

# ***Regional Speed Limit Review Kerikeri and Bay of Islands***

## ***Recommendations Report***

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## 1 Overview

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

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

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

The Review area also includes the following communities:

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

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

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

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

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

### 1.1 Purpose and Scope

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

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

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

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

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

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

## **1.2 Implementation of recommended speed limits**

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

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

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

## **1.3 National Speed Limit Register**

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

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

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

## **2 Delegations**

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

## **3 Community Consultation Process**

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

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

### 3.1 Notification

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

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

### 3.2 Hearings

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

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

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

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

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

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

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

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

### 3.3 Drop-in Session and Meeting Summary

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

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

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

### 3.3.1 Kerikeri

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

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

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

### 3.3.2 Paihia

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

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

### 3.3.3 Whangaroa

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

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

## 3.4 Hearing Summary

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

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

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

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

### 3.4.1 Keith Silby

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



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

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

### 3.4.3 Rick Palmer

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

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

#### 3.4.4 Melanie Miller

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

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

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

### 3.4.6 John Logie

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

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

### 3.4.7 Robert Adams

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

### 3.4.8 Leonie Exel - BOI Watchdogs

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

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

### 3.4.9 John Sanderson

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

### 3.4.10 Steve Westgate - NZ Automobile Association

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

	<b>Note:</b> The Automobile Association submission is addressed in detail in Section 4 below.
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### 3.4.11 Peter Haythornthwaite

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

### 3.4.12 Manuela Gmuier Hornell

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

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

### 3.4.13 Jane Hindle

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

### 3.4.14 Submitters unable to be contacted.

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



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

## 4 Submissions Overview

### 4.1 Submissions Out of Scope

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

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

#### 4.1.1 Speed limits in other areas

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

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

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

##### 4.1.1.1 State Highways

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

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

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

#### 4.1.2 Enforcement

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

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

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

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



## **Speed Cameras**

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

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

## **Revenue**

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

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

### **4.1.3 Climate Change**

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

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

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

## **4.2 Other issues raised**

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

### **4.2.1 Maintenance and Upgrade**

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

#### **4.2.1.1 Maintenance**

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

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

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

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

#### **4.2.1.2 Upgrading and widening roads**

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

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

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

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

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

### **4.3 Statutory Consultee Submissions**

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

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

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

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

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

### 4.3.1 Automobile Association (AA)

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

#### **Responses to key issues raised:**

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

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

#### **General comments provided by the Automobile Association**

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

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

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

#### *Infrastructure improvements and speed management.*

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

#### *Vehicle safety*

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

#### *Work-related road safety.*

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

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

### *Road user choices*

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

### *System management.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### *Submission 3 - Specific comments on proposed changes*

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

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

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

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

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

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



**Submission 3.4 – Speed Limits in Urban Streets.** The submitter states that “we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits.” It is agreed that there are a certain group of motorists that will flagrantly ignore the speed limit and drive at speeds significantly above the posted speed limit. However, there are many other drivers who travel at 55kph-60kph regularly within the urban area. These drivers would be traveling slower with a lower speed limit. These issues are primarily addressed through education, enforcement and infrastructure that supports a posted speed limit.

It should be noted that research indicates that, even if everyone obeyed the road rules, there would still be more than 180 deaths on the road each year (Road to Zero National Road Safety Strategy). This indicates that there are factors, other than flagrant speeding as highlighted by the submitter, contributing to road fatalities and serious injuries. Speed limits (including in urban areas) are one contributing factor.

To provide context, in the 10 years from 2009-2018, 332 pedestrians and 78 cyclists died in crashes involving other motor vehicles, largely within New Zealand’s urban areas.

The submitter states that “there is no credible evidence presented to justify lowering speed limits on urban streets from 50 to 40 which predominantly have low personal and collective risk ratings.” The submitter also states (3.4.12) that “NZTA and other authorities have consistently presented overstated claims and unsubstantiated and discredited graphs (including the Wramborg curves) to supposedly ‘show’ the alleged relationship between pedestrian fatality risk and speed.” The submitter provides a graph by Mackie Research (2018) to support these claims.

A review of the Mackie Research Paper referenced indicates that the graph is only one of several contained in the Research Paper and deals with fatalities only. It is unclear if the Paper has been fully peer reviewed. Figure 7 of the Mackie Research Paper (identified below) provides curves for serious injury risk.

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

Figure 7. Severe injury risk and impact speed potential diagram



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

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

#### *Where are pedestrian injuries and fatalities occurring?*

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

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

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

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

#### *The impact of speed on pedestrians*

Technology such as anti-lock brakes and stability control are designed to enable greater control over the vehicle, not shorten stopping distances. There may be a very small reduction in braking distance with modern technology, but not enough to significantly affect your overall stopping distance<sup>1</sup>.

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

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

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

Source: Brake.co.nz

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

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

*Evidence is clear.*

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

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

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

*Specific roads highlighted by the submitter:*

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

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

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

Submission 3.7: The submitters comments are noted.

#### **4.3.2 Waka Kotahi - New Zealand Transport Agency (NZTA)**

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

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

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

#### **4.3.3 NZ Police**

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

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

No formal submission was received from NZ Police.



#### 4.3.4 Māori

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

No specific feedback was received.

## 5 Schools

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

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

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

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

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

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

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

### 5.1 Opua School (Franklin Road – Opua)

#### 5.1.1 Feedback received.

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

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

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

### 5.1.2 Response to Feedback

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

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

### 5.1.3 Recommendation

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

## 5.2 Paihia School (School Road – Paihia)

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

### 5.2.1 Feedback received.

Feedback received supported slower speed limits near schools.

### 5.2.2 Response to feedback

Proposed speed limits appropriate.

### 5.2.3 Recommendation

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

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

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

### 5.3.1 Feedback received.

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

### 5.3.2 Response to feedback

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

### 5.3.3 Recommendation

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

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

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

## **5.4 Riverview School (Riverview Road – Kerikeri)**

### **5.4.1 Feedback received.**

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

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

### **5.4.2 Response to feedback**

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

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

### **5.4.3 Recommendation**

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

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

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

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

### **5.5.1 Feedback received.**

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

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

also supplied the school with hi vis vests and road cones to slow traffic during drop off and pick up times.

### 5.5.2 Response to feedback

The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school.

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

### 5.5.3 Recommendation

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

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

### 5.6 Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay)

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

### 5.6.1 Feedback received.

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

### 5.6.2 Response to Feedback

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

### 5.6.3 Recommendation

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

### 5.7 One School Global Campus Kerikeri (Blue Gum Lane)

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

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

#### 5.7.1 Feedback received.

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

#### 5.7.2 Response to feedback

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

#### 5.7.3 Recommendation

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

### 5.8 Harvest School (361 Waipapa Road)

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

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

#### 5.8.1 Feedback received.

There was general support for lower speed limits outside schools.

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

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

#### 5.8.2 Response to feedback

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

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

#### 5.8.3 Recommendation

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



## 6 Significant Roads

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

### 6.1 Kapiro Road

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

#### 6.1.1 Community Feedback

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

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

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

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

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

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

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

#### 6.1.2 Response to Feedback

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

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

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

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

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

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

### 6.1.3 Recommendations

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

## 6.2 Waipapa Road

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

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

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

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

### 6.2.1 Community Feedback

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

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

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

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

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

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

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

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

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

### 6.2.2 Response to feedback

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

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

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

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

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

### 6.2.3 Recommendations

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



## 6.3 Redcliffs Road

### 6.3.1 Community Feedback

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

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

Suggestions included:

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

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

### 6.3.2 Response to Feedback

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

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

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

### 6.3.3 Recommendations

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

## **6.4 Opito Bay Road**

### **6.4.1 Community Feedback**

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

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

Suggestions included:

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

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

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

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

### **6.4.2 Response to feedback**

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

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

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

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

#### **6.4.3 Recommendations**

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

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

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

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

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

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

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

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

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



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

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

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

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

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

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



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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

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

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

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

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



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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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



FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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



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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

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

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

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

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

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



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

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

## ***Appendix 1: Full submission of the Automobile Association***

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

#### **Speed Limits Review for Kerikeri and Bay of Islands.**

From: Northland District Council of the NZ Automobile Association

#### **INTRODUCTION**

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

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

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

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

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

### **1. GENERAL COMMENTS ON SPEED LIMIT CHANGES**

#### **Range of Tools**

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

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

### **Targeted Speed Limit Changes**

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

### **Drivers' Responsibilities**

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

### **Understanding and Acceptance**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **3 SPECIFIC COMMENTS ON PROPOSED CHANGES**

