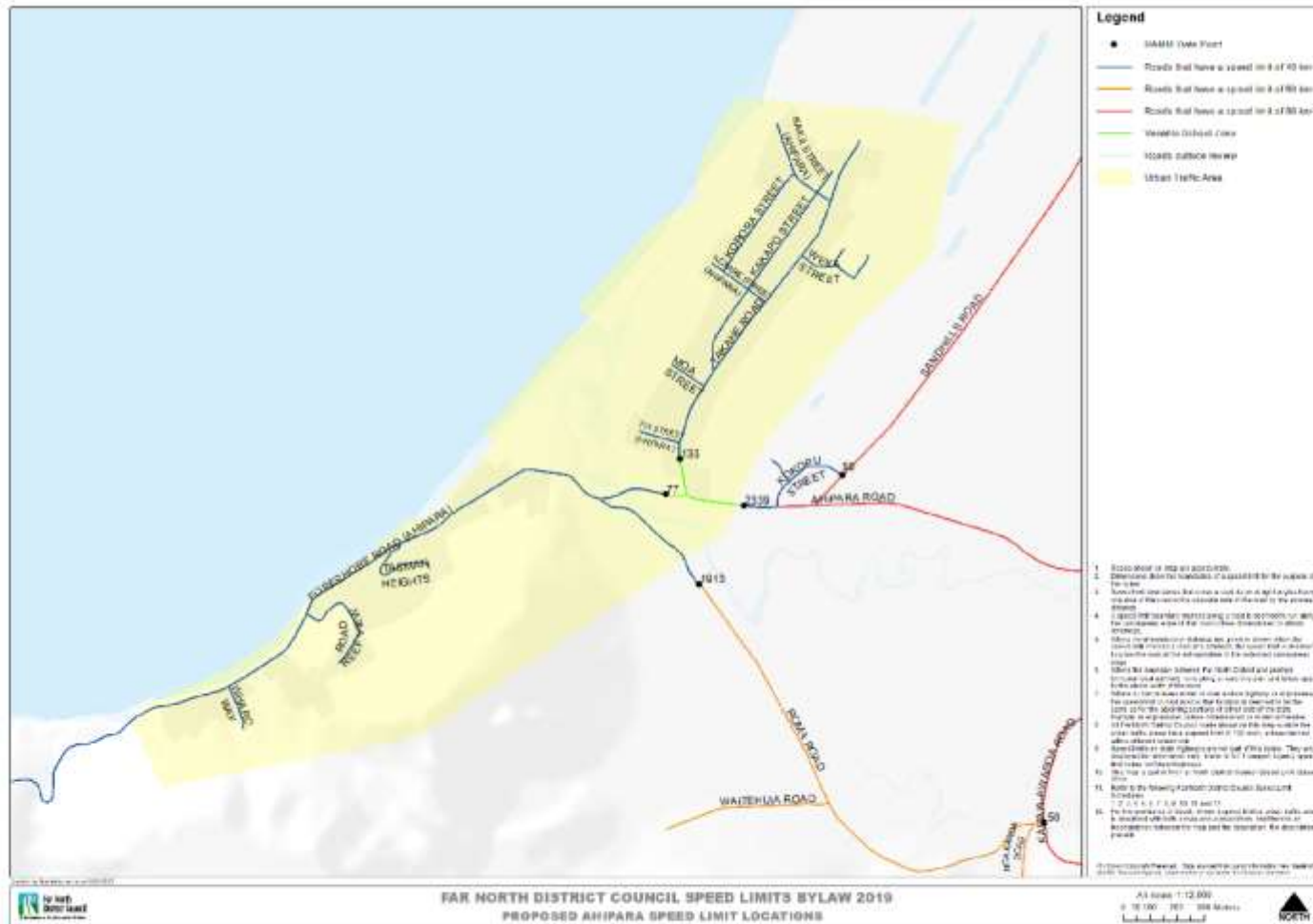


Figure 3: Ahipara Urban Traffic Area Proposed speed Limits

Broadwood – Kohukohu Speed Review Area

The Broadwood-Kohukohu Catchment is set out in the map below (Figure 2). The area extends to the west of State Highway 1 and includes roads that are located north of the Hokianga Harbour and south of the Kaitiāia-Awaroa Catchment area.

