

Interim Speed Management Plan Kerikeri Bay of Islands Catchment



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1 Overview

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

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

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

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

Catchment areas are prioritised based on:

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

1.1 National Speed Limit Register (NSLR)

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

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

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

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

1.2 Speed Management Plans

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

The Rule identifies two types of Speed Management Plan:

Interim Speed Management Plan - This Plan enables speed limits to be amended in the period before the next RLTP and has more streamlined components.

Regional Speed Management Plan – This Plan is developed alongside the Regional Land Transport Plan (RLTP) and is updated on a three yearly cycle.

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

2 Interim Speed Management Plan extent

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

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

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

National guidance indicate that the speed limit should:

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

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

4.1 Schools in the Review Area

There are 10 schools within the review area, these are:

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

4.1.1 Opuia School

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

The following speed limits have been set for Opuia School:

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

4.1.2 Paihia School

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

The following speed limits have been set for Pahia School:

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

4.1.3 Kerikeri Primary School and Kerikeri High School

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

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

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

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The following speed limits have been set for Riverview School:

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

4.1.5 Bay of Islands International Academy

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

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

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

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

4.1.6 Matauri Bay School and TKKM o Whangaroa

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

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

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

4.1.7 One School Global Campus Kerikeri

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

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

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

4.1.8 Harvest School

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

The following speed limit has been set for Harvest School:

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

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5 New Speed Limits – Kerikeri Waipapa urban areas

Road Name (Kerikeri Waipapa urban areas)	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
Amokura Drive	50	20	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
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Aranga Road	50	30	40	<p>result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage</p> <p>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</p>
Augusta Place	30	30	30	<p>Consistent Infrastructure: Signage</p>
Awhitu Road	50	30	40	<p>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</p>
Barrett Place	50	30	40	<p>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</p>
Baska Voda Drive	50	30	40	<p>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</p>
Blacks Road	50	30	40	<p>Reason: Local and activity street, providing access residential activities, but also shops and services by all</p>

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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	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
Butler Road	30	30	40	Consistent Infrastructure: Signage
Campbell Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all

				<p>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.</p> <p>Infrastructure: Signage</p>
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Campbell Lane	50	30	40	<p>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.</p> <p>Infrastructure: Signage</p>
Cannon Drive	50	30	40	<p>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.</p> <p>Infrastructure: Signage</p>
Cannon Drive Extension	50	30	40	<p>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.</p> <p>Infrastructure: Signage</p>
Charlotte Kemp Drive	50	30	40	<p>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.</p> <p>Infrastructure: Signage</p>

Clark Road (Kerikeri)	50	30	30	Consistent Infrastructure: Signage
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
Cobham Road Service Lane	30	30	30	Consistent Infrastructure: Signage
Cobham Road from Kerikeri Rd to Hobson Ave	30	30	50	Consistent Infrastructure: Signage
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	40	30	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
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
				significant "slow street" physical works. Infrastructure: Signage
Fairway Drive from 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
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
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
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
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
Harmony Lane	50	40	40	Consistent Infrastructure: Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Hawkins Crescent	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all modes. The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms. However, the wide carriageway would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works. Infrastructure: Signage
Heritage Bypass from Kerikeri Rd for first 50m	50	40	50	Reason: Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. Infrastructure: Signage
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
Hobson Avenue (Kerikeri)	30	30	30	Consistent Infrastructure: Signage
Homestead Road	30	30	30	Consistent Infrastructure: Signage
Homestead Road Service Lane 1	30	30	40	Consistent Infrastructure: Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Homestead Road Service Lane 2	30	30	30	Consistent Infrastructure: Signage
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40	40	Consistent Infrastructure: Signage
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
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
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
Kapiro Road to 50m west of roundabout to Round-a-bout	50	80	40	Reason: This short section of Kapiro Road leads into a round-a-bout, beyond which is a more urban area with 40kph roads. Infrastructure: Signage
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
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 Inlet Road from Cobham Rd to 300m past Hoult's Way	50/80	40	50	Reason: Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. Infrastructure: Signage
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60	60	Consistent Infrastructure: Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kerikeri Road SH10 to 50m south of Butler Rd	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 50m south of Butler Rd to 50m north of Clark Rd	30	30	30	Consistent Infrastructure: Signage
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
Masonic Lane	30	30	30	Consistent Infrastructure: Signage
Matau 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
Mawson 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
Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Oripiro Road	50	30	30	Reason: Category 1 School Zone. Consistent with Safe and Appropriate Speed. 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
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
Pickmere Lane	50	30	40	Reason: Local and activity street, providing access residential activities, but also shops and services by all

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Rainbow Falls Road	50	30	40	<p>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.</p> <p>Infrastructure: Signage</p>
Ranui Avenue	50	30	40	<p>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.</p> <p>Infrastructure: Signage</p>
Rarere Terrace	50	30	40	<p>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.</p> <p>Infrastructure: Signage</p>
Reinga Road	50	30	40	<p>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.</p> <p>Infrastructure: Signage</p>

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	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
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
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
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
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
Spoonbill Drive	50	40	40	Consistent Infrastructure: Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
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
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
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

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
Tui Place (Kerikeri)	50	30	30	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
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
Waipapa Road from RP536 (331 Waipapa Road) to RP897 (372 Waipapa Rd)	80	60	Variable 60/30	Reason: Category 1 School Zone Infrastructure: Electronic Variable School Signage

Road Name (Kerikeri Waipapa urban areas)	Current Speed Limit	Safe and Appropriate Speed	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
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
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
Woodley Place	50	30	40	Reason: Local and activity street, providing access residential activities and services by all modes. Carriageways are uniformly wide and have clear pedestrian footpaths separated from carriageway by berms.. Infrastructure: Signage

6 New Speed Limits – Kerikeri Waipapa Peri-Urban Area

Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ake Ake Road	100	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	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
Bush Point Road (Doves Bay)	100	30	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
Conifer Lane	100	60	60	Consistent Infrastructure: Signage
Davis Strongman Place	100	60	60	Consistent Infrastructure: Signage
Doonside Road	100	60	60	Consistent Infrastructure: Signage
Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.

