

Attachment A

Regional Speed Limit Reviews

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

Submitters wishing to be heard

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Kim Edge - Submitter Number: 006

Your details:

Submitter Number: 006	
Full name:	Kim Edge

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 012	
Full name:	Doug Jane

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 031	
Full name:	Vivienne Cramond

Your submission:

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

Presenting Submission:

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

Your details:

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

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 040	
Full name:	Courtney Simons

Your submission:

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

Presenting Submission:

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

Your details:

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

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 072	
Full name:	Donna Beatson

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 073	
Full name:	Trevor Beatson

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 074	
Full name:	Barry Kernot

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 075	
Full name:	Pauline Evans

Your submission:

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

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

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

Your details:

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

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 084	
Full name:	Dan Corbett

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>Pasted below is a post that I have made on Facebook to both my timeline and also the Northland Grapevine - Info Sharing Group</p> <p>Far North District Council have released this proposal for a reduction in speed limits, and in their words are starting with the highest risk areas first.</p> <p>They tell us how to make our submission, But I want to know,</p> <ol style="list-style-type: none"> an email address to obtain data for each of the following questions How many vehicles use each of these roads, What is the percentage is of these vehicle movements that have resulted in accidents. How many of these accidents were above or exceeding the posted speed limit. I also want to know how much it is going to cost the rate payer to erect signs on all of these roads <p>The only email address that I can find in the document is to make comment to submissions@fndc.govt.nz and askus@fndc.govt.nz I don't want to make comments UNTIL I have the appropriate data.</p> <p>By the councils own admission First Section Top of page 4/32</p> <p>"In most cases, the average driver will get to their destination in about the same time that they are now. This is because the actual speed that you drive on a road is often much slower than the posted speed limit. "</p>

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

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

Your details:

Submitter Number: 087	
Full name:	Linda Kaye

Your submission:

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

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

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

SUBMISSION



To: Far North District Council

Submission on: Speed Limits Review

Date: 24 August 2021

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

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

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

OUR SUBMISSION

General Comments

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

Proposed Changes

Proposed changes to Urban Traffic Areas

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

Proposed changes to Individual Roads

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

School Speed Zones

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

Summary

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

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

ABOUT FEDERATED FARMERS

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

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

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

Ends

Presenting Submission:

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

Automobile Association - Submitter Number: 089

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

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

From: Northland District Council of the NZ Automobile Association

INTRODUCTION

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

The AA Northland District Council welcomes this opportunity to submit on the Statement of Proposal ('SOP') for proposed speed limit changes in the Kaitaia-Awaroa; Broadwood-Kohukohu; Moerewa urban; Te Oneroa-a-Tohe/ Ninety Mile Beach.

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

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

1. GENERAL COMMENTS ON SPEED LIMIT CHANGES

- 1.1 We acknowledge that lower speeds result in fewer crashes of less severity. We support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements.
- 1.2 The review document states: "There is a real need to reduce the toll on our communities by ensuring that speed limits are safe and appropriate for the wider road environment." Speed limit changes on their own are not going to eliminate the road toll. Speed limit changes are just one of the tools that need to be combined with a range of other actions to deliver the maximum safety benefits on our roads.

We suggest that:

(i) there is an even greater need for drivers to not grossly exceed speed limits and to drive to the conditions. Too many lives have been lost in Northland and nation-wide in recent years due to driving at reckless speeds (e.g. 100+ kph in 50 kph zones). Lowering speed limits will not change this reckless disregard for posted speed limits; and

(ii) drivers need to be reminded that while they are behind the wheel, they need to focus on their driving, for the safety of their passengers and for the safety of other people on the road or in their vicinity. Distraction could be a death sentence for someone.

1.3 We acknowledge that 100 kph is not a safe and appropriate speed for the majority of rural roads that are not state highways. AA policy is that we support focusing on the highest risk roads - the top 10% - but also engineering up where appropriate in order to maintain their function (e.g. arterial roads).

1.4 The 'new' speed limits need to be fully and properly signposted and marked. Even though there may be a significant cost involved in installing adequate signage, it is essential from the motorists' perspective that they are fully informed of new speed limits as this will give the best result in terms of people complying. Two thirds of AA Members in surveys say they have recently had an experience of not knowing what the speed limit was on a stretch of road. If people are travelling on familiar roads that they have used for a long time simply changing one sign on the side of the road may not be noticed, which will completely undermine the intended outcome.

