NORTHLAND TRANSPORTATION ALLIANCE

"Moving Northland Forward"

Regional Speed Limit Review

Kaitaia-Awaroa: Kohukohu-Broadwood:

Moerewa Urban:

Te Oneroa-a-Tōhe Ninety Mile Beach

Recommendations Report

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

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1 Overview

Far North District Council (Council) is a Road Controlling Authority (RCA) within the Far North District and has a statutory role in managing the district's local roads (except State Highways), including the setting of speed limits. This statutory role as an RCA is set out under the Land Transport Act 1998, which also enables Council to make a bylaw that fixes the maximum speed of vehicles on any road for the safety of the public, or for the better preservation of any road (*Section 22AB(1)(d)*).

The Far North District Speed Limits Bylaw 2019 sets the speed limits on all local roads within the district, with the schedules and maps in that Bylaw identifying the enforceable speed limits and where they apply.

Council undertook community consultation on proposed new speed limits within the following areas:

- Kaitāia – Awaroa Catchment, including Ahipara and the Kaitāia-Awaroa Road.
- Broadwood – Kohukohu Catchment, which includes the area 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

The proposed changes to speed limits were publicly notified in accordance with Section 156 of the Local Government Act 2002; with feedback being sought from 12th July until 4:30pm Tuesday 24th August 2021. Hearings were held online (due to Covid-19 restrictions) on 26th October and 2nd November. Both Hearing sessions were live streamed on Council's Utube channel.

This Report brings together all the information that must be considered under Section 4.2(2) of the Setting of Speed Limits Rule 2017, including:

- Community feedback and recommendations (main body of Report)
- Recommended Speed Limit Maps (Appendix 1)
- Technical Information to be considered (Appendix 2 as a separate attachment)
- Traffic Notes 37 and 56 (Appendix 3)

In addition to this Recommendations Report, it should be noted that all submissions were formally read and received by Council at the Hearings and were attached to the agenda item for that meeting.

1.1 Purpose and Scope

The purpose of this Report is to make recommendations to Council on new speed limits within the identified review area. The recommendations arise from an assessment of all the information that the RCA is required to consider when setting speed limits under Section 4.2(2) of the Setting of Speed Limits Rule 2017.

The detailed technical information that was collated and considered when proposing new speed limits for public notification and community feedback forms part of the decision-making process and is appended to this Report (Appendix 2).

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

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

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

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

1.2 Implementation of recommended speed limits

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

- The Speed Limit must be set in accordance with the Setting of Speed Limits Rule 2017. This has been achieved through the speed limit review process (including associated consultation); and
- New speed limits signage must be installed in accordance with Setting of Speed Limits Rule 2017 and relevant standards; and
- Speed limit signage must match the operative speed limits set out in the Speed Limits Bylaw

Given the physical works required to ensure the enforceability of proposed new speed limits, Council will be requested to debate and adopt the recommendations in this Report. Once signage has been installed, staff will undertake the required processes to make the new speed limits operative and legally enforceable. This may include an additional decision by Council.

1.3 National Speed Limit Register

The Far North District Speed Limits Bylaw currently sets the speed limits on all local roads within the district. The schedules and maps in the Bylaw identify the enforceable speed limits and where they apply.

All Speed Limit Bylaws are currently in the process of being migrated to a National Speed Limit Register (NSLR). The NSLR will become the legal instrument by which all speed limits are enforced. In effect, once the NSLR goes "live" for the Far North District, The Far North District Speed Limits Bylaw will be superseded.

The timing of the change-over has not yet been determined as the required legislation is yet to pass through Parliament. However, the current proposed timing will coincide with the implementation of this speed limit review. The proposed change will not impact on the implementation of the adopted recommendations, but implementation of the legal instrument (Bylaw) to enforce the new speed limits may change.

The change in legal instrument from Bylaw to NSLR does not change the Far North District Council's role as a Road Controlling Authority. Speed limits are still set, in accordance with the Setting of Speed Limits Rule 2017 (and its amendments). The matters that must be considered when setting a Speed Limit does not change under the new system.

2 Delegations

Speed Limits within the district are set by the RCA. The RCA is responsible for decisions relating to feedback on proposed speed limits. The Speed Limits Bylaw is made under Section 22AB(1)(d) of the Land Transport Act.

3 Community Consultation Process

The Far North District Speed Limits Bylaw is made pursuant to the Land Transport Act 1998. Section 22AD (1) of the Land Transport Act 1998 states that Section 156 of the Local Government Act 2002 applies. Section 156 (LGA) sets out the consultation requirements when making or amending a Bylaw.

- The Local Government Act 2002 provides the process for consultation.
- The Land Transport Act 1998 and the Setting of Speed Limits Rule 2017 identifies who must be consulted.

The proposed changes to the Speed Limits Bylaw were assessed against the requirements of Section 156 of the LGA 2002. This assessment determined that the proposed changes would; or would likely to have; a significant impact on the public. The significance relates to the wide-ranging proposals to change speed limits within the affected catchment area. The proposed changes would have the potential to impact on all road users to some degree.

Given the significance of the proposed changes, it was determined that consultation should be undertaken in accordance with Section 83 of the LGA 2002 – Special Consultative Procedures.

3.1 Notification

A Statement of Proposal was prepared in accordance with the requirements of the LGA 2002 and notified in local media and on Council's website. In addition:

- The full Statement of Proposal and supporting technical information was made available on Council's website.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Key Stakeholders and Statutory Consultees were notified directly, including all Marae within the review area, where contact details were available.
- Information, including the Statement of Proposal and Technical Information was made available at Council offices and service centres.
- Information and community "drop in" sessions, attended by key staff was held at the following locations:
    - Moerewa School
    - Ahipara School
    - Broadwood A&P Hall
    - Kohukohu Volunteer Fire Brigade Hall

In addition, a community meeting was held at the Roma Road Marae in Ahipara, at the request of the Marae.

3.2 Hearings

Section 83(1)(d) and (e) of the LGA 2002 requires the Local Authority provide an opportunity for persons to present their views to the local authority in a manner that enables spoken (or New Zealand sign language) interaction between the person and the Local Authority, or any representatives to whom an appropriate delegation has been made.

The community was provided with an opportunity to provide written submissions between 12th July and 24th August 2021. All submitters were asked to indicate if they wished to be heard in person to support their submission.

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

A total 18 submitters presented their submissions at a formal hearing. Given the geographic nature of the review area, two hearings were arranged. Hearing dates were 26th October and 2nd November. Hearings were originally scheduled to be held in Moerewa and Kaitaia. Due to a change in Covid-19 alert levels and restrictions, both Hearings were transferred to an online format. Far North District Council governance team provided assistance to submitters to ensure that they could present their views to Council.

The Hearing was attended by the Strategy and Planning Committee as delegated by Council. Key Northland Transportation Alliance Staff, who are responsible for recommending decisions to the RCA were also in attendance.

3.3 Hearing Summary

The Strategy and Planning Committee received all written submissions at the commencement of the Hearing on 26th October 2021.

A range of issues were expanded upon by submitters at the hearing. Most of those issues have been addressed throughout this Report in some detail. A full copy of each submission is available in the Council Hearing Agenda for 26th October 2021, with presentations also available on councils Utube channel.

There were 9 submitters that presented at the Hearing on 26 October 2021.

Doug Jane (Submitter 012) questioned what it is that Council is trying to achieve from the speed limit reviews. Mr Jane considered that lowering the speed limit will not have an impact on lowering the road toll. Mr Jane considered that the major issue was the condition of the roads. Mr Jane raised the example that Waka Kotahi had done little maintenance on State Highways.

Mr Jane felt that the best thing that could be done to lower the road toll would be to install a barrier between opposing lanes. In his opinion, Mr Jane believed that lowering the speed limit may only achieve perhaps a 2% lowering of the road toll. Installing barriers would lower the road toll anywhere from 50% to 100%. Installing barriers may require widening of the road in some places. Mr Jane noted that significantly lower speed limits on unsealed roads will still be relatively dangerous.

Mr Jane stated that people may not abide by the new speed limit.

Michael Drayton (Submitter 076). Mr Drayton is the Secretary of the Ohaeawai Taiamai Residents Association and raised issues relating to Ohaeawai. Ohaeawai is located on State Highway 1 and is not within the current review area. Mr Drayton raised concerns that submissions to Waka Kotahi on State Highways do not always gain traction. Mr Drayton suggested that Council produce a submission to Waka Kotahi on the issues that he raises about Ohaeawai.

Currently there is a 60kph speed limit in Ohaeawai. Mr Drayton stated that the community is seeking a 50kph speed limit on the State Highway within Ohaeawai, with a 70kph buffer and appropriate signage and physical works.

Mr Drayton raised concerns that vehicles often exceed the current speed limit, making it dangerous when turning out of some roads. Other issues raised included the location of a current 60kph speed limit sign; the need for footpaths to the rugby club and pre-school; improved school bus drop-off and pick-up; and improved sight lines.

Steve Westgate (Submitter 089) represents the Automobile Association, who are a statutory submitter. The Automobile Association submission is set out and addressed in detail in Section 4.3.1 of this Report. Mr Westgate provided additional notes.

Mr Westgate noted that changes to speed limits constitute only a small part of the Road to Zero Strategy. Speed limit changes on their own will only have a minor effect on lowering the overall DSI (Death and Serious Injury). Improvements to infrastructure and enforcement are also needed.

Mr Westgate stated that AA members were receptive for targeted changes to speed limits. However, there needs to be much better information about the relationship between crashes and the speed limit. Mr Westgate questioned how many crashes may have been avoided with a lower speed limit, particularly where many crashes were occurring because the driver was not driving to conditions. Mr Westgate stated that 66% of AA members believed that an

attitudinal change of drivers was the most important matter to drive down death and serious injury crashes.

Mr Westgate believes that for high-risk drivers, lowering the speed limit would not change their behaviour. Mr Westgate generally supported most of the proposed speed limits, but not all.

The AA now supports a 60kph for most unsealed roads as this has now been adopted in other parts of Northland and in other parts of the country.

Mr Westgate raised the issue of speed limits around schools. The AA is supportive of 40kph and 60kph speed limits outside schools, however, these should be variable speed limits that are applicable when children are present. Variable School Speed Zones should also be supported by electronic flashing signs and appropriate physical infrastructure.

Mr Westgate stated that Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.

Otiria road is a secondary collector road and a lower speed limit of 40kph is not self-explaining. Mr Westgate suggested an alternative of a 60kph buffer from the proposed 80kph to the Moerewa side of Kingi Road. This would create a safer intersection to Kingi Road and the Marae.

Roddy Hapati Pihema (Submitter 096) is the Taumatamakuku Chairman and represents the Taumatamakuku Settlement. The settlement has 58 homes. Mr Pihama stated that his community is often the first responders to crashes that occur on the State Highway alongside the community. This takes its toll on the local community.

The community currently has a 50kph speed limit, but no footpaths and limited lighting. This makes the streets more dangerous. Mr Pihama also stated that there is no lighting on intersections in his community.

Mr Pihama sought a reduction in the speed limit from 50kph to 20kph on the service lanes that run parallel to State Highway 1 outside the Taumatamakuku Settlement. He also sought a 30kph speed limit on the other roads within the Settlement.

With respect to Otiria Road, Mr Pihama believes that the speed limit on Otiria Road does not match the road environment. Mr Pihama stated that, in his view, the lower speed limit on Otiria Road should extend to Pokapu Road. This would allow for implementation of speed bumps. Mr Pihama also noted that the lower speed limit will not work unless appropriate physical works are installed to support those lower speed limits.

Mr Pihama noted that Moerewa seems like one big race--track and stated that many crashes occur that never get reported. Mr Pihama also noted that more education is needed as a major issue is driver behaviour, particularly “boy racers” and attitude.

Raharuhui Wikaire (Submitter 097) requested that double yellow lines are needed on the State Highway from AFFCO through to Kawakawa. Mr Wikaira supports the lower speed limits to avoid their mokopuna from being killed on the roads.

Pamela Anne (Submitter 094) owns a home on Otiria Road and noted that Otiria Road is the main arterial connecting the rural areas into town. Ms Anne also highlighted that there are a number of community facilities, either on Otiria Road, or just off Otiria Road on Wahamiti Lane and Kingi Road. Community facilities include:

- A cycle trail on Otiria Road that does not have barriers separating it from the road. The cycleway can be extremely dangerous for our cycle visitors
- Moerewa's only cemetery on Wahamiti Lane
- Moerewa's only marae off on Kingi Road (Otiria and Te Rito)
- A sports facility on Kingi Road (Otiria Rugby Football and Sports Club)

- A Kiwirail Station - Otiria Rail Station, which is due to be re-established within the next 12 to 24 months

Ms Anne also highlighted that, during a Tangi, there can be 100 vehicles on Kingi Road with pedestrians. In her opinion, the community facilities, coupled with traffic generated from marae events, such as tangi, the speed limit on Wahamiti Lane and Kingi Road should be 30kph. The speed limit on Otiria Road should also be reduced.

Ms Anne noted that the current 50kph zone finishes just short of the marae. On Otiria Road, you can currently travel at 100kph past the marae. Otiria road is locally known as the Otiria Speed Strip, where excessive speeds are driven. Enforcement is very limited.

Ms Anne stated that, in her view, a lowered speed limit may not stop all speeding, but it is a step in the right direction. It will allow the local community to promote slower speeds and the introduction of physical works. She also stated that lowering the speed limit is the best thing for the local community and all road users.

Courtney Simons (Submitter 040) Lives in Haruru and noted that, recently the speed limit has been dropped from 100kph to 80kph from Puketona through to Haruru (note that this is a State Highway). The lowering of the speed limit has resulted in people driving at 70kph. A 90kph speed limit would be more appropriate.

Ms Courtney also noted that lowering the speed limit on a good open road only makes people overtake unsafely, or police busy issuing tickets instead of dealing with crime.

It was noted that the road been submitted on is a State Highway and not part of the current review.

Opai Heta (Submitter 098) provided a written statement due to connectivity issues, which was read out at the Hearing. Mr Heta was mainly concerned with speed limits in Moerewa. Mr Heta sought speed bumps on Ranfurly, Massey and Pembroke Streets. His main concern was with racing cars doing high speeds that he estimated as being up to 90kph, doing burnouts and donuts. Mr Heta also stated that, often, crashes are not reported. He has often seen cars crashing into fences.

There were 9 submitters that presented at the Hearing on 02 November 2021.

Vivienne Cramond (Submitter 031) focused on issues relating to State Highway 10.

Ms Cramond stated that, as an older person travelling State Highway 10 on a regular basis, she was concerned that the journey from Tokerau Beach to Albany in Auckland has increased from about 3½ - 4 hours to about 5½ hours.

There is a lack of safe passing lanes and pull over bays on the State Highway. Ms Cramond expressed concern about variable speed limits as they are confusing. Ms Cramond stated that changing speed limits along a single road only increases confusion and frustration for drivers as they need to concentrate on what the speed limit is.

Ms Cramond expressed concern with the lack of passing lanes and laybys and suggested that foliage be cut back to improve visibility on the State Highway. Ms Carmen expressed concern about unconfident older and inconsiderate drivers that are driving significantly under the posted speed limit.

Trevor Beatson (Submitter 073) is opposed to lowering speed limits between Kaitaia and Ahipara. Mr Beatson stated that he had spent 21 years in the police and has attended many road crashes. His main concern is that the issue with the road from Kaitaia to Ahipara is road design, rather than speed. There are no safety measures on this road, and it is unforgiving. When driving this stretch of road, you invariably need to reduce speed just to negotiate the current road design. Road widening, passing lanes and median barriers will mean that there is no need to reduce the speed limit.