Doves Bay Road	100	30	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
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
Equestrian Drive	100	60	60	Consistent Infrastructure: Signage
Furness Road	100	60	60	Consistent Infrastructure: Signage
Hansen Road (Purerua)	100	60	60	Consistent Infrastructure: Signage
Hewitt Road (50m road leading to a carpark and Conservation estate)	100	N/A	30	Consistent Infrastructure: Signage
Kapiro Road from SH10 to 50m west of roundabout	100	80	80	Consistent Infrastructure: Signage
Keri Downs Road	100	80	60	Reason: Although sealed and straight, this road has a narrow carriageway with no centerline marking. The road environment is of significantly lower standard than Purerua Road, to which this "no exit" road connects. 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
Kotuku Road	100	60	60	Consistent Infrastructure: Signage
Kurapari Road	100	60	60	Consistent Infrastructure: Signage
Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.

Mccaughan Road	100	60	60	Consistent Infrastructure: Signage
Mckenzie Road (Purerua)	100	60	60	Consistent Infrastructure: Signage
Oihi Road	100	60	60	Consistent 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	30	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 and is consistent with other small urban areas. 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
Orchard Road (Kapiro)	100	60	60	Consistent Infrastructure: Signage
Pounamu Place	50	30	40	Reason: 40kph is consistent with other residential streets in the community. 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 60/30	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
Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Rangihoua Road	100	60	60	Consistent Infrastructure: Signage
Rangitane Road from Redcliffs Rd to 40m before Opito Bay Road.	100	60	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	60	60	Consistent Infrastructure: Signage
Rangitane Loop Road	50	30	40	Reason: 40kph is consistent with other residential streets in the community. 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
River Drive Road	100	60	60	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
Somerville Road	100	60	60	Consistent Infrastructure: Signage

Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
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
Tanikaha Lane	100	80	80	Consistent Infrastructure: Signage
Te Kowhai Point Road	100	60	60	Consistent 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	60	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 60/30	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
Te Tii Road Extension	100	60	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
Tikorangi Road	100	30	40	Reason: A 40kph speed limit is consistent with small urban coastal settlements and the adjoining Opito Bay Road. Infrastructure: Signage
Wairangi Road	100	60	60	Consistent Infrastructure: Signage
Wharau Road from Quines Landing to end of seal	100	60	80	Reason: An 80kph speed limit on the sealed section of Wharau Road is consistent with other sealed roads in the catchment.

				Infrastructure: Signage
Road Name (Kerikeri Peri-urban)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Wharau Road unsealed section	100	60	60	Consistent Infrastructure: Signage
Wharengaere Road	100	60	60	Consistent Infrastructure: Signage
Yacht Drive (Opito Bay)	100	30	40	Reason: 40kph is consistent with other residential streets in the community. Infrastructure: Signage

7 New Speed Limits – Opuia

Road Name (Opuia)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Austin Street	50	30	30	Consistent Infrastructure: Signage
Baffin Street	50	30	30	Consistent Infrastructure: Signage
Beechey Street	50	30	20	Consistent Infrastructure: Signage
Creswell Street	50	30	30	Consistent Infrastructure: Signage
De Haven Street	50	30	30	Consistent Infrastructure: Signage
English Bay Road	50	30	30	Consistent Infrastructure: Signage
Franklin Street (School zone)	50	50	30	Reason: Part of Opuia, a network of narrow, winding residential streets. The road environment will only allow a very slow speed, with higher speeds both unattainable and dangerous. Franklin Street is also a part of a School Zone. Infrastructure: Signage
Kane Street (East)	50	30	30	Consistent Infrastructure: Signage
Kane Street (West)	50	30	30	Consistent Infrastructure: Signage
Kellet Street	50	30	30	Consistent Infrastructure: Signage
Kennedy Street	50	30	30	Consistent Infrastructure: Signage
Lyon Street	50	30	30	Consistent Infrastructure: Signage
Osbourne Road	50	30	30	Consistent Infrastructure: Signage
Penney Street (Opuia)	50	30	30	Consistent Infrastructure: Signage

8 New Speed Limits – Paihia

Road Name (Pahia)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Bayview Road (Paihia)	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Bedggood Close	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Binnie Street	50	30	30	Consistent Infrastructure: Signage
Coutts Avenue	50	30	30	Consistent Infrastructure: Signage
Davis Crescent (Paihia)	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Greys Lane	50	30	30	Consistent Infrastructure: Signage
Joyces Road	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
Kings Road	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Kowhai Crescent (Paihia)	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Macmurray Road	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Mako Lane (Paihia)	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Moana Avenue	50	30	40	Reason: consistent with similar roads within small urban communities. Infrastructure: Signage
School Road (Paihia) from Marsden Road to Joyces Rd	50	40	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
Road Name (Pahia)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
School Road (Paihia) from Joyces Rd to end	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Seaview Heights Road	50	30	30	Consistent Infrastructure: Signage
Selwyn Road (Paihia)	50	30	30	Consistent Infrastructure: Signage
Selwyn Road Srvc Lane	50	30	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

Road Name (Paihia)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Sullivans Road	50	30	30	Consistent Infrastructure: Signage
Tahuna Road (Paihia)	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Tau Henare Drive	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Te Karuwha Parade from SH11 to Bridge	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30	30	Consistent Infrastructure: Signage
Te Kemara Avenue	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Tohitapu Road	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Veronica Street	50	30	30	Consistent Infrastructure: Signage
Williams Street	50	30	30	Consistent Infrastructure: Signage
Road Name (Te Haumi)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Hihitahi Rise	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Puketiro Place	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Taumata Close	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Te Haumi Drive	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Tui Grove (Paihia)	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage

9 New Speed Limits – Haruru

Road Name (Haruru)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Admiralty Drive	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Ash Grove Circle	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. Infrastructure: Signage
Bosuns Way	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Captains Loop	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Causeway Road	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Falls View Road	50	30	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
Garden Court	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area. Although a short access road, 40kph is consistent with similar small coastal and rural communities in Northland. Infrastructure: Signage
Goffe Drive	50	30	40	Reason: 40kph is consistent with urban areas in smaller coastal and rural communities.

