Interim Speed Management Plan
Kerikeri Bay of Islands Catchment

NORTHLAND TRANSPORTATION ALLIANCE

"Moving Northland Forward"

Interim Speed Management Plan
Kerikeri Bay of Islands Catchment

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

Author Organisational Solutions Ltd Local Government Planning and Resource Management	Shawn Baker 	11 May 2023
Reviewer NORTHLAND TRANSPORTATION ALLIANCE	Elizabeth Stacey 	12 May 2023

Director Waka Kotahi Certification:	
Certificate Number:	
Date:	

Table of Contents

1 Overview

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

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

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

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

Catchment areas are prioritised based on:

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

1.1 National Speed Limit Register (NSLR)

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

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

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

https://speedlimits.nzta.govt.nz

1.2 Speed Management Plans

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

The Rule identifies two types of Speed Management Plan:

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

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

2 Interim Speed Management Plan extent

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

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

3 Consultation

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

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

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

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

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

4 Speed limits around Schools

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

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

The new Rule identifies two categories of schools:

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

National guidance indicate that the speed limit should:

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

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

4.1 Schools in the Review Area

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

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

4.1.1 Opua School

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

The following speed limits have been set for Opua School:

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

4.1.2 Paihia School

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

The following speed limits have been set for Pahia School:

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

4.1.3 Kerikeri Primary School and Kerikeri High School

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

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

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

4.1.4 Riverview School

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

The following speed limits have been set for Riverview School:

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

4.1.5 Bay of Islands International Academy

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

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

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

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

4.1.6 Matauri Bay School and TKKM o Whangaroa

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

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

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

4.1.7 One School Global Campus Kerikeri

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

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

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

4.1.8 Harvest School

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

The following speed limit has been set for Harvest School:

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

:

.

5 New Speed Limits – Whangarei Heads Catchment

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

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Bosuns Way	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Bristow Road	100	N/A	30	**Consistent** **Infrastructure:** Signage
Broadview Road	50	40	40	**Consistent** **Infrastructure:** Signage
Bush Point Road (Doves Bay)	100	80	40	**Reason:** Bush Point Road provides "no-exit" access for approximately 12 dwellings. The shoulder is very narrow with a bush margin. There are no pedestrian facilities. Although dwelling and access density indicates a remote rural setting, this area is actually a medium density rural residential area. Given that Bush Road intersects with Doves Bay Road, which supports a small coastal community (recommended speed limit 40kph), a consistent 40kph is appropriate. **Infrastructure:** Signage
Butler Road	30	30	30	**Consistent** **Infrastructure:** Signage
Campbell Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Cannon Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Cannon Drive Extension	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Captains Loop	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Causeway Road	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Cavalli View Road	100	60	60	**Consistent** **Infrastructure:** Signage
Charlotte Kemp Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Clark Road (Kerikeri)	50	30	30	**Consistent** **Infrastructure:** Signage
Cobham Court	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Golf View Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Greenway Drive	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Greys Lane	50	40	30	**Reason:** This road is a very narrow access lane that provides access to residential dwellings, motels and backpackers. The road is a short walk from the beach and commercial area. Any pedestrians using this lane would need to utilise the carriageway. The presence of carparks gives this road the "feel" of a shared space. **Infrastructure:** Signage
Hall Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Halyard Loop	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland.

				Infrastructure: Signage

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

				Infrastructure: Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Mckenzie Road (Whangaroa)	50	40	30	**Reason:** Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". As one submitter noted, many roads in Whangaroa are heavily utilised by pedestrians. **Infrastructure:** Signage
Mill Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Mission Road (Kerikeri)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Mooring Close	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Nautical Drive	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Riddell Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Rigden Road	100	60	60	**Consistent** **Infrastructure:** Signage
River Drive Road	100	60	60	**Consistent** **Infrastructure:** Signage
Riverbank Drive - Through Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Riverglen Drive	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Riverstone Lane	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage

Riverview Road	50	30	30	**Consistent** **Infrastructure:** Signage

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Skippers Close (Watea)	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Skudders Beach Road	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage
Smeath Road (Hupara)	100	60	60	**Consistent** **Infrastructure:** Signage
Smith Camp Road	80	60	30	**Reason:** Smiths Camp Road is a narrow, unsealed road that provides access to a Department of Conservation campground. The road is no exit. A slow speed limit recognising the potential for pedestrians generated by the campground supports a significantly slower speed limit. **Infrastructure:** Signage
St Andrews Place	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Stella Drive (East)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Stella Drive (West)	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. **Infrastructure:** Signage
Somerville Road	100	60	60	**Consistent** **Infrastructure:** Signage
Spinnaker Point	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
Spoonbill Drive	50	40	40	**Consistent** **Infrastructure:** Signage
Stanners Road from SH10 to end of seal	100	80	80	**Consistent** **Infrastructure:** Signage
Stanners Road from end of seal to end	100	60	60	**Consistent** **Infrastructure:** Signage
Sullivans Road	50	40	30	**Reason:** This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

Road Name	Current Speed Limit	Safe and Appropriate Speed Limit	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Te Tii Road Extension	100	80	40	**Reason:** An 80kph speed limit is inappropriate in a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements. **Infrastructure:** Signage
Tepene Tablelands Road	100	60	60	**Consistent** **Infrastructure:** Signage
The Anchorage	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
The Anchorage East	50	50	40	**Reason:** This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisio0ns throughout Northland. **Infrastructure:** Signage
The Lookout	50	30	40	**Reason:** Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant “slow street” physical works. **Infrastructure:** Signage