Mr Beatson considers that crashes can be fatal because of the very deep drainage ditches on either side of the road. In his opinion, people will "fall of the road" irrespective of the speed limit.

Mr Beatson noted that there are Te Araroa Trail walkers between Kaitaia and Ahipara. This section of road is also a popular training route for cyclists.

Mr Beatson indicated that more speed bumps and traffic calming is needed in Ahipara township. A graduated speed limit into Ahipara and Pukepoto is needed. Mr Beatson indicated that he was supportive of a slower speed limit though Pukepoto.

Barry Kernot (Submitter 074) was concerned with the proposed speed limit on Te Oneroa-a-Tōhe. Mr Turner supports the 30kph speed limit near where people have access; but is opposed to the reduction of the speed limit on the remainder of the beach from 100kph to 60kph.

Mr Turner questioned the reason for reducing the speed limit as there have not been recorded serious or fatal crashes on the beach. Mr Turner requested the crash data for Te Oneroa-a-Tōhe Ninety Mile Beach.

Mr Turner said that on softer sand, it is necessary to travel at a faster speed. Mr Turner noted that it is necessary to teach people how and where to drive on a beach. He also stated that it is a rarity to see an enforcement officer on the beach.

The area outside Ahipara through to Shipwreck Bay that is opposite residential areas should be a slower speed limit.

Wayne Brown (Submitter 038) stated that speed limits only work where the speed limit is credible. It is therefore necessary to consider the speed that people are currently doing. Council needs to have a close relationship with Waka Kotahi to restore some credibility to speed limits. Contractors consistently leave out signs and cones when there is nothing happening in the area. This reduces overall credibility of speed limits and speed signs generally.

Mr Brown did not agree with the dropping of dozens on rural 100kph loose metal roads to 60kph. He did not believe that district wide slowing of speed limits on unsealed roads was needed.

Mr Brown requested that speed limits avoid changes along the same road as this also reduces credibility of speed limits.

Malcom Robson (Submitter 090) representing Te Rararawa and Te Uri-o-Hina Marae at Pukepoto. Mr Robson highlighted that, over time, there has been a significant increase in traffic through Pukepoto.

Signage is particularly important as vehicles often do not respect the current speed limit when passing the Marae. This is a particular concern during marae events, particularly Tangi.

Access to the Urupa is of real safety concern as the exit from the main road is very restricted. To access the Urupa, it is necessary for vehicles to almost come to a complete stop to turn into the small private road leading to the Urupa. This is compounded by crash barriers that have been installed. A lack of footpath also compounds this issue.

Currently the marae utilises road cones and other informal traffic control during tangi and other events. This traffic control is informal and not currently legal.

Mr Robson raised the relationship between the marae and Pukepoto School. A lower speed limit or variable speed limit for the school is supported.

It should be noted that an additional meeting was held at Pukepoto to enable staff to better understand specific issues raised in the submission, and to explore potential solutions. A summary of this meeting is set out in Section 6.1 of this Report.

Car parking, particularly during tangi would be a significant improvement to the safety of the area.

Linda Kaye (Submitter 087) provided photographs of a recent crash involving an overturned Heavy Goods Vehicle near the Hokianga Ferry terminal near Kohukohu. Ms Kaye was particularly interested in the Kohukohu township area.

Ms Kaye was particularly concerned with speed limits and heavy vehicles in the Kohukohu area. If there is little or no enforcement or monitoring, the new speed limits are unlikely to work. Lowering speed limits are limited in what it can achieve within the wider context of the area.

Logging trucks are getting larger and are always in a hurry to move logs. Ms Kaye noted that there should be a restriction on operating hours for logging trucks and noted that when they drive more slowly, noise is reduced.

There is currently no walkway or cycleway or path from Kohukohu to the ferry terminal. There has been a footpath extension from the village toward the terminal. However, this needs to be extended all the way to the ferry terminal.

John Paitai (Submitter 093) is the Chairman of the Roma Road Marae and the Wahi Tapu (Cemetery) and lives on Roma Road. Mr Paitai spoke on behalf of 22 organisations (set out in his written submission), of which, 15 are based on Roma Road.

Roma Road is one of the oldest roads in Ahipara and the present speed limit is 100kph. However, many vehicles use it as a "drag strip" and it is not safe to walk on this road. Mr Paitai was particularly concerned for the health and safety of mokopuna and noted that there are 60 residents and 23 children that live on Roma Road. In addition, there is the marae, urupa, church, Kaumatua flats and Kohanga Reo on Roma Road. The Kohanga Reo operates out of the marae and was established in 1982 and is the oldest Kohanga Reo north of Whangarei.

Children walking along Roma Road is quite common as there are two school buses that drop children off on the road on most days.

Mr Paitai, along with the wider marae and Roma Road community supported a 40kph speed limit from Ahipara past the Roma Road marae, with a 60kph speed limit along the remainder of the road.

The two roads that come off Roma Road are difficult and dangerous to exit as there is limited visibility and vehicles are travelling too fast. Mr Paitai considered that some form of physical works and better enforcement would improve the safety of the road.

It is noted that NTA staff attended an information and consultation event at Roma Road marae during the submission period. The meeting was attended by approximately 60 members of the Roma Road community. The issues raised at this meeting were consistent with the matters that Mr Paitai raised in his submission and presentation at the hearing.

Donna Beatson (Submission 072) supported the proposed 40kph speed limit within Ahipara; but considered that additional physical works such as speed bumps are also required to slow down vehicles.

Ms Beatson discussed Roma Road, noting that it has a number of significant sites, including urupa. During events, particularly tangi the risk to the community increases as vehicles are parked on the road. There is a lack of lighting, and the number of pedestrians is significantly increased.

The entry into Ahipara drops from 100kph to 50kph. There is a sign warning of the speed limit drop, however the sign does not provide adequate warning. A buffer zone (70kph 500m from Wainui junction) would be useful, as well as better road markings.

Pukepoto School is also of concern. This area is a cause for anxiety when driving. The speed limit at this location is unclear. Ms Beatson proposes a 40kph between the school and the marae and community, with a 70kph on either side of the 40kph zone. There is also opportunity for better road markings.

Ms Beatson stated that the road between Kaitaia and Ahipara is in poor condition and poorly designed with deep culverts on each side of the road. In her opinion, speed is not necessarily the main issue. The road needs to be widened.

Ms Beatson also thought that more investment was needed in driver education.

Ms Beatson did not think that the speed limits in other areas should be lowered to 80kph.

Ruth Snowdon (Submitter 104) was mainly concerned with Roma Road. Ms Snowdon has a child that attends the Kohanga Reo. Ms Snowdon stated that she had no idea of how fast she would drive down Roma Road and the impact that had on others prior to the speed limit discussion.

A 40kph speed limit outside the marae would align the marae and Kohanga Reo with schools and provide greater equity.

4 Submissions Overview

4.1 Submissions Out of Scope

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

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

4.1.1 Speed limits in other areas

Submissions seeking a change in speed limit beyond the review area are out of the scope of the current review and associated consultation. In order to make a legal change to a speed limit outside the current review area; additional technical assessments would be required, as well as a separate consultation process. Submissions relating to areas outside the current review area, where Far North District RCA has jurisdiction have been retained on file for later consideration. The following roads outside the review area were the subject of submissions:

Out of Scope Roads where Far North District Council is the Road Controlling Authority	
Road out of scope	**Anticipated review timetable**
Pungaere Road	Review complete January 2020
Showgrounds Road	Review complete January 2020
Te Ahu Ahu Road	Review complete January 2020
Wiroa Road	Review complete January 2020
Kapiro Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.

Out of Scope Roads where Far North District Council is the Road Controlling Authority	
Road out of scope	**Anticipated review timetable**
Matauwhi Bay Road	Russell Road Catchment community engagement beginning in September 2022.
Florance Avenue	Russell Road Catchment community engagement beginning in September 2022.
Oruru Road	Mangonui Catchment first quarter 2024
Coopers Beach Urban	Mangonui Catchment first quarter 2024
Aucks Road	Russell Road Catchment community engagement beginning in September 2022.
Rangitane Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Redcliffs Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Opito Bay Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Rangiputa Beach Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Waipapa Road	Kerikeri / BOI Catchment community engagement beginning in July 2022.
Waimate North Road	Review complete January 2020
Wainui Road	Mangonui Catchment first quarter 2024
Broadway Kaikohe	To be determined

4.1.1.1 State Highways

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

Council is an RCA for local roads only. This excludes State Highways, which are administered by Waka Kotahi (NZ Transport Agency). Waka Kotahi have embarked on a review of speed limits on portions of the State Highway.

All submissions relating to the State Highway network have been noted and passed through to the Waka Kotahi Speed Limits Review Group, including submissions on the following parts of the State Highway network:

State Highway 1, including:

- Ohaeawai
- Moerewa

State Highway 10, including:

- Mangonui bypass to Taipa.
- Coopers Beach.
- Doubtless Bay
- From Beach Road to Coopers Beach.

State Highway 11, including:

- Puketona to Paihia

4.1.2 Enforcement

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

- Without proper enforcement, lower speed limits won't work
- Lower speed limits are intended for revenue collection
- Police should be dealing with other issues, including drunk drivers and non-road related crimes
- Police do not enforce a law relating to slow drivers

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

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

NZ Police base their enforcement activities on risk, with the sole purpose of reducing serious and fatal crashes on our roads. The NZ Police target drivers that are driving in an unsafe manner for the road environment or exceeding a safe and appropriate speed (proposed speed limits). The government funds the NZ Police to specifically enforce road rules.

With respect to speed limits, any vehicle cannot exceed the posted speed limit. The NZ Road Code states that you may drive slower than the speed limit shown, but you must be considerate towards any vehicles behind you. You must drive slower than the limit if conditions make the speed limit shown unsafe. If you are driving slowly, you are required to allow vehicles behind you to overtake safely. There is no law that requires vehicles to be driven "at a reasonable speed".

4.2 Other issues raised

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

4.2.1 Maintenance and Upgrade

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

Some submitters raised concerns that lowering the speed limit would be used to lower the priority for improving the design/maintenance specifications for the roads, thereby perpetuating the relatively poor condition of roading in the Far North. It should be noted that speed limits should be safe and appropriate for the existing road environment. In a number of cases, the recommended speed limits will require additional upgrade work.

4.2.1.1 Maintenance

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

Council has an extensive road maintenance programme. However, the local road network in the Far North is extensive and includes a very high portion of unsealed roads.

4.2.1.2 Upgrading and widening roads

Submitters that have opposed the lowering of speed limits have stated that Council should widen or upgrade roads, including the installation of passing lanes and slow vehicle bays so that they are better quality, instead of lowering the speed limit.

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

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

- The crash risk on the road, particularly the risk of serious injury or fatal crashes.
- The strategic nature of the road
- The economic benefits of upgrading the road, for example reduced travel times.
- Other road priorities, including sealing unsealed roads

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

Recommendations within this Report do identify some strategic roads, where improving safety and upgrading the road should be considered over the medium to long term.

4.2.2 Driver licencing / Testing and Education

Some submitters raised the issue of improved driver education and licencing. One submitter stated that there *needs to be a greater testing of driver capacity (alcohol and drugs)*.

Driver licencing and driver education is one component of the wider "safe systems" approach to lowering serious injury and fatal crashes. Council. as a Road Controlling Authority provide funding for road safety and driver training through REAP (Rural Education Activities Programme).

The Far North District Council have contracted Far North REAP for the Regional Land Transport Plan funding period 2021 – 24 to deliver various road safety programmes. Far North REAP was established in 1980 to foster and facilitate Rural Education Opportunities for Te Hiku region. The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. The main education focus includes reducing alcohol/drug impaired driving, safer speeds, restraints, fatigue, and distraction. REAP's aim is to deliver education opportunities to rural communities to make a difference to the lives and long-term plans of rural people. Commitment to Te Tiriti o Waitangi is core to how REAP approaches its work.

The Northland Road Safety Trust and Far North REAP have strong working relationships with other road safety partners such as the New Zealand Police, ACC, Northland Regional Council (Northland Road Safety), Waka Kotahi New Zealand Transport Agency and Ministry of Social Development to provide consistent messaging across the Northland Region.

4.2.3 Multiple speed limits on roads

Submitters raised the issue of roads with more than one speed limit, stating that this can be confusing for the driver. Submitters noted that It is much simpler for the driver if the speed limit stays at one speed only and they drive to the conditions of the road itself.

The issue of multiple speed limits along the same road is consistently raised as part of the feedback received on all speed limit reviews undertaken in Northland. It is agreed that multiple changes of speed limit along the same road or route can be districting for the driver.

In preparing new speed limits, consistency is one factor that is considered, alongside all the other factors that must be considered under the Setting of Speed Limits Rule. To limit changes in speed limits and to maintain consistency with national speed management guidance, the following principles are followed:

- Speed limit changes should, wherever practicable coincide with a significant change in the road environment, for example, from a sealed road to an unsealed road, or where the road becomes tortuous.
- Short speed limit zones are avoided wherever practicable, except in an urban setting where slower variable school speed zones may be required, or a slower speed limit for shared spaces.
- Where practicable, the location of speed limit changes near intersections should be designed to maintain a smooth and consistent transition.
- Speed limits in different road environments, for example, sealed roads or unsealed roads should be consistent. For example, if two roads “look and feel” the same, the speed limit should be the same. It should be noted that other factors also need to be considered.

4.2.4 Heavy Vehicles

Some submitters raised the issue of Heavy Goods Vehicles and, most notably, logging trucks. One submitter suggested a lower speed limit for articulated logging trucks than that which applies to domestic vehicles. Other issues raised included restrictions on engine braking on Kohukohu Road from the ferry through to Smiths Deviation and restricting the hours of operation of heavy vehicles to weekdays, between 6.30am - 7pm.

The Speed Limits Bylaw is principally concerned with the setting of speed limits. Restricting hours of operation and engine braking is the subject of separate Bylaws and would need to be the subject of specific consultation and the Bylaw making process.

4.2.5 Loss of productivity

Some submitters raised concerns that lowering the speed limit will adversely affect productivity by slowing journey times, particularly for commercial vehicles and farmers.

One factor that is considered when setting speed limits is the current free flow speed of the road, or actual mean speed for a road or section of road. In the majority of cases, the actual mean speed is significantly below the existing posted speed limit. The actual mean speed is often close to a safe and appropriate speed for the road.

When considering productivity, it is also necessary to consider the cost of crashes to the community (social cost). In New Zealand, the social cost of a road crash or a road injury includes the following components:

- loss of life and life quality
- loss of output due to temporary incapacitation
- medical costs
- legal costs
- vehicle damage cost

The estimated social cost of road crashes in Northland is in the region of $300million per Anum. *(Source: Ministry of Transport: Social Costs of Road Crashes and Injuries – update 2019).*

Although the recommended changes to speed limits will have some effect on overall journey times, it is expected that for most vehicles, this difference will be minimal. The trade-off is a safer road for everyone and a more consistent journey time for all road users. It is noted that feedback received by Waka Kotahi is that commercial transport operators seek a consistent and reliable journey time to enable planning and costings to be more accurate.

4.2.6 Attainable Speed Limits

One submitter stated that *unsealed roads seem to be receiving a blanket 60kmph, I feel this is too low for most vehicles operating on unsealed road, many are capable of travelling at 80kmph safely on the better sections of unsealed roads.*

Setting a speed limit is not about the speed that can be attained on a particular road, it is about what is safe and appropriate for all road users.

It is noted that the speed review is recommending a 60kph speed limit on many unsealed roads. On some sections of road (whether sealed or unsealed) a higher speed than the posted speed limit may be attainable. Conversely, there will be other sections of the road where a much slower speed is required. On an unsealed road, the safe speed will depend on a wide range of factors, including whether the road has been recently swept or not. It is also noted that 60kph is near the actual speed that most road users travel at on unsealed roads in the Far North District.