Road Name (Haruru)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
				Infrastructure: Signage
Halyard Loop	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Haruru Falls Road from Puketona Rd (SH11) to north side of bridge	50	30	40	Reason: 40kph is consistent with urban areas in smaller coastal and rural communities. Infrastructure: Signage
Hawke Drive	50	30	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
Kaipatiki Rise	50	30	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
Mooring Close	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Nautical Drive	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Orchard Road (Haruru Falls)	50	30	40	Reason: Orchard Road is a very narrow single lane access road. A significantly slower speed limit is appropriate. 40kph speed limit, consistent with the adjacent Yorke Road. Infrastructure: Signage
Riverglen Drive	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage

Road Name (Haruru)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Skippers Close (Watea)	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Spinnaker Point	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Spinnaker Point/The Anchorage Rab	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Te Kahu Street	50	30	40	Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru. Infrastructure: Signage
The Anchorage	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
The Anchorage East	50	30	40	Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland. Infrastructure: Signage
Waterview Place	50	30	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
Wharf Road (Haruru Falls)	50	30	40	Reason: Wharf Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. Infrastructure: Signage
Wilson Road	50	30	40	Reason: Wilson Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area. Infrastructure: Signage

Road Name (Haruru)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Yorke Road	50	30	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	30	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

10 New Speed Limits – Rural Connecting Roads South

Road Name (Southern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Arabella Road	50	30	40	Reason: Consistent with similar urban roads and streets. 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
Beaufort Road	50	30	30	Consistent Infrastructure: Signage
Bledisloe Road	50	N/A	20	Consistent Infrastructure: Signage
Bristow Road	100	N/A	30	Consistent Infrastructure: Signage
Broadview Road	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Cottle Hill Drive	100	60	60	Consistent Infrastructure: Signage
Haruru Falls Road from north side of bridge to end	100	60	60	Consistent Infrastructure: Signage
Hautapu Road	100	60	60	Consistent Infrastructure: Signage
Hupara Road from SH 1 to 100m prior to Ngahuhu Road	100	80	80	Reason: Consistent with other speed limits on similar sealed roads. The first portion of the roadway is fairly straight with marked centre and edge lines. Infrastructure: Signage
Hupara Road from 100m prior to Ngahuhu Road to End	100	60	60	Consistent Infrastructure: Signage
Hupara Road (East)	100	60	60	Consistent Infrastructure: Signage
Jameson Esplanade	100	60	60	Consistent Infrastructure: Signage
Mcdonalds Road (Oromahoe)	100	60	60	Consistent Infrastructure: Signage
Mcintyres Road	100	60	60	Consistent Infrastructure: Signage
Ngahuhu Road	100	60	60	Consistent Infrastructure: Signage
Oromahoe Road	100	60	60	Consistent Infrastructure: Signage

Road Name (Rural Connecting Road South)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Pinehill Road	100	60	60	Consistent Infrastructure: Signage
Point Veronica Drive	50	30	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Point Veronica Drive Extension	50	60	40	Reason: Consistent with similar urban roads and streets. Infrastructure: Signage
Retreat Road	100	60	60	Consistent Infrastructure: Signage
Rigden Road	100	60	60	Consistent Infrastructure: Signage
Rosella Road	50	40	40	Consistent Infrastructure: Signage
Smeath Road (Hupara)	100	60	60	Consistent Infrastructure: Signage
Tui Glen Road	100	80	60	Reason: This is a short section of road that although sealed has no centerline or edge markings. Rural residential in nature. 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
Wakelin Road	100	60	60	Consistent Infrastructure: Signage
Ward Drive	50	30	40	Reason: Ward Drive is a narrow, sealed roadway that serves a small residential area outside Paihia. The speed is consistent with similar streets in other small urban areas. Infrastructure: Signage
Ward Drive (East)	50	30	40	Reason: Ward Drive is a narrow, sealed roadway that serves a small residential area outside Paihia. The speed is consistent with similar streets in other small urban areas. Infrastructure: Signage
Whangae Road	100	60	60	Consistent Infrastructure: Signage

11 New Speed Limits – Whangaroa

Road Name (Whangaroa)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Kent Street (Whangaroa)	50	30	30	Consistent
Lewer Street	100	30	30	Infrastructure: Signage
Mckenzie Road (Whangaroa)	50	30	30	Consistent
Old Church Rd Service Lane	50	30	30	Infrastructure: Signage
Old Church Road (Whangaroa)	50	30	30	Consistent
Old Hospital Road	50	30	30	Consistent Infrastructure: Signage
Ruato Road	50	30	30	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

12 New Speed Limits – Rural Connecting Roads North

Road Name (Northern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Atwell Road	100	60	60	Consistent Infrastructure: Signage
Cavalli View Road	100	60	60	Consistent Infrastructure: Signage
Hauriri Road	100	60	60	Consistent Infrastructure: Signage
Hikurua Road	100	60	60	Consistent Infrastructure: Signage
Huia Road	100	60	60	Consistent Infrastructure: Signage
Leacock Road	100	60	60	Consistent Infrastructure: Signage
Mahinepua Road	100	60	60	Consistent Infrastructure: Signage
Martin Road (Kaeo)	100	60	60	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
Matauri Bay Road	100	80	80	Consistent Infrastructure: Signage
Matauri Beach Road	100	60	40	Reason: Additional on-site safety assessment indicates that a speeds beyond 40kph is not safely possible due to the road's winding nature. Infrastructure: Signage
Matauri Beach Road (Matauri X)	100	60	40	Reason: This section of Matauri Beach Road forms part of the Matauri Bay community. A 40kph is consistent with small coastal communities in Northland. Infrastructure: Signage
Matauri Link Road	100	60	60	Consistent Infrastructure: Signage
Mcgee Road	100	60	60	Consistent Infrastructure: Signage