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

Interim Speed Management Plan
Kerikeri Bay of Islands

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

6 Speed Limit Maps

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

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

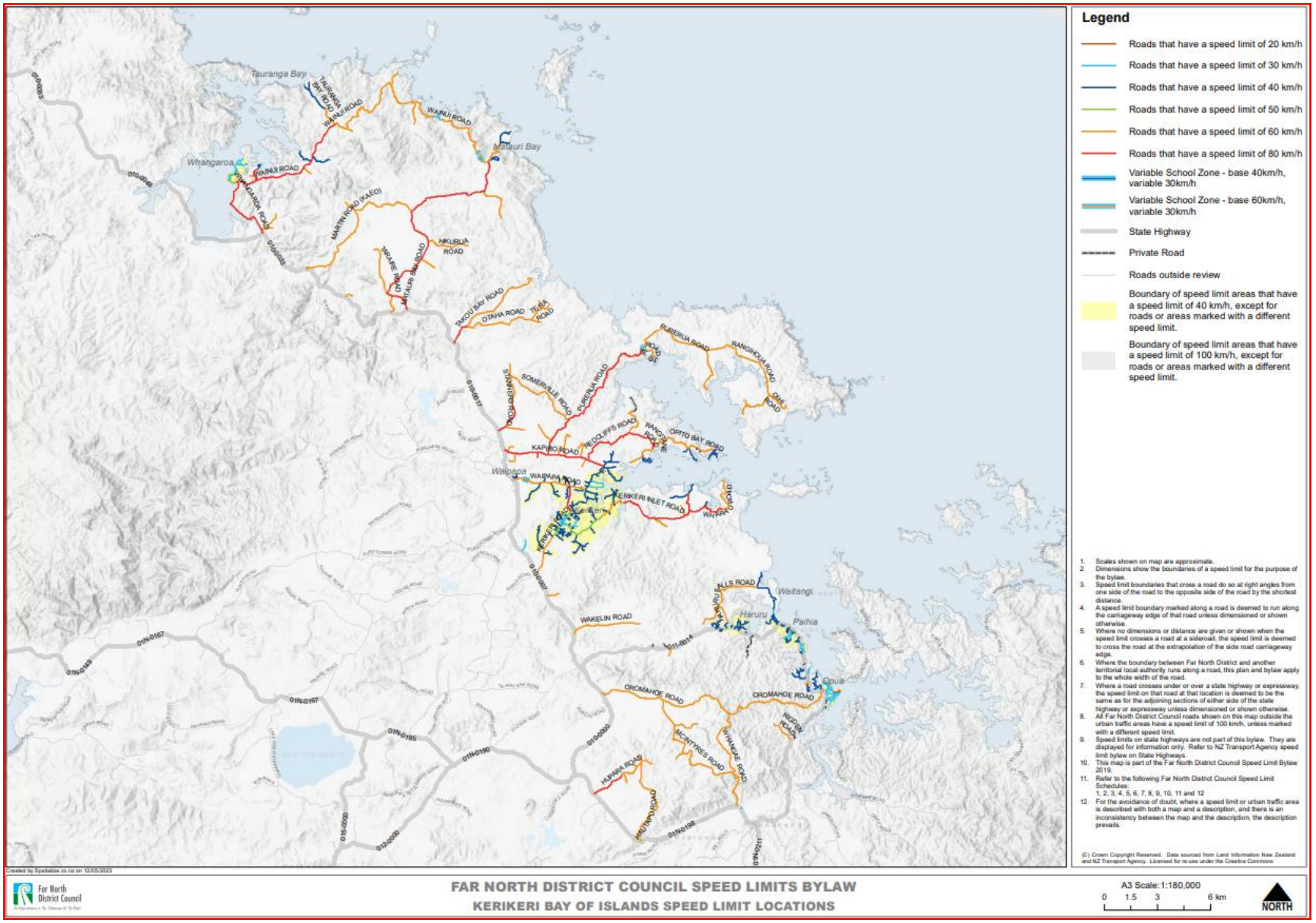
Urban Maps