The purpose of the reviewed speed limits is to set a safe and appropriate speed for the road as whole, having consideration to the road geometry and the wider road environment and its principle uses. The safe and appropriate speed is intended to promote a safer driving environment for all road users, including other traffic, pedestrians and cyclists where appropriate.

4.2.7 70kph Speed Limit

Although not specifically raised, the issue of why 70kph speed limits are not proposed is a matter that is usefully explained for the benefit of some submitters.

The RCA must work within a hierarchy of legislation, national rules and guidance documents when setting speed limits. The RCA may set a 70kph speed limit. The National Speed Management Guidance 2016 and the Setting of Speed Limits Rule 2017 discourage 70kph zones, except in exceptional circumstances.

The Setting of Speed Limits Rule 2017 requires additional sign-off at a national level when setting a 70kph speed limit.

Consistent with the above documents, 70kph zones will only be used where there is clear evidence that both 60kph and 80kph are inappropriate. Where there is an existing 70kph zone, consideration will be given to the benefits of changing that speed limit to 60kph or 80kph.

4.3 Statutory Consultee Submissions

Section 2.5 of the Land Transport Rule: Setting of Speed Limits 2017 sets out the persons or groups that must be consulted before setting a speed limit. In addition to the local communities that may be affected, the Rule requires the RCA to consult:

- The Territorial Authorities that are affected by the proposed speed limits
- The Commissioner of Police
- The Chief Executive of the Automobile Association
- The Chief Executive of the Road Transport Forum New Zealand
- Waka Kotahi - New Zealand Transport Agency (NZTA)
- Any other organisation or road user group that the RCA considers affected

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

Northland Transportation Alliance is an alliance of the three Northland District Councils and the Northland Regional Council. Separate consultation is therefore not required with adjoining local authorities as this is addressed internally through the Northland Transportation Alliance structure.

The following Statutory Consultees provided no formal response:

- The Chief Executive of the Road Transport Forum New Zealand

It should be noted that, in addition to the Chief Executive of the Road Safety Forum, all local Road Safety Forum groups and their members were notified of the proposed changes and provided an opportunity to make a submission. Submissions from these groups or individuals are summarised in the tables below (Section 7).

4.3.1 Automobile Association (AA)

In keeping with other Statutory Consultees, the full submission of the Automobile Association is set out below, along with specific responses to submissions. A summary of the Automobile Associations presentation to the Hearing Committee is set out above (Section 3.3).

Recommendations arising from the submission are included in Section 7 of this Report.

4.3.1.1 Automobile Association submission in full

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.

1.3We 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).

1.4The '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

4.3.1.2 Responses to key issues raised by the Automobile Association:

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

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

The AA states that the organisation *support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements… 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.*

It is agreed that speed limits on their own are not a panacea to lowering serious injury and fatal crashes. However, safe and appropriate speed limits have been proven to have an effect on lowering the road toll. Engineering solutions will only have a relatively limited impact on lowering the road toll if the speed limit does not match the road environment and is not safe and appropriate.

As part of the overall roading programme, council invests in engineering improvements to roads. Recommendations within the Report include the identification (where appropriate) of specific physical works to support new speed limits and improve road safety. However, engineering solutions across the entire network is not practical in terms of cost to the community and time to implement. Priority has been given to those engineering interventions that have the potential to have the greatest benefit to road safety and community wellbeing. Appropriate signage that meets current roading standards are a core component of the implementation of new speed limits, including, where required, upgrading signage to meet or exceed current standards.

It is recognised that lowering the overall road toll requires a change in behaviour and driver "culture". Achieving such an outcome requires a wholistic approach that incorporates driver education, engineering, enforcement and safe and appropriate speed limits. This wholistic approach is highlighted within the National Road to Zero Road Safety Strategy. To this end, Council invests in aspects of road safety where it has control. Council also works closely with the NZ Police with respect to enforcement.

With respect to driver education, the Far North District Council have contracted Far North REAP (Rural Education Activities Programme) for the regional land transport plan funding period 2021 – 24 to deliver various road safety programmes. Far North REAP was established in 1980 to foster and facilitate Rural Education Opportunities for Te Hiku region. The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. The main education focus includes reducing alcohol/drug impaired driving, safer speeds, restraints, fatigue, and distraction. REAP's aim is to deliver education opportunities to rural communities in order to make a difference to the lives and long-term plans of rural people. Commitment to Te Tiriti o Waitangi is core to how REAP approaches its work.

Far North REAP have strong working relationships with other road safety partners such as the New Zealand Police, ACC, Northland Regional Council (Northland Road Safety), Waka

Kotahi New Zealand Transport Agency and Ministry of Social Development to provide consistent messaging across the Northland Region.

Unsealed Roads are generally proposed at 60kph across Northland and throughout New Zealand as a whole. Although it is recognised that the Setting of Speed Limits Rule may be amended to reduce the barriers to setting a 70kph speed limit, it should be noted that this change is yet to be carried through to the legislation. A 60kph speed limit on unsealed roads provides for the range of road conditions, including the narrow and tortuous nature of many unsealed roads within the review area. It is also noted that the Automobile Association generally accepted a 60kph speed limit on unsealed roads at the Hearing (although this view may have been qualified).

Variable School Speed zones have been proposed outside schools within the review area. Speed limits outside rural schools have been proposed at 60kph. This is consistent with the Road to Zero Road Safety Strategy and national guidance. Where the base speed limit is above 60kph (for example on a rural sealed road) it is proposed to install a variable speed limit that is signposted using the current standard electronic signage. In some cases, the base speed limit is 60kph or lower (for example, on an unsealed road). In these cases, a variable speed limit is not required to meet the Road Safety Strategy, however, additional signage will be considered to highlight the presence of children.

Council has proposed both 30kph and 40kph Variable school Speed Limit options. The reason for this is that there is a strong expectation that the upcoming changes to the Setting of Speed Limits Rule will make a 30kph variable speed the default. 40kph will only apply if there are specific circumstances where a 30kph speed limit is inappropriate.

Council is anticipating the change to the Rule as it is already heralded within the Road to Zero Road Safety Strategy and other published documentation. Consulting on both options enables a change (if required) to be made when the legal changes are made. Until the Setting of Speed Limits specifically provides for the 30kph Variable Speed Zone, a 40kph standard will be used. It should be noted that a 40kph Variable Speed Zone outside schools has already achieved a global sign-off from Waka Kotahi.

The current speed limit review is focussed on smaller rural and coastal settlements where distances within those communities are limited. A lower 40kph speed limit is therefore not going to increase travel time significantly, but will reduce risk to pedestrians, particularly children that walk and utilise the road carriageway.

Additional physical works are being planned (particularly in Ahipara and Moerewa) to support a slower, pedestrian friendly 40kph speed limit.

Support for the proposed changes to speed limits along Te Oneroa-a-Tōhe / Ninety Mile Beach is noted.

4.3.2 Waka Kotahi New Zealand Transport Agency (NZTA)

In keeping with other Statutory Consultees, the full submission of Waka Kotahi (New Zealand Transport Agency) is set out below, along with specific responses to submissions. Waka Kotahi did not present any further evidence at the hearing.

Recommendations arising from the submission are included in Sections 6 and 7 of this Report.

4.3.2.1 Waka Kotahi submission in full

The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) details a number of requirements for road controlling authorities in setting speed limits on their network:

- *Section 2.2(2): "In carrying out its functions under 2.2(1), a road controlling authority must consider whether a speed limit for a road is safe and appropriate in accordance with this Rule."*

- *Section 4.2(2) "In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority must have regard to—*

  (a) the information about speed management developed and maintained by the Agency; and

  (b) any relevant guidance on speed management provided by the Agency; …"

The information and guidance provided by Waka Kotahi meets its requirements under the following sections of the Rule:

- *2.4(1) "The Agency must supply to each road controlling authority, information about speed management for public roads within that road controlling authority's jurisdiction."*
- *2.4(2) "The Agency must, in supplying information under 2.4(1), prioritise information about public roads where achieving travel speeds that are safe and appropriate is likely to deliver the highest benefits in terms of safety and efficiency."*

The guidance provided by Waka Kotahi is in the new Speed Management Guide dated November 2016, and the Safer Journeys Risk Assessment Tool (MegaMaps) available to all road controlling authorities (Edition III dated August 2020 is the latest edition). Safe and Appropriate travel Speeds for all roads in the network that Waka Kotahi has information available for, together with the top 10% of regional networks likely to deliver the highest benefit in terms of safety and efficiency, are detailed in MegaMaps.

Waka Kotahi congratulates Council on the intent and extent of the area-wide approach to the proposals, and general alignment with the requirements of the Land Transport Rule: Setting of Speed Limits (2017). The Waka Kotahi comments below are intended to assist Council understand where the proposals are not aligned with the Rule and the Guide, particularly where achieving national consistency (ie: alignment with the information provided to Road Controlling Authorities (RCAs) by Waka Kotahi) for speed limits across all RCAs (ref clause 1.3(a) of the Rule) is important.

Research https://www.nzta.govt.nz/assets/resources/research/reports/563/docs/563.pdf shows that speed limits posted well higher than the speed road users are driving as the safe and appropriate speed causes 'targeting' of that speed limit ("….some drivers will now drive at the new posted speed limit, rather than to the conditions, as they most likely did in the before situation" (p42)). Where actual speeds for roads currently posted at 100km/h are less than 60km/h as it is a windy, tortuous and/or unsealed (so common for a significant part of the NZ network), changing the speed limit to 80, rather than aligning it with the SAAS of 60, is a message to drivers that the new 80km/h speed limit is considered the 'safe and appropriate' speed.

Evidence shows actual mean speeds increase as some driver's 'target' the new limit, increasing driver frustration and overtaking when others maintain their view of the safe travel speed. Increase in mean speeds + driver frustration + overtaking = increase in risk and crashes, particularly on roads with very high Infrastructure Risk Rating (IRR).

***Kaitāia-Awaroa Catchment** - general agreement with all the proposals except the following 80km/h proposals. As above, messaging to drivers that 80km/h as the 'safe and appropriate speed' will encourage targeting of 80km/h, increasing mean speeds and increasing risk. An 80km/h speed limit would be inconsistent with speed limits other RCAs are setting for roads with similar SAAS, IRR and mean speeds, therefore failing to meet the requirements of clause 1.3(a) of the Rule (The purpose of this Rule is to…give effect to a nationally consistent and evidence-based approach to speed management):*

Disagree with 80km/h proposals for:	***Safe and Appropriate Speed SAAS)***	***Governing factor Infrastructure Risk Rating (IRR) (cf 1.6 required for 80km/h)***	***Key high-risk attributes***	***Top 10% Death and serious injury (DSi) saving opportunity***	***Actual mean travel speeds***
Kaitāia-Awaroa Road west of 854	*60km/h*	*2.06*	*Tortuous; very narrow shoulders; high risk roadside hazards*	*Yes 2.17 DSi per annum*	*65km/h*
Broadwood Road	*60km/h*	*2.11*	*Tortuous; very narrow shoulders; high risk roadside hazards*	*No*	*61km/h*
Larmer Road	*60km/h*	*1.82*	*Winding; very narrow shoulders; high risk roadside hazards*	*No*	*59km/h*
Whangape Road	*60km/h*	*2.12*	*Tortuous; very narrow shoulders; high risk roadside hazards*	*No*	*37km/h*

Broadwood – Kohokohu Catchment *- agree with 60km/h proposals but disagree with all proposals for 80km/h in this catchment for the following reasons, and as described for Kaitāia-Awaroa Catchment above:*

Disagree with 80km/h proposals for:	***Safe and Appropriate Speed SAAS)***	***Governing factor Infrastructure Risk Rating (IRR)*** ***(cf 1.6 required for 80km/h)***	***Key high risk attributes***	***Actual mean travel speeds***
Pawarenga Road	*60km/h*	*2.06*	*Tortuous;* *narrow lane width:* *very narrow shoulders;* *high risk roadside hazards*	*51km/h*
Mangamuka Road	*60km/h*	*1.82*	*Tortuous;* *very narrow shoulders;* *high risk roadside hazards*	*71km/h*
Kohukohu Road	*60km/h*	*2.06*	*Winding;* *very narrow shoulders;* *high risk roadside hazards*	*70km/h*
West Coast Road	*60km/h*	*1.96-2.06*	*Tortuous;* *very narrow shoulders;* *high risk roadside hazards*	*55-57km/h*

Moerewa urban area - *agree with proposals*

Te Oneroa-a-Tōhe / Ninety Mile Beach - *agree with proposals noting the requirement on Council of clause 4.4(2)(c) of the Rule that it must aim to achieve a mean operating speeds less than 10% above the 30 and 60km/h speed limits*

Schools - *Waka Kotahi was not notified prior to consultation on the 30km/h variable speed limit proposal (clause 5.3(1)) of the current Rule for Ahipara School and Moerewa School, so has not had the opportunity to discuss the proposals, which is the intent of this requirement. Council has since confirmed it understands that implementation of 30kph*

Variable Speed Limits require Waka Kotahi approval under the current Rule and will generally need to be accompanied by appropriate Innovating Streets physical works to comply with clause 4.4(2)(c) to achieve the 33kph operating speeds when the variable speed limits are operating. If these speed limits are required to be implemented before the new Rule comes into effect, Waka Kotahi will work with Council and provide approval for the 30km/h speed limit providing the requirements of clause 4.4(2)(c) can be met. It is noted that mean speeds past Moerewa School are currently 45km/h confirming speed management works will be required.

Please note also that the current variable speed limit signs are not the correct legally enforceable format. These R1-6.1 signs are only approved for use on side roads if the correct R1-2.1 type B electronic signs are used on the main roads (ref Traffic Note 37 and New Zealand Gazette, 21/4/2011, No. 55, p. 1284). In order to ensure the application of this proposal is legally enforceable, the approved R1-2.1 type B electronic variable speed limit signs must be used for all variable school speed limits.

In conclusion, Waka Kotahi strongly encourages Council to set safe and appropriate speed limits in line with the information provided to Council by Waka Kotahi, which also ensures national consistency in the application of the Rule (clause 1.3(a)) and the Speed Management Guide. Should the Council decide to apply the speed limits proposed that are different to the information supplied by Waka Kotahi, we encourage Council to seek legal advice regarding the Council's compliance with the Setting of Speed Limits Rule 2017.

In addition to the above submission from Waka Kotahi (Regulatory), the following additional submission was received:

NORTHLAND TRANSPORTATION ALLIANCE
"Moving Northland Forward"

www.nzta.govt.nz

WAKA KOTAHI
NZ TRANSPORT AGENCY

24 August 2021

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

Dear Sir/Madam

I am writing in response to the Statement of Proposal issued to Waka Kotahi NZ Transport Agency on 13 July 2021, regarding speed reviews for the following areas:

- Kaitāia – Awaroa Catchment
- Broadwood – Kohukohu Catchment
- Moerewa urban area
- Te Oneroa-a-Tōhe / Ninety Mile Beach.

Thank you for the opportunity to share feedback on this Proposal. Please note that this submission is provided in view of Waka Kotahi's role as the road controlling authority for the state highway network, rather than its regulatory role. A more detailed response as Regulator will be provided independently of this submission.

As a neighbouring road controlling authority, we are broadly supportive of all activities designed to bring speeds to safe and appropriate levels and which are aligned with the government's Road to Zero strategy. We have no concerns around the proposed speed management plan for the areas listed above, particularly where they interface with the state highway network. Where local road speed limits are proposed to differ from those on adjacent state highways, speed limit signage will need to be installed at the local road/state highway boundary to inform road users of the change in speed limit at that point.