The review area does not include the Kaitiāia urban area or State Highway 1.



Figure 4: Kohukohu-Broadwood Speed Limit review Area
 Note: This Map provides an outline of the Broadwood-Kohukohu Catchment Area being reviewed. Due to the scale of the map, not all roads are shown.

Proposed Speed Limit Changes – Broadwood-Kohukohu Catchment

In Far North District Council's capacity as the Road Controlling Authority (RCA), the following amendments to the posted speed limits within Broadwood-Kohukohu Catchment area as set out in figure 4 (above) are proposed:

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Beach Road (Kohukohu)	50	40
Blue Mountain Road	100	40
Broadwood Road from 1160 Broadwood Rd to Carmen Rd*	70	60
Broadwood Road from Carmen Rd to Mangamuka Rd	100	80
Buchanan Road	100	60
Carmen Road	100	40
Church Street (Kohukohu)	50	40
Crallans Road	100	60
Creamery Road from Hawkins Rd to Blue Mountain Rd	100	60
Creamery Road from Blue Mountain Rd to end	100	40
Grove Road	100	60
Guest Road	100	60
Happy Valley Road	100	60
Hawkins Road (Kohukohu)	100	60
Hobson Road (Mangamuka)	100	60
Hohaia Road	100	40
Humphreys Road	100	60
Irvine Road	100	60
Jacksons Road (Omahuta)	100	60
Kahikatoa Road	100	60
Kauaepepe Road	100	60
Kirkpatrick Road	50	40
Kohe Road	100	60
Kohukohu Road from Mangamuka Rd to Approx. 400m North Rakautapu Rd (current 100kph/50kph boundary)	100	80
Kohukohu Road from Approx. 400m north Rakautapu Rd to 80m south of Marriner St	50	40
Kohukohu Road from 80m south of Marriner St to West Coast Rd	100	80
Kowhitikaru Road	100	60
Makene Road	100	60
Mangamuka Road	100	80
Mangamuka School Road	100	60
Mangataipa Road	100	60

*Note: Proposed Variable School Speed Limit option at Broadwood School.

Table 2: Summary of proposed Speed Limit changes – Broadwood-Kohukohu Catchment

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Maning Street	50	40
Mansbridge Road	100	60
Marriner Street	50	40
Mata Road	100	60
Matawera Road	100	60
Mihirau Road	100	60
Motukaraka Point Road	100	60
Motuti Road	100	60
Mudgway Road	100	60
Old Beach Road	50	40
Omahuta Forest Road	100	60
Omahuta Road	100	60
Orira Road	100	60
Otengi Road	100	60
Paparangi Drive (Mitimiti)	100	40
Paponga Road	100	60
Pawarenga Road from Awaroa Rd to Runaruna Rd	100	80
Pawarenga Road from Runaruna Road to end (at Harbour)	100	60
Perry Road	100	60
Poieke Road	100	60
Potter Street	50	40
Proctor Road	100	60
Puketawa Road	100	60
Rakautapu Road from Kohukohu Rd to approx. 80m south of Public Cemetery (existing 50 / 100kph boundary)	50	40
Rakautapu Road from approx. 80m south of Public Cemetery (existing 50 / 100kph boundary) to Paponga Rd	100	60
Rangi Point Road	100	60
Runaruna Road	100	60
Saleyard Road (Broadwood)	70	60
School Road	100	60
Smith Deviation Road	100	40
Tamaho Road	100	60
Tauteihiihi Road	100	60
Tautoro Road	50	40
Te Huahua Road	100	60
Te Karaka Road	100	60
Te Riha Roadway	100	40
Te Tio Road	100	60

Table 2: Summary of proposed Speed Limit changes – Broadwood-Kohukohu Catchment (cont.)