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

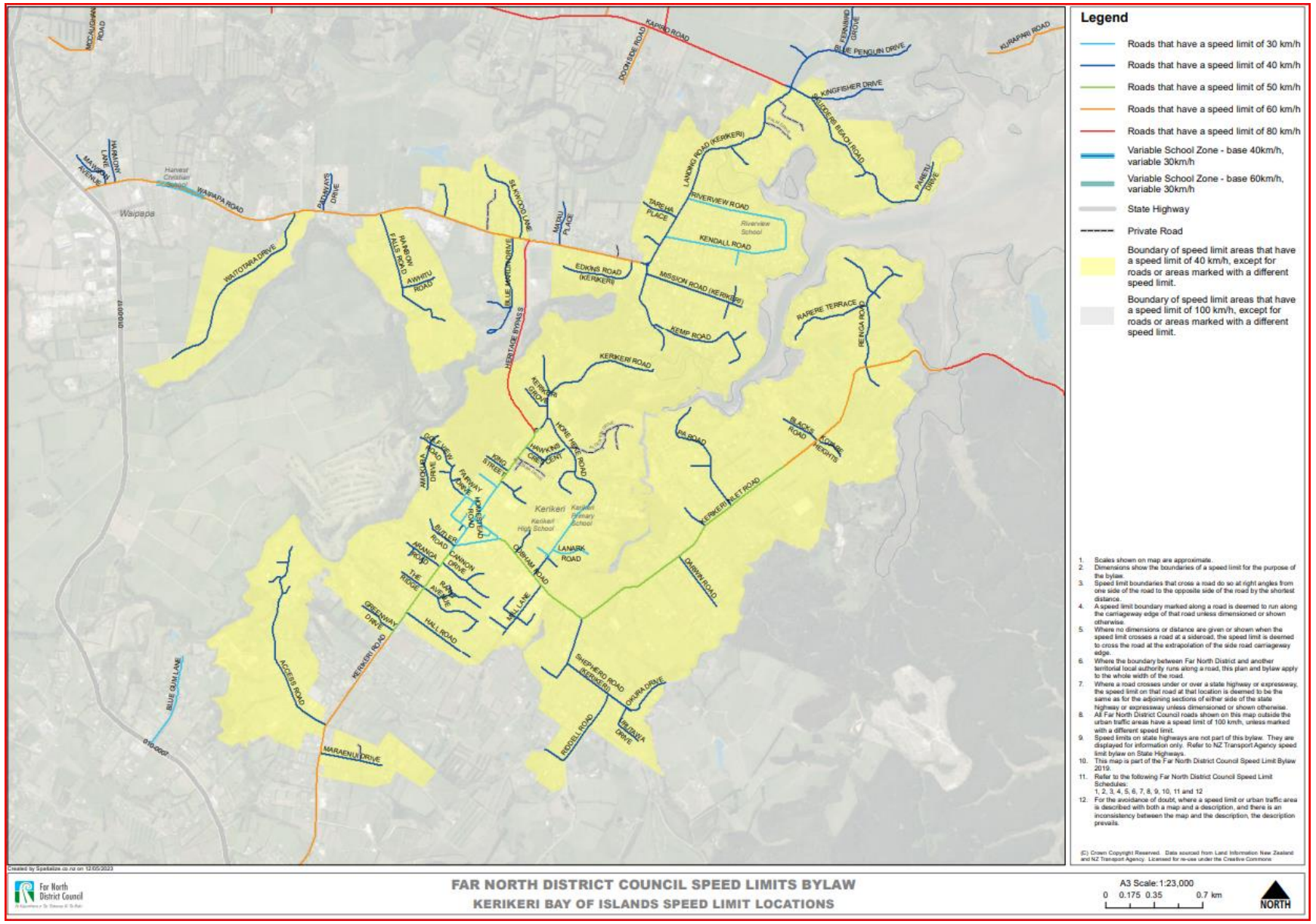
Schools

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

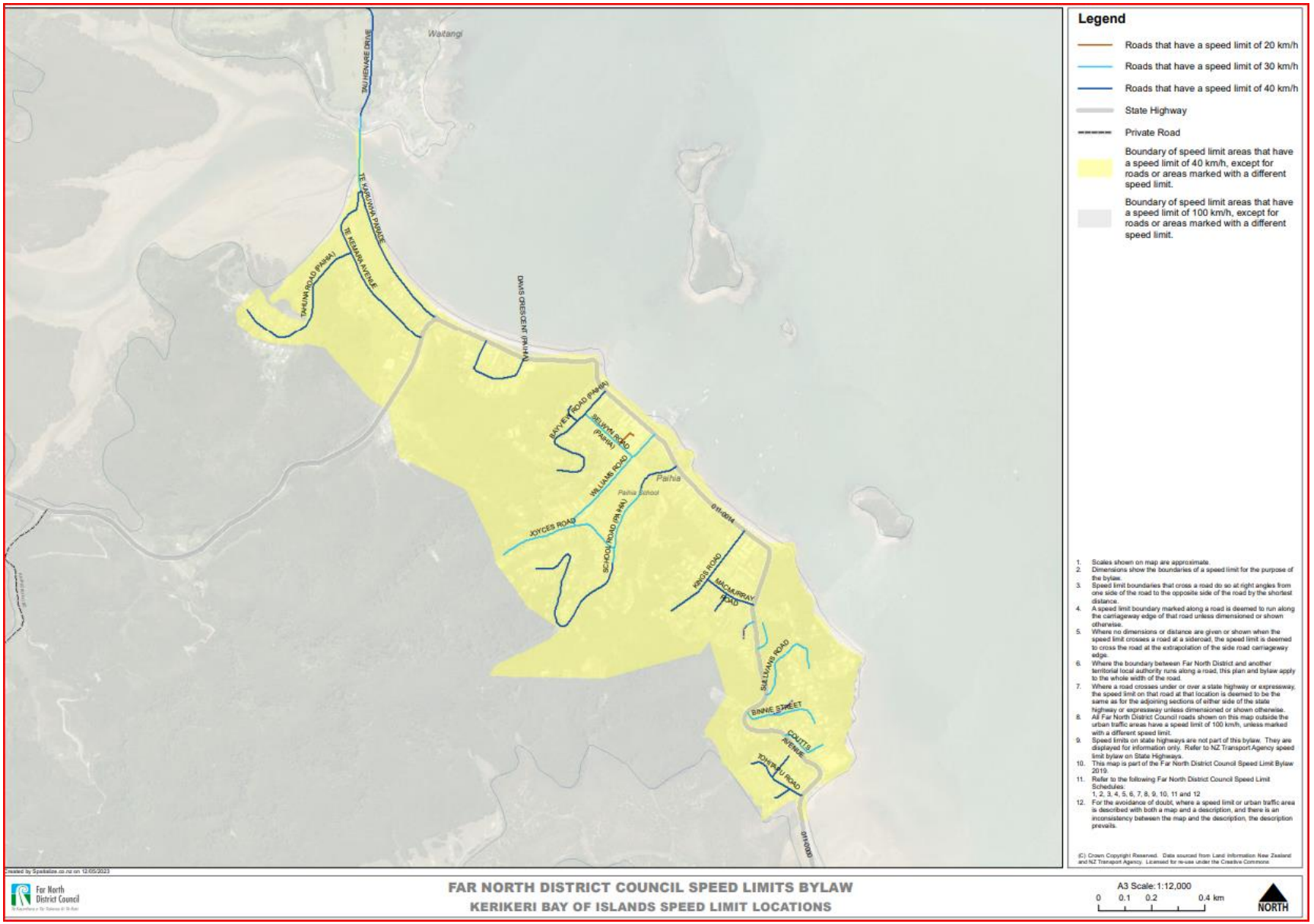
Interim Speed Management Plan
Kerikeri Bay of Islands



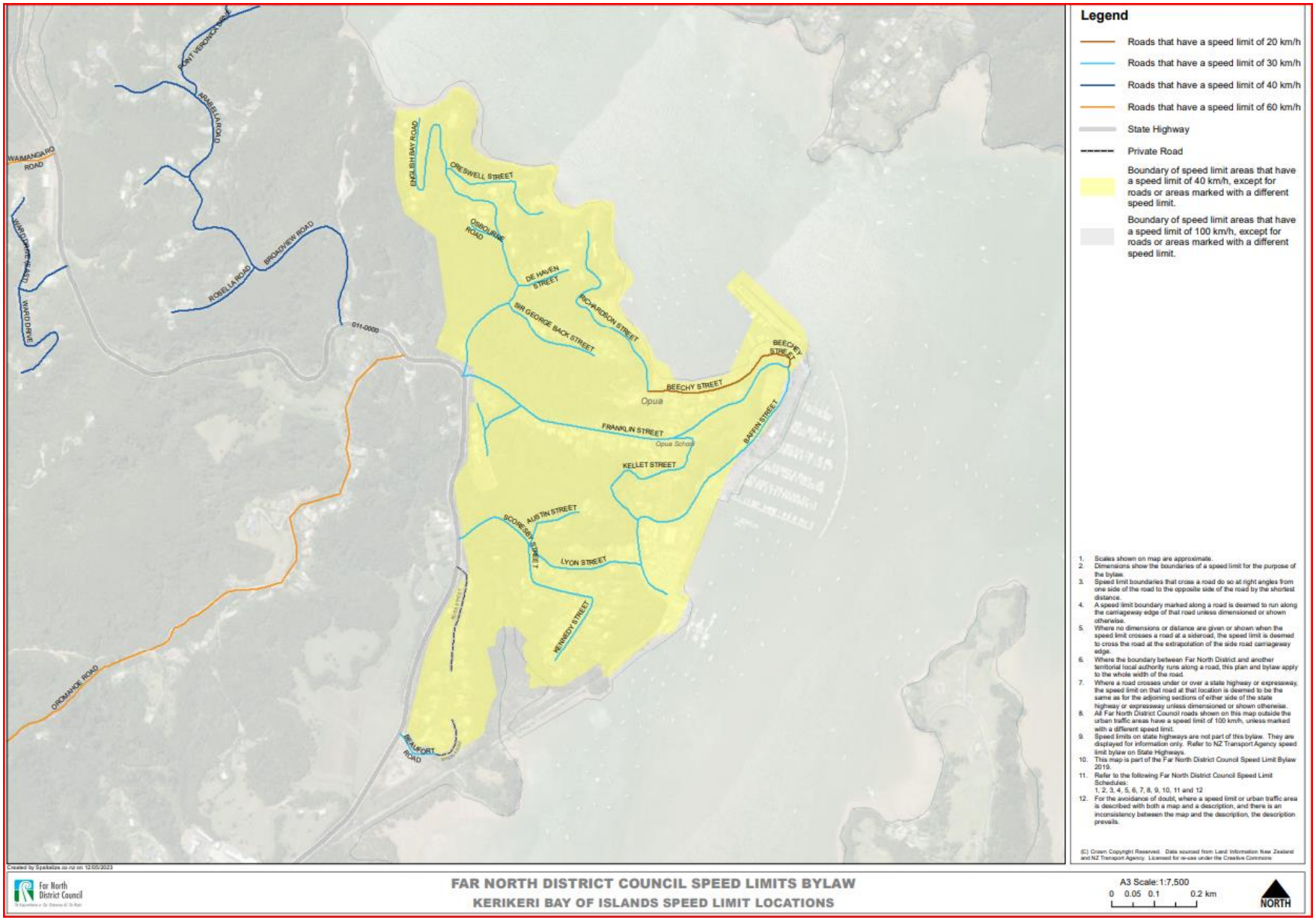
Interim Speed Management Plan
Kerikeri Bay of Islands