Road Name (Northern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ohakiri Way	100	60	60	Consistent 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
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
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
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
Takou Bay Road from SH10 to Otaha Rd	100	80	80	Consistent Infrastructure: Signage
Takou Bay Road Otaha Rd to end	100	60	60	Consistent Infrastructure: Signage

Road Name (Northern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tairaire Road	100	60	60	Consistent 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
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
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
Tepene Tablelands Road	100	60	60	Consistent Infrastructure: Signage
Thompsons Access	100	60	60	Consistent Infrastructure: Signage

Road Name (Northern Rural Connectors)	Current Speed Limit	Safe and Appropriate Speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Waikoura Road	100	60	60	Consistent Infrastructure: Signage
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60	60	Consistent Infrastructure: Signage
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60	Variable 60/30	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 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 Valley Road	100	60	60	Consistent Infrastructure: Signage
Waitapu Creek Road	100	60	60	Consistent Infrastructure: Signage
Whangaroa Road from SH10 to Wainui Rd	100	60	80	Reason: Whangaroa Road is a sealed, two way road on a winding alignment with marked centreline and edgeline. 80kph is consistent with other sealed roads of this type in the catchment. Infrastructure: Signage

13 Speed Limit Maps

The following maps set out the speed limits described in this Interim speed Management Plan. 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.

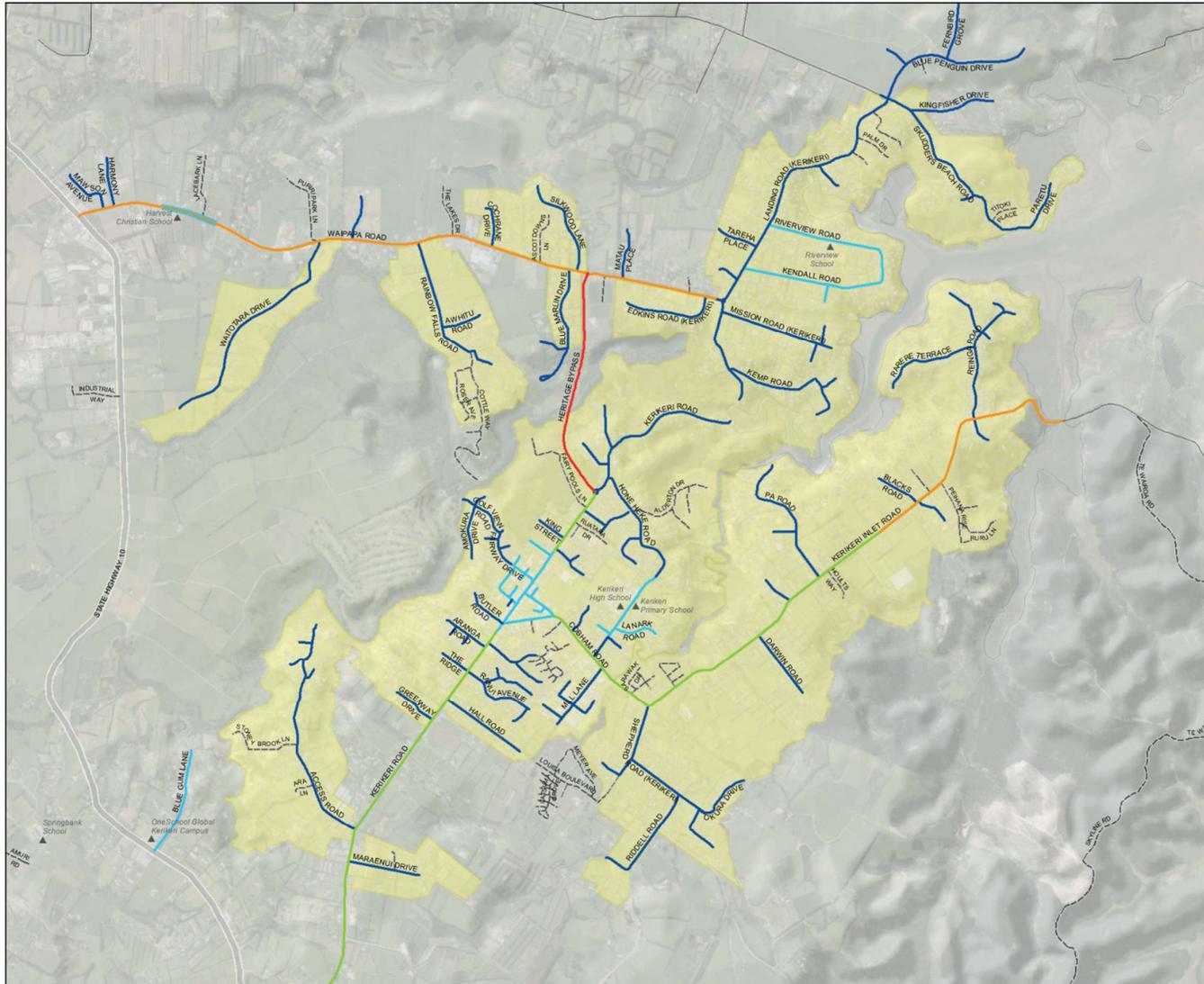
The following maps are included in this Interim Speed Management Plan:

Sub Catchment Maps

- Kerikeri-Waipapa Urban
- Kerikeri-Waipapa Peri-Urban Area
- Opuā
- Paihia
- Haruru
- Rural Connecting Roads - South
- Whangaroa
- Rural Connecting Roads - North

Schools

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



Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Variable School Zone - base 60km/h, variable 30km/h
- State Highway
- Private Road
- Rural connector
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

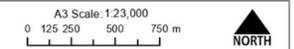
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriage-way edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a skidroad, the speed limit is deemed to cross the road at the extrapolation of the side road carriage-way edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

