

Statement of Proposal

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

Introduction

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

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

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

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

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

Background

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

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

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

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

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

Your Feedback

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

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

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

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

How to have your say

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

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

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

How to make a submission

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

- submit online <https://www.fndc.govt.nz/haveyoursay>
- email your comments to submissions@fndc.govt.nz
- drop-off a written submission at any Council service centre or library
- post your submission to: Far North District Council, Private Bag 752, Kaikohe 0440.

Timeline for considering the proposed speed limit changes

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

Reasons for the proposed new speed limits

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

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

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

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

Far North Road Statistics

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

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

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

Why the Review Areas have been chosen.

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

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

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

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

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

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

Will it take longer to get where I am going?

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

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

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

Speed Environments

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

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

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

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

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

Statutory Considerations

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

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

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

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

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

Proposed Changes

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

Proposed Changes to Urban Traffic Areas

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

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

Proposed Changes to Individual Roads

Where we are proposing a change to the speed limit on a road that is outside of an Urban Traffic Area, we have identified the road and set out the current posted speed limit and the proposed new speed limit in tables. We have also included a map of the proposed new speed limits.

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

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

School Speed Zones

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

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

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

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

Kaitiāia – Awaroa Speed Review Area

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

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



Figure 1: Kaitiāia-Awaroa Speed Limit review Area

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

Proposed Speed Limit Changes – Kaitāia – Awaroa Catchment

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

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

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

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

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

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

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

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

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

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

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

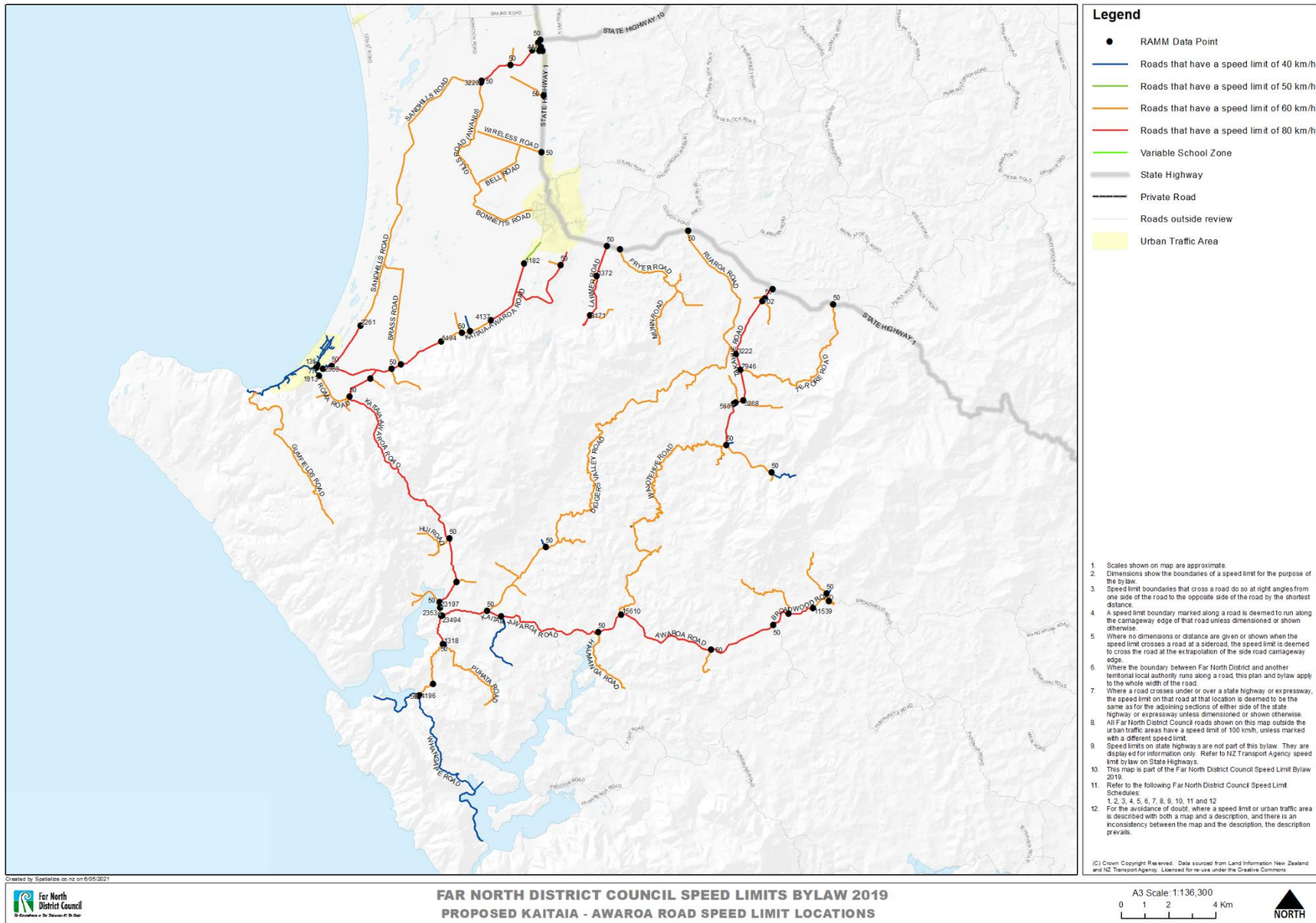


Figure 2: Kaitiāia-Awaroa Proposed Speed Limits

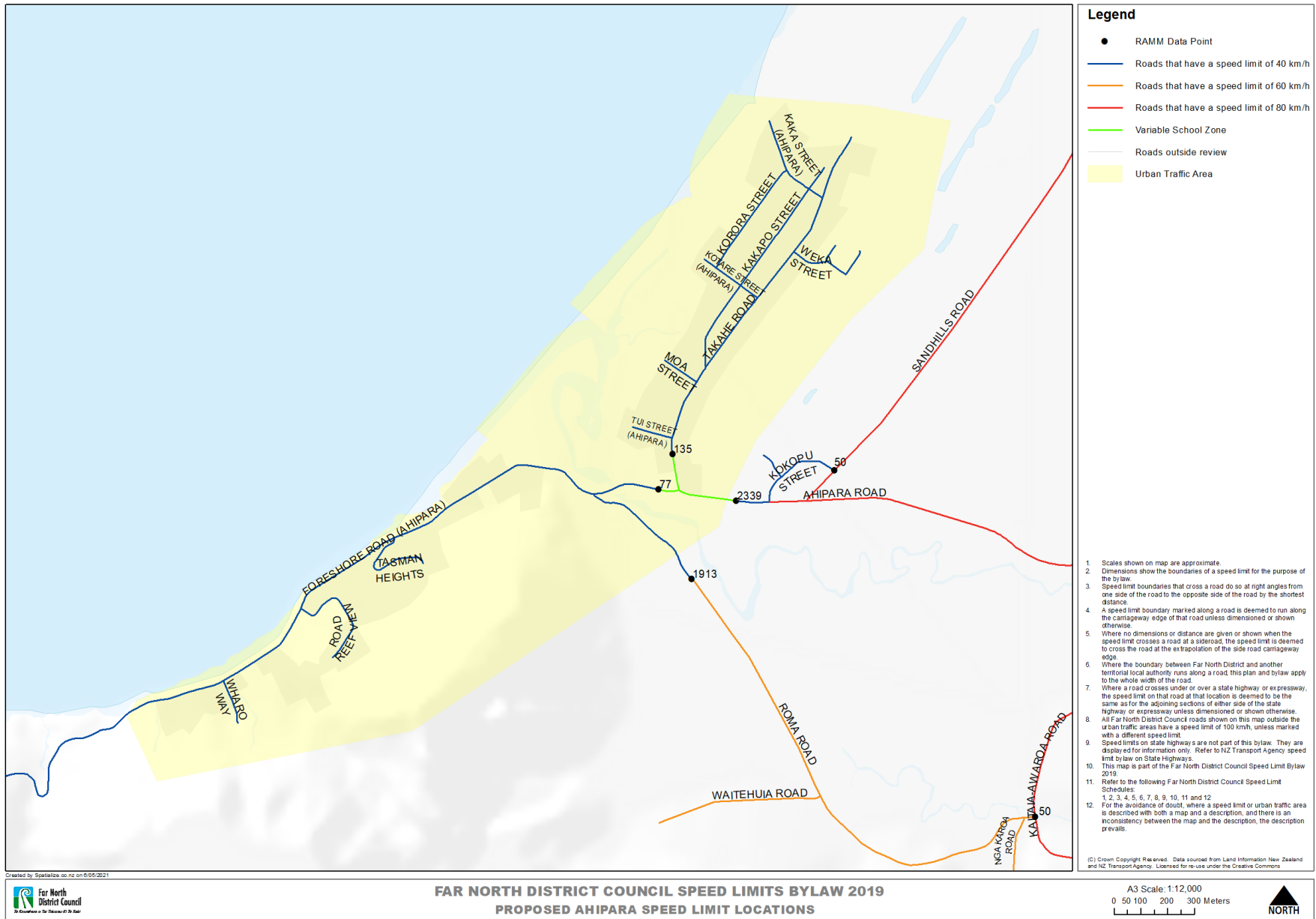


Figure 3: Ahipara Urban Traffic Area Proposed speed Limits