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

2. SPECIFIC COMMENTS ON PROPOSED CHANGES

2.1 Sealed rural roads.

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

2.2 Unsealed roads

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

2.3 Variable speed zones at schools

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

2.4 Speed limits on urban streets.

We recognise that there are problems throughout Northland with traffic speeding on urban streets. However, we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits. In Whangarei, this has been “addressed” by the installation of 25 kph speed bumps on many urban streets. The speeding motorists then migrate to other streets. Lowering the speed limit from 50 to 40 will not fix this problem of deliberate flouting of speed limits. Consequently, we do not support the general principle of lowering urban speed limits from 50 to 40. The posted speed limit needs to reflect the environment and make sense to drivers.

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

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

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

For Northland District Council

of NZ Automobile Association

Presenting Submission:

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

Te Rarawa marae - Submitter Number: 90

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

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

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

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

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

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

The sub-group are:

Malcolm Robson, Ben Gregory, Tui Bedggood

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

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

Proposal for changes to Speed Limits:

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

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

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

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

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

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

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

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

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

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

In identifying our specific community concerns we provide the following.

Speed Limits (Possible review and reduction of current speeds)

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

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

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

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

Infrastructure:

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

Te Rarawa Marae

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

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

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

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

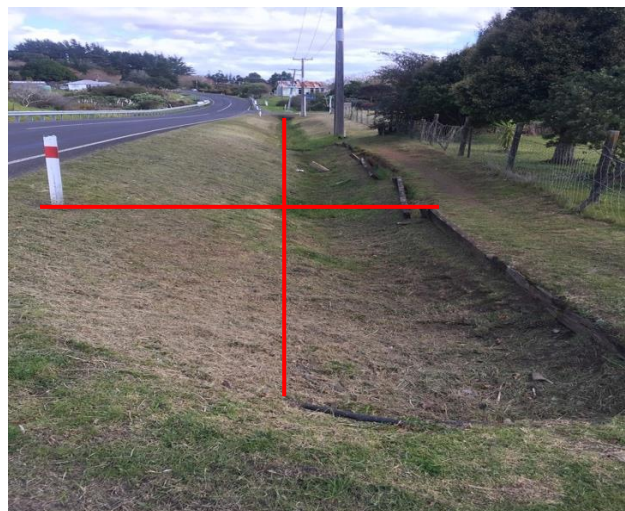
Power Pole

Drain (Culvert)



Te Rarawa Marae looking West towards Ahipara (Photo 2)

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



Urupa / Cemetary Access

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

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

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



Te Uri-o-Hina Marae

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

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

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

Future Aspirational Goals.

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

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

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

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

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

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

Naku Noa

Malcolm Robson
Tui Bedggood
Ben Gregory

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

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

27 April 2021

Tena Koutou katoa

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

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

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

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

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

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

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

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

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

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

Noho ora mai

John H M Paitai

Chairman Roma Marae Trustees

Chairman Ahipara Urupa 5,7,48

Chairman St Clements Church

Kaumatua o Nga Iwi o Te Hiku o Te Ika

Kaumatua Te Ohaki Te Kohanga Reo

Resident of Roma Road

References (3)

1. Hon, J. Genter. (2019). *Safer Speed Limits for Schools*. Retrieved <https://www.beehive.govt.nz/release/safer-speed-limits-schools>
2. New Zealand Human Rights Commission. (2021). *Indigenous Rights*. Retrieved from <https://www.hrc.co.nz/your-rights/indigenous-rights/>
3. Far North District Council. (2019). Speed Limits Bylaw 2019. <https://www.fndc.govt.nz/Your-Council/Plans-Policies-Bylaws-Projects/Bylaws/Speed-Limits-Bylaw>

1. Te Ohaki Kohanga Reo - Head Teacher
2. Te Ohaki Kaumatua Flats - Residents
3. Whare Whiri Toi Art Gallery - Kuia in Charge
4. Ratana Temple - Apotoro
5. St Clements Anglican Church - Chairman
6. 5,7,48 Urupa (Cemetery) Committee - Chairman
7. Tai Tokerau Honey Ltd - Business Owner
8. Te Ao Whetu Marama - Business Owner
9. John Smart Commercial Fisherman - Business Owner
10. Ahipara Septic Tank Cleaners Ltd - Business Owner
11. Ahipara School - Principal

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

Presenting Submission:

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

Pamela Anne - Submitter Number: 094

Your details:

Submitter Number: 094	
Full name:	Pamela Anne

Your submission:

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

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

Presenting Submission:

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

Your details:

Submitter Number: 095	
Full name:	Tui Qauqau Te Pa

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 096	
Full name:	Roddy Hapati Pihema

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 097	
Full name:	Raharuhui Wikaire

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 098	
Full name:	Opai Heta

Your submission:

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

Presenting Submission:

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

Your details:

Submitter Number: 104	
Full name:	Ruth Snowden

Your submission:

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

Presenting Submission:

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