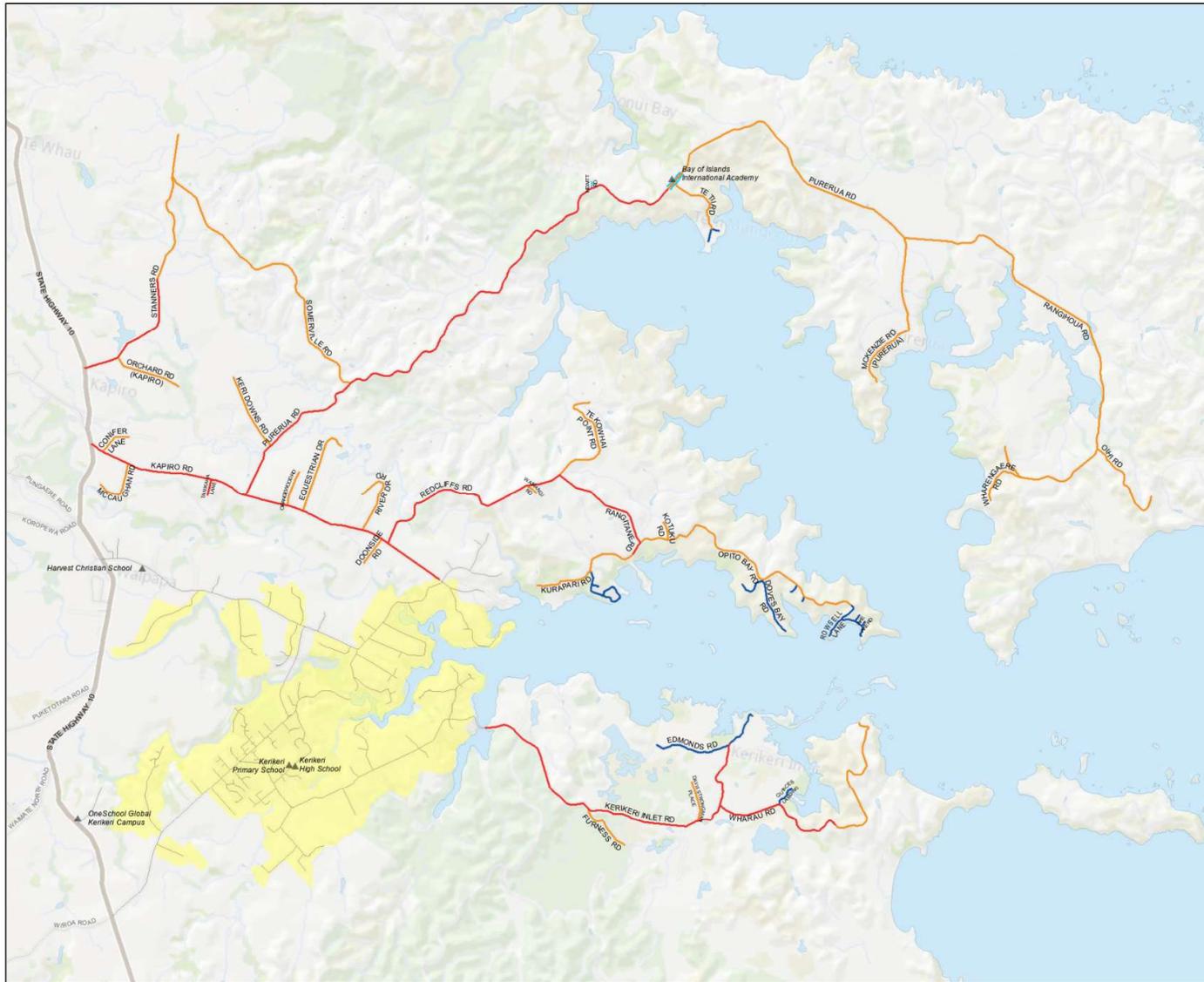
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KERIKERI-WAIPAPA SPEED LIMIT LOCATIONS





Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Variable School Zone - base 60km/h, variable 30km/h
- State Highway
- Roads outside review
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

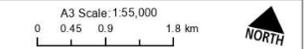
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distances are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
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KERIKERI PERI-URBAN SPEED LIMIT LOCATIONS





- Legend**
- Roads that have a speed limit of 20 km/h
 - Roads that have a speed limit of 30 km/h
 - State Highway
 - - - Private Road
 - Rural connector
 - Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
 - Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

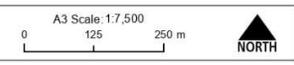
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
 1. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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OPUA SPEED LIMIT LOCATIONS





Legend

- Roads that have a speed limit of 20 km/h
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- State Highway
- - - Private Road
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

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7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