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

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



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

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

### **3.2 Unsealed roads generally. Ref TR 6.1.**

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

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

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

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

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

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

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

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

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

### **3.4 Speed limits on urban streets. Various considerations.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **3.5 High Benefit Roads.**

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

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

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

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

### **3.6 Other Roads**

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

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

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

### **3.7 Crash History and Locations**

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

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

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

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

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

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

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

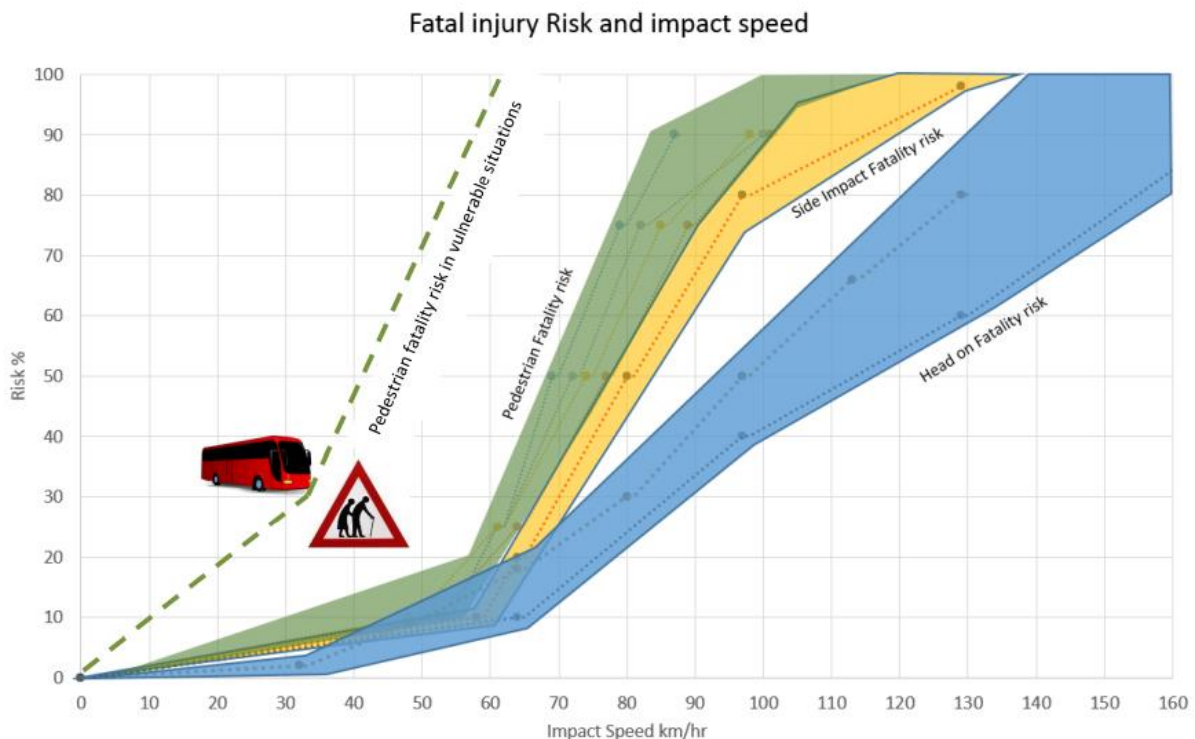
ads/2018/09/Mackie-Research-Report\_Speed-vs-injury-risk.pdf

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### **Revised estimated speed/injury risk curves**

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

Figure 6. Fatality risk and impact speed potential diagram



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

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

## **Appendix 2: Recommended Speed Limit Maps**

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

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

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

Maps included in this Appendix are:

### **Urban Maps**

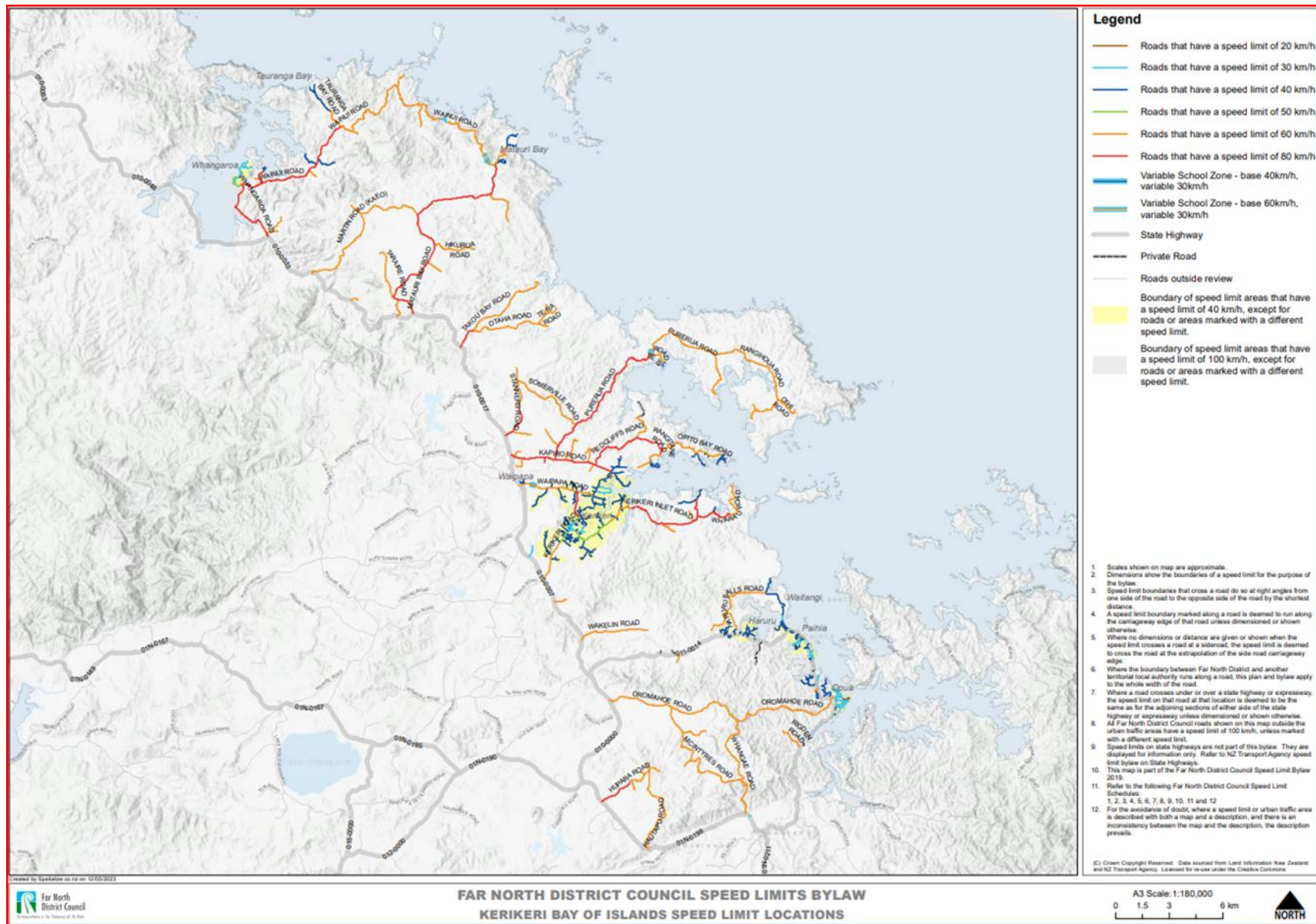
- Kerikeri Bay of Islands
- Kerikeri urban
- Paihia
- Opuā
- Haruru
- Whangaroa