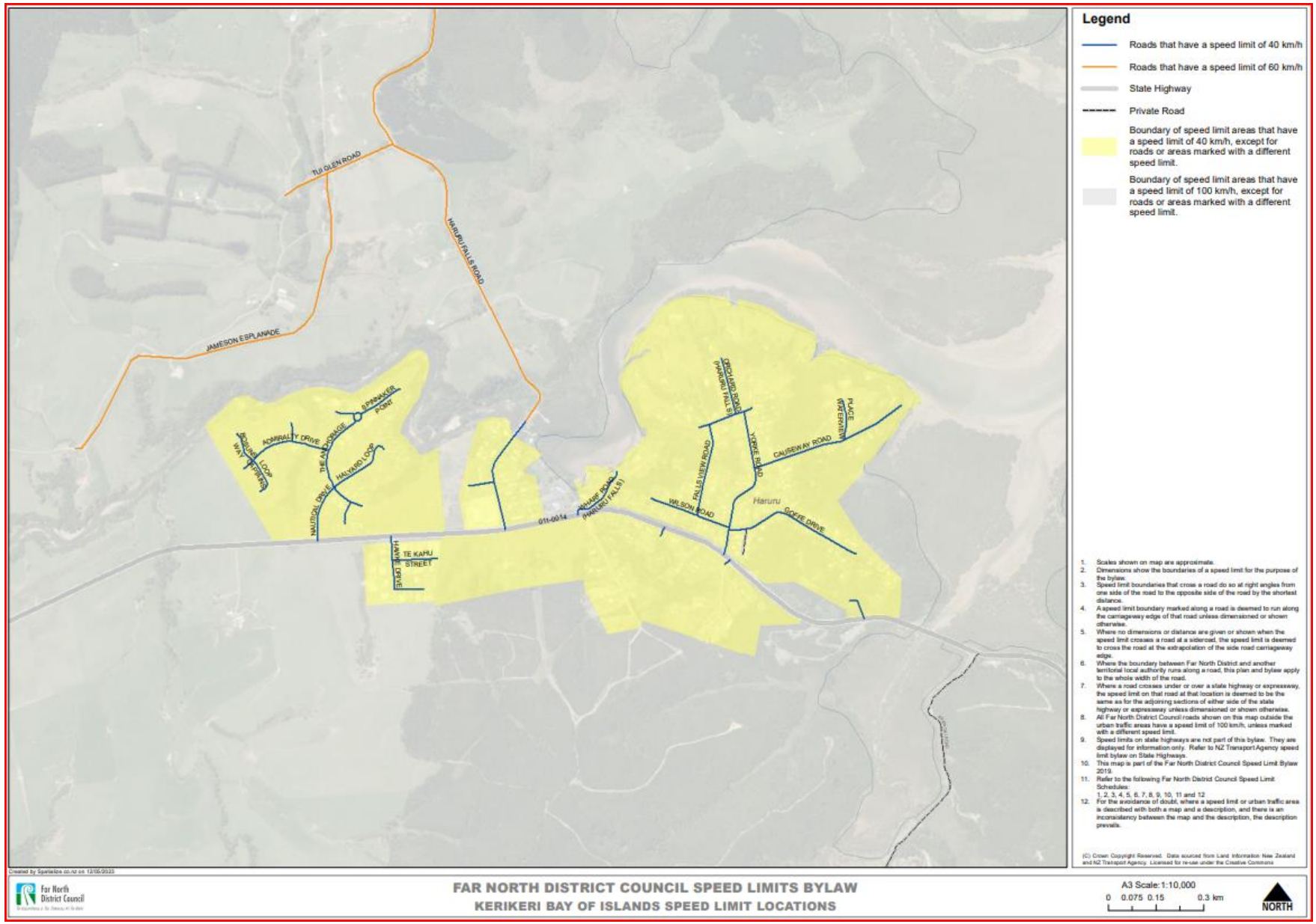
Interim Speed Management Plan
Kerikeri Bay of Islands



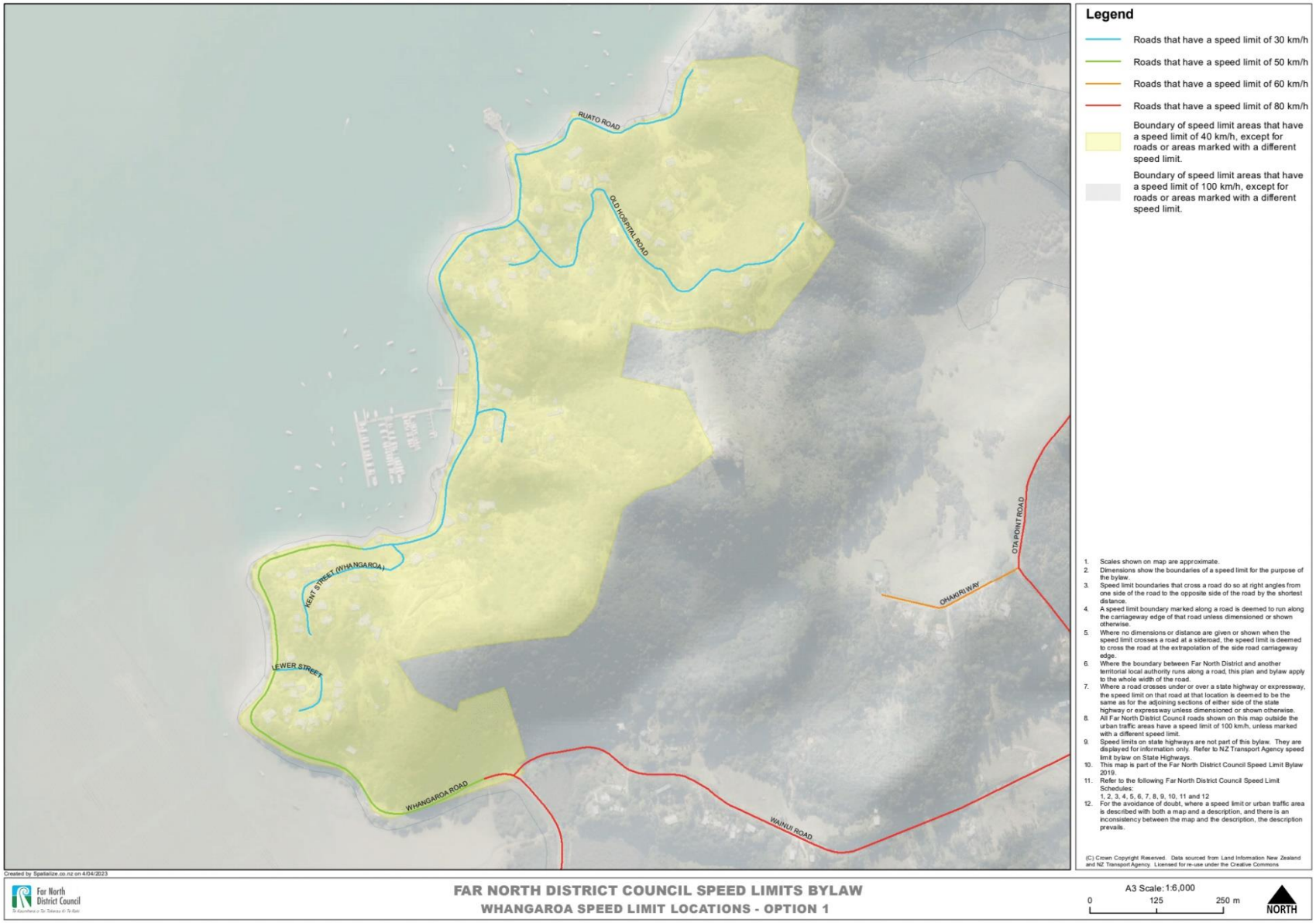
Interim Speed Management Plan
Kerikeri Bay of Islands