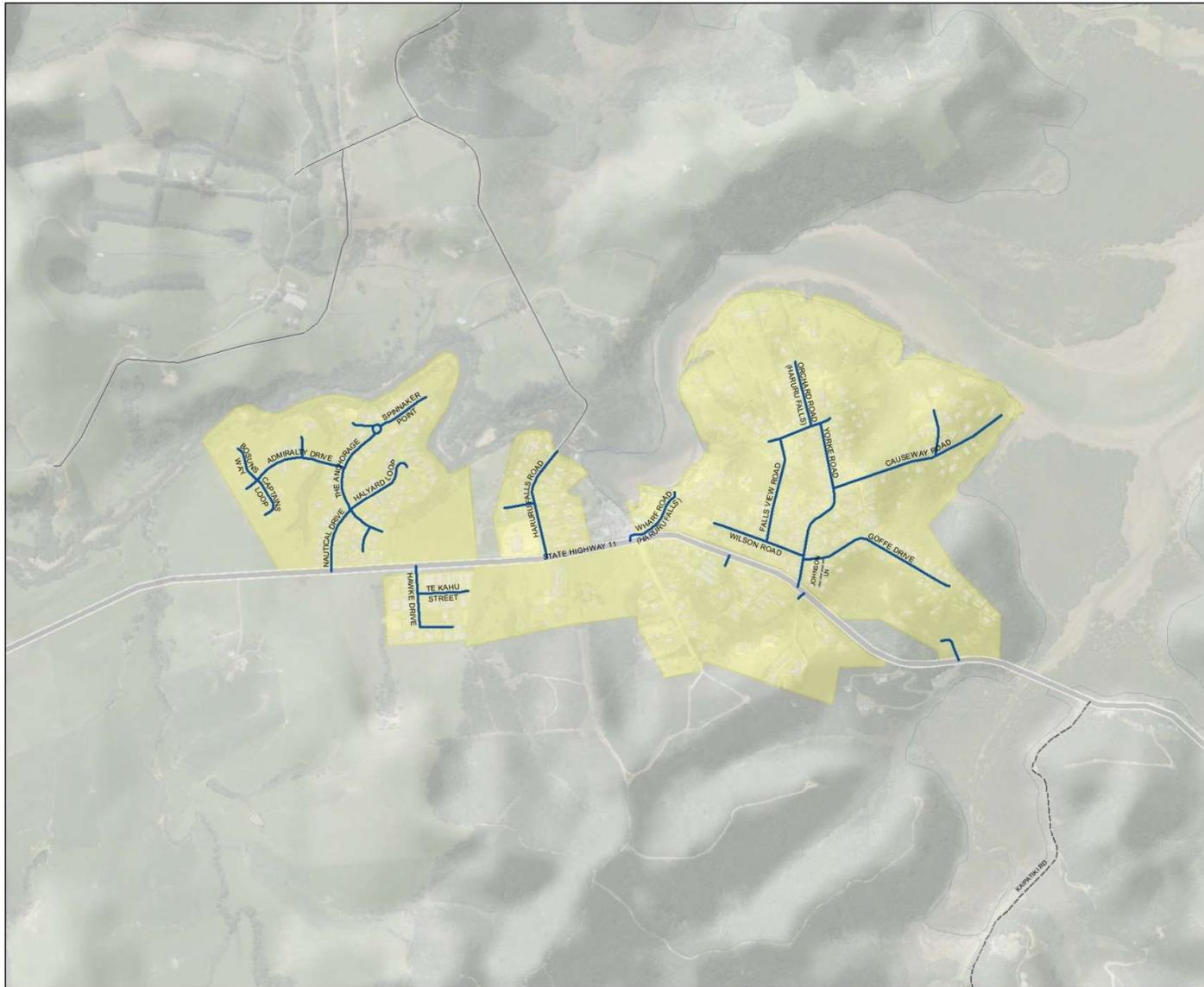
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PAIHIA SPEED LIMIT LOCATIONS





- Legend**
- Roads that have a speed limit of 40 km/h
 - State Highway
 - Private Road
 - Rural connector
 - Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
 - Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

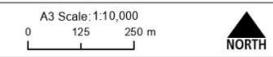
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriage-way edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a sidersoad, the speed limit is deemed to cross the road at the extrapolation of the side road carriage-way edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

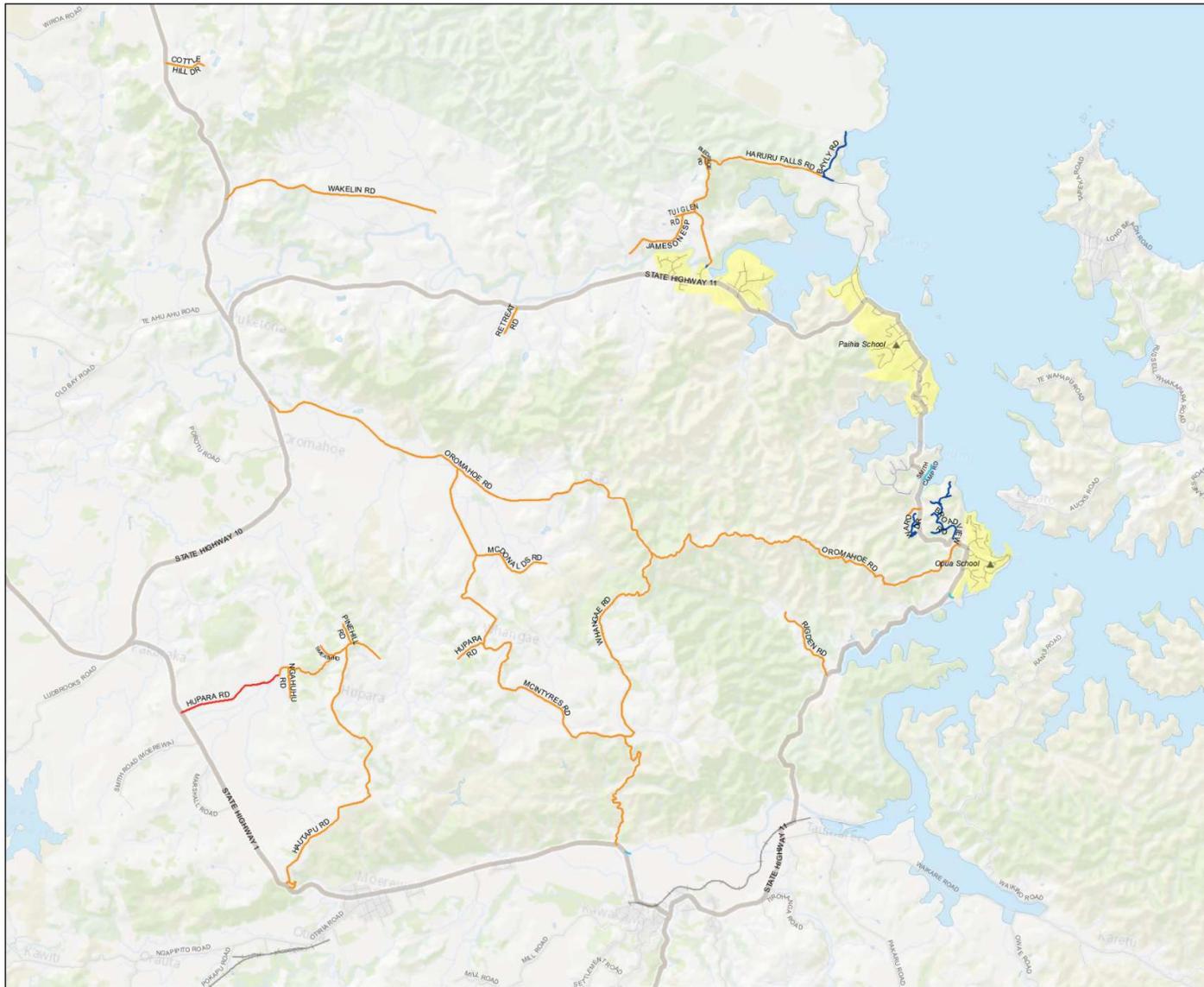
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HARURU SPEED LIMIT LOCATIONS