### **Schools**

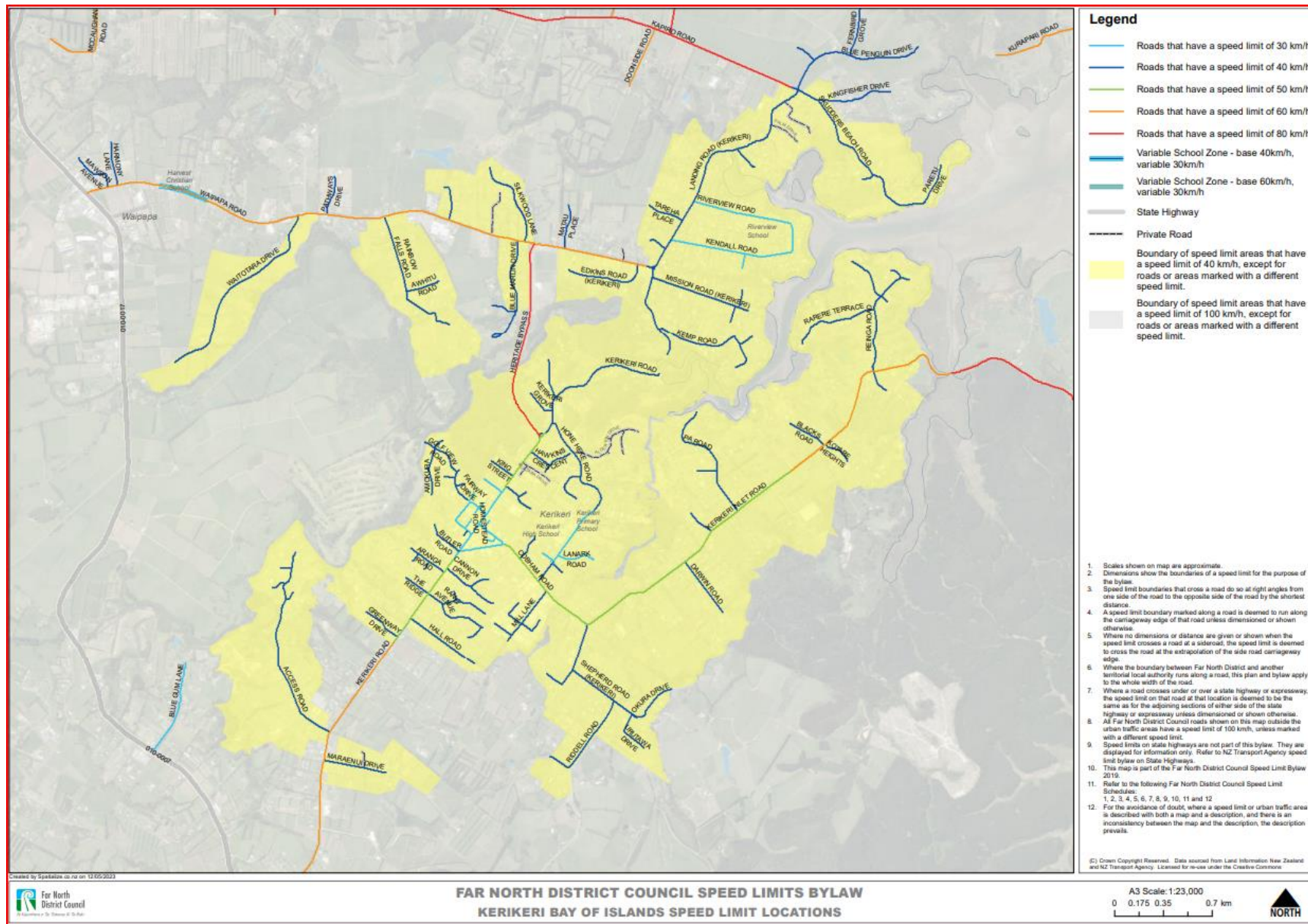
- Opuā School (Franklin Road – Opuā)
- Paihia School (School Road – Paihia)
- Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)
- Riverview School (Riverview Road – Kerikeri)
- Bay of Islands International Academy (Purerua Road – Te Tii)
- Matauri Bay School and TKKM o Whangaroa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



# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

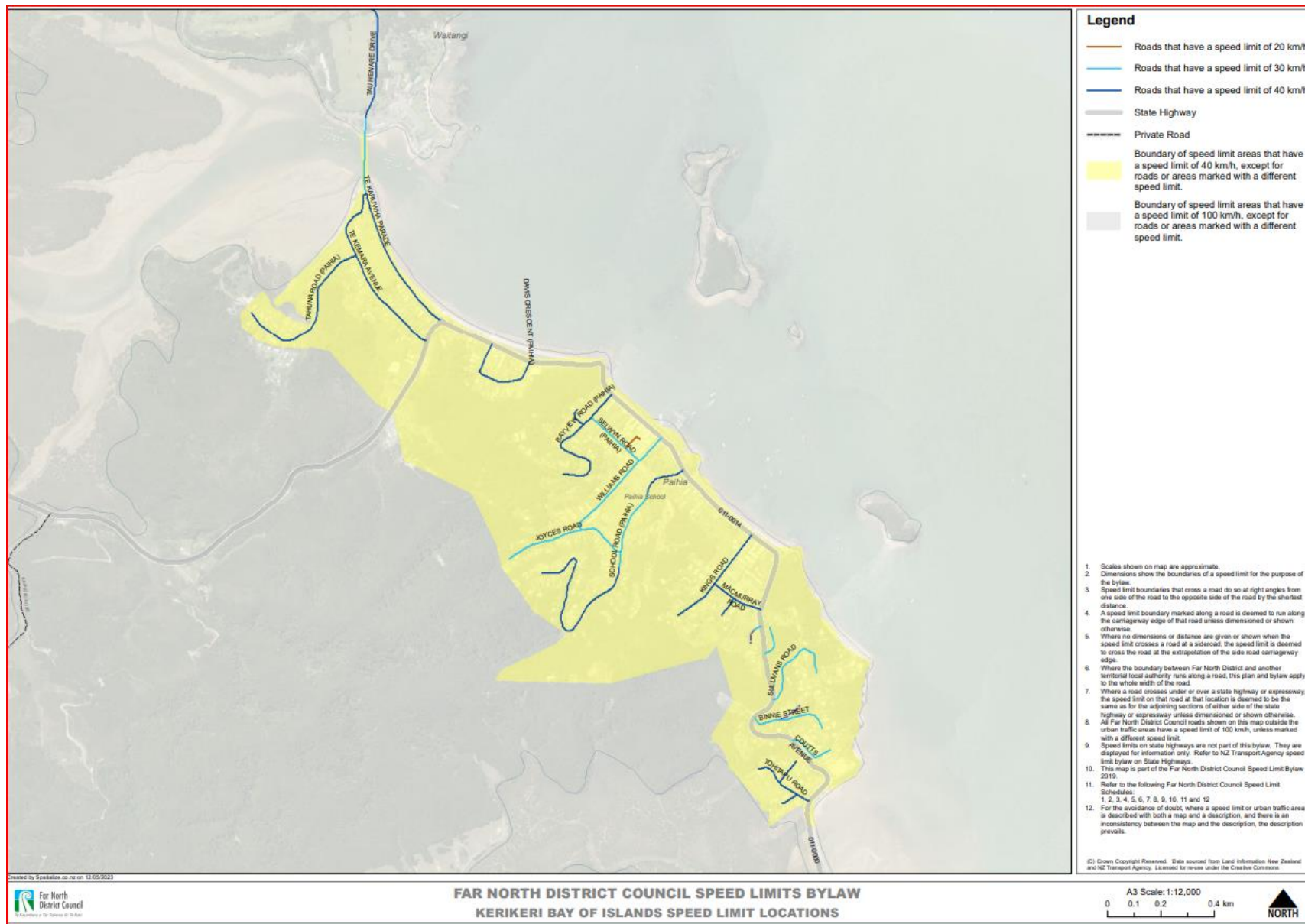


# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

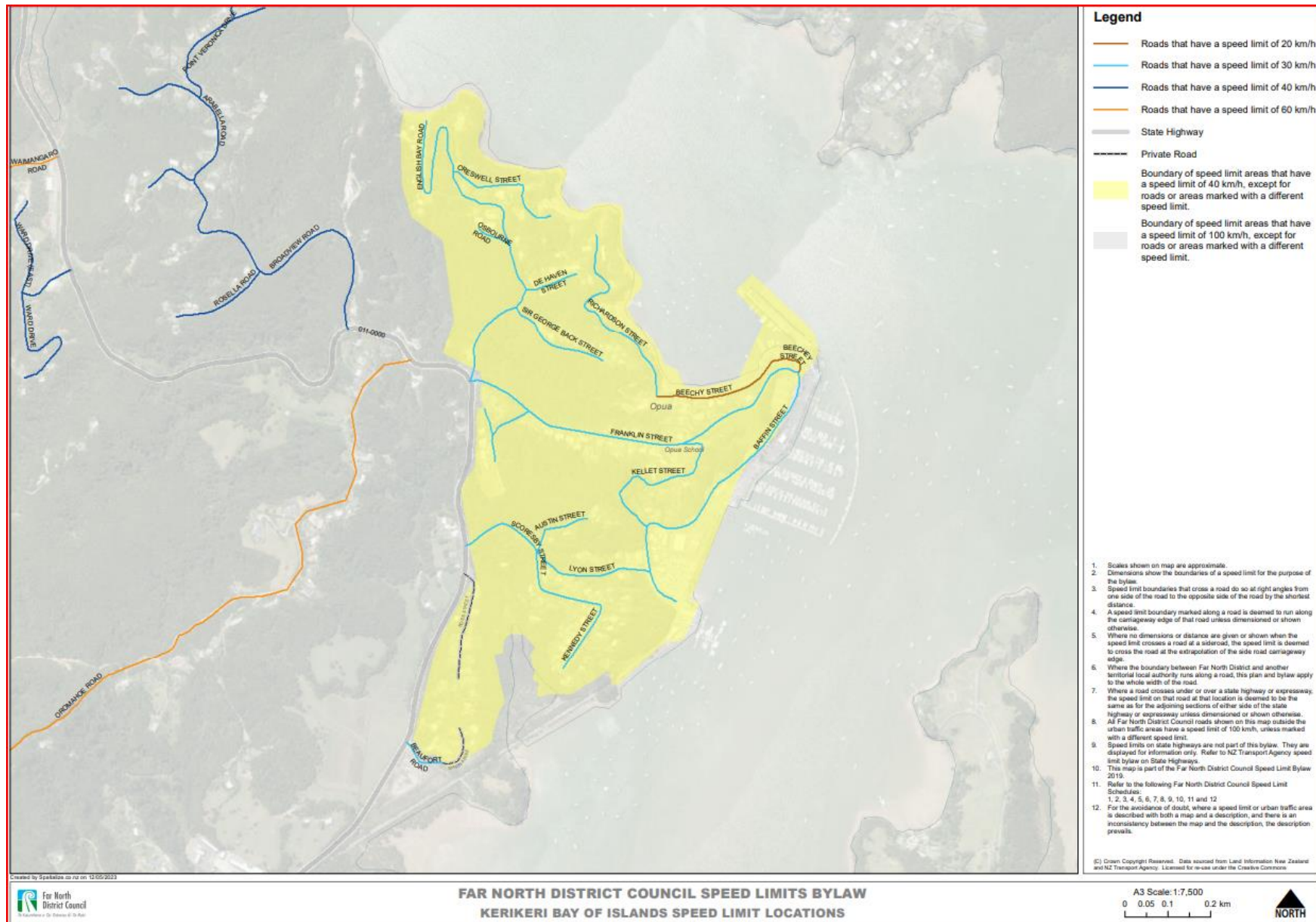




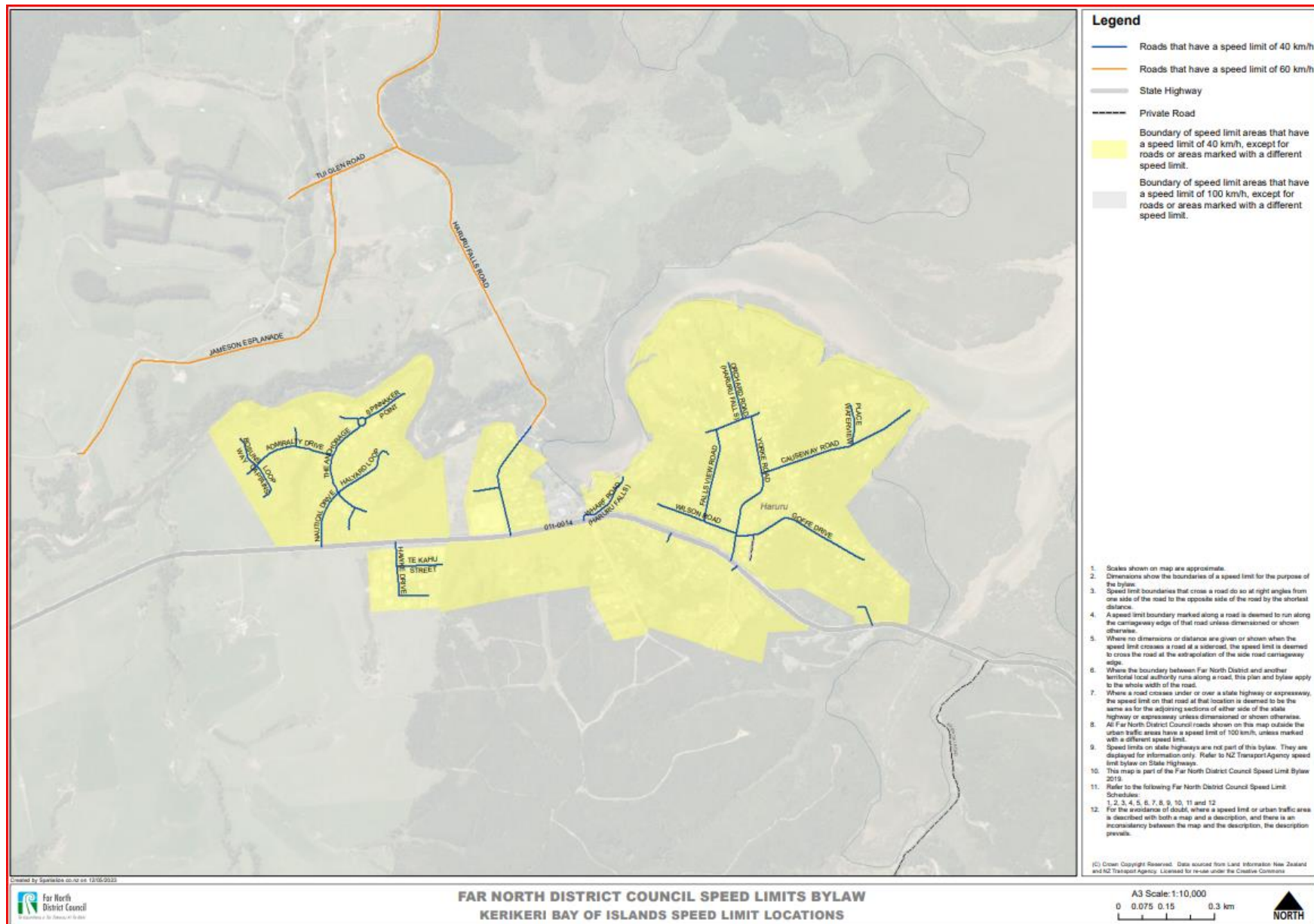
FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