Please feel free to contact me with any queries or for further discussion.

Yours sincerely

Steve Mutton
Director Regional Relationships, Te Tai Tokerau & Tāmaki Makaurau
Waka Kotahi NZ Transport Agency

4.3.2.2 Responses to key issues raised by Waka Kotahi New Zealand Transport Agency

Specific responses to speed limits on roads identified in the NZTA submission are set out in 4.3.2.3, Section 6 (Significant roads) and the Tables in Section 7, alongside a summary of submissions received by the wider community.

It is recognised that speed limits involve a delicate balance to ensure that there are no unintended consequences such as vehicles targeting the new lower speed limit, when they should be driving to the conditions. It is also recognised that speed limits must be safe and appropriate. However, there is also a requirement to ensure that they are credible to the driving public. Extensive 60kph speed limits in rural areas, along sealed roads create a credibility issue, particularly where that road transitions into an unsealed road with the same speed limit.

The Far North RCA is aware that the review area is an extremely remote rural area where speed limit enforcement is difficult and often lacking. The acceptance of lower speed limits is therefore critical to lowering the overall speed on these roads. If speed limits are lowered beyond a level that has some degree of acceptance by the community, then the speed limits will not be viewed as credible and there is a danger that they will be ignored altogether.

Recommendations in this Report have been made to adjust some 80kph speed limits in response to the Waka Kotahi submission. These adjustments are focussed on key areas where, following ground truthing, the geometry of the road makes a lower speed limit credible.

Schools

The intent of proposing either a 40kph or a 30kph variable speed limit outside some schools is intended to provide the Far North RCA with some flexibility in meeting the expected changes to the Setting of Speed Limits Rule as it relates to schools. Notifying both options enables the community to comment and provide feedback. This feedback can then inform Council in any funding decisions to meet the requirements of a lower Variable Speed Limit.

Non-compliant signage

All signage will be reviewed as part of each speed review. The detailed design and procurement process will identify any non-compliant signage and make the appropriate changes.

Specific Roads

In responding to the Waka Kotahi submission, an NTA Road Safety Engineer undertook additional site visits to assess the appropriate speed environments. It should be noted that, in recommending new speed limits, a range of factors have been considered, not just the Infrastructure Risk Rating. Many roads within the review area are remote rural roads with low volume traffic. Collective and personal crash risk is low to medium on the roads identified by Waka Kotahi, with the exception of Kohukohu Road from Mangamuka Road to Kohukohu, where there is a low-medium collective risk, but high personal risk.

In assessing roads, consideration has also been given to recent and planned safety works to be undertaken, the credibility of the speed limit and feedback from the local community.

It is also noted that operating speed data is based on GPS data in vehicles. This information is skewed toward commercial and heavier vehicles that operate GPS tracking. Anecdotal evidence suggests that the operating speed data provides a good indication of the current operating speed of most roads. However, the data accuracy and reliability is reduced on roads with low volume traffic, particularly in remote rural areas.

Kaitāia-Awaroa Road west of 854 is addressed in detail in Section 6 of this report, and additional discussion is not included here. As noted in Section 6, a major issue with fatal and serious injury crashes on this road, particularly between Kaitaia and Ahipara, is drugs

and alcohol. Although a speed limit reduction is expected to have a positive impact on reducing DSI's on this road, a multi-agency approach, including improved enforcement will be required.

Broadwood Road. A further "ground-truth" assessment of Broadwood Road was undertaken by a Road Safety Engineer. There is a low to low-medium collective risk and medium personal risk on different parts of the road and the recommended speed limit reflects the different road environments on Broadwood Road.

Larmer Road has a low personal and collective risk. The road is straight for most of its length, and only transitions into a more tortuous alignment near the end of the "no-exit" road. A 60kph speed limit on this road is not considered credible.

Whangape Road Although the first section of Whangape Road has a low personal and collective risk, it is considered appropriate to lower the speed limit to 60kph. This speed limit reflects the recommended speed limit through Herekino and the relatively tortuous nature of Whangape Road as it rises the short distance to Puhata Road. A 60kph speed limit provides a more consistent speed limit along Whangape Road and reflects the actual speed travelled.

Pawarenga Road has a low collective and medium personal risk. Similar to many other remote rural roads in the North Hokianga, Pawarenga Road does have some more tortuous sections, as well as more open curved sections. Feedback from the community, including at informal drop-in sessions indicate that a lower 60kph speed limit on the sealed section of this road would not gain credibility with the local community that use the road. However, an 80kph speed limit is expected to lower the overall speed on the road.

Mangamuka Road has a low collective risk and medium-high personal risk. Mangamuka Road is currently on the FNDC high-risk rural road (HRRR) programme for a signs and delineation upgrade and two barrier sites.

There is one particular curve where the road environment is very poor. This curve is long and tightens at the mid-point with little warning. The estuary and a power pole are located on the outside of this curve. This curve has been the location of two serious injury crashes in the past 5 years.

There are current plans to erect additional curve signage and a guardrail. The curve itself is currently being investigated to assess cost-effective ways to address the horizontal alignment. Once the HRRR works have been completed, the road is expected to support an 80kph speed limit. In keeping with many other roads in the North Hokianga, there is a subsidence issue which can only be addressed through ongoing maintenance.

Kohukohu Road Low medium collective risk and high personal risk. A "ground-truth" assessment of Kohukohu road from Mangamuka Road to Kohukohu confirmed a safe operating speed of 80kph.

Kohukohu Road from Kohukohu to the ferry is addressed in detail in Section 6. In summary, the safe operating speed is 60kph. Within the vicinity of the ferry terminal, the following issues apply:

- Turning traffic with no right turn bay
- Pedestrians crossing to the toilet
- Unfamiliar users
- Tight curve

A 40kph speed limit has therefore been recommended approximately 200m either side of the ferry terminal.

West Coast Road has a low collective and personal risk. The sealed section of the road has some challenging sections of curvilinear alignment where 60kph speed limit is more appropriate. However, there are long straight sections where a 60km/h would have little credibility.

There are very few recorded crashes on this section of West Coast Road. In addition, there is little enforcement due to its remoteness and relatively low traffic volume. It is also considered that local road user "buy in" of a slower speed limit will be achieved if the speed limit is more self-explaining.

Following ground truthing by a Road Safety Engineer, the following speed limits are recommended:

- 40kph from the ferry terminal to RP 0.21 (approx. 210m)
- 80kph from RP.21 to RP4.6
- 60kph from RP4.6 to end of the road, this includes the tortuous sections the the sealed road and the unsealed sections of West Coast Road.

At the township of Punguru on West Coast Road at Punguru, it is recommended that a 40kph speed limit be set to replace the existing 50kph zone.

4.3.2.3 Specific recommendations to Waka Kotahi submission

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

Kaitāia-Awaroa Road West of 854 Kaitāia-Awaroa Road

- 80kph from 854 Kaitāia-Awaroa Rd to RP14.8 (start of Herekino Gorge)
- 60kph from Kaitāia-Awaroa Rd RP14.7 to Kaitāia-Awaroa Rd RP17.8 (Herekino Gorge)
- 80kph from Kaitāia-Awaroa Rd from RP17.8 (Herekino Gorge) to 80m North of 2529 Kaitāia-Awaroa Road.
- 60kph from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)
- 80kph Kaitāia-Awaroa Road from 40m east of Whangape Rd Intersection to Haumanga Rd

Broadwood Road

- 60kph from Mangamuka Road to Broadwood township
- 40kph though the Broadwood township
- 60kph from recycling centre (northern edge of the township) to 500m before Kokimiro Road
- 80kph for remainder of Broadwood

Larmer Road

- Retain proposed 80kph speed limit

Whangape Road

- Reduce proposed 80kph speed limit to 60kph on Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd.

Pawarenga Road

- Retain proposed 80kph speed limit

Mangamuka Road

- Retain proposed 80kph speed limit

Kohukohu Road

- Retain proposed 80kph from Mangamuka Road to Kohukohu
- Retain proposed 40kph from
- Reduce proposed 80kph speed limit to 60kph from 80m south of Marriner St to 200m east of the Hokianga ferry terminal.
- Reduce the proposed 80kph speed limit to 40kph from 200m east the ferry terminal to 200m west of the ferry terminal (West Coast Road)

West Coast Road

- 40kph from the ferry terminal to RP 0.21 (approx. 210m)
- 80kph from RP.21 to RP4.6
- 60kph from RP4.6 to end of the road, this includes the tortuous sections the the sealed road and the unsealed sections of West Coast Road.
- 40kph through the township of Punguru

4.3.3 NZ Police

In keeping with other Statutory Consultees, the full submission of the New Zealand Police is set out below, along with specific responses to submissions. The NZ Police did not present any further evidence at the hearing.

Recommendations arising from the submission are included in Section 7 of this Report.

4.3.3.1 NZ Police submission in full

NEW ZEALAND POLICE
Ngā Pirihimana o Aotearoa

20 July 2021

Shawn Baker
shawn.baker@wdc.govt.nz

RE: Statutory Notification of Proposed New speed Limits Far North District Council

Dear Shawn

I refer to your correspondence of 13 July 2021 to New Zealand Police Commissioner Andrew Coster in relation to the proposed speed limit changes for the Far North District.

Your correspondence has been referred to me as the Director of the National Road Policing Centre and I have consulted Inspector Dickson, as the District Road Policing Manager, for his operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made and a crash should occur.

With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on local roads and sections of state highway in the Far North District.

Yours sincerely

Superintendent Steve Greally
Director: National Road Policing Centre

Police National Headquarters
180 Molesworth Street. PO Box 3017, Wellington 6140, New Zealand.
Telephone: 04 474 9499. Fax: 04 498 7400. www.police.govt.nz

NEW ZEALAND POLICE

4.3.3.2 Responses to New Zealand Police

The New Zealand Police submission provides general support for the proposed speed limits within this review. The general support is noted.

5 Schools

There are a total of 11 schools and Kura within the review area. One submission highlighted that some of the information about the schools in the Statement of Proposal contained incorrect or outdated information. In most cases, the school role was higher than stated.

The information provided in the Statement of Proposal was derived from the latest information publicly available on the Ministry of Educations website or the individual school website. The information provided was intended to give a very brief overview of the school, age range and number of pupils.

In their submission, the Automobile Association (AA) was generally supportive of 40kph and 60kph speed limits outside schools, however, noted that these should be variable speed limits, applicable when children are present, and supported by electronic flashing sings, along with appropriate physical infrastructure.

The overall position of the AA is supported with respect to schools, although it is noted that the Road to Zero Road Safety Strategy promotes a 30kph variable speed limit outside urban schools. This 30kph speed limit is expected to be carried through to the Setting of Speed Limits Rule when it is updated in 2022. In several cases, schools are located in an area where a lower base speed limit is recommended. This lower base speed limit would be recommended, even if the school was not present.

5.1 Pukepoto School – Kaitāia – Awaroa Road

Pukepoto School is addressed as part of the submissions received on Kaitaia-Awaroa Road. Recommendations are set out in Section 6.1.3.1 and 6.1.3.2 below.

5.2 Ahipara School – Ahipara Road

One submitter specifically supported a 30kph Variable Speed Limit outside Ahipara School, although the submitter did not provide reasons. In addition, there was overall support for a lower speed limit within Ahipara, along with a recognition that this should be accompanied by physical works such as speed humps to ensure better compliance. One submitter noted that speed humps on foreshore Road was a good start.

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 recommended that the permanent speed limit within the Ahipara urban area outside Ahipara School is reduced from 50kph to 40kph. A 30kph Variable School Speed Limit must achieve a mean speed of 33kph whilst in force under the current Setting of Speed Limit Rule. In addition, Waka Kotahi must be specifically consulted and approve the 30kph Variable School Speed Limit.

An initial discussion with Waka Kotahi has indicated a willingness to work with Far North RCA to install a compliant 30kph Variable School Speed Zone.

5.2.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Seek approval from Waka Kotahi for a Variable School Speed Limit of 30kph for the existing Variable School Speed Zone.***
- ***Install electronic school speed zone signage.***

5.3 Herekino School – Kaitāia – Awaroa Road

One submitter provided specific feedback supporting the proposed speed limit change at Herekino School. It is also noted that, although Waka Kotahi did not specifically submit on this speed limit, the permanent 60kph speed limit proposed is consistent with the Waka Kotahi submission. The proposed permanent 60kph speed limit at Herekino is appropriate.

5.3.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***60kph speed limit from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)***

5.4 Broadwood Area School – Broadwood Road

There were no specific submissions on the options proposed outside Broadwood Area School. Two options were proposed:

- Permanent 60kph speed limit extending through the Broadwood township
- Variable School Speed Zone of 40kph

The current free flow speed on Broadwood Road, through Broadwood is 53.79kph, with a current posted speed limit of 70kph. Following a "ground truthing" assessment by a road Safety engineer, it has been recommended that the part of Broadwood Road outside the school have a permanent 40kph speed limit in keeping with similar small rural communities.

Given that the permanent speed limit is recommended to be 40kph, it is considered appropriate to further consider a 30kph Variable Speed Limit outside the school. The implementation of a 30kph Variable Speed Limit will require some physical works to further reduce speeds when the Variable Speed Limit is in force. This could include electronic signage and road associated road markings. Gateway treatment for Broadwood will also assist in lowering the average speed of vehicles while the Variable Speed Limit is in force, particularly for north-bound traffic who must negotiate two sharp bends on the approaches to the school. Additional agreement and sign-off from Waka Kotahi would be needed.

5.4.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***A permanent 40kph speed limit is recommended through the Broadwood township. This includes the road outside Broadwood School.***
- ***Seek approval from Waka Kotahi for a Variable School Speed Limit of 30kph for the existing Variable School Speed Zone.***
- ***Investigate and design physical works to support a 30kph Variable School Speed Limit to secure approval from Waka Kotahi as required.***

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

There were no specific submissions relating to Te Kura o Hata Maria (Pawarenga). It was proposed to reduce Te Riha Roadway from 100kph to 40kph as it is a short, no exit road that is very narrow and unsealed. A Variable School Speed limit was not proposed.

Although the school is located near the end of a "no-exit" road. It is recommended that existing signage is reviewed and, if necessary, updated to compliant signage.

5.5.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 40kph speed limit along the full length of Te Riha Roadway***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

5.6 Te Kura Taumata o Panguru – West Coast Road Pungaru

There were no specific submissions relating to Te Kura Taumata o Panguru. It was proposed to reduce West Coast Road, adjacent to Te Kura Taumata o Panguru from 50kph to 40kph to reflect the small rural township character of the area. A Variable School Speed limit was not proposed.

5.6.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 40kph speed limit along West Coast Road within the Pungaru township.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

5.7 Kohukohu School – Beach Road Kohukohu

There were no specific submissions relating to Kohukohu School. However, several submissions supported a speed limit of 40kph within the Kohukohu community. One submitter considered that a 30kph speed limit would be appropriate given the Volunteer Fire Brigade Hall, school, café and other community facilities.

It was 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. Further review of the roads in the Kohukohu community show that they are uniformly very narrow, have limited footpath facilities and support a range of community facilities. A 30kph speed limit has therefore been recommended on these roads, including Beach Road, where Kohukohu School is located.

5.7.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 30kph speed limit consistent with the remainder of the Kohukohu township.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

5.8 Mangamuka School – School Road

There were no specific submissions relating to Mangamuka School.

It was 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. A 60kph speed limit for School Road is consistent with the

Road to Zero National Road Safety Strategy and a Variable School Speed Limit was not proposed.

5.8.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 60kph speed limit on School Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

5.9 Umawera School – Umawera School Road

There were no specific submissions relating to Umawera School. It was 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 was not proposed.