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Te Umuhuki Road	100	60
Teachers Road (Broadwood)	70	40
Umawera School Road	100	40
Wairoa Stream Road	100	60
Warawara Forest Road	100	60
West Coast Road from Kohukohu Rd to Runaruna Rd	100	80
West Coast Road from Runaruna Rd to Otengi Rd	50	40
West Coast Road from Otengi Rd to Te Karaka Rd	100	80
West Coast Road from Te Karaka Rd to Hohaia Rd	100	60
West Coast Road from Hohaia Rd to end	100	40
Whangape Track Road	100	60
Windy Hill Road	100	60
Yarborough Street	50	40

Table 2: Summary of proposed Speed Limit changes – Broadwood-Kohukohu Catchment (cont.)

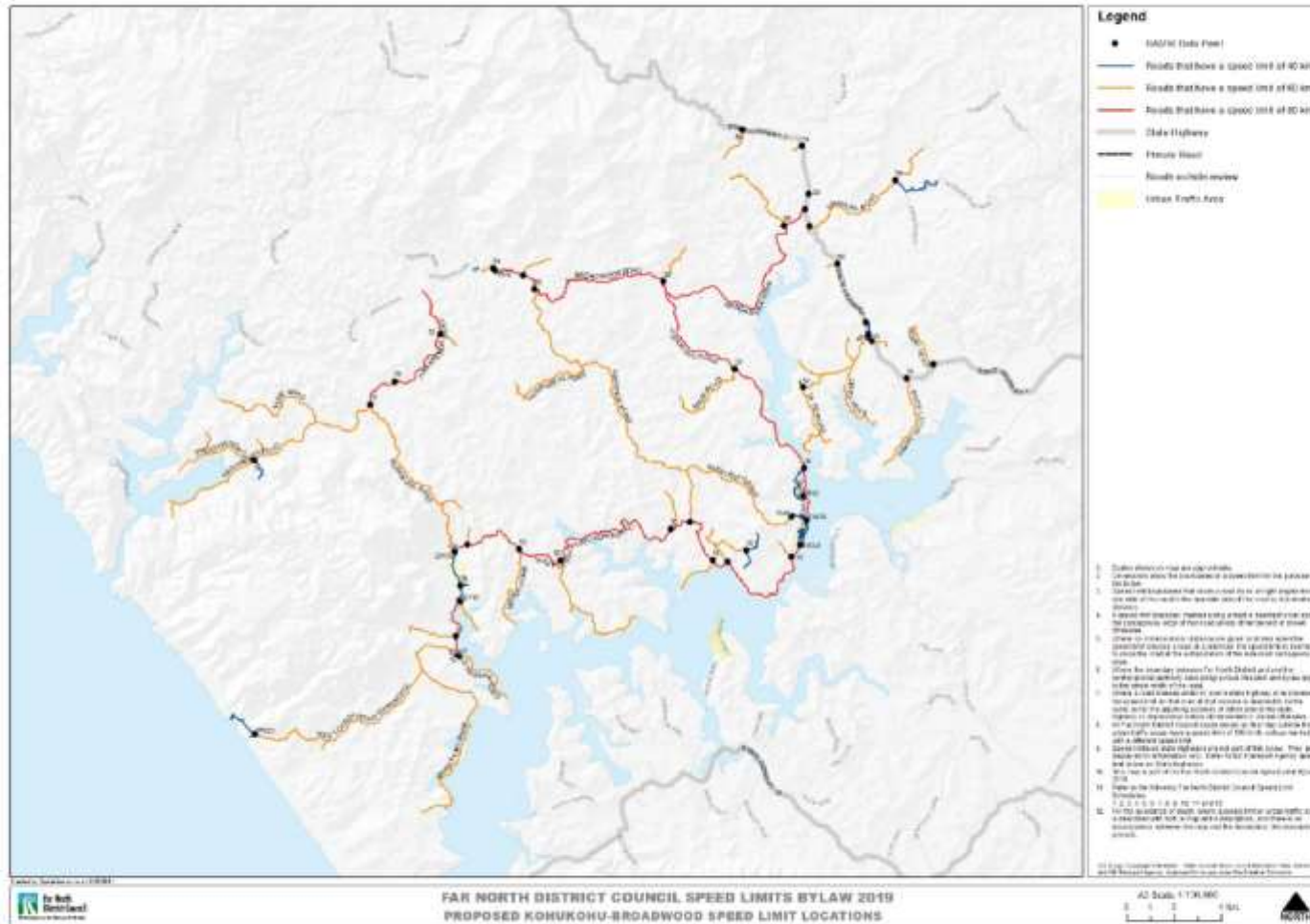


Figure 5: Kahukohu-Broadwood Proposed Speed Limits

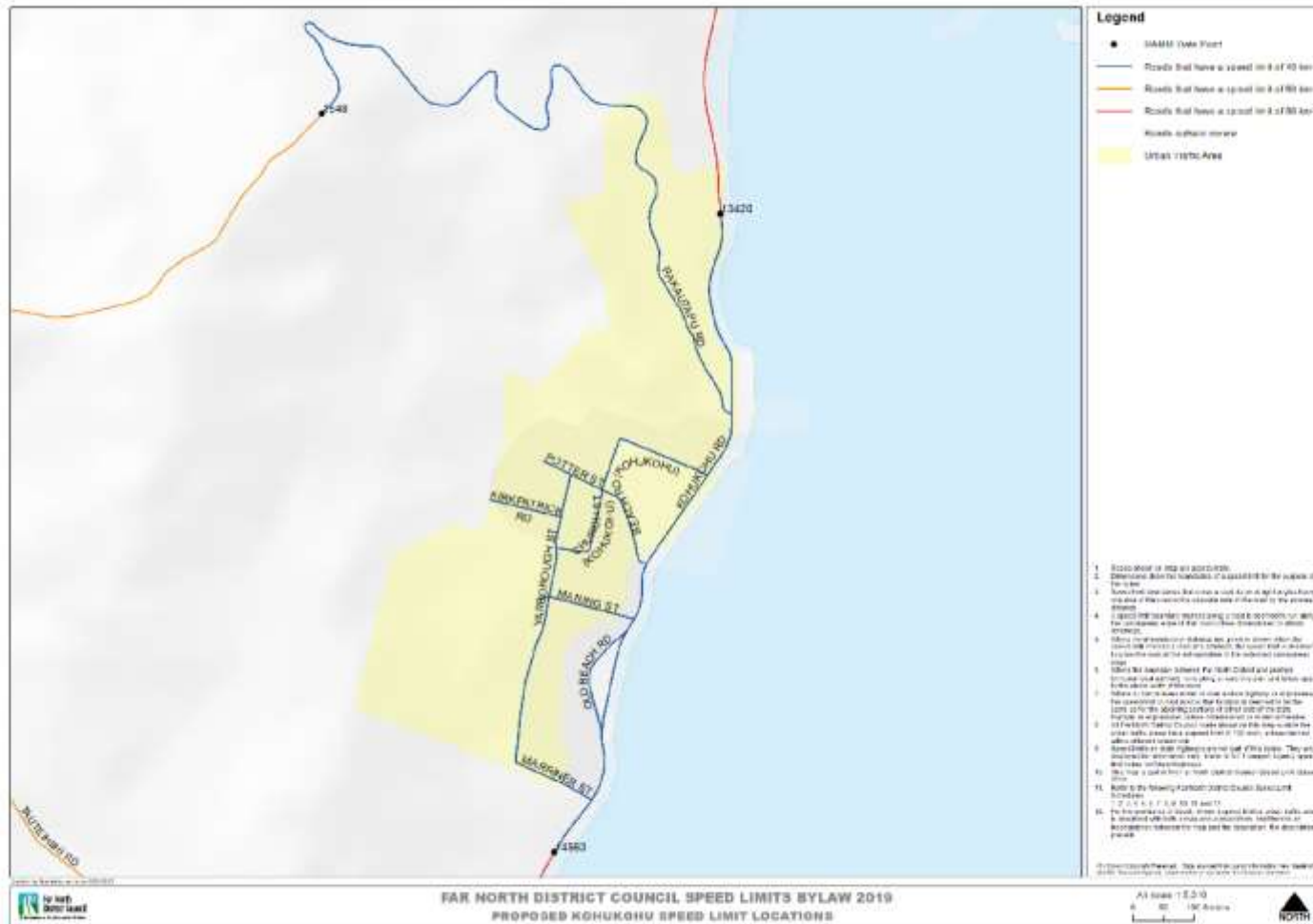


Figure 6: Kohukohu Urban Traffic Area Proposed speed Limits