Proposed Speed Limit Changes – Broadwood-Kohukohu Catchment

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

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

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

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

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

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

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

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

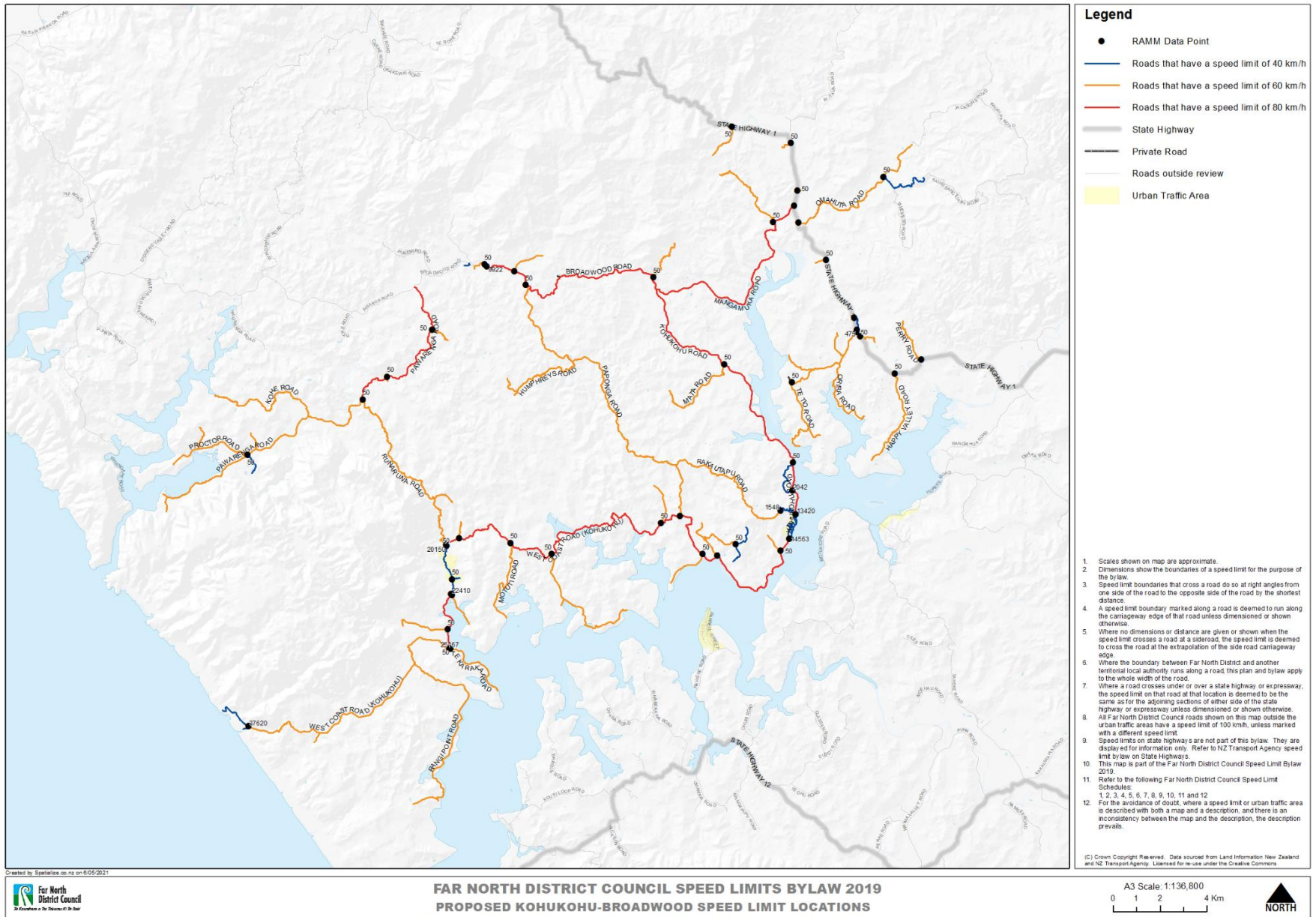


Figure 5: Kohukohu-Broadwood Proposed Speed Limits

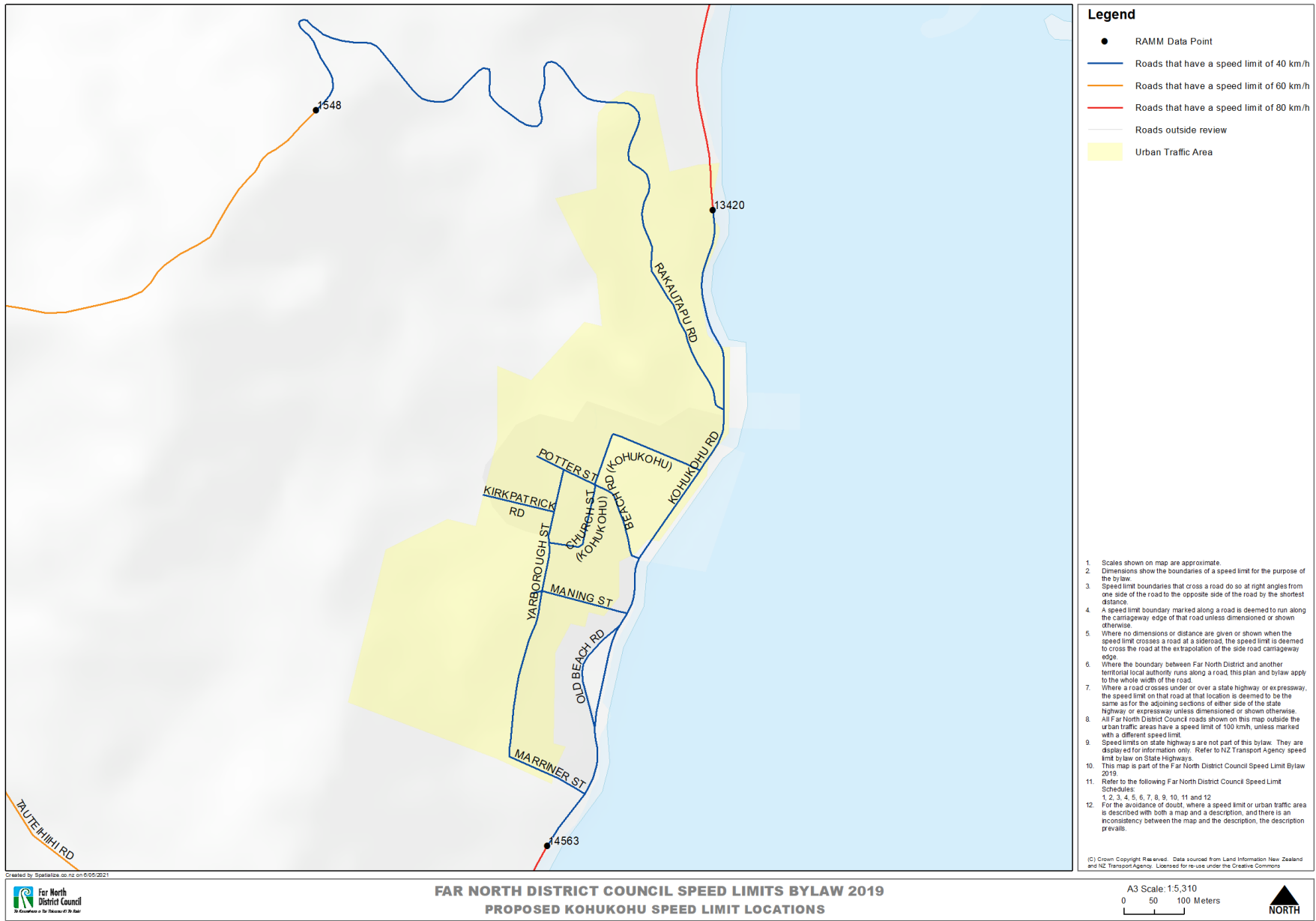


Figure 6: Kohukohu Urban Traffic Area Proposed speed Limits

Moerewa Urban Speed Review Area

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

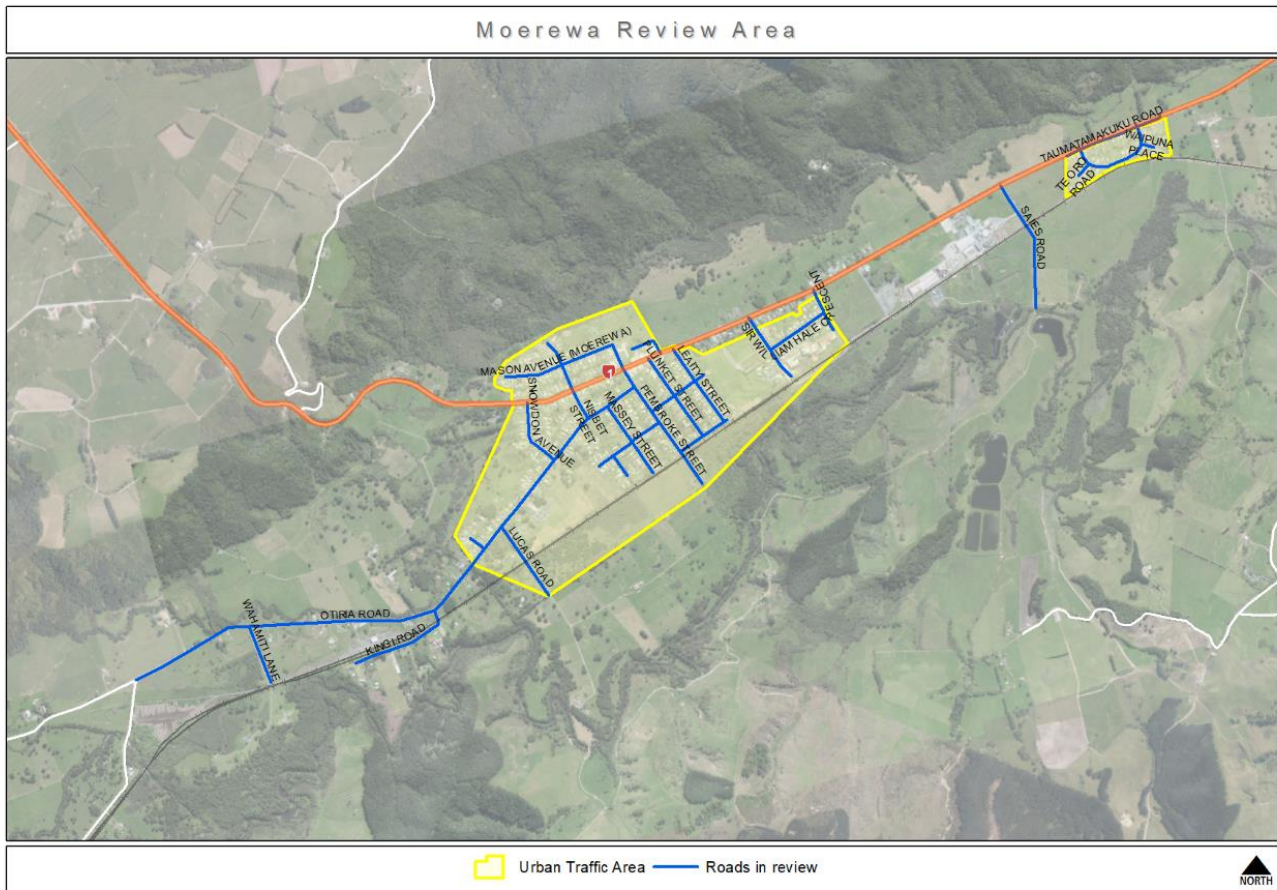


Figure 7: Moerewa Urban Area Speed Limit Review Area

Proposed Speed Limit Changes – Moerewa urban area

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

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

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

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

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

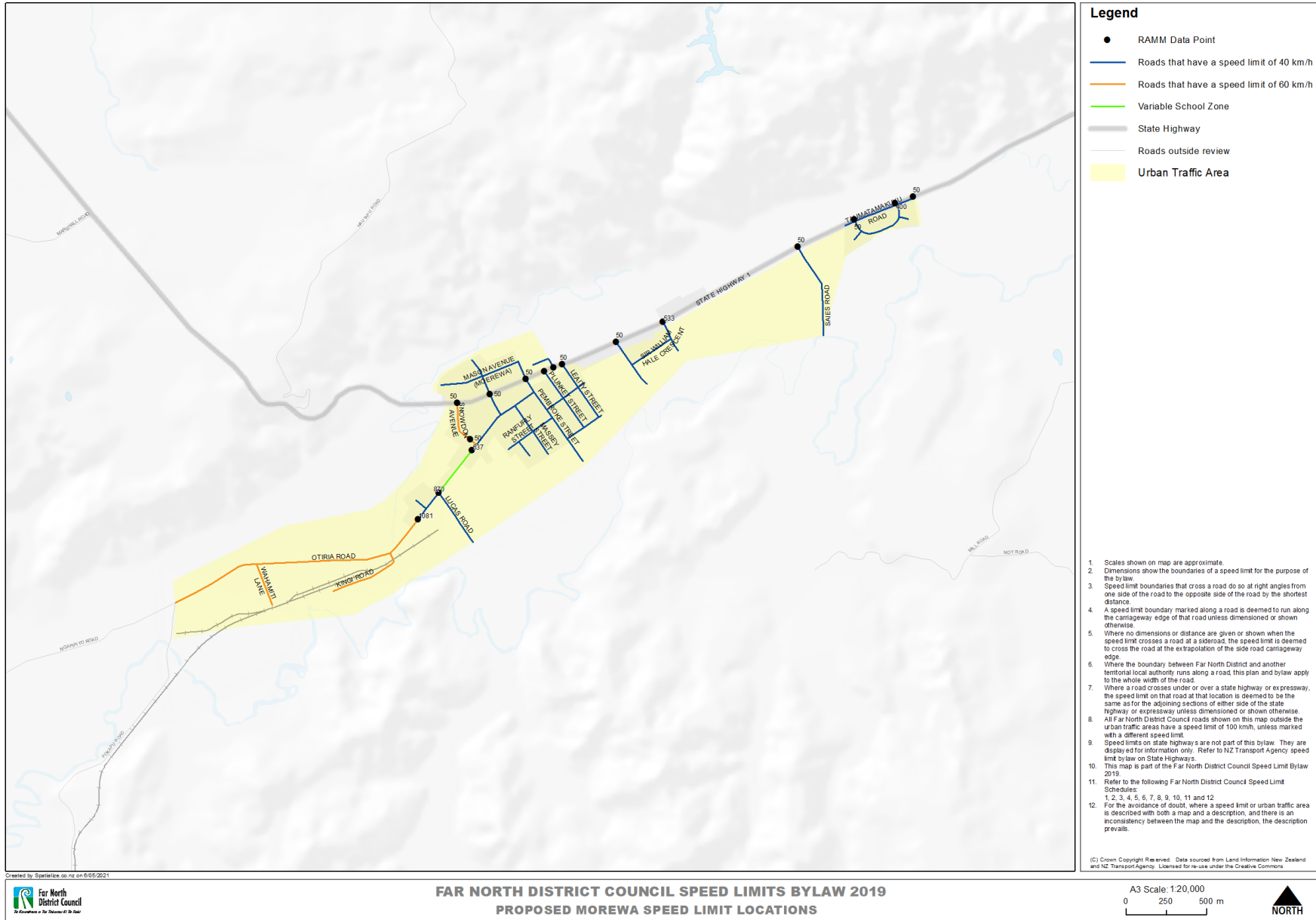


Figure 8: Moerewa Urban Area Proposed Speed Limits

Te Oneroa-a-Tōhe / Ninety Mile Beach

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



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

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

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

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

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