It is noted that Umawera School also bounds State Highway 1. Waka Kotahi is currently undertaking speed limit reviews on Northlands State Highway network. Additional changes to the speed limit on State Highway 1 may arise from the Waka Kotahi speed limit review.

5.9.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 40kph speed limit on Umawera School Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

5.10 Moerewa School – Otiria Road Moerewa

Submissions were generally supportive of a slower speed limit on Otiria Road (refer Section 6.3 below). It is noted that the AA submission generally supports a 40kph Variable School speed Limit outside schools but opposes a permanent lower speed limit outside of school hours.

It is noted that the Road to Zero National Road Safety Strategy promotes a 30kph Variable Speed Limit outside most urban schools. This is not yet fully supported by the Setting of Speed Limits Rule. Changes to the Rule scheduled for 2022 are expected to align the Rule with the Strategy.

It is recommended that the permanent speed limit of Otiria is reduced from 50kph to 40kph. A 30kph Variable School Speed Limit must achieve a mean speed of 33kph whilst in force under the current Setting of Speed Limit Rule. In addition, Waka Kotahi must be specifically consulted and approve the 30kph Variable School Speed Limit.

There is currently a trial of “Innovating Streets” at the school, which is expected to achieve the required mean speed outside the school when a Variable Speed Limit is in force. A 30kph Variable speed Limit has also been trialled.

An initial discussion with Waka Kotahi has indicated a willingness to work with Far North RCA to install a compliant 30kph Variable School speed Zone.

5.10.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Seek approval from Waka Kotahi for a Variable School Speed Limit of 30kph***
- ***Install electronic school speed zone signage.***

5.11 Te Kura Kaupapa Māori o Taumarere – Station Road Moerewa

There was no specific feedback provided for Te Kura Kaupapa Māori o Taumarere. It was 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 was not proposed.

5.11.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 40kph speed limit on Station Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

6 Significant Roads

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

- Kaitaia-Awaroa Road
- Kohukohu Road from Kohukohu to West Coast Road (Hokianga Ferry)
- Otiria Road - Moerewa
- Te Oneroa-a-Tōhe Ninety Mile Beach

6.1 Kaitaia-Awaroa Road

This Section addresses the Kaitaia-Awaroa Road in its entirety. However, it should be noted that the majority of submissions received related to the section of road from Kaitaia to the intersection with Ahipara Road.

6.1.1 Summary of feedback received

The Kaitaia-Awaroa Road from Kaitaia to the intersection with Ahipara Road was the subject of numerous submissions. Most submissions related to the area near Pukepoto, including Pukepoto School, Te Rarawa Marae and Te Uri-O-Hina Marae, as-well-as the low-density residential community in the area.

To better understand the issues in this specific part of Kaitaia-Awaroa Road, a post hearing site meeting was held with submitters representing Te Rarawa and Te Uri-O-Hina Marae. The outcomes of that meeting are set out below; and are incorporated into the overall recommendations of this Report.

There was general support for a lower speed limit, although there were some exceptions.

Submitters opposing the proposed lower speed limits were generally concerned about the design and maintenance of the road. One submitter, Mr Beatson stated that he had spent 21 years in the police and has attended many road crashes. Mr Beatson opposed a lowering of the speed limit. In his opinion, the serious and fatal crashes were due to road design, rather than speed. The road is very unforgiving as there are no safety measures. Mr Beatson noted that, when driving this stretch of road, you invariably need to reduce speed just to negotiate the current road design.

Mr Beatson's view was echoed by some other submitters.

Pukepoto

Other submitters opposed the proposed lower speed limit, dropping from the current 70kph to 60kph from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd in favour of a lower speed limit of either 50kph or 40kph. This area incorporates Pukepoto School, Te Rarawa Marae and Te Uri-O-Hina Marae.

One submitter, who lives locally on the road noted that the road is extremely dangerous with speeding vehicles and stated that "I will not let my children walk along the road." The submitter also highlighted that there are often tangihanga at the marae, with numerous people and children on the roadside. Vehicles do not slow down. The issues raised by this submitter was supported by other submitters and further reinforced at the on-site meeting held with representatives of Te Rarawa Marae.

Another submitter that sought a lower 50kph or 40kph speed limit highlighted that this is a populated area with kaumatua/elderly and tamariki alike; there are two busy, active marae; a cemetery; and a primary school. For the safety of our people particularly during tangihanga, hui and school hours the speed limit should be dropped to at least 50kph if not even 40kph as per other school zones.

A consistent theme of submissions, which was further reinforced during the site visit was that there were a number of pedestrians that walked between the residential dwellings, Marae and the school. During events at the Marae, the number of pedestrians increased dramatically, as well as the number of vehicles parked on the roadside outside the Marae.

Submitters noted that, during tangihanga, most people walk from the Marae to the urupa (cemetery), this involves walking along the road for some distance and crossing the road to access the urupa. When there is a significant event occurring at the Marae, particularly tangihanga, the Marae undertake unofficial traffic management, including the placement of cones to slow traffic.

It was suggested that given the risk (outlined above), a variable speed limit that is applicable to schools could be introduced during key events.

Submitters that supported the proposed speed limits, including those seeking an even lower speed limit and sought to extend the lower speed limit to encompass the nearby residential dwellings.

80kph Sections West of 854 Kaitaia-Awaroa Road

Waka Kotahi has submitted opposing the proposed 80kph speed limit to the west of 854 Kaitaia-Awaroa Road, seeking a 60kph speed limit instead. This would make almost the entire of the Kaitaia-Awaroa Road 60kph. Waka Kotahi state, as justification for a 60kph speed limit, the tortuous alignment of the road. Waka Kotahi also noted the very narrow shoulders and an Infrastructure Risk Rating of 2.06. An Infrastructure risk rating of 1.6 is required for an 80kph speed limit. Waka Kotahi also notes that the road forms part of the top 10% risk roads where speed intervention will give rise to a reduction in serious injury or fatal crashes. Waka Kotahi also highlights a 65kph mean travel speed over the route.

6.1.2 Response to feedback received

Submitters opposed to the proposed speed limits stated that the issue was related to road design, rather than speed. A more detailed response to the wider issues surrounding road maintenance and upgrade issues is provided in Section 4 above.

It is agreed that the overall design of Kaitaia-Awaroa Road makes it a more dangerous road. These design issues include deep drainage ditches on either side of the road, road camber, lane width and a variety of other issues. The design issues of the road make it unsuitable for a speed limit of 100kph and this is reflected in the risk rating for the road and the proposed 80kph speed limit.

As the Road Controlling Authority, Far North District Council has invested in improving the safety profile of the Kaitaia-Awaroa Road in recent years, and is planning to invest further in safety improvements. However, it is also necessary to accept that, until the road meets a higher 100kph design standard, the safe and appropriate speed for the road will be significantly less than 100kph. The proposed speed limits reflect the current design profile of the road.

It is also recognised that the crash statistics on this road make sobering reading. Addressing this, not only requires additional speed management, but also a multi-agency approach. On this road, alcohol is a factor in 40% of all crashes and 93% of DSI crashes in the last 5 years 2016-2020. Safety improvements have reduced the severity of crashes; however, the general driver behaviour is a significant contributing factor.

Reducing the speed limit to 60kph on large portions of the road does not address the underlying causes of crashes on this road. In addition, a reduction to 60kph on much of the road will not be seen as credible by the community. Coupled with low levels of enforcement in remote rural areas, a lack of credibility may lead to speed limits being ignored in their entirety.

One submitter opposed the raising of the speed limit at the current 70kph zone on the outskirts of Kaitaia. The proposed change from 70kph to 80kph is intended to create a more uniform speed limit along the road. A more uniform speed limit is a matter that many submitters on other speed limit reviews have promoted. A Road Safety Engineer undertook a site visit and confirmed that 80kph is appropriate for this section of road.

Currently, neither the 50kph speed limit nor the 70kph speed limit are being complied with. The 50kph speed zone on the outskirts of Kaitaia has a current free flow speed of 63kph and the adjacent 70kph zone has a free flow speed of 85kph. It is considered that replacing the 70kph buffer area with a single speed limit of 80kph, coupled with improved signage, gateway treatments and future engineering works will reinforce the 50kph zone and lead to better compliance.

Many of the issues raised by other submitters related to the area near Te Rarawa Marae and Te Uri-O-Hina Marae and Pukepoto School. It is agreed that, although not a traditional looking town, Pukepoto does represent a distinct community. It is also recognised that there are significant road safety issues that need to be addressed near the Marae. Many of these issues are outside the scope of speed limit changes.

In setting a new speed limit, Council needs to make sure that the speed limit is credible, self-explaining where possible, and will have a high level of compliance. Currently, for the driver, this section of the Kaitaia-Awaroa Road “looks and feels” like the rest of the road between Kaitaia and Ahipara. This lack of change in the road environment contributes to the lack of compliance with the current speed limit.

A 40kph or 50kph speed limit does not meet current speed management guidance unless there was significant additional development to make the road look and feel more like a small town, for example, like Ahipara. In addition, it would be necessary to “engineer down” the road significantly to meet a 50kph or 40kph speed limit environment.

The current speed management guidance and Road to Zero Road Safety Strategy seeks a speed limit of 60kph outside rural schools such as Pukepoto School. This can be achieved with, either a permanent 60kph speed limit or a Variable School Speed Limit. The current proposal is for a permanent speed limit of 60kph, which recognises the school, Marae and wider Pukepoto community.

Setting a 60kph speed limit alone will not resolve many of the safety issues and the current non-compliance with the existing 70kph speed limit. Additional physical works, including signage and road marking will be required to improve overall compliance with a 60kph speed limit.

The safety issues outside the Marae and the between the Marae and the urupa are recognised. At a national level, there is some discussion that changes to the Setting of Speed Limits Rule may allow for a variable speed limit outside some Marae and urupa where there is a safety issue. Such a change was promoted, and supported, by Northland Transportation Alliance on behalf of Far North District and the other Council's in Northland.

It should be clearly noted that changes to the Setting of Speed Limit Rule are yet to be released and there is no guarantee that such a change would be made. If the appropriate changes to the Setting of Speed Limit Rule are made, NTA and Far North District Council would seek to approve and install a Variable Speed Limit, controlled by NTA, alongside the Marae and urupa. Until the appropriate changes to the Setting of Speed Limit Rule are made, a Variable Speed Limit outside the Marae cannot be set. NTA will continue to work with the Marae to seek appropriate solutions.

In addressing the Waka Kotahi submission specifically, it should be noted that the data provided, whilst accurate, provides an average over the full length of the road. Ground truthing undertaken as part of the speed limit review exercise indicates that, from 854 Kaitaia-Awaroa Road to the intersection with Ahipara Road, the road is consistent with an 80kph road environment. Community feedback indicates that a 60kph speed limit would not be accepted by the community and compliance would be very low. However, an 80kph speed limit would be better complied with, particularly by those commuting between Ahipara and Kaitaia.

The part of Kaitaia-Awaroa Road, that traverses through the Herekino Gorge is more tortuous in nature. This stretch of Kaitaia-Awaroa Road rises over the inland part of the Ahipara Sandhill and is characterised by very narrow shoulder areas, and limited visibility around corners. Maintaining a speed of 80kph through this section of Kaitaia-Ahipara Road would neither be safe, nor appropriate. A 60kph speed limit that reflects the road environment and sought by Waka Kotahi is appropriate. It is therefore recommended that a 60kph speed limit extend from RP14.8 to RP17.8 on the Kaitaia-Awaroa Road.

Ground truthing on the remainder of the Kaitaia-Awaroa Road shows that a speed limit of 80kph can be safely driven on the majority of the road. It is recognised that there are short areas that require a slower speed to safely negotiate. In setting a speed limit of 80kph on the remainder of the Kaitaia-Awaroa Road, consideration has been given to the credibility of the speed limit, formal and informal community feedback, and the use of the road as an alternate to State Highway 1 and a main route for a dispersed and isolated rural community.

6.1.3 Recommendations Kaitaia-Awaroa Road

The following recommendations have been divided into recommendations directly relating to speed management and can be implemented directly as part of this review, and those recommendations that should be considered though other processes.

6.1.3.1 Speed Management Recommendations

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***50kph speed limit on Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kaitāia - Awaroa Rd (current 50/70 boundary)***
- ***80kph speed limit on Kaitāia-Awaroa Road from 332 Kaitāia-Awaroa Rd to Okahu Rd to 662 Kaitāia-Awaroa Rd (current 100/70 boundary)***
- ***60kph speed limit on Kaitāia-Awaroa Road from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd (current 70kph speed zone)***
- ***80kph from 854 Kaitāia-Awaroa Rd to RP14.7 (start of Herekino Gorge)***
- ***60kph from Kaitāia-Awaroa Rd RP14.7 to Kaitāia-Awaroa Rd RP17.8 (Herekino Gorge)***
- ***80kph from Kaitāia-Awaroa Rd from RP17.8 (Herekino Gorge) to 80m North of 2529 Kaitāia-Awaroa Road.***
- ***60kph from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)***
- ***80kph Kaitāia-Awaroa Road from 40m east of Whangape Rd Intersection to Haumanga Rd***

6.1.3.2 Other Recommendations

Note that all recommendations below have arisen from the community engagement process of the speed limit review. All recommendations, if implemented will have an overall positive impact on road safety and will support the recommended speed limits. However, it should be clearly noted that all the recommendations below are subject to a variety of funding and decision-making processes.

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following additional recommendations are made:

- ***Install High visibility pedestrian signage within the Pukepoto community 60kph speed zone.***
- ***Where appropriate, continue roadside safety improvements by removing / piping roadside ditches along Kaitaia-Awaroa Road from Kaitaia to the intersection with Ahipara Road.***
- ***Continue to lobby for changes to the Setting of Speed Limits Rule to enable Variable Speed Limits outside some Marae and urupa.***
- ***Consider an artistic gateway treatment such as those proposed for Ahipara and Awanui to define the Pukepoto community, Marae and school. It is noted that this type of treatment is not available for transportation (NTA) funding and would be subject to normal Council funding and decision-making processes.***
- ***Consider funding for an urbanised kerb, channel and footpath between the Te Rarawa Marae and Pukepoto School and extended for the length of the 60kph speed limit zone. Note that funding for a footpath will require a recommendation to the Te Hiku Community Board for funding in the 2022-2024 funding cycle.***

6.2 Kohukohu Road

This Section primarily addresses the part of Kohukohu Road between Kohukohu and the Hokianga Ferry. Waka Kotahi made a specific submission relating to Kohukohu road from Mangamuka Road to Kohukohu. This submission is addressed in Section 4.3.2.2 of this Report and in Table 7.

6.2.1 Summary of feedback received

Submissions were strongly in favour of reducing the speed limit on Kohukohu Road between Kohukohu and the ferry terminal. Most submissions related specifically to the part of the road near the ferry. One submitter noted that *residents of Kohukohu have asked for years to have the speed limit in town and to the ferry lowered.* The submitter also stated that *vehicles race every hour to get the ferry and pass my house in the village at 70-80kph (50kph zone) and then really hit the pedal when on the open road.* The submitter noted that they regularly cycle this stretch of road and find that it is high risk. The submitter also noted that if the community is *serious about encouraging cyclists to take the Ranui ferry from Horeke to Kohukohu and then on to Rawene, lowering the speed limit to 80km would be a good start.*

One submitter stated that *throughout the year (mainly peak period or whenever significant events happen), the stacking of the ferry lanes spill out onto the road. The queueing at times extends to both blind corners which creates a safety issue. Currently it is managed with temporary traffic management (TMP) which does come at a cost and requires management by ferry staff, which is slightly outside of their core area of focus at this busy time when they are dealing with high demand on the vessel. In my involvement with the service over the years, the stakeholder group have made regular representation to previous FNDC safety engineers about this issue and have requested a reduction in the speed restriction for this specific piece of road, this was supported in principle by the Safety Engineer.*

Submitters noted the high number of logging trucks that utilise the road at all hours of the day and night, with one submitter seeking to restrict logging trucks (refer Section 4 above). To illustrate the concern about logging trucks on the road and the safety issues, one submitter provided photographs of a crash near the ferry terminal involving an overturned logging truck.