Moerewa Urban Speed Review Area

The Moerewa urban area is set out in the map below (Figure 7). The area includes the residential areas of the Moerewa township, but excludes State Highway 1, which runs the length of Moerewa through the commercial area. The review area includes Otiria Road from the Moerewa township to Cemetery Road, as well as Taumatamakuku Settlement to the east of the Affco Freezing Works.



Figure 7: Moerewa Urban Area Speed Limit Review Area

Proposed Speed Limit Changes – Moerewa urban area

The Far North District Council, in its capacity as the Road Controlling Authority (RCA) is proposing to extend the Urban Traffic Area to include Otiria Road to Pokapu Road, Wahamiti Cemetery Road and King Road.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Factory Road	50	40
Kingi Road	100	40
Leaity Street	50	40
Lucas Road	50	40
Marshall Street	50	40
Mason Avenue	50	40

Table 3: Summary of proposed Speed Limit changes – Moerewa urban area

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Moerewa Service Lane	50	40
Massey Street	50	40
Nisbet Street	50	40
Otiria Road from Pembroke St to Kingi Rd	50	40
Otiria Road from Kingi Rd to Pokapu Rd	100	60
Pembroke Street	50	40
Plunket Street	50	40
Ranfurlly Street	50	40
Reed Street	50	40
Saies Road	80	40
Sir James Henare Place	50	40
Sir William Hale Crescent	50	40
Snowdon Avenue	50	40
Station Road	50	40
Taumatamakuku Crescent	50	40
Taumatamakuku Road	50	40
Te Oro Road	50	40
Wahamiti Cemetery Road	100	40
Waipuna Place	50	40
Williams Street	50	40
Willowbrook Street	50	40
Wynyard Street	50	40

Table 3: Summary of proposed Speed Limit changes – Moerewa urban area (cont.)