Legend

- Roads that have a speed limit of 20 km/h
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- State Highway
- Roads outside review
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriage-way edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side-road, the speed limit is deemed to cross the road at the extrapolation of the side road carriage-way edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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SOUTHERN RURAL CONNECTORS SPEED LIMIT LOCATIONS





Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 50 km/h
- Rural connector
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on map are approximate.
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6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

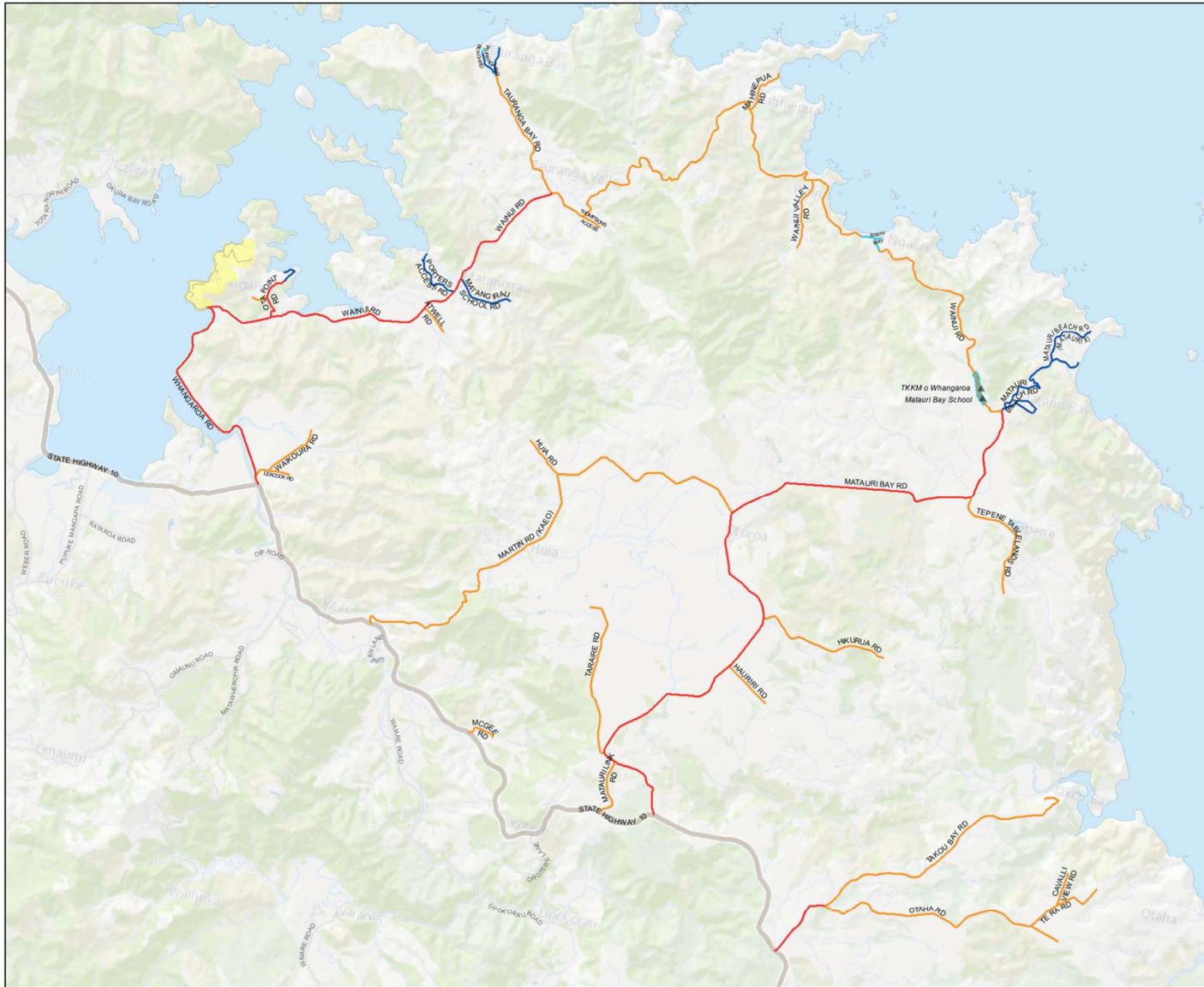
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WHANGAROA SPEED LIMIT LOCATIONS





Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Variable School Zone - base 60km/h, variable 30km/h
- State Highway
- Roads outside review
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriage-way edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side-road, the speed limit is deemed to cross the road at the extrapolation of the side road carriage-way edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
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NORTHERN RURAL CONNECTORS SPEED LIMIT LOCATIONS

A3 Scale: 1:65,000



Legend

-  Roads that have a speed limit of 20 km/h
-  Roads that have a speed limit of 30 km/h
-  State Highway
-  Private Road
-  Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
-  Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

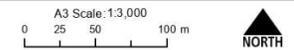
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
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6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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PROPOSED SPEED LIMIT LOCATIONS - OPUA SCHOOL





Legend

- Roads that have a speed limit of 20 km/h
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- State Highway
- Private Road
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
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5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a siderslot, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
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9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
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PROPOSED SPEED LIMIT LOCATIONS - PAIHIA SCHOOL