One submitter noted that traffic near the ferry shares narrow roads with walkers and cyclists and ideally should not exceed 60kph speed in a number of places. This submitter also suggested the installation of signage warning of walkers and cyclists between Kohukohu and the ferry. The submitter noted that, *unlike in Rawene, pedestrians from Kohukohu and Motukaraka must 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.*

Waka Kotahi seeks 60kph as the road has a current actual mean speed of 70kph and the road is winding with very narrow shoulders and high-risk roadside hazards with an IRR of 2.06.

6.2.2 Response to feedback received

A Road Safety Engineer undertook a ground truthing site visit to assess the different options. The ground truthing exercise confirmed a safe operating speed of 80kph from Mangamuka Road to Kohukohu. Additional details and background are provided in Section 4.3.2.2 (Waka Kotahi submission responses).

Overall, the submissions received were supportive of a lowered speed limit from Kohukohu to the ferry. It is noted that the community has been seeking a lower speed limit along this stretch of road for some time.

Given the issues raised, consideration needs to be given to an appropriate speed limit that recognises the overall road environment, alongside pedestrian and cycling use of this part of the road. In addition, consideration also needs to be given to the possibility of improved warning signage on the approaches to the ferry terminal, including the possibility of a variable speed limit that could come into force when the ferry is generating significant queues and other traffic.

Options considered

In responding to the feedback received, the following options were considered in some detail:

- 80kph speed limit from Kohukohu to the ferry (as proposed)
- 60kph speed limit from Kohukohu to the ferry
- Variable Speed limit of 40kph located at the approaches to the ferry
- A 40kph permanent speed limit adjacent to the ferry
- A 30kph permanent speed limit adjacent to the ferry.

80kph Speed Limit

80kph was originally proposed for this stretch of Kohukohu Road. Following submissions, other options were also considered. An NTA Road Safety Engineer undertook a site visit to determine whether an 80kph speed limit was appropriate. it was confirmed that this section of road has an operating speed of 60kph or less, although there are some short straights where a higher speed could be achieved. A speed limit lower than the proposed 80kph is therefore considered appropriate.

60kph Speed Limit

The significant road safety issues associated with Kohukohu Road and the ferry terminal are recognised. In particular, it is recognised that the Kohokohu community have sought a lower speed limit along the part of Kohukohu Road from Kohukohu to the ferry terminal. These issues were raised in submissions, but also raised in an informal drop-in session held at the Kohukohu Volunteer Fire Brigade as part of the consultation process.

It also noted that Waka Kotahi is seeking a 60kph speed limit on the proposed 80kph speed limit sections of Kohukohu Road.

A 60kph speed limit provides a slower speed entry into Kohokohu township and should contribute to improved compliance with speed limits within the township (if supported with physical works, for example, threshold treatments).

An NTA Road Safety Engineer undertook a site visit and confirmed an operating speed of 60kph or less. This finding is consistent with Waka Kotahi Megamaps that identifies a safe and appropriate speed of 60kph.

A 60kph speed limit is considered appropriate given the issues raised by submitters, including, but not limited to the community desire to promote cycle tourism in the long term.

Variable Speed Limit at the ferry terminal

A Variable Speed Limit of 40kph was considered. Current practice is for the ferry operator to manually “unfurl” temporary speed limit signs when there are significant queues. The installation of a Variable Speed Limit would require the installation of electronic signage to maintain compliance with current engineering standards.

Section 5.1 of the Setting of Speed Limits Rule enables the Road Controlling Authority (RCA) to set a Variable Speed Limit where the following may apply:

a) The speed limit needs to vary in order to be safe and appropriate; and
b) it is necessary to address or manage one or more of the following situations or environments
    (i) different numbers and types of road users or different traffic movements; or
    (ii) the effects of changing traffic volumes, including to ease congestion; or
    (iii) for emergency or temporary traffic management; or
    (iv) a crash risk posed by turning or crossing traffic; or
    (v) changing environmental conditions.

In the case of Kohukohu Road, in the vicinity of the ferry terminal, the need to vary the speed limit to be safe and appropriate can be met for the following reasons:

- The ferry operates on a regular hourly schedule from 7:15am (weekdays only) until 8:00pm, with additional sailings at 7:45am and 8:30am. Outside of the hours of 7:00am until 8:00pm, there no significant ferry related traffic movement.
- There is limited warning for queues east from West Coast Road
- The ferry can generate additional pedestrian and cycle traffic

There is a significant crash risk in the immediate vicinity of the ferry terminal associated with turning or crossing traffic, as well as pedestrians crossing the road to access public toilets. A Variable Speed Limit would meet the requirements of the Setting of Speed Limits Rule Section 5.1 (a) and (b)(iv).

The introduction of a Variable Speed Limit was not considered as part of the Statement of Proposal. However, the option of a Variable Speed Limit has been considered as a result of feedback received. As such, additional specific consultation would not be required if a Variable speed Limit were to be implemented.

The implementation of a Variable Speed Limit has a number of disadvantages, particularly relating to the operation of the signage and when and what circumstances the Variable Speed Limit may apply. The installation and management of electronic signage in a remote location is not considered cost effective.

Overall, although a Variable Speed Limit could be implemented consistently with the Setting of Speed Limits Rule, it has been determined that a variable speed limit is not appropriate for the following reasons:

- The cost of installing and operating a remote electronic Variable Speed Limit
- Issues surrounding the operation of the speed limit and signage
- The Variable Speed Limit would need to be operational for approximately 12 hours per day as vehicles can queue at any time that the ferry is operating.
- With the exception of ferry traffic, the road is a low volume road.

Permanent 40kph speed limit at the ferry

A permanent speed limit of 40kph has also been considered. A 40kph speed limit would apply for a distance of approximately 400m (200m either side of the ferry turn off point).

The road geometry supports a short 40kph speed limit as there is a near 90degree bend in the road immediately to the west of the ferry terminal. This bend requires east bound vehicles to slow down to less than 40kph to negotiate the bend before reaching the ferry terminal. West bound vehicles will also need to slow to negotiate the bend.

Following an assessment by a Road Safety Engineer, a 40kph permanent speed limit is considered appropriate for the following reasons:

- The road geometry on the approaches to the ferry support a short lower speed limit
- Pedestrians accessing the toilets on the opposite side of the road
- Queueing vehicles, including spill over at peak periods
- A significant number of right turn vehicles arriving or leaving the ferry terminal
- A high number of tourist vehicles travelling the Twin Coast Discovery Highway that may not be familiar with the road and hazards.

6.2.3 Recommendations Kohukohu Road (Kohukohu to Ferry)

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Retain the proposed 80kph speed limit from Mangamuka Road to Kohukohu township.***
- ***Retain the proposed 40kph speed limit within Kohukohu township.***

- ***60kph speed limit extending from the 40kph boundary at Kohukohu to a point 200m west of the ferry terminal.***
- ***40kph speed limit extending from a point 200m west of the ferry terminal to a point 200m east of the ferry terminal (RP2.1 on West Coast Road).***
- ***Install additional signage to designate the ferry terminal, the possibility of queues and turning traffic.***
- ***Install additional road markings on the approaches to the Ferry terminal.***

6.3 Otiria Road Moerewa

Otiria Road is in the top 10% of roads where speed limit intervention is required to reduce serious injury and fatal crashes. The review encompasses Otiria Road from Pembroke Street to Pokapu Rd.

6.3.1 Summary of feedback received

Otiria Road was the subject of a wide range of submissions, principally supporting a lowering of the speed limit. Submissions opposing the lowering of the speed limit were general in nature and applied to all roads within the Moerewa review area.

One submitter stated that from where the 50kph zone stops on Otiria Road to Pokapu Road, youths drive at extremely high speeds like it's a drag race. A lowered speed limit may not stop them but it's certainly a head in the right direction and it will enable us to get a real solution to the drag racing, like a speed bump.

One submitter highlighted contributing factors as to why the speed limit should be reduced to 50kph, including:

- Otiria Road is the main arterial connecting the rural areas into town
- There is a cycle trail on this road, which at times can be extremely dangerous
- Moerewa's only cemetery is off this road (Wahamiti Lane)
- Moerewa's marae are off this road (Otiria and Te Rito)
- There is a sports facility off this road (Otiria Rugby Football and Sports Club)

One submitter stated that, in his view, the speed limit on Otiria Road does not match the road environment. The speed limit on Otiria Road should be brought back to Pukepu Road to allow for implementation of speed bumps. The lower speed limit will not work unless appropriate physical works are installed to support those lower speed limits.

One submitter stated that, on Otiria Road, you can currently travel at 100kph past the marae. Otiria Road is locally known as the Otiria speed strip, where excessive speeds are driven. Enforcement is very limited. A lowered speed limit may not stop all speeding, but it is a step in the right direction and will allow the local community to promote slower speeds and the introduction of physical works.

The AA generally opposed the reduction of speed to 40kph on Moerewa's urban roads as they are low risk roads. However, with respect to Otiria Road, the AA noted that Otiria Road is a secondary collector road and a lower speed limit of 40kph is not self-explaining. The AA suggested an alternative to the speed limits proposed, being a 60kph buffer from the proposed 80kph to the Moerewa side of Kingi Road. This would create a safer intersection to Kingi Road and the Marae.

6.3.2 Response to feedback received

Otiria Road is in the top 10% of roads where speed limit intervention is required to reduce serious injury and fatal crashes. Between 2015 and 2019, there were one fatal crash, four serious crashes and two minor crashes reported on the part of Otiria Road subject to the speed limit review. Several submitters noted that crashes are often not reported. It is therefore assumed that crash data is under-reported.

The community facilities located along Otiria Road, including the marae, rugby club, cemetery and school are recognised and should be reflected in the speed limit along Otiria Road. In addition, the long straight geometry of the road, and reduced density of residential dwellings is also recognised as a contributing factor in the high speeds driven on the road.

A 30kph Variable School Speed Zone is being trialled outside Moerewa School, alongside some innovating street design to slow vehicles in this area. A 40kph base speed limit is therefore considered appropriate for this part of Otiria Road. This 40kph speed limit should extend beyond the school to where there is a change in the road environment. This change occurs at approximately 113 Otiria Road (220m east of Kingi Road).

Following a Road Safety Engineer's assessment; it was considered that there is some merit in the option identified by the AA. A 60kph speed limit can be extended from 113 Otiria Road to a point 180m west of Otiria Station Road. An 80kph speed limit can then extend to Pokapu Road. This option will provide a safer road environment around Kingi Road and be more self-explaining.

6.3.3 Recommendations Otiria Road Moerewa

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***40kph speed limit on Otiria Road from Pembroke Street to 113 Otiria Road (220m east of Kingi Road)***
- ***60kph speed limit on Otiria Road from 113 Otiria Road (220m east of Kingi Road) to 180m west of Otiria Station Road***
- ***80kph from 180m west of Otiria Station Road to Pokapu Road***
- ***A variable School Speed Limit of 30kph to be trialed outside Moerewa School (refer 5.10 above)***

6.4 Te Oneroa-a-Tohe Ninety Mile Beach

Te Oneroa-a-Tōhe Ninety Mile Beach includes the beach area that is within the area covered by Te Maher emo 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.

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

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

6.4.1 Implementation of Te Oneroa-a-Tōhe Management Plan

Te Oneroa-a-Tōhe Management Plan is a requirement of the Te Hiku o Te Ika iwi Treaty of Waitangi settlement legislation and provides governance and direction to those who have a role in, or responsibility for Te Oneroa-a-Tōhe Ninety Mile Beach.

Te Oneroa-a-Tōhe Beach Management Plan was developed and adopted by the Te Oneroa-a-Tōhe Board in 2020, following consultation with local communities. The Plan identifies the following specific Actions:

A38: Undertake changes to the FNDC Bylaw(s) specifying safe speed limits and other measures along Te Oneroa-a-Tōhe including:

1. *30km/per hour speed limit within 200m of any beach accessway or any activity (e.g. boat launching, people fishing etc) on the beach;*
2. *60km/per hour speed limit for the remainder of the beach;*
3. *No driving vehicles along the beach in the sea except when launching boats.*

4. Prohibiting vehicles on sand dunes

The Far North District Speed Limits Bylaw is only able to implement Actions A38.1 and A38.2. In setting speed limits on the beach, Council, as the Road Controlling Authority must follow the requirements of the Setting of Speed Limits Rule, including the consideration of community feedback.

6.4.2 Te Oneroa-a-Tōhe Ninety Mile Beach Feedback

Submissions relating to Te Oneroa-a-Tōhe Ninety Mile Beach were supportive of a slower 30kph or 20kph speed limit in areas where there were pedestrians but sought a higher than 60kph speed limit on other parts of the beach.

One submitter noted that they would prefer no vehicles on any beach.

The feedback received was generally supportive of the proposed 30kph speed limit near beach entrances. One submitter, who presented at the hearing supported the slower speed limit of 30kph within 200m of a vehicle access point. This submitter also noted that this restriction could be extended to include all areas adjacent to built-up areas, like Ahipara.

A key theme to submissions is that people have been driving on Te Oneroa-a-Tōhe Ninety Mile Beach, sometimes for generations. These submitters, although supporting the lower 30kph, also opposed the proposed 60kph speed limit in other areas or sought an 80kph or 90kph speed limit.

One submitter stated that *the beach road has been used for generations as a recreational drive. To limit the entertainment value of this unique and very rare spectacular touring element will, not only see the end of this for the locals, but for the tourists.*

Another submitter stated that *60kph is too 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.*

Submitters in support of the proposed speed limits raised concerns that it is only a matter of time before a child is killed whilst running into the sea. Submitters also stated that a number of dogs had been killed as a result of speeding vehicles.

6.4.3 Response to feedback received

The speed limit review is to set a safe and appropriate speed limit on Te Oneroa-a-Tōhe Ninety Mile Beach that is consistent with the Te Oneroa-a-Tōhe Beach Management Plan (refer 6.2.1 above). The speed limit review does not seek to prohibit vehicles from Te Oneroa-a-Tōhe Ninety Mile Beach, or any other beach.

It is noted that Te Oneroa-a-Tōhe Ninety Mile Beach is a legal public road as defined in the Land Transport Act. Drivers on any beach must still comply with the road rules, including those for dangerous driving, traction and speed limits. There is a strong misconception among some that, because a beach is not a formed road, the rules do not apply. If a person wishes to drive for the “entertainment”, particularly where this involves potential loss of control, it should be done on closed roads or at a venue designed for such activities, not a public road.

One submitter made a valid point in that the 30kph speed limit should extend to areas adjacent to built-up areas such as Ahipara. In considering this point, it is reasonable to assume that pedestrians, particularly those that live near or adjacent to a beach will not necessarily gain access at a vehicle access point. There are dedicated pedestrian access points. In addition, pedestrians will gain access from private properties that adjoin the beach.

A greater number of pedestrians and non-vehicular beach users are expected along any point where there is a built-up area. A 30kph should therefore extend to the extent of the

built-up area to ensure the wider safety of pedestrians and other non-vehicular uses. Extending the 30kph speed limit to encompass the following areas:

- From the western end of Te Kohanga / Shipwreck Bay to a point 200m north of the Kaka Street access point (Ahipara)
- 400m to the south of the West Coast Entrance at Waipakauri Beach access point.
- 200m to the north of the West Coast Entrance at Waipakauri Beach access point.
- Within 200m of any other vehicle access points.