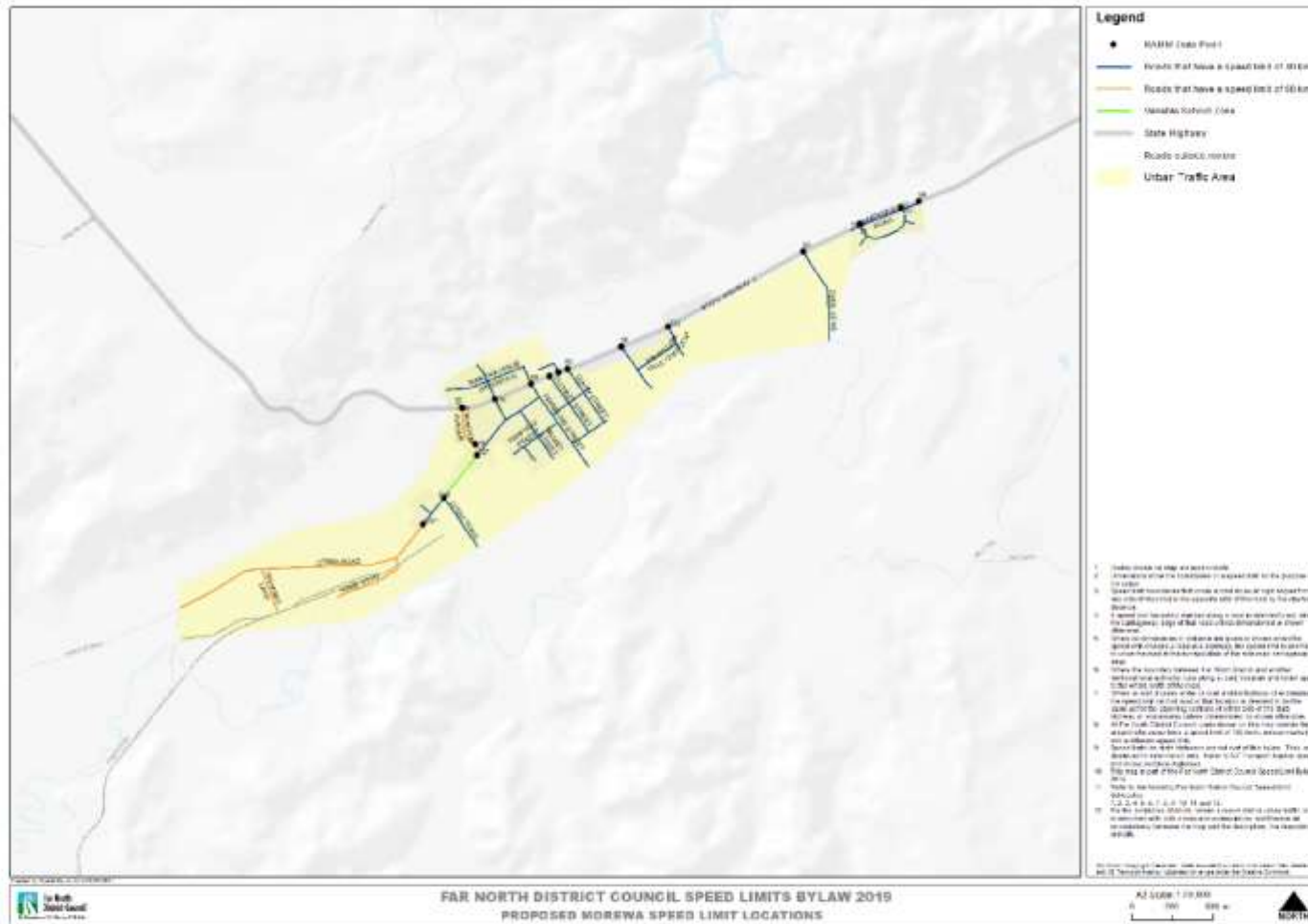


Figure 8: Moerewa Urban Area Proposed Speed Limits

Te Oneroa-a-Tōhe / Ninety Mile Beach

Te Oneroa-a-Tōhe / Ninety Mile Beach review area is set out in the maps below (Figure 9) and includes the beach area that is covered by Te Mahere mo Te Oneroa-a-Tōhe Beach Management Plan for Ninety Mile Beach.



Figure 9: Te Oneroa-a-Tōhe / Ninety Mile Beach Speed Limit Review Area

Proposed speed Limit Changes - Te Oneroa-a-Tōhe / Ninety Mile Beach

Te Oneroa-a-Tōhe / Ninety Mile Beach has a current default speed limit of 100kph. The following speed limits are proposed:

- 30kph – within 200m of a legal beach access
- 60kph – on all other parts of the beach

It should be noted that a range of options, outside of a permanent legal speed limit can be employed to address issues such as events and other activities on the beach.

Proposed speed limits on Te Oneroa-a-Tōhe / Ninety Mile Beach are set out in the map below.



Figure 10: Te Oneroa-a-Tōhē / Ninety Mile Beach Proposed Speed Limits

Schools

Pukepoto School – Kaitāia – Awaroa Road

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 (figure 10). Pukepoto School is rated as a high priority for speed management intervention.

It is proposed to reduce the 70kph speed limit outside the school to 60kph (refer Proposed Speed Limits Map Kaitāia-Awaroa Catchment above). The reduction to 60kph is consistent with the road to zero National Road Safety Strategy which seeks a 60kph speed limit outside rural schools.

The proposed permanent 60kph speed limit includes an area that has residential housing, Te Rarawa Marae, as well as Pukepoto School.



Figure 11: Proposed Speed Limits around Pukepoto School

Ahipara School – Ahipara Road

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 (figure 11). Ahipara School is rated as a high priority for speed management intervention.

It is proposed to reduce the permanent speed limit within the Ahipara urban area from 50kph to 40kph. This includes the area outside Ahipara School. There is an existing Variable School Speed Limit in place at Ahipara School. This zone sets a speed limit of 40kph for a period 35 minutes before school starts and 20 minutes at the end of the school day.