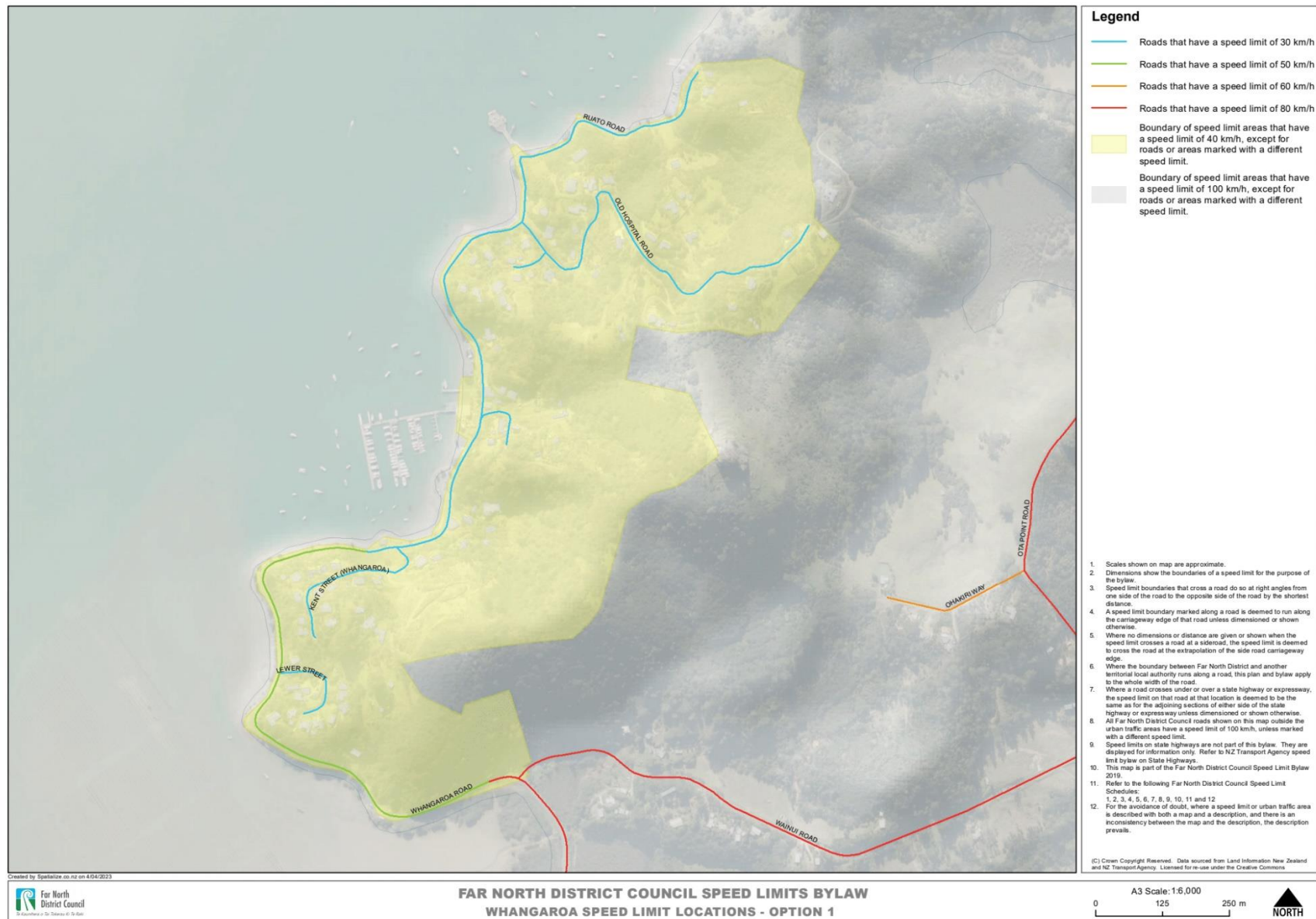


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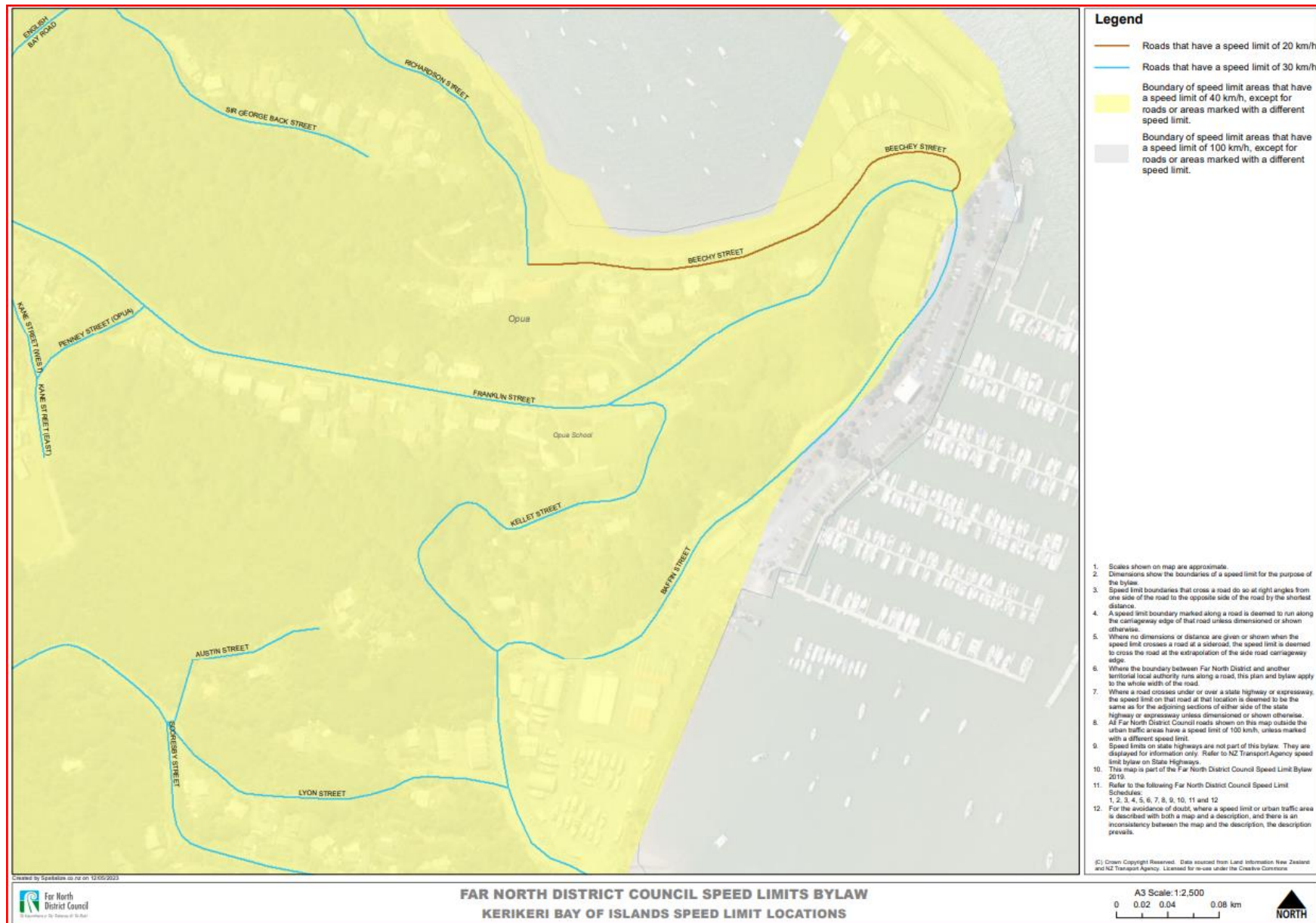




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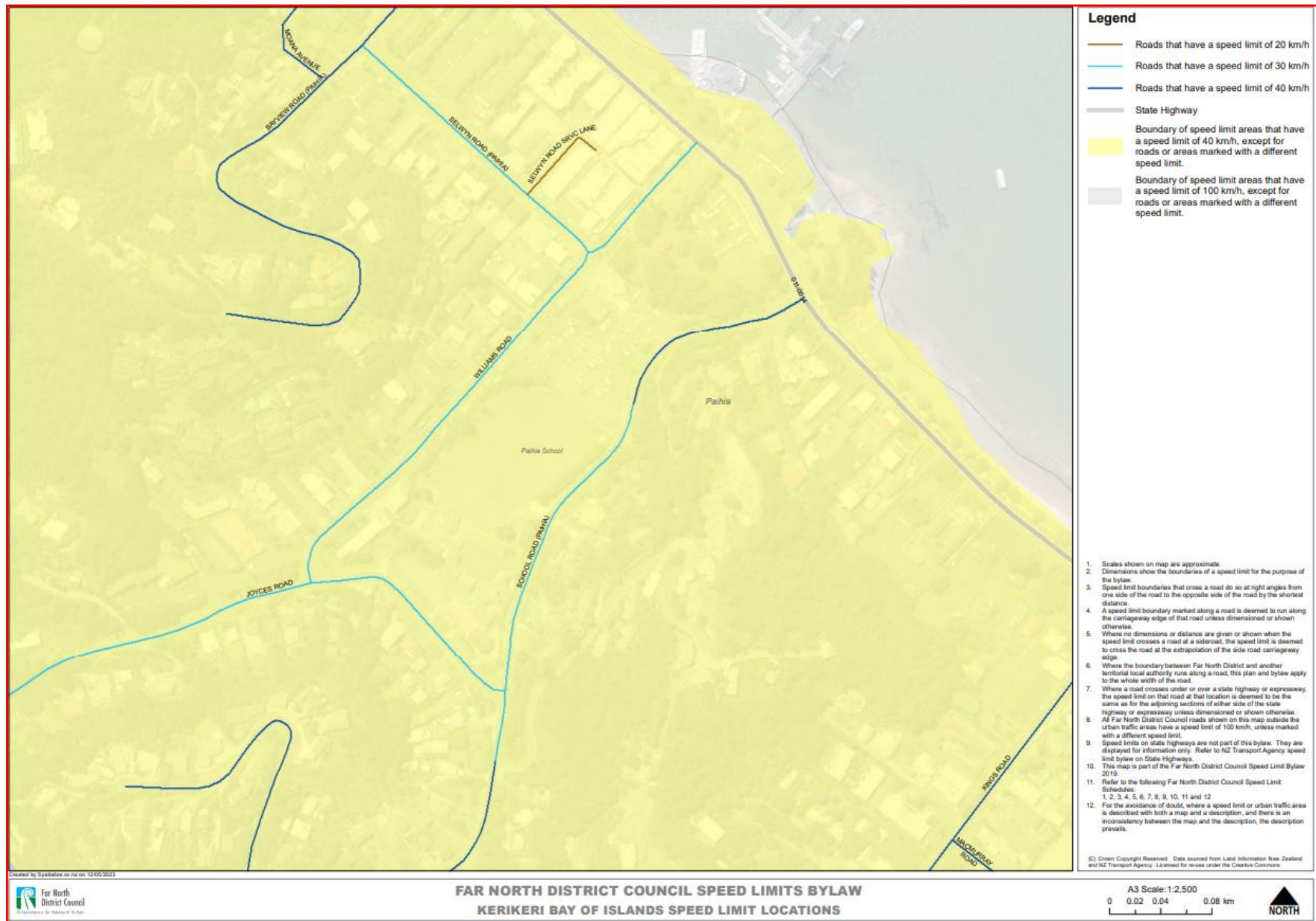


# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



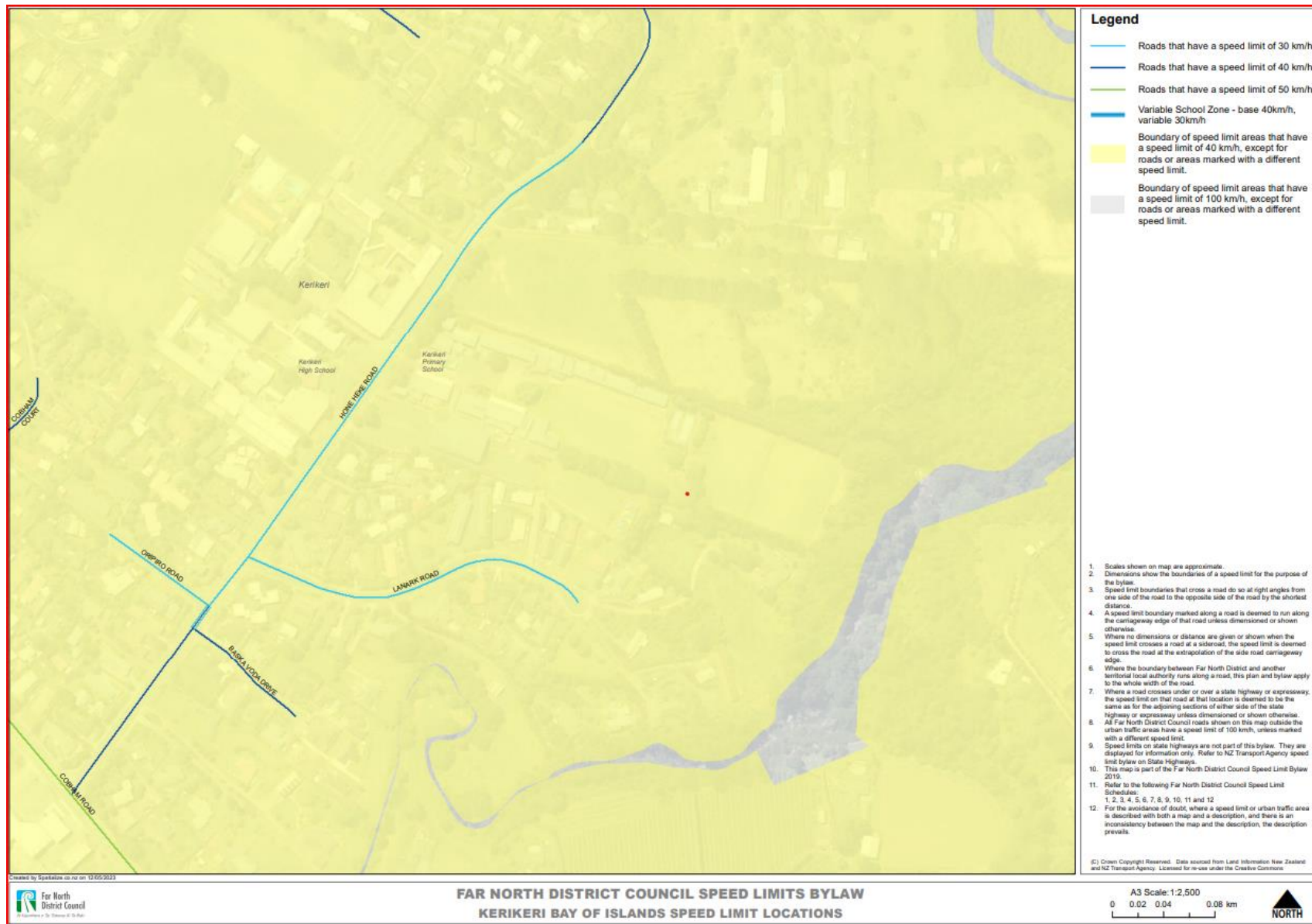


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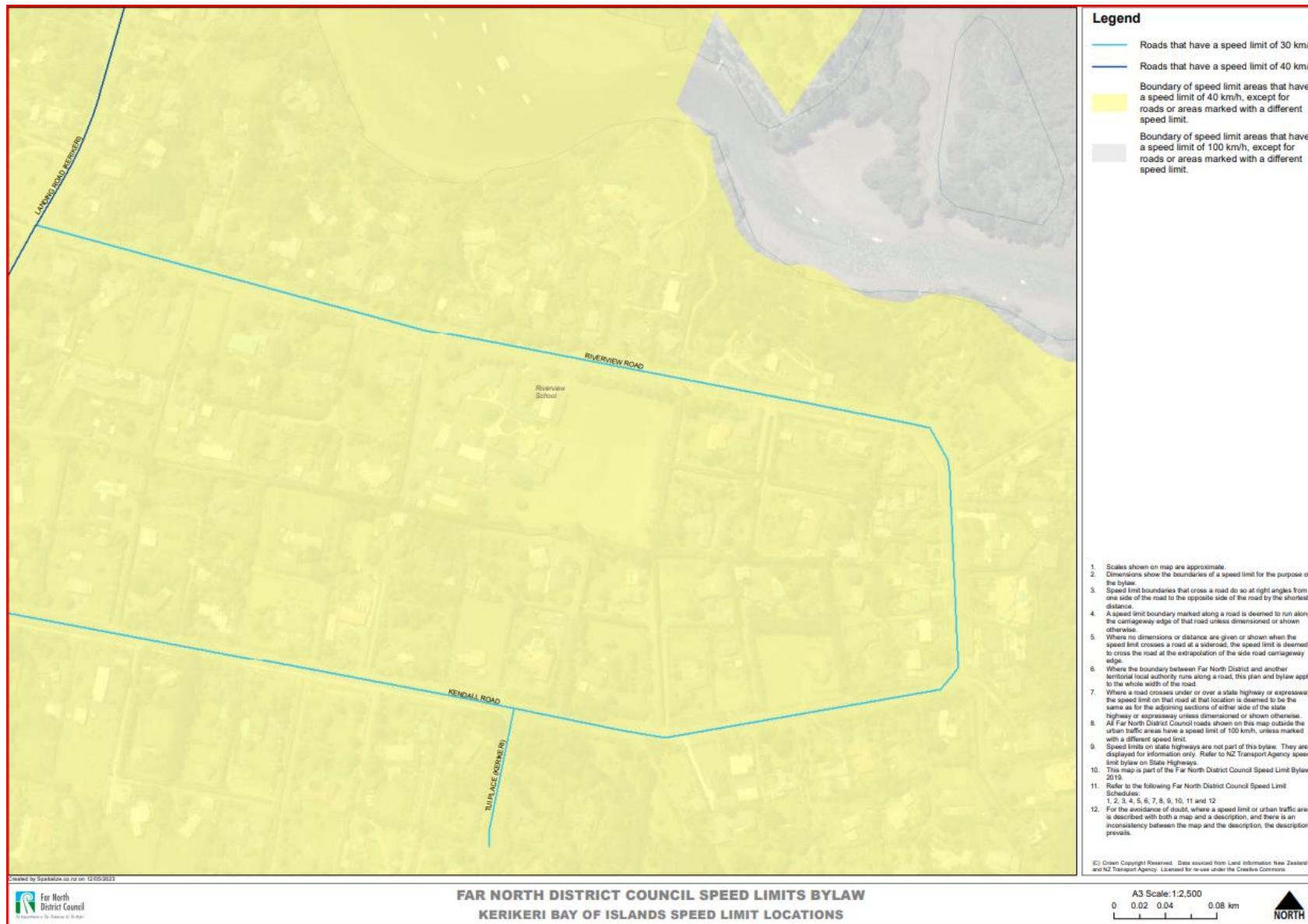