With respect to the 60kph speed limit, it is noted that the proposed speed limit is consistent with the Te Oneroa-a-Tōhe Beach Management Plan, as well as speed limits on unsealed roads in the wider network.

Unlike unsealed roads in the wider network, a beach has a wide range of hidden hazards, including, but not limited to unseen soft sand. In addition, unlike the wider road network, Te Oneroa-a-Tōhe Ninety Mile Beach is a shared space (albeit with significant areas where pedestrian density may be very low). Oneroa-a-Tōhe Ninety Mile Beach also forms an Important part of Te Araroa Walking Trail. Activities such as fishing may occur at any point along the Beach.

A 60kph speed limit recognises the hazards of driving on a beach, as well as the overall length of Te Oneroa-a-Tōhe Ninety Mile Beach and the relative low density of people on most of the beach. It should be noted that typical speed limits on beaches throughout New Zealand is 30kph.

6.4.4 Te Oneroa-a-Tōhe ninety Mile Beach Recommendations

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***A 30kph speed limit to encompass the following areas:***
  - ***From the western end of Te Kohanga / Shipwreck Bay to a point 200m north of the Kaka Street access point (Ahipara)***
  - ***400m to the south of the West Coast Entrance at Waipakauri Beach access point.***
  - ***200m to the north of the West Coast Entrance at Waipakauri Beach access point.***

The remainder of Te Oneroa-a-Tōhe Ninety Mile Beach to have a speed limit of 60kph.

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

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

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

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

- The initial assessment of the road
- Evidence based matters that are required to be considered under Section 4.2(2) of the setting of Speed Limits Rule 2017 and set out in the Regional Speed Limit Reviews Technical Report – Kaitāia-Awaroa-Broadwood-Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach (available on Council's website).
- Community feedback received during the consultation process
- Additional site visits and assessments by road safety engineers as a result of community feedback received

7.1 General Support

Some submissions expressed a general support for proposed lower speed limits, without providing any additional information. Submissions noted that the reduction of speed limits to provide more safety for motorists and pedestrians. One submitter who was supportive of speed limit reductions from 50kph to 40kph or less in built-up areas, (eg. Kohukohu) but noted that adequate parking & pedestrian/cycle crossing points also need to be addressed. Reducing speed limits need to also incorporate changes to other aspects of the shared space. Another submitter stated that *I have lived up gravel roads and driven in Far North for over 30 years and fully support realistic speed limits as proposed*.

7.2 General Oppose

Some submissions were generally opposed to lowering the speed limit but did not provide specific reasons or relate that opposition to a specific road or roads. Submitters that oppose d speed limit changes on a particular road or provided reasons for the opposition are addressed at the appropriate place within this Recommendations Report.

7.3 Recommendations – Road by Road

Kaitaia - Awaroa Catchment Area

Some submitters raised the issue of speed bumps and traffic calming in the Ahipara township. These submissions did not relate to specific roads. Although it was noted that the speed bumps on foreshore Road were a good start.

It is agreed that slower speed limits should, where practicable, be supported with appropriate physical works so that the road environment reflects the slower speed limit. The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time.

Moerewa Catchment Area

Submissions, including presentations at the Hearings, and feedback received at the drop-in session held at Moerewa School had consistent themes of Moerewa roads being used as racetracks, and general dangerous driving on the urban roads. Analysis of the submissions and presentations indicate that there are a number of factors contributing to the road safety issues in Moerewa, including but not limited to:

- Driver behaviour and attitude, including a general reluctance to report dangerous driving
- Very wide roads
- Limited vehicle numbers
- Limited enforcement

Setting lower speed limits in Moerewa is unlikely to resolve many of the road safety issues in the town in isolation. However, a lower speed limit enables the Far North RCA to implement physical works to create safer streets over time and as budget constraints allow. A more appropriate urban speed limit is the first step in this process.

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Ahipara Road from Kaitāia-Awaroa Rd to Kokopu Street	100	80	One submitter supported the proposed speed limit due to deaths and people passing on the yellow lines. Some submitters sought the proposed change from 80kph to 40kph to be moved to the intersection with Sandhills Road (refer below). The issue of children walking to school from the subdivision was raised during the Hearings.	There is a new subdivision located on the northern side of Ahipara Road and to the west of Sandhills Road. Although there is no direct access onto Ahipara Road, the subdivision does generate pedestrian traffic between the subdivision and Ahipara School. ***Recommendation: 80kph/40kph speed boundary to be located 20m to the east of the intersection with Sandhills Road.***	80
Ahipara Road from Kokopu Street to Foreshore Rd	100 / 50	40*	One submitter supported the proposed speed limit reduction to 40 kph for safety reasons. Submitters noted that, when coming into town the speed limit sign is too close to school and should start at Sandhills Rd as so many children walk from the new subdivision. The issue of children walking to school from the subdivision was raised during the Hearings.	There is a new subdivision located on the northern side of Ahipara Road and to the west of Sandhills Road. Although there is no direct access onto Ahipara Road, the subdivision does generate pedestrian traffic between the subdivision and Ahipara School. ***Recommendation: Extend the 40kph speed limit 20m to the east of the intersection with Sandhills Road.***	40
Albatross Alley	50	40	No feedback received	Proposed speed limit appropriate	40
Araroa Road	100	40	No feedback received	Proposed speed limit appropriate	40
Awaroa Road from Haumanga Rd to Pawarenga Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Barriball Road	100	60	No feedback received	Proposed speed limit appropriate	60
Bell Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Bonnetts Road	100	60	No feedback received	Proposed speed limit appropriate	60
Braithwaite Road	100	60	No feedback received	Proposed speed limit appropriate	60
Brass Road	100	60	No feedback received	Proposed speed limit appropriate	60
Broadwood Road from Pawarenga Rd to 1160 Broadwood Rd	100	80	Refer to Section 4.3.2 Fully support Waka Kotahi seeks 60kph as the road has a current actual mean speed of 61kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards.	Refer to Section 4.3.2 for more discussion. More general community feedback at community drop-in sessions suggests that a 60kph speed limit on the full length of Broadwood Road would not gain support from the local community, reducing the credibility of wider speed limits. ***Recommendation:*** • ***60kph from Mangamuka Road to Broadwood township*** • ***40kph though the Broadwood township*** • ***60kph from recycling centre (northern edge of the township) to 500m before Kokimiro Road*** • ***80kph for remainder of Broadwood***	60 and 80 outside Broadwood, 40 within township.

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Broadwood Road from 1160 Broadwood Rd to Carmen Rd (extends 70kph zone approx. 120m east)	70	60	Refer to Section 4.3.2 Fully support Waka Kotahi seeks 60kph as the road has a current actual mean speed of 61kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards.	Refer to Section 4.3.2. ***Recommendation:*** • ***60kph from Mangamuka Road to Broadwood township*** • ***40kph though the Broadwood township*** • ***60kph from recycling centre (northern edge of the township) to 500m before Kokimiro Road*** • ***80kph for remainder of Broadwood***	60 and 80 outside Broadwood, 40 within township.
Broadwood Road from Carmen Rd to Mangamuka Rd*	100	80	Refer to Section 4.3.2 Fully support Waka Kotahi seeks 60kph as the road has a current actual mean speed of 61kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards.	Refer to Section 4.3.2. ***Recommendation:*** • ***60kph from Mangamuka Road to Broadwood township*** • ***40kph though the Broadwood township*** • ***60kph from recycling centre (northern edge of the township) to 500m before Kokimiro Road*** • ***80kph for remainder of Broadwood***	60 and 80 outside Broadwood, 40 within township
Brott Road	100	60	No feedback received	Proposed speed limit appropriate	60
Carr Road	100	60	No feedback received	Proposed speed limit appropriate	60
Cemetery Road (Takahue)	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Clarke Road	100	60	No feedback received	Proposed speed limit appropriate	60
Collard Street	50	40	No feedback received	Proposed speed limit appropriate	40
Crene Road	100	60	No feedback received	Proposed speed limit appropriate	60
Diggers Valley Road	100	60	No feedback received	Proposed speed limit appropriate	60
Duke Street from SH1 to Matarau Rd	50	40	No feedback received	Proposed speed limit appropriate	40
Duke Street from Matarau Rd to Gill Rd	50	60	No feedback received	Proposed speed limit appropriate	60
Dysart Road	100	60	No feedback received	Proposed speed limit appropriate	60
Eaton Road	100	60	No feedback received	Proposed speed limit appropriate	60
Foreshore Road from Ahipara Rd to 320 Foreshore Rd	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Foreshore Road from 320 Foreshore Rd to Wreck Bay Rd	100	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Fryer Road	100	60	No feedback received	Proposed speed limit appropriate	60
Gill Road from SH1 to Duke St	50	50	No feedback received	Proposed speed limit appropriate	50
Gill Road from Duke St to Sandhills Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Gill Road from Sandhills Rd to Bonnetts Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Gumfields Road	100	60	One submitter who supported the proposed speed limit noted that the speed reduction is a “no-brainer” and they totally support that. There was also general support for the speed limit reduction.	Proposed speed limit appropriate	60
Haumanga Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hicks Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hui Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kaiawe Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kaitāia-Awaroa Road from Pukepoto Rd to 332 Kaitāia - Awaroa Rd	50	50	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Retain 50kph speed limit and improve gateway signage.***	50 Refer section 6.1.3

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Kaitāia-Awaroa Road from 332 Kaitāia-Awaroa Rd to Okahu Rd	70	80	Refer Section 6.1.1 for feedback received. .	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Proposed 80kph speed limit considered appropriate.***	80 Refer section 6.1.3
Kaitāia-Awaroa Road from Okahu Rd to 662 Kaitāia-Awaroa Rd	100	80	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: R3etain proposed speed limit***	80 Refer section 6.1.3
Kaitāia-Awaroa Road from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd	70	60	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Retain 60kph speed limit from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd,***	60 Refer section 6.1.3
Kaitāia-Awaroa Road from 854 Kaitāia-Awaroa Rd to 80m North of 2529 Kaitāia-Awaroa Road	100	80	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendations:*** • ***80kph from 854 Kaitāia-Awaroa Rd to RP14.8 (start of Herekino Gorge)*** • ***60kph from Kaitāia-Awaroa Rd RP14.7 to Kaitāia-Awaroa Rd RP17.8 (Herekino Gorge)*** • ***80kph from Kaitāia-Awaroa Rd from RP17.8 (Herekino Gorge) to 80m North of 2529 Kaitāia-Awaroa Road.***	Refer section 6.1.3

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Kaitāia-Awaroa Road from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)	100	60	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Speed limit appropriate.***	60 Refer section 6.1.3
Kaitāia-Awaroa Road from 40m east of Whangape Rd Intersection to Haumanga Rd	100	80	Refer Section 6.1.1 for feedback received.	Refer Section 6.1.2 for detailed response to submissions and 6.1.3 for a full list of Recommendations. ***Key recommendation: Speed limit appropriate.***	80 Refer section 6.1.3
Kaka Street (Ahipara)	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Kakapo Road	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Karawaka Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Kauhanga Road	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Kokopu Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Korora Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Kotare Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Larmer Road	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 59kph and the road is winding with very narrow shoulders and high-risk roadside hazards with an IRR of 1.82.	Larmer Road from to Kaiawe Road is straight with some curves. From Kaiawe Road, Larmer road narrows and becomes more tortuous, however the road ends at a quarry approximately 600m past the intersection with Kaiawe Road. A 60kph speed limit on this road would result in a loss of credibility for speed limits on adjacent unsealed roads. Speed limit appropriate,	80

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Long Street (Awanui)	50	40	No feedback received	Proposed speed limit appropriate	40
Mamari Village Road	100	40	No feedback received	Proposed speed limit appropriate	40
Manukau Road	100	60	No feedback received	Proposed speed limit appropriate	60
Masters Access Road	100	60	No feedback received	Proposed speed limit appropriate	60
Matarau Road	50	40	No feedback received	Proposed speed limit appropriate	40
McDonald Road (Diggers Valley)	100	60	No feedback received	Proposed speed limit appropriate	60
Moa Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Munn Road	100	60	No feedback received	Proposed speed limit appropriate	60
Nga Karoa Road	100	60	No feedback received	Proposed speed limit appropriate	60
Okahu Downs Drive	100	60	No feedback received	Proposed speed limit appropriate	60
Okahu Road from Substation to Kaitāia-Awaroa Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Okakewai Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Orowhana Rd	100	40	No feedback received	Proposed speed limit appropriate	40
Owhata Road	100	40	No feedback received	Proposed speed limit appropriate	40
Poseidon Way	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Powell Road (Diggers Valley)	100	60	No feedback received	Proposed speed limit appropriate	60
Puckey Road	100	60	No feedback received	Proposed speed limit appropriate	60
Puhata Road	100	60	No feedback received	Proposed speed limit appropriate	60
Pukemiro Road	100	60	No feedback received	Proposed speed limit appropriate	60
Queen Street (Awanui)	50	40	No feedback received	Proposed speed limit appropriate	40
Rangikohu Road	100	60	No feedback received	Proposed speed limit appropriate	60
Reed Road	100	60	No feedback received	Proposed speed limit appropriate	60
Reef View Road	50	40	No feedback received	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Roma Road from Foreshore Rd to 156 Roma Rd	50	40	There was very strong support for a 40kph speed limit on Roma Road from Foreshore Road to a point encompassing the Roma Road Marae and Kohanga Reo. Submissions pointed out the community on Roma Road that included churches, Marae, urupa and Kohanga Reo. In addition to submissions received, supporting feedback was received at a meeting held at the Marae and attended by approximately 40 people, most of whom live on Roma Road.	Proposed speed limit appropriate, recommend 40kph speed limit from Foreshore Road to approximately 50m south of Waitehuia Roadway (156 Roma Road).	40
Roma Road from 156 Roma Rd to Kaitāia-Awaroa Rd	100	60	There was very strong support for a lower speed limit of 60kph on Roma Road from the Roma Road Marae and Kohanga Reo to the intersection of Kiataia-Awaroa Road. In addition to submissions received, supporting feedback was received at a meeting held at the Marae and attended by approximately 40 people, most of whom live on Roma Road.	Proposed speed limit appropriate, recommend 60kph speed limit from approximately 50m south of Waitehuia Roadway (156 Roma Road) to the intersection with Kaitaia-Awaroa Road.	60
Ruaroa Road	100	60	No feedback received	Proposed speed limit appropriate	60
Sandhills Road from Ahipara Road to 1456 Sandhills Rd (end of seal)	100	80	No specific feedback received	Minor changes to the speed limit have been recommended to maintain consistency with the adjacent subdivision. ***Recommendation: 40kph from the intersection with Ahipara road for a distance of 300m. 80kph from 300m north of the intersection with Ahipara Road to approximately 1456 Sandhills Road (at end of seal).***	40 and 80

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Sandhills Road from 1456 Sandhills Rd to Gill Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Settlement Way	100	60	No feedback received	Proposed speed limit appropriate	60
Simpson Road (Takahue)	100	60	No feedback received	Proposed speed limit appropriate	60
Smith Road (Herekino)	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Sturmfel Road	100	60	No feedback received	Proposed speed limit appropriate	60
Takahe Road	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Takahue Domain Road	100	40	No feedback received	Proposed speed limit appropriate	40
Takahue Road	100	80	No feedback received	Proposed speed limit appropriate	80
Takahue Saddle Road (Broadwood)	100	60	No feedback received	Proposed speed limit appropriate	60
Takahue Saddle Road (Takahue)	100	60	No feedback received	Proposed speed limit appropriate	60
Tangonge Road	70	60	No feedback received	Proposed speed limit appropriate	60
Tasman Heights	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Tatana Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Te Rore Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tui Street (Ahipara)	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Wainui Road (Wainui)	100	60	No feedback received	Proposed speed limit appropriate	60
Waiotehue Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waitehuia Road	100	60	No feedback received	Proposed speed limit appropriate	60
Warner Road	100	40	No feedback received	Proposed speed limit appropriate	40
Weka Street	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Werner Road	100	60	No feedback received	Proposed speed limit appropriate	60
West Road	50	60	No feedback received	Proposed speed limit appropriate	60