It is proposed to reduce the Variable School Speed Limit from 40kph to 30kph. The further lowering of the Variable Speed Limit reflects the direction provided in the road to Zero National Road Safety Strategy, as well as the road environment that provides limited drop-off and pick-up areas, as well as cafés, sports clubs, and fields opposite the school.



Figure 12: Proposed Variable School Speed Limits around Ahipara School

Herekino School – Kaitāia – Awaroa Road

Herekino School is a small rural school that caters for students in Years 1 to 8. The school has approximately 30 students and is situated on Kaitāia-Awaroa Road at Herekino (figure 12). Herekino School is rated as a low-medium priority for speed management intervention.

It is proposed to reduce the 100kph speed limit outside the school to 60kph (refer Proposed Speed Limits Map Kaitāia-Awaroa Catchment above). The reduction to 60kph is consistent with the road to zero National Road Safety Strategy which seeks a 60kph speed limit outside rural schools.

The proposed permanent 60kph speed limit includes the small area of residential dwellings located at the intersection of the Kaitāia-Awaroa Road and Whangape Road.

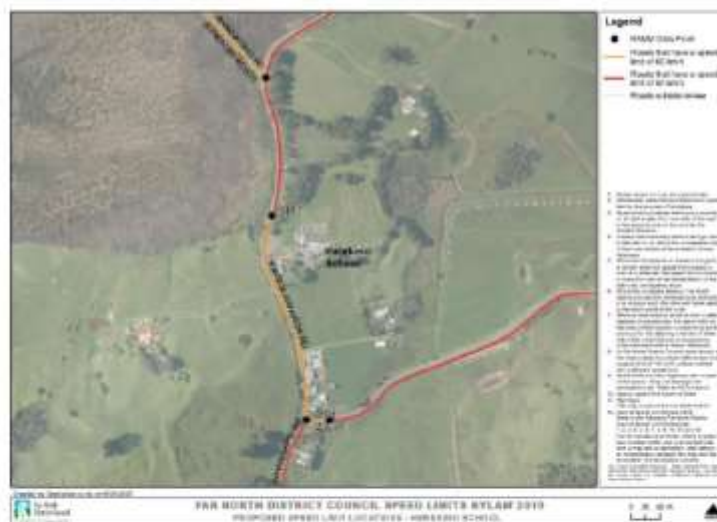


Figure 13: Proposed Speed Limits around Herekino School

Broadwood Area School – Broadwood Road

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 (figure 13). Broadwood Area School is rated as a medium priority for speed management intervention.

It is proposed to reduce the existing 70kph speed limit to 60kph through the Broadwood settlement and extend the proposed 60kph zone to Carmen Road to better encompass Broadwood Area School. The reduction to 60kph is consistent with the road to zero National Road Safety Strategy which seeks a 60kph speed limit outside rural schools.

An option is to introduce a new Variable School Speed Limit outside the school. This zone would introduce a 40kph speed limit outside Broadwood School for a period 35 minutes before school starts and 20 minutes at the end of the school day. At other times, the normal speed limit (60kph) would apply.



Figure 14: Proposed Speed Limits and Variable School Speed Limit option around Broadwood Area School

Te Kura o Hata Maria (Pawarenga) – Te Riha Roadway

Te Kura o Hata Maria is a small rural, full primary school catering for Years 1 to 8 located on Te Riha Roadway off Pawarenga Road (figure 14). Kura o Hata Maria School is rated as a low priority for speed management intervention.

It is proposed to reduce Te Riha Roadway from 100kph to 40kph as it is a short, no exit road that is very narrow and unsealed. The School is located near the end of Te Riha Roadway. A Variable School Speed limit has not been proposed.

Te Kura Taumata o Panguru – West Coast Road Punguru

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, Punguru (figure 15). The school is set well back from the road and is rated a medium priority for speed management intervention.

It is proposed to reduce the speed limit through the Punguru Settlement where Te Kura Taumata o Panguru is located from 50kph to 40kph to reflect the small rural township character of the area. The proposed 40kph speed limit is consistent with the Road to Zero National Road Safety Strategy and a Variable School Speed limit has not been proposed.