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



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

Schools

Pukepoto School – Kaitāia – Awaroa Road

Pukepoto School is a small rural contributing school (Years 1 to 6) of 41 students and is situated eight kilometres from Kaitāia on the Kaitāia-Awaroa Highway (figure 10). Pukepoto School is rated as a high priority for speed management intervention.

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

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

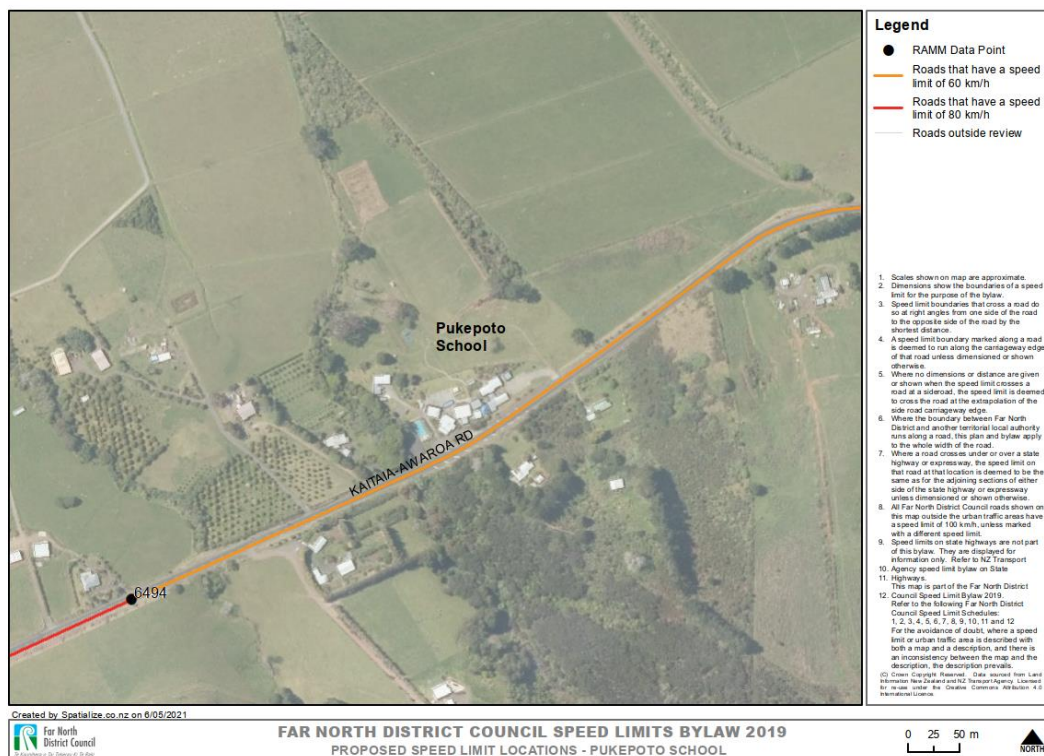


Figure 11: Proposed Speed Limits around Pukepoto School

Ahipara School – Ahipara Road

Ahipara School caters for students in Years 1 to 8. The school has approximately 230 students and is situated on Ahipara Road, at the main entrance to the Ahipara township (figure 11). Ahipara School is rated as a high priority for speed management intervention.

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

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



Figure 12: Proposed Variable School Speed Limits around Ahipara School Herekino School – Kaitāia – Awaroa Road

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

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

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

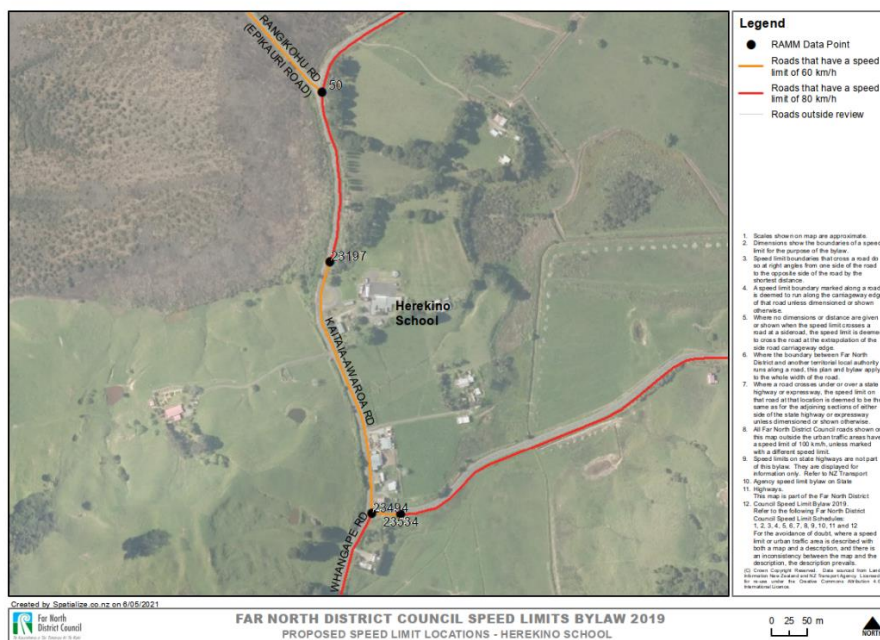


Figure 13: Proposed Speed Limits around Herekino School

Broadwood Area School – Broadwood Road

Broadwood Area School is a composite school catering for Years 1 to 15 with approximately 72 students. The School is located on Broadwood Road at the western end of the small settlement of Broadwood (figure 13). Broadwood Area School is rated as a medium priority for speed management intervention.