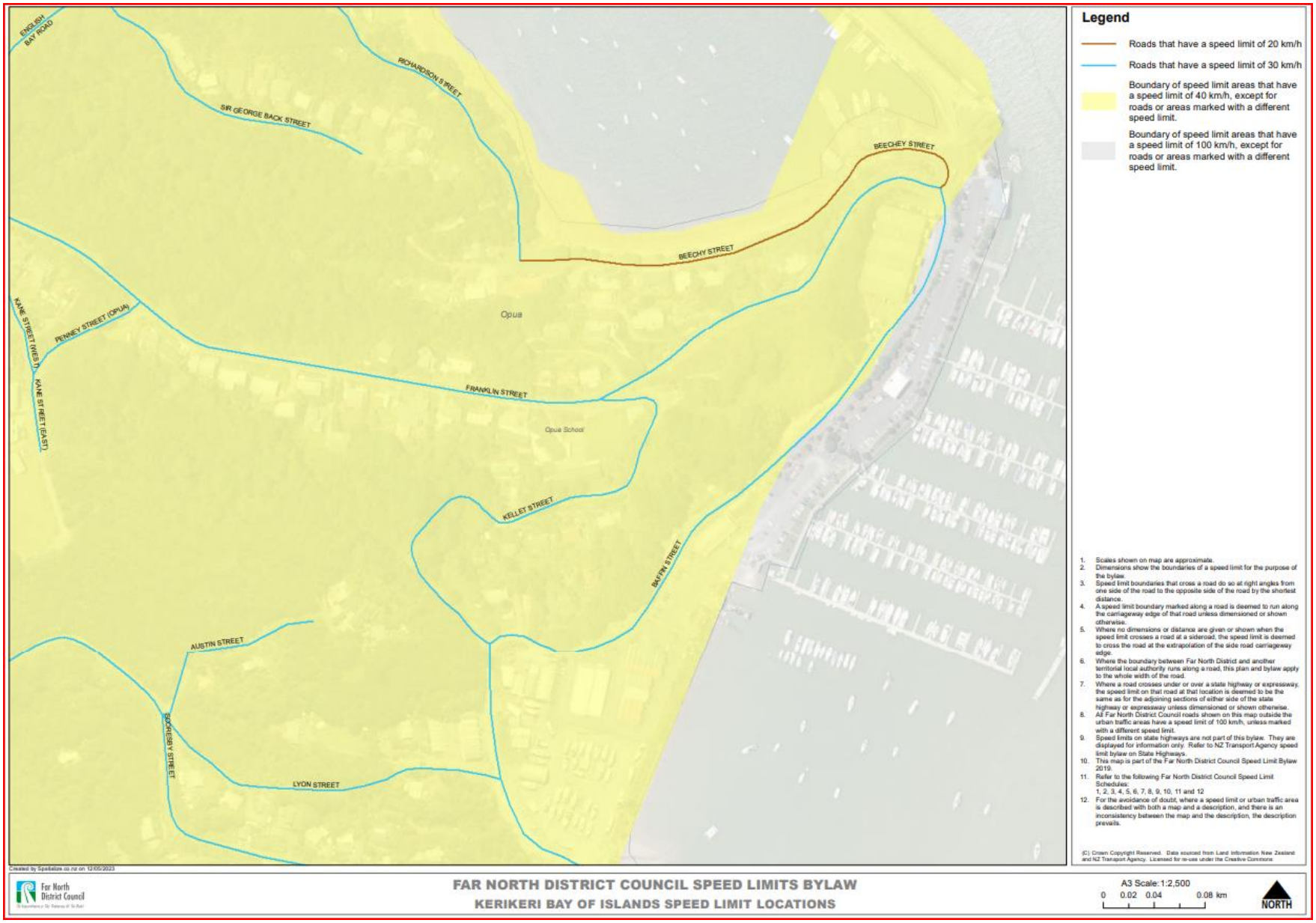
Interim Speed Management Plan
Kerikeri Bay of Islands



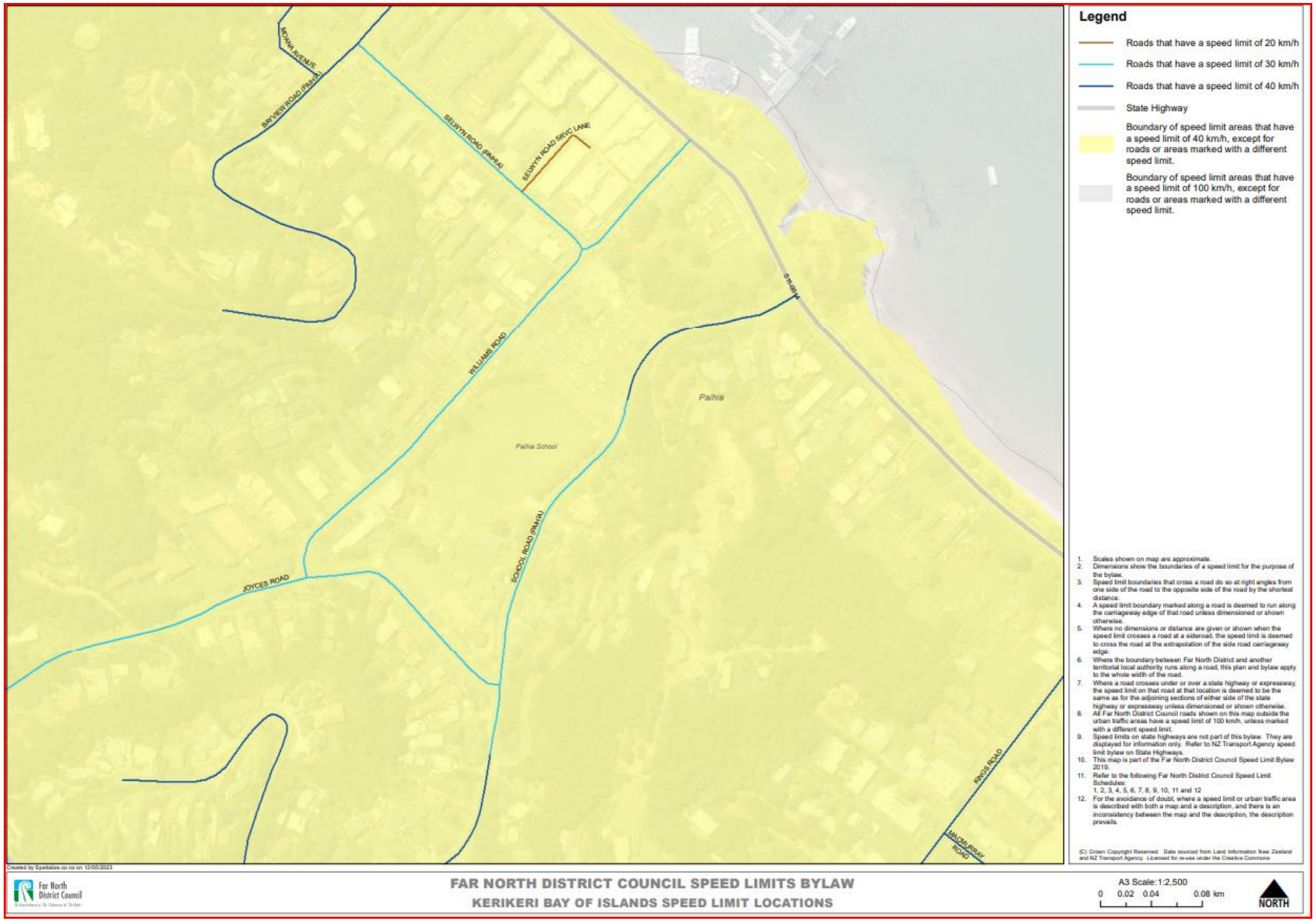
Interim Speed Management Plan
Kerikeri Bay of Islands