Figure 15: Proposed Speed Limits around Te Kura o Hata Maria School



Figure 16: Proposed Speed Limits around Te Kura Taumata o Paganui School

Kohukohu School – Beach Road Kohukohu

Kohukohu School is a full primary school catering for Years 1 to 8 with approximately 38 students. Kohukohu School is located on Beach Road in Kohukohu (figure 16) and is rated a medium priority for speed management intervention.

It is proposed to reduce the speed limit in the Kohukohu urban area from 50kph to 40kph to reflect the small rural community character of Kohukohu, which includes Beach Road. The proposed 40kph speed limit is

consistent with the Road to Zero National Road Safety Strategy and a Variable School Speed limit has not been proposed.



Figure 17: Proposed Speed Limits around Kokihoihu School

Mangamuka School – School Road

Mangamuka School is a contributing school catering for Year 1 to 6 with approximately 22 students. Mangamuka School is located on School Road, off State Highway 1 near Mangamuka (figure 17). The school is rated a low priority for speed management intervention.

It is proposed to reduce the speed limit on School Road from 100kph to 60kph to reflect the unsealed character of the road. Mangamuka School is located at the end of School Road up a narrow driveway. The proposed 60kph speed limit for School Road is consistent with the Road to Zero National Road Safety Strategy and a Variable School Speed Limit has not been proposed.



Figure 18: Proposed Speed Limits around Mangamuka School

Umawera School – Umawera School Road

Umawera School is a contributing school catering for Years 1 to 6 with approximately 34 students. Umawera School is located at the intersection of State Highway 1 and Umawera School Road (figure 18). Umawera School is rated as medium priority for speed management intervention.

The main parking area for the school is accessed off both State Highway 1 and Umawera School Road with the pedestrian entrances located on Umawera School Road. It should be noted that State Highway 1 is managed by Waka Kotahi (NZTA) and is outside the scope of this speed limit review.

It is proposed to reduce the speed limit on Umawera School Road from 100kph to 40kph as it is a short, no exit road that is very narrow and unsealed. A Variable School Speed limit has not been proposed.



Figure 19: Proposed Speed Limits around Umawera School

Moerewa School – Otiria Road Moerewa

Moerewa School is a composite school catering for Years 1 to 10 with approximately 135 students. Moerewa School is located on Otiria Road in Moerewa (figure 19), which has been identified as a High-Risk Road (top 10%) for speed related crashes.

Moerewa School is rated a high priority for speed management intervention.

It is proposed to reduce the speed limit along Otiria Road where the school is located from 50kph to 40kph to reflect the residential character of the road and the risk rating of the road. Given the High-Risk rating of Otiria road, and the long straight leading into Moerewa School, a Variable School Speed Limit of 30kph is proposed. A 30kph Variable Speed Limit reflects the direction provided in the road to Zero National Road Safety Strategy, as well as the high-risk nature of the road environment.

It should be noted that the implementation of a 30kph Variable School Speed Limit on Otiria Road may require additional physical works to be undertaken to ensure that the road environment matches the proposed speed limit.



Figure 20: Proposed Speed Limits around Moerewa School

Te Kura Kaupapa Māori o Taumarere – Station Road Moerewa

Te Kura Kaupapa Māori o Taumarere is a composite school catering for Years 1 to 15 with approximately 170 students. The school is located on Station Road in Moerewa township (figure 20). Te Kura Kaupapa Māori o Taumarere is rated a low-medium priority for speed management intervention.

It is proposed to reduce the speed limit on Station Road from 50kph to 40kph to reflect the small community character of Moerewa. The proposed 40kph speed limit is consistent with the Road to Zero National Road Safety Strategy and a Variable School Speed limit has not been proposed.



Figure 21: Proposed Speed Limits around Te Kura Kaupapa Maori o Taumarere School

5 KARAKIA WHAKAMUTUNGA – CLOSING PRAYER

6 TE KAPINGA HUI / MEETING CLOSE