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

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

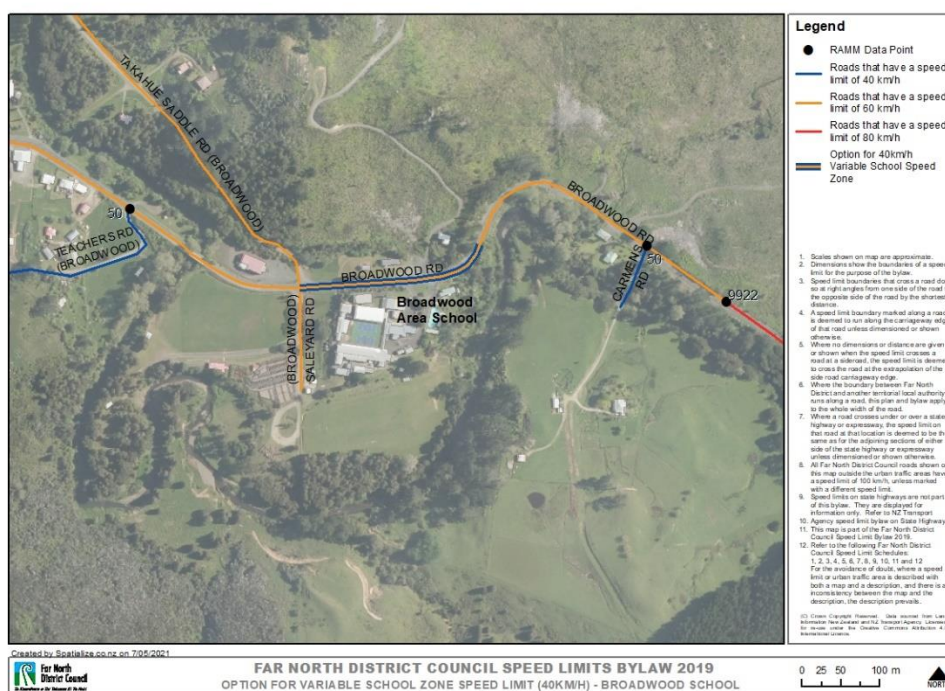


Figure 14: Proposed Speed Limits and Variable School Speed Limit option around Broadwood Area School

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

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

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

Te Kura Taumata o Panguru – West Coast Road Panguru

Te Kura Taumata o Panguru is a composite school catering for Years 1 to 15. The school has approximately 30 students and is situated off West Coast Road, Panguru (figure 15). The school is set well back from the road and is rated a medium priority for speed management intervention.