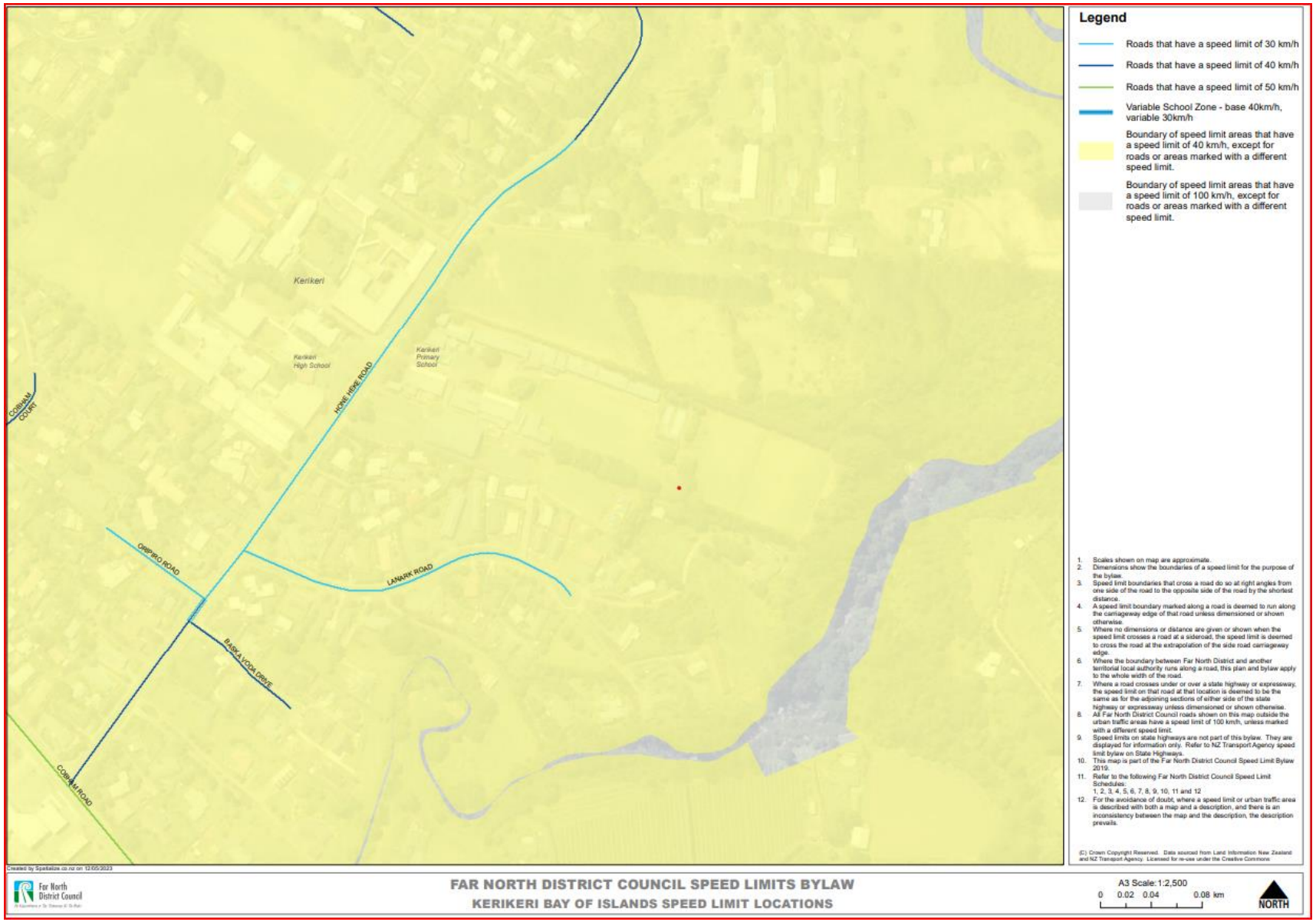
Interim Speed Management Plan
Kerikeri Bay of Islands