A3 Scale: 1:3,000

0 25 50 100 m





Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Private Road
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

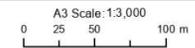
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
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6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
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PROPOSED SPEED LIMIT LOCATIONS - KERIKERI HIGH SCHOOL, KERIKERI PRIMARY SCHOOL





Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

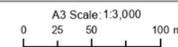
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
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6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

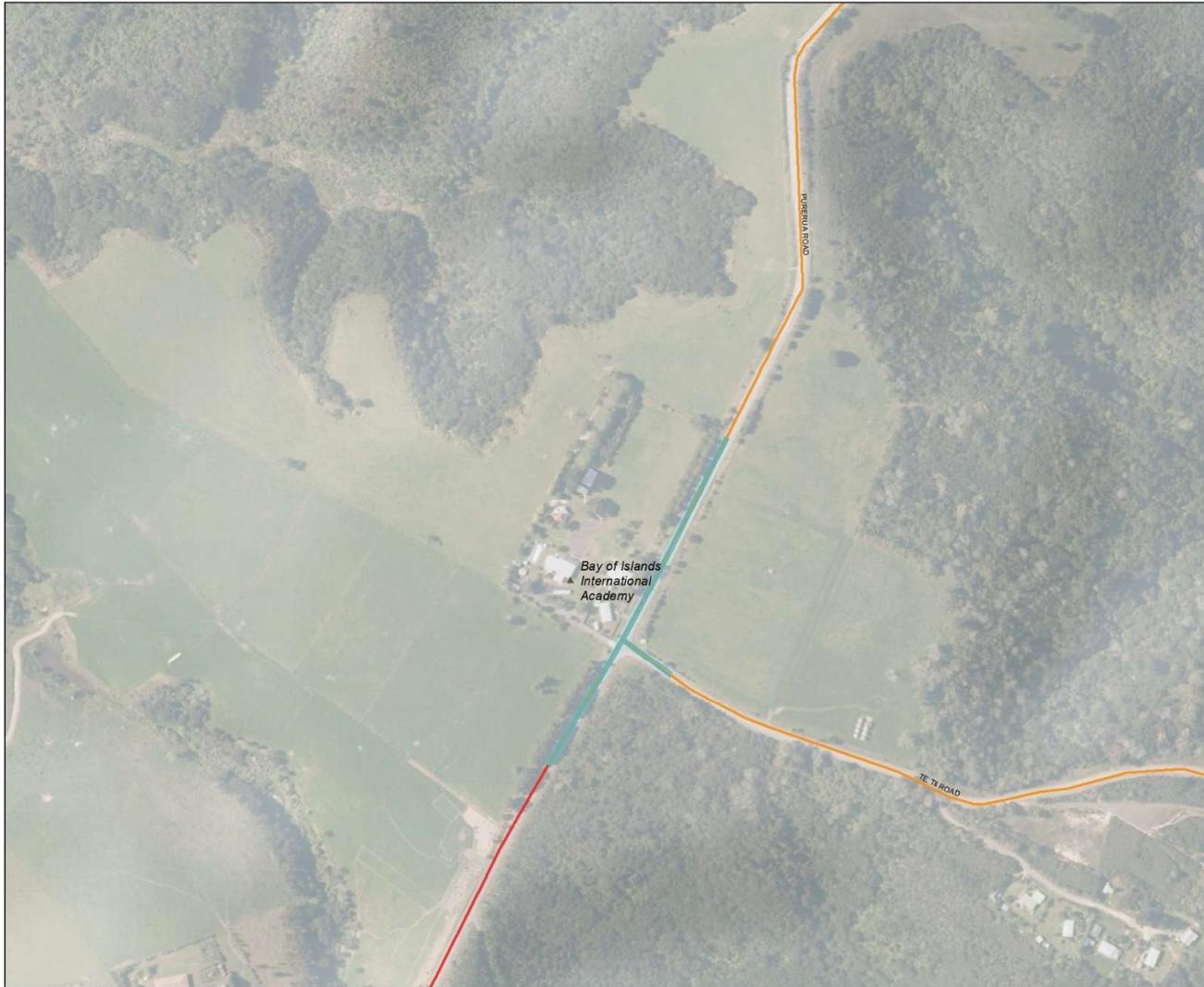
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PROPOSED SPEED LIMIT LOCATIONS - RIVERVIEW SCHOOL





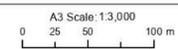
- Legend**
- Roads that have a speed limit of 60 km/h
 - Roads that have a speed limit of 80 km/h
 - Variable School Zone - base 60km/h, variable 30km/h
 - Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
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6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2016.
11. Refer to the following Far North District Council Speed Limit Schedules:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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PROPOSED SPEED LIMIT LOCATIONS - BAY OF ISLANDS INTERNATIONAL ACADEMY





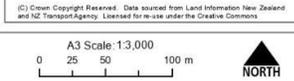
- Legend**
- Roads that have a speed limit of 40 km/h
 - Roads that have a speed limit of 60 km/h
 - Roads that have a speed limit of 80 km/h
 - Variable School Zone - base 60km/h, variable 30km/h
 - Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
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6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2015.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

Created by Speintance on 15/01/2023



PROPOSED SPEED LIMIT LOCATIONS - MATAURI BAY SCHOOL, TKKM O WHANGAROA





- Legend**
- Roads that have a speed limit of 30 km/h
 - State Highway
 - Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
 - Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

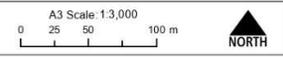
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a slieroad, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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PROPOSED SPEED LIMIT LOCATIONS - ONESCHOOL GLOBAL KERIKERI CAMPUS





- Legend**
- Roads that have a speed limit of 40 km/h
 - Roads that have a speed limit of 60 km/h
 - Variable School Zone - base 60km/h, variable 30km/h
 - State Highway
 - - - - Private Road
 - Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
 - Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
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PROPOSED SPEED LIMIT LOCATIONS - HARVEST CHRISTIAN SCHOOL