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

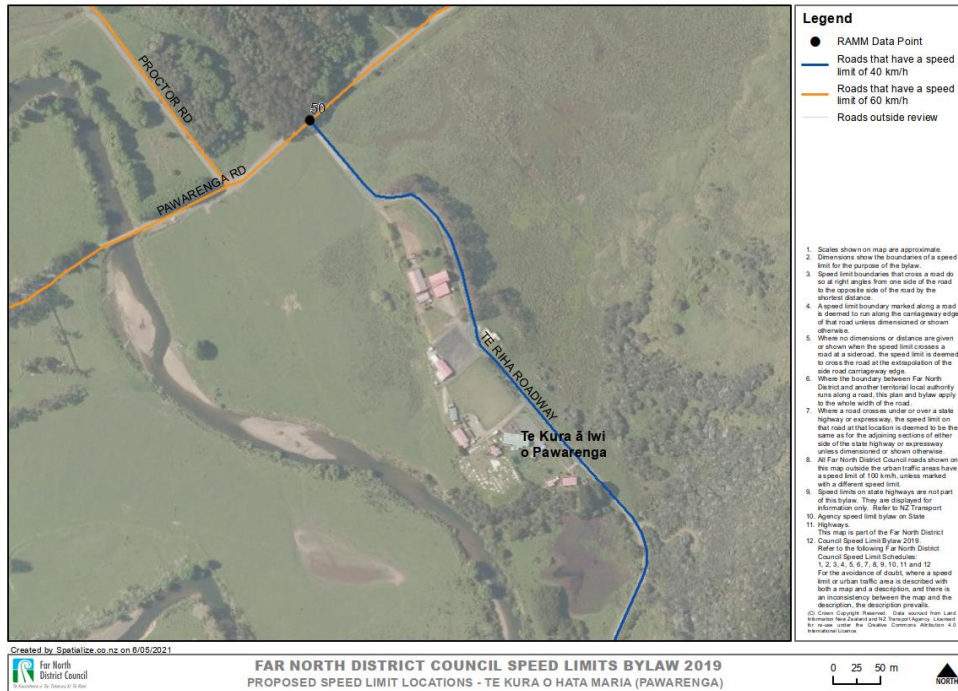


Figure 15: Proposed Speed Limits around Te Kura o Hata Maria School

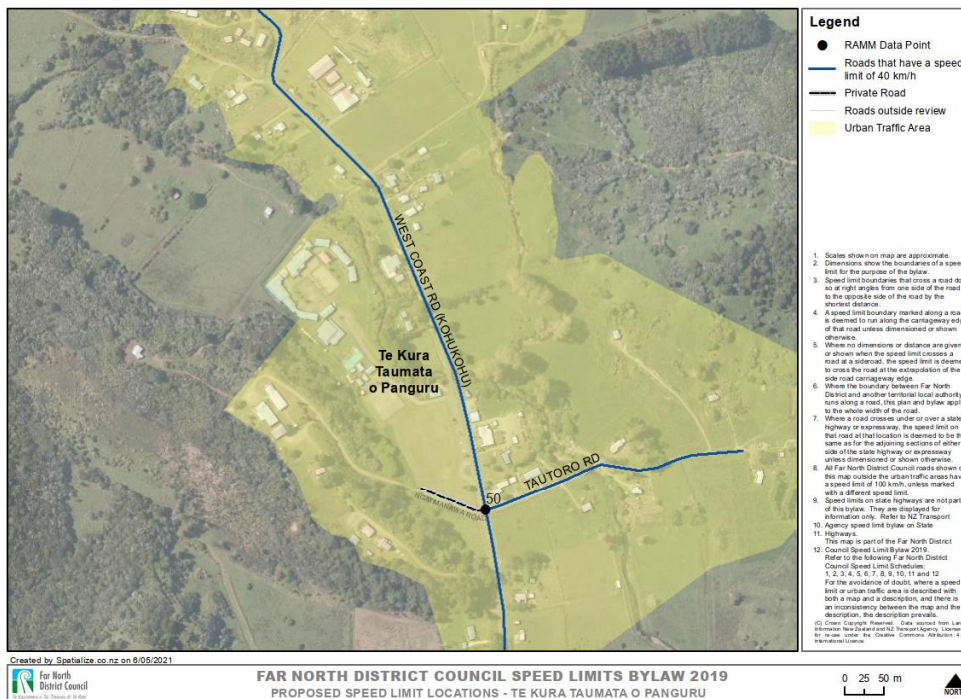


Figure 16: Proposed Speed Limits around Te Kura Taumata o Panguru School

Kohukohu School – Beach Road Kohukohu

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

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

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

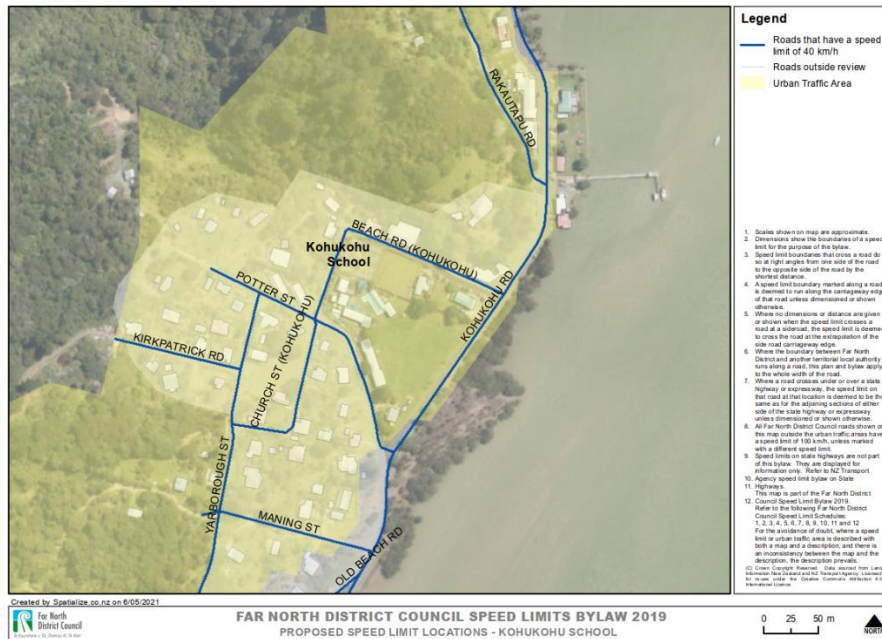


Figure 17: Proposed Speed Limits around Kohukohu School

Mangamuka School – School Road

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

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

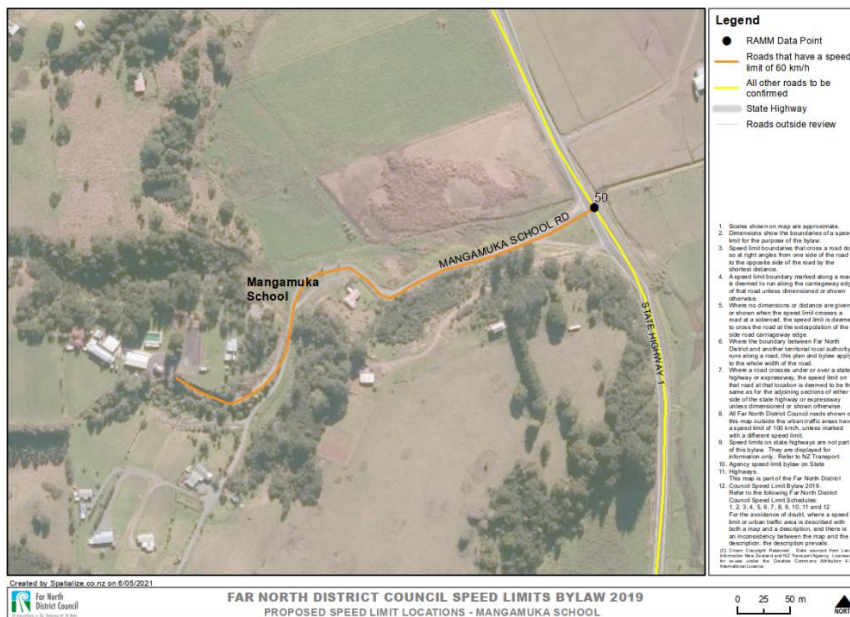


Figure 18: Proposed Speed Limits around Mangamuka School

Umawera School – Umawera School Road