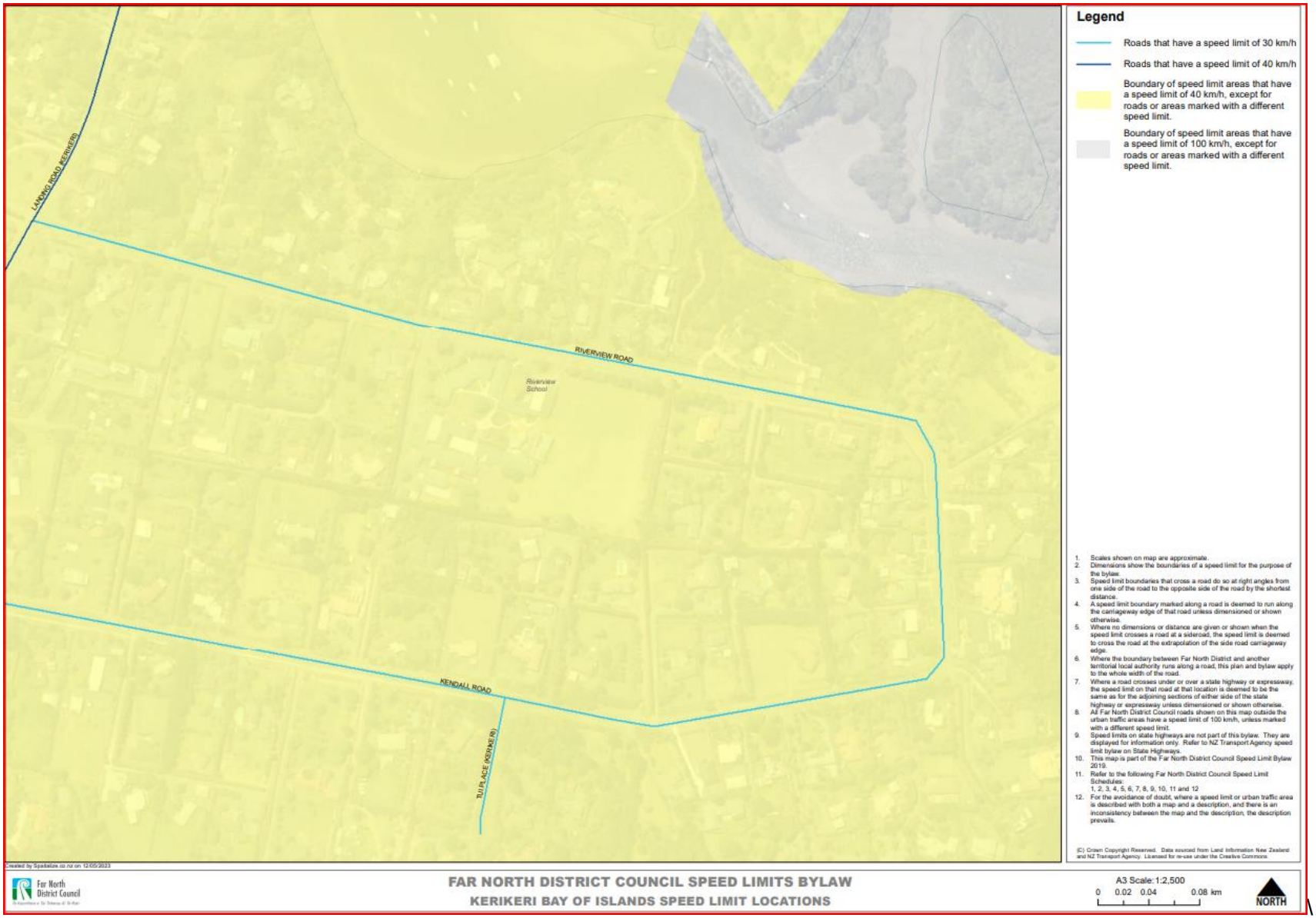
Interim Speed Management Plan
Kerikeri Bay of Islands



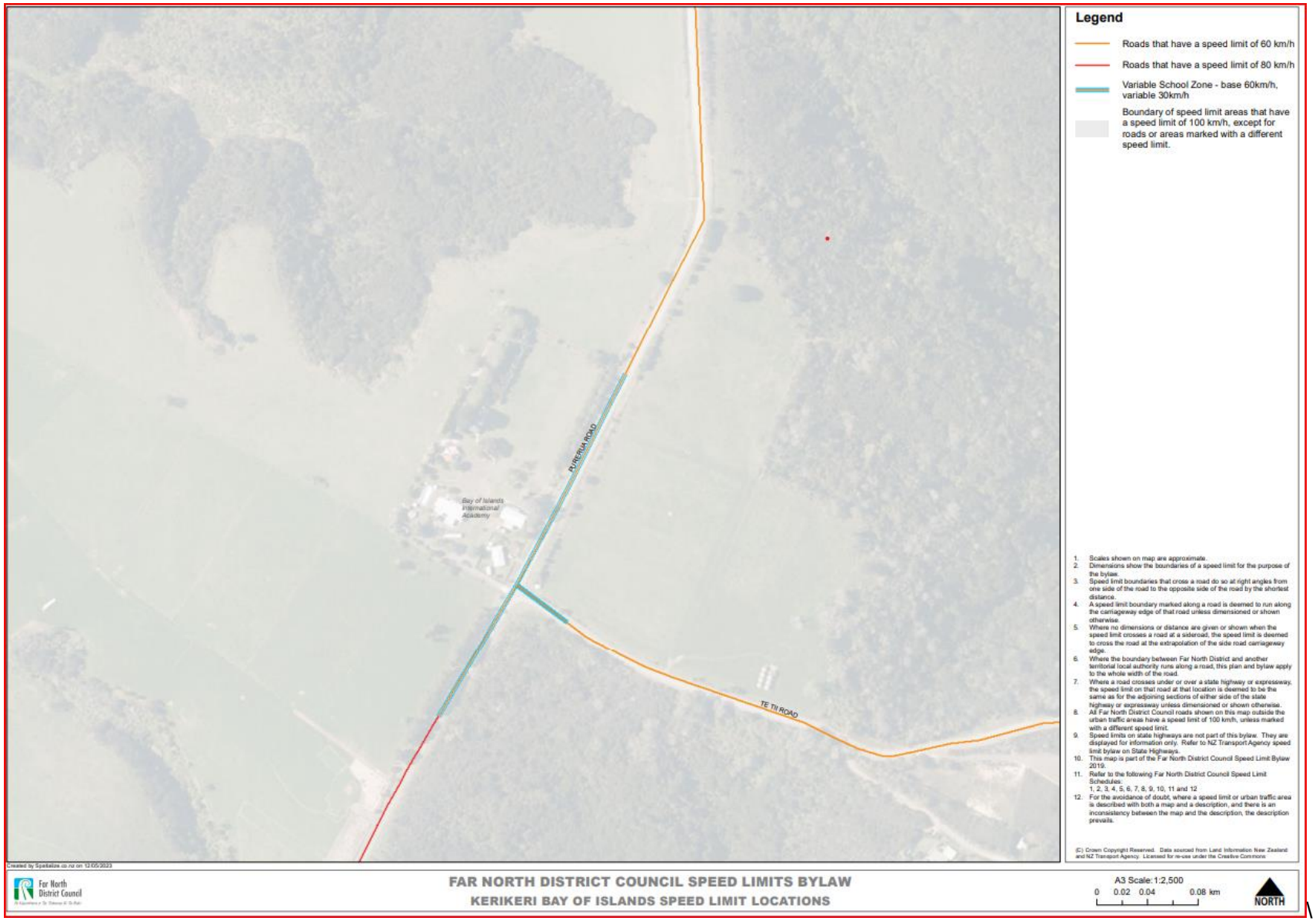
Interim Speed Management Plan
Kerikeri Bay of Islands