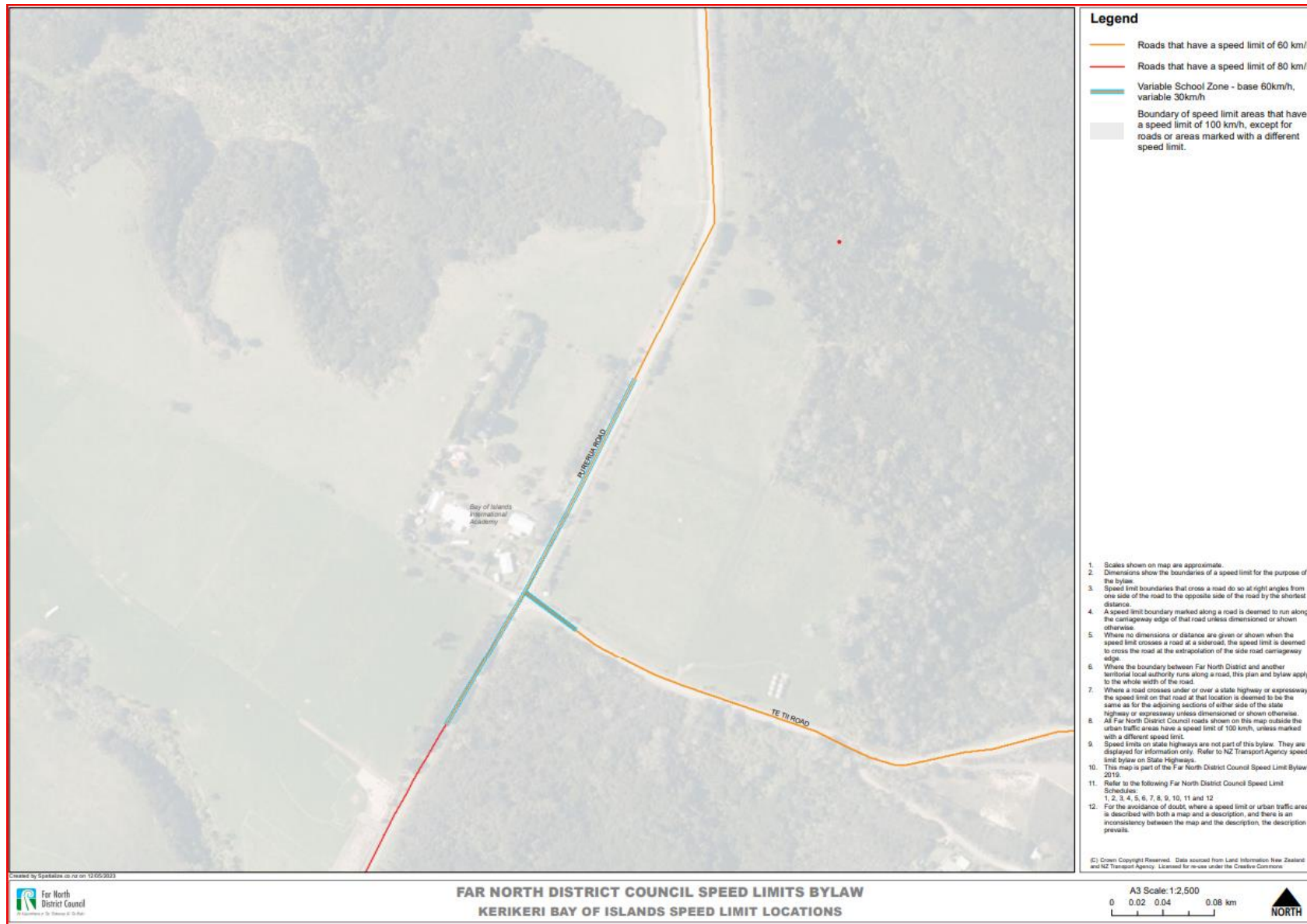
# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



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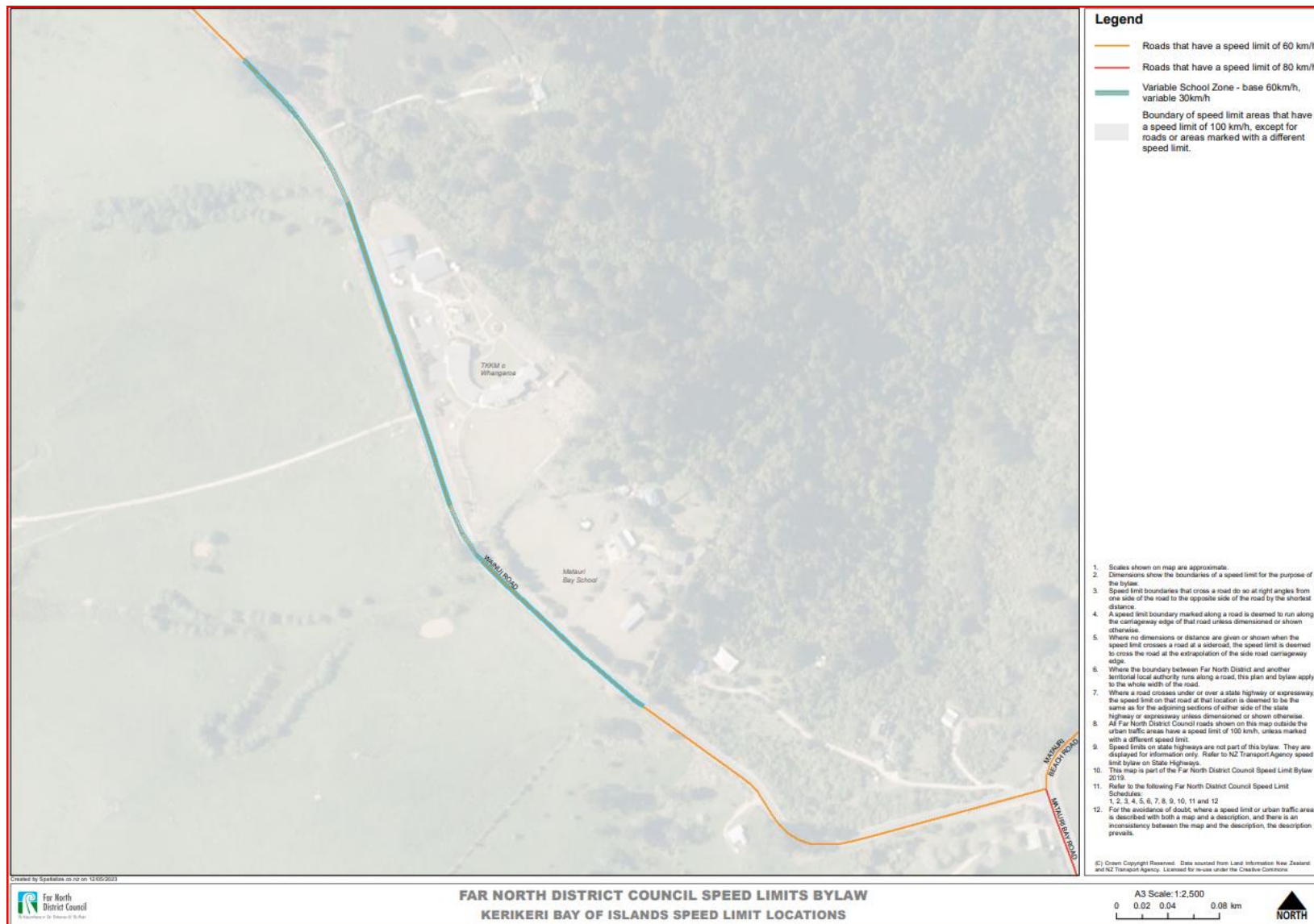


# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations

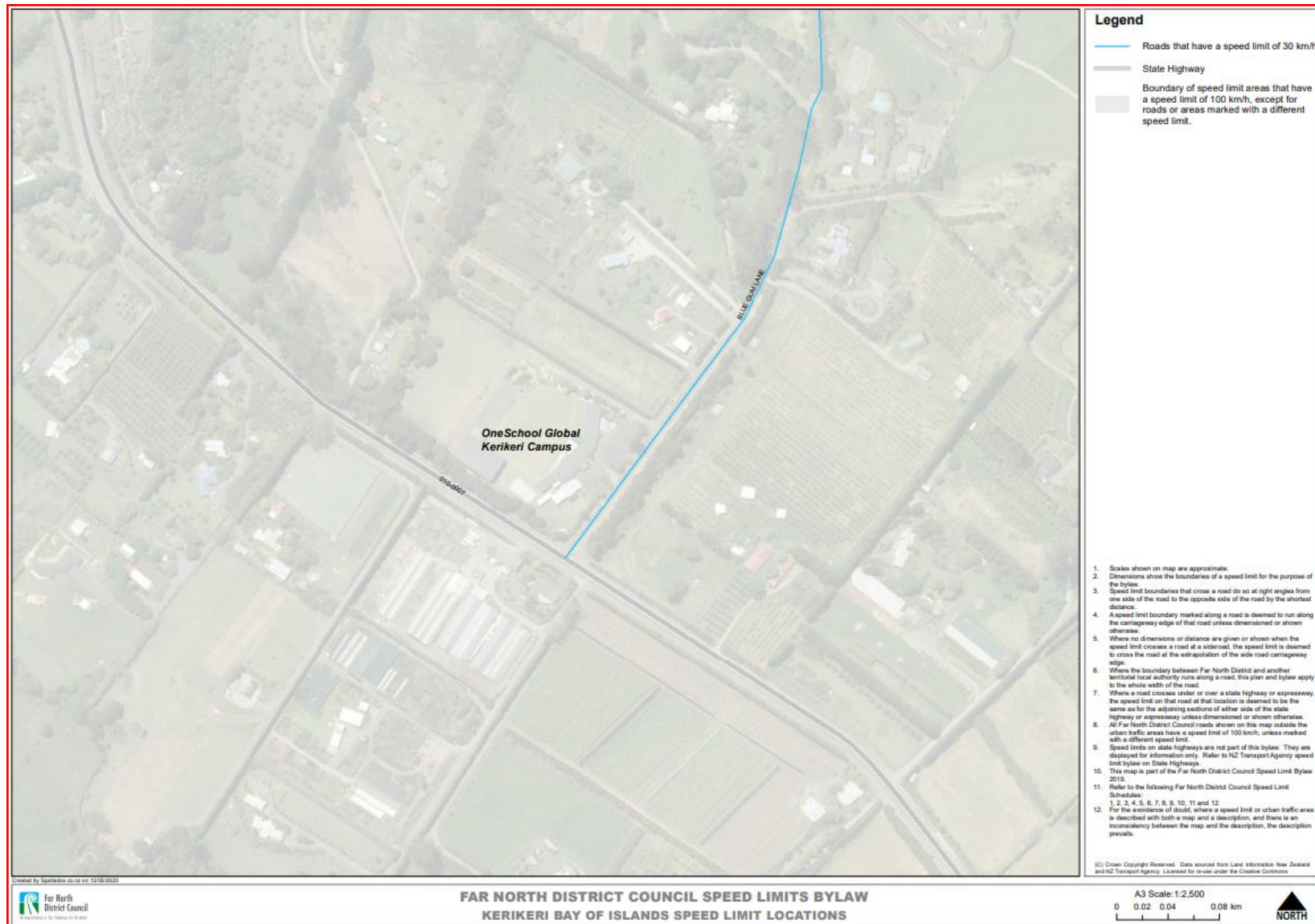




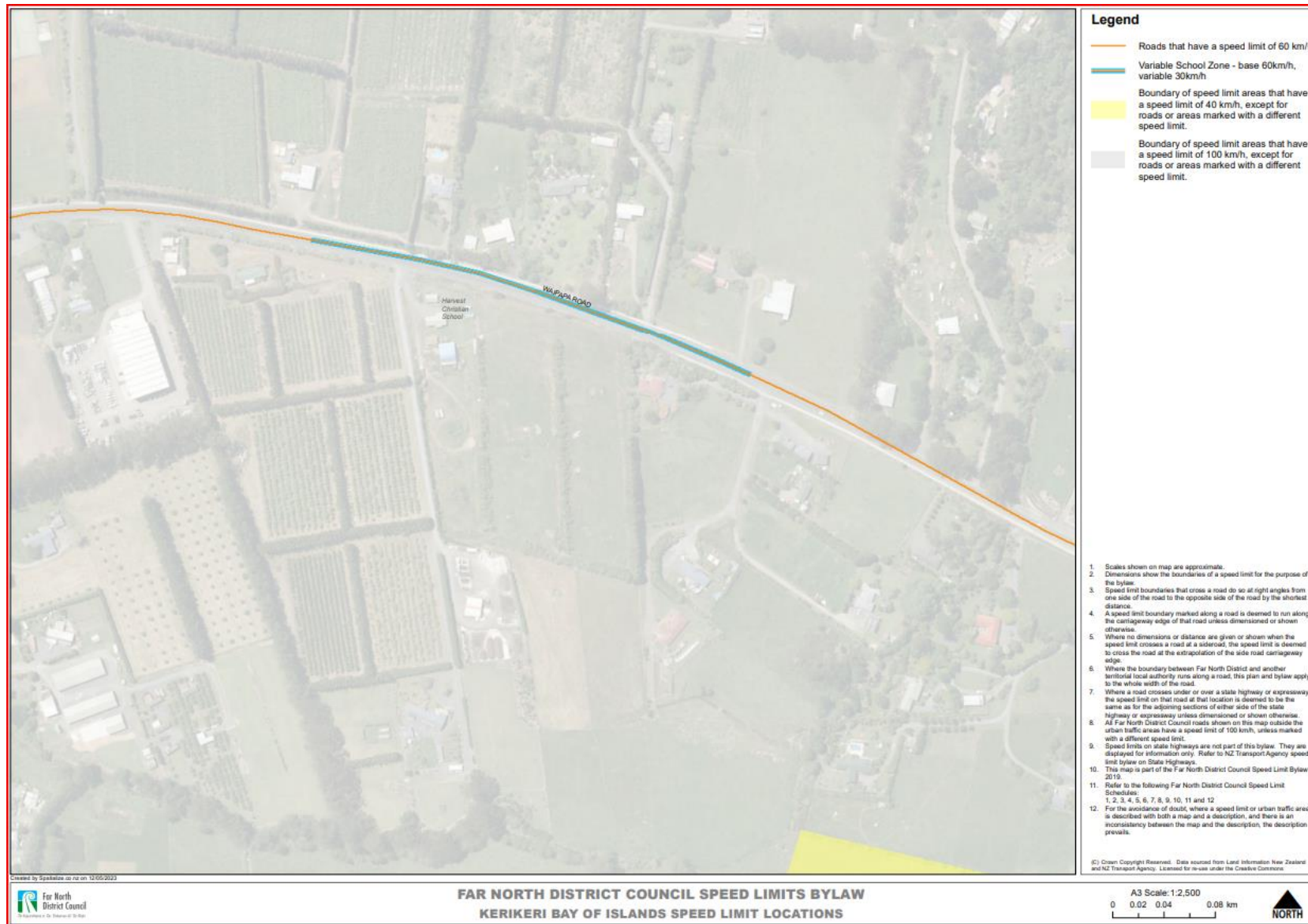
# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



# FNDC Speed Review – Kerikeri and Bay of Islands Catchment Recommendations



## ***Appendix 3 – Glossary of Technical Terms***

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



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