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

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

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

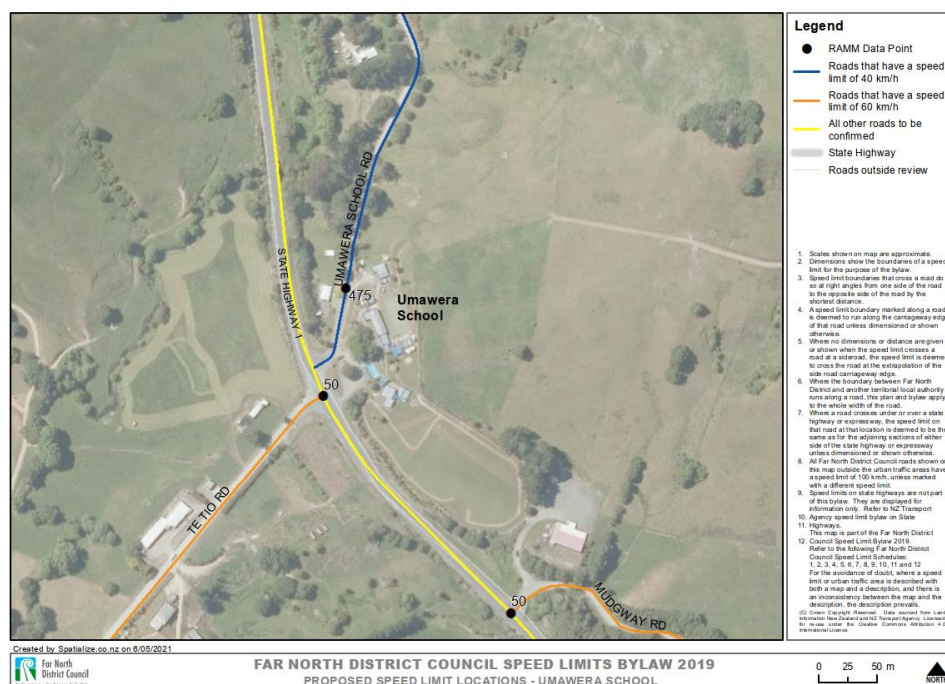


Figure 19: Proposed Speed Limits around Umawera School

Moerewa School – Otiria Road Moerewa

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

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

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

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

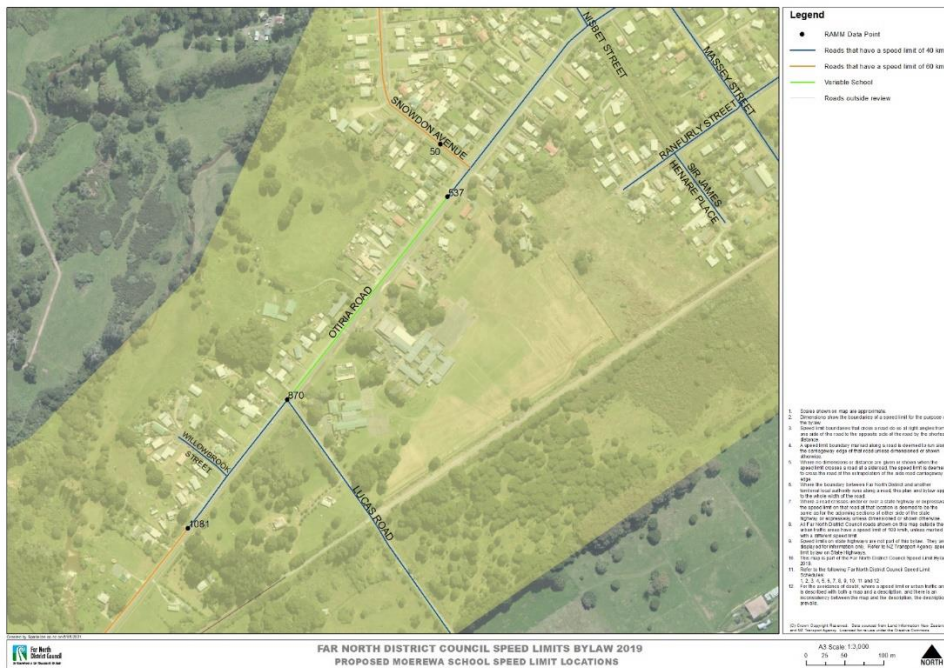


Figure 20: Proposed Speed Limits around Moerewa School

Te Kura Kaupapa Māori o Taumarere – Station Road Moerewa

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

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

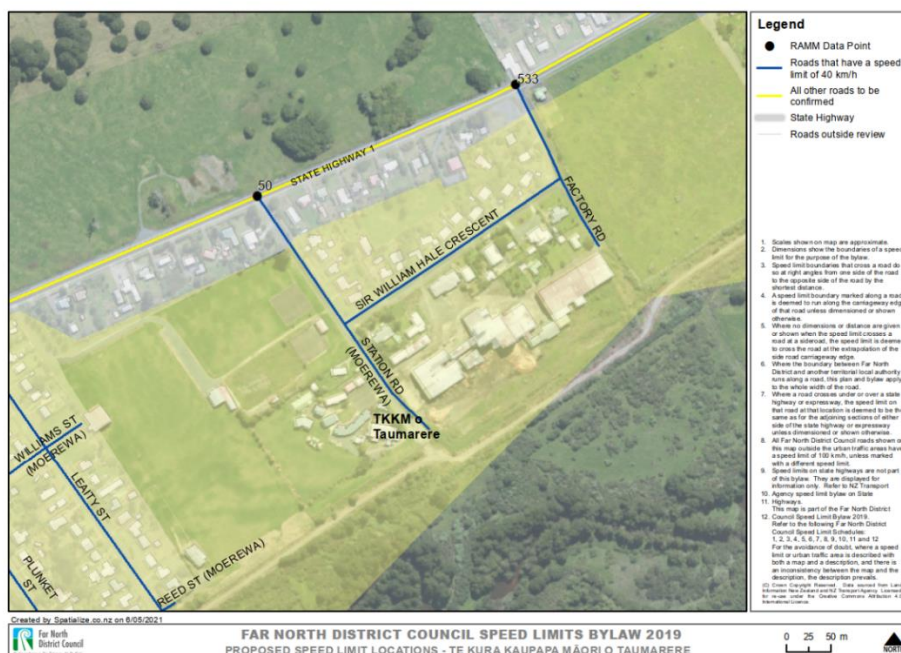


Figure 21: Proposed Speed Limits around Te Kura Kaupapa Maori O Taurerere School