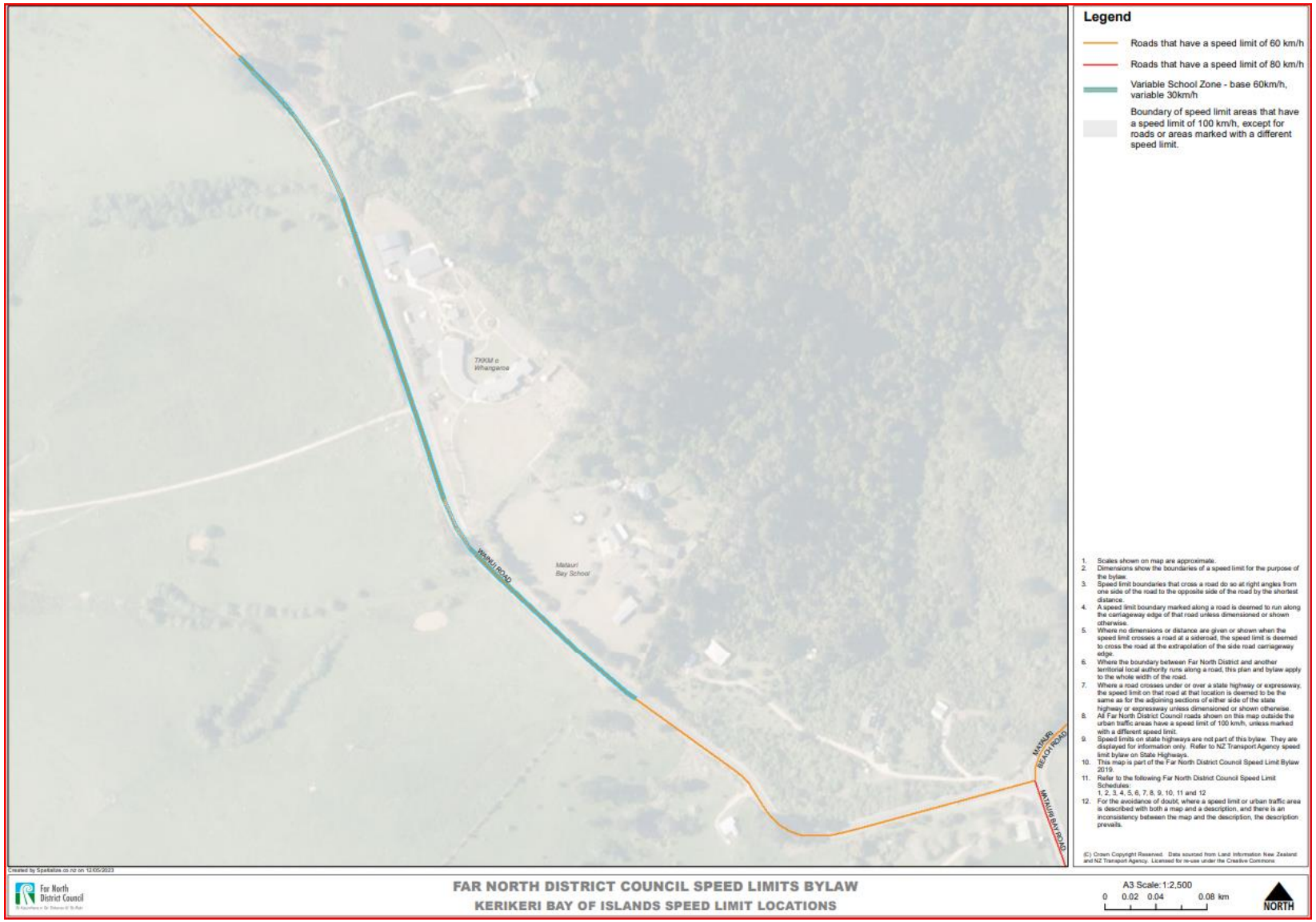
Interim Speed Management Plan
Kerikeri Bay of Islands



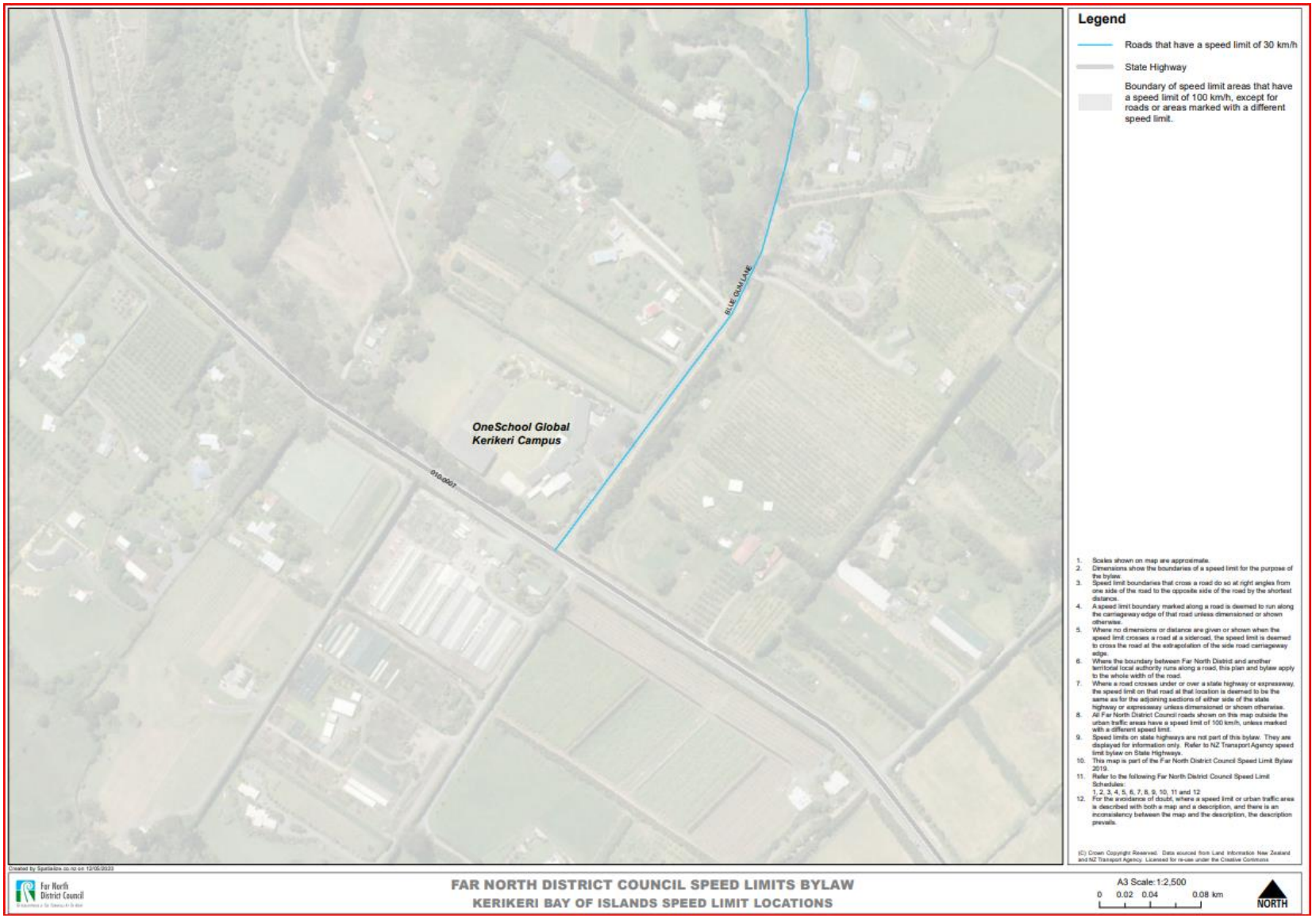
Interim Speed Management Plan
Kerikeri Bay of Islands



Interim Speed Management Plan
Kerikeri Bay of Islands



Interim Speed Management Plan
Kerikeri Bay of Islands



Interim Speed Management Plan
Kerikeri Bay of Islands