Kaitaia - Awaroa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Whangape Road from Kaitāia-Awaroa Rd to Puhata Rd	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 37kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 2.12.	The proposed 80kph section of Whangape Road is approximately 1.3km long. Although sealed, the road is tortuous in its geometry and higher speeds cannot be safely maintained. A speed limit of 60kph on this section of Whangape Road is unlikely to result in significant additional travel time. A 60kph speed limit results in a consistent speed limit over the length of the road. ***Recommendation: 60kph from Kaitāia-Awaroa Rd to Puhata Rd.***	60
Whangape Road from Puhata Rd to Owhata Rd	100	60	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 37kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 2.12.	Proposed speed limit appropriate	60
Whangape Road from Owhata Rd to end	100	40	No feedback received	Proposed speed limit appropriate	40
Wharo Way	50	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Wireless Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Wreck Bay Road	100	40	Although supportive of the speed reduction, there is concern that it will achieve nothing as the current speed limit is not enforced. There needs to be speed reduction design. One submitter suggested temporary speed bumps during the summer when there is more traffic. Footpaths in the village for tamariki walking to school would also be safer.	The Far North RCA is currently developing a comprehensive plan to provide traffic calming in Ahipara. The adoption and implementation of this plan is subject to normal Council decision making and budgeting processes and is expected to be implemented over time. Speed limit appropriate.	40
Yuretich Road	100	60	No feedback received	Proposed speed limit appropriate	60
Beach Road (Kohukohu)	50	40	Support reduction of 50kph to 40kph 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. There was also some support for a 30kph speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway and supports the school, fire station and other amenities, including residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	40
Blue Mountain Road	100	40	No feedback received	Proposed speed limit appropriate	40
Broadwood Road from 1160 Broadwood Rd to Carmen Rd*	70	60	No feedback received	Proposed speed limit appropriate	60
Broadwood Road from Carmen Rd to Mangamuka Rd	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 61kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 2.11.	Refer to Section 4.3.2. ***Recommendation:*** • ***60kph from Mangamuka Road to Broadwood township***	60
Buchanan Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Carmen Road	100	40	No feedback received	Proposed speed limit appropriate	40
Church Street (Kohukohu)	50	40	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. Should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway and supports a churc and residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Crallans Road	100	60	No feedback received	Proposed speed limit appropriate	60
Creamery Road from Hawkins Rd to Blue Mountain Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Creamery Road from Blue Mountain Rd to end	100	40	No feedback received	Proposed speed limit appropriate	40
Grove Road	100	60	No feedback received	Proposed speed limit appropriate	60
Guest Road	100	60	No feedback received	Proposed speed limit appropriate	60
Happy Valley Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hawkins Road (Kohukohu)	100	60	No feedback received	Proposed speed limit appropriate	60
Hobson Road (Mangamuka)	100	60	No feedback received	Proposed speed limit appropriate	60
Hohaia Road	100	40	No feedback received	Proposed speed limit appropriate	40
Humphreys Road	100	60	No feedback received	Proposed speed limit appropriate	60
Irvine Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Jacksons Road (Omahuta)	100	60	No feedback received	Proposed speed limit appropriate	60
Kahikatoa Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kauaepepe Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kirkpatrick Road	50	40	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.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Kohe Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kohukohu Road from Mangamuka Rd to Approx. 400m North Rakautapu Rd (current 100kph/50kph boundary)	100	80	I support all the proposed changes but would like to have Kohukohu road added. All 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 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. Waka Kotahi seeks 60kph as the road has a current actual mean speed of 70kph and the road is winding with very narrow shoulders and high-risk roadside hazards with an IRR of 2.06.	Ground truthing by a Road Safety engineer confirmed that this part of Kohukohu Road has a safe operating speed of 80kph. Informal feedback from the community at drop-in sessions indicates that a slower 60kph speed limit would not be credible and unlikely to be observed. Proposed speed limit appropriate. ***Recommendation: Install gateway signage and road markings on approaches to Kohukohu.***	80

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Kohukohu Road from Approx. 400m north Rakautapu Rd to 80m south of Marriner St	50	40	I support all the proposed changes but would like to have Kohukohu road added. One submitter supported the proposed reduction from 50kph to 40kph in the entire precinct. The area has narrow back streets with no footpaths and there is a school, clinic, fire station, ambulance station and shops along the main road. 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.	Support of a 40kph speed limit is noted. 40kph is consistent with smaller rural and coastal communities throughout Northland. Speed limit appropriate. A 30kph speed limit through the Kohukohu township on Kohukohu road was considered. However, significant physical works would be required to achieve an appropriate level of compliance with a 30kph speed limit. ***Recommendation: Consider and investigate physical works that may support a slower speed limit as part of the LTP process.***	40
Kohukohu Road from 80m south of Marriner St to West Coast Rd	100	80	Refer Section 6.2.1 for feedback.	Refer Section 6.2.2 for detailed response to submissions and 6.2.3 for a full list of Recommendations. Key Recommendations: 60kph speed limit extending from the 40kph boundary at Kohukohu to a point 200m east of the ferry terminal. 40kph from a point 200m east of the ferry terminal to a point 200m west of the ferry terminal (RP 2.1 West Coast Road)	60 with a 40 near ferry terminal.
Kowhitikaru Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Makene Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Mangamuka Road	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 71kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 1.82.	Refer 4.3.2.2 Has a low collective risk and medium-high personal risk. Mangamuka Road is currently on the FNDC high-risk rural road (HRRR) programme for a signs and delineation upgrade and two barrier sites. Once complete, this road will support an 80kph speed limit. **Recommendation: Retain proposed 80kph speed limit.**	80
Mangamuka School Road	100	60	No feedback received	Proposed speed limit appropriate	60
Mangataipa Road	100	60	No feedback received	Proposed speed limit appropriate	60
Maning Street	50	40	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. 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. Should be 30kph. should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway and residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Mansbridge Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Marriner Street	50	40	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. 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. Should be 30kph. should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway and residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Mata Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Matawera Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Mihirau Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Motukaraka Point Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Motuti Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Mudgway Road	100	60	No feedback received	Proposed speed limit appropriate	60
Old Beach Road	50	40	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. should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway, residential dwellings and a park area. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Omahuta Forest Road	100	60	No feedback received	Proposed speed limit appropriate	60
Omahuta Road	100	60	No feedback received	Proposed speed limit appropriate	60
Orira Road	100	60	No feedback received	Proposed speed limit appropriate	60
Otengi Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Paparangi Drive (Mitimiti)	100	40	No feedback received	Proposed speed limit appropriate	40
Paponga Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Pawarenga Road from Awaroa Rd to Runaruna Rd	100	80	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 51kph and the road is tortuous with narrow lane width and very narrow shoulders and high-risk roadside hazards with an IRR of 2.06.	low collective and medium personal risk. Similar to many other remote rural roads in the North Hokianga, Pawarenga Road does have some more tortuous sections, as well as more open curved sections. Feedback from the community, including at informal drop-in sessions indicate that a lower 60kph speed limit on the sealed section of this road would not gain credibility with the local community that use the road. However, an 80kph speed limit is expected to lower the overall speed on the road.	80
Pawarenga Road from Runaruna Road to end (at Harbour)	100	60	Waka Kotahi seeks 60kph as the road has a current actual mean speed of 51kph and the road is tortuous with narrow lane width and very narrow shoulders and high-risk roadside hazards with an IRR of 2.06.	Proposed speed limit appropriate	60
Perry Road	100	60	No feedback received	Proposed speed limit appropriate	60
Poieke Road	100	60	No feedback received	Proposed speed limit appropriate	60
Potter Street	50	40	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.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway, residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30
Proctor Road	100	60	No feedback received	Proposed speed limit appropriate	60
Puketawa Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Rakautapu Road from Kohukohu Rd to approx. 80m south of Public Cemetery (existing 50 / 100kph boundary)	50	40	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.	Support for lower speed limit is noted. There are few residential dwellings on this section of the road. However, the carriageway is very narrow and it leads into Kohukohu township.	40
Rakautapu Road from approx. 80m south of Public Cemetery (existing 50 / 100kph boundary) to Paponga Rd	100	60	No feedback received	Proposed speed limit appropriate	60
Rangi Point Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Runaruna Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Saleyard Road (Broadwood)	70	60	No feedback received	Proposed speed limit appropriate	60
School Road	100	60	No feedback received	Proposed speed limit appropriate	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Smith Deviation Road	100	40	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.	Smith Deviation Road has low to medium density rural residential dwellings and is unsealed. A lower 40kph speed limit has been proposed as the carriageway is narrow and there is potential for pedestrians on the road.	40
Tamaho Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tauteihiihi Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Tautoro Road	50	40	No feedback received		
Te Huahua Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Te Karaka Road	100	60	No feedback received	Proposed speed limit appropriate	60
Te Riha Roadway	100	40	No feedback received	Proposed speed limit appropriate	40
Te Tio Road	100	60	No feedback received	Proposed speed limit appropriate	60
Te Umuhuki Road	100	60	No feedback received	Proposed speed limit appropriate	60
Teachers Road (Broadwood)	70	40	No feedback received	Proposed speed limit appropriate	40

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Umawera School Road	100	40	No feedback received	Proposed speed limit appropriate	40
Wairoa Stream Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Warawara Forest Road	100	60	No feedback received	Proposed speed limit appropriate	60
West Coast Road from Kohukohu Rd to Runaruna Rd	100	80	One submitter sought a reduction from 100kph to 80kph on West Coast Road. These main roads are definitely not suitable for speed limits of 100kph. Feedback focussed on the part of West Coast Road that is near to the Hokianga Ferry noting blind corners, cyclists and walkers. Traffic is more concentrated near the ferry than on other parts of West Coast Road. Additional warning signs are also supported. Waka Kotahi seeks 60kph as the road has a current actual mean speed of 55-57kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 1.96 - 2.06.	Ground truthing undertaken by a Road Safety Engineer identified that the short section of west Coast Road near the ferry should have a speed limit of 40kph. From the ferry terminal (RP2.1 to RP4.6, west Coast Road is not tortuous and has a number of straights. A 60kph speed limit in this area would not be credible, particularly as there is a low collective and personal risk. From RP4.6 to the end of seal, the road environment is more tortuous and a 60kph speed limit is appropriate. **Recommendations** • **40kph from ferry to RP 0.21 (approx. 210m)** • **6 80kph from RP.21 to RP4.6** • **60kph from RP4.6 to end of seal**	80 and 60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
West Coast Road from Runaruna Rd to Otengi Rd	50	40	No feedback received	Proposed speed limit appropriate but should reflect the current 50kph extent. **Recommendation:** **West Coast Road at Pungaru – existing 50kph speed limit zone goes to 40kph (this is a reduction in the extent of the 40kph zone from what was proposed.**	40
West Coast Road from Otengi Rd to Te Karaka Rd	100	80	One submitter sought a reduction from 100kph to 80kph on West Coast Road. These main roads are definitely not suitable for speed limits of 100kph. Waka Kotahi seeks 60kph as the road has a current actual mean speed of 55-57kph and the road is tortuous with very narrow shoulders and high-risk roadside hazards with an IRR of 1.96 - 2.06.	From the ferry terminal (RP2.1 to RP4.6, west Coast Road is not tortuous and has a number of straights. A 60kph speed limit in this area would not be credible, particularly as there is a low collective and personal risk. From RP4.6 to the end of seal, the road environment is more tortuous and a 60kph speed limit is appropriate. **Recommendations** • **40kph from Ferry to RP 0.21 (approx. 210m)** • **80kph from RP.21 to RP4.6** • **60kph from RP4.6 to end of seal (except at Punguru)**	60
West Coast Road from Te Karaka Rd to Hohaia Rd	100	60	One submitter sought a reduction from 100kph to 80kph on West Coast Road. These main roads are definitely not suitable for speed limits of 100kph.	Support for a lower speed limit noted. This section of West Coast Road is unsealed and a lower speed limit is appropriate.	60

Kohukohu – Broadwood Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
West Coast Road from Hohaia Rd to end	100	40	No feedback received	Proposed speed limit appropriate	40
Whangape Track Road	100	60	No feedback received	Proposed speed limit appropriate	60
Windy Hill Road	100	60	One submitter requested that all side roads off Kohokohu Road and West Coast Road should be reduced from 100kph to 60kph as the side roads are not suitable for a 100kph or 80kph speed limit.	Support for a lower speed limit noted. In most cases, side roads off West Coast Road are narrow and / or unsealed and a lower speed limit is appropriate.	60
Yarborough Street	50	40	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. should all be maximum 30km speed limit.	Support of a 40kph speed limit is noted. This road is very narrow with a single lane carriageway, residential dwellings. There are no footpaths, so the road is effectively a shared space area. A lower 30kph speed limit is considered appropriate for all the streets in central Kohukohu.	30

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Factory Road	50	40	One submitter stated that they often drive through Moerewa and when doing the 50kph speed limit am always overtaken by vehicles on Factory Road. A speed camera needs to be installed somewhere along the road. Other submitters expressed support for the proposals. One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design. 40kph is consistent with small urban towns throughout the North. Proposed speed limit appropriate.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Kingi Road	100	40	Several submitters supported a speed limit reduction on Kingi Road, with two submitters supporting a 30kph speed limit, with one submitter stating that Otiria Rugby Club; two marae; a cemetery; and a cycle trail (with no barriers) warrants a 30kph speed limit on Waihamate Lane and Kingi Road which is approximately 100m long. During a Tangi, there can be 100 vehicles on this road with pedestrians. One submitter noted that 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. This submitter stated that they have personally seen close calls with cyclists and children playing on the roadside - it is really just a matter of time before the inevitable happens. AA submission Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Kingi Road is a narrow, single lane sealed road that provides access to marae and the Moerewa Rugby Club, where it changes to a very narrow unsealed road providing access to a few residential dwellings. Submitters state that this road can become very busy, particularly during tangi and other marae based events and rugby matches. A lower 30kph speed limit is considered appropriate.	30

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Leaity Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design. 40kph is consistent with small urban towns throughout the North. Proposed speed limit appropriate.	40
Lucas Road	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Marshall Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Mason Avenue	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Moerewa Service Lane	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Massey Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing. One submitter requested speed bumps on Massey Street, noting that racing cars doing up to 90kph and doing burnouts, donuts and crashing into fences. Maybe investigate round-a-bouts.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Nisbet Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Otiria Road from Pembroke St to Kingi Rd	50	40	Refer Section 6.3.1 for feedback.	Refer 6.3.2 and 6.3.3 for responses to feedback and recommendations. ***Key Recommendations:*** • ***40kph speed limit on Otiria Road from Pembroke Street to 113 Otiria Road (220m east of Kingi Road)*** • ***60kph speed limit on Otiria Road from 113 Otiria Road (220m east of Kingi Road) to 180m west of Otiria Station Road*** • ***80kph from 180m west of Otiria Station Road to Pokapu Road***	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Otiria Road from Kingi Rd to Pokapu Rd	100	60	Refer Section 6.3.1 for feedback.	Refer 6.3.2 and 6.3.3 for responses to feedback and recommendations. ***Key Recommendations:*** • ***40kph speed limit on Otiria Road from Pembroke Street to 113 Otiria Road (220m east of Kingi Road)*** • ***60kph speed limit on Otiria Road from 113 Otiria Road (220m east of Kingi Road) to 180m west of Otiria Station Road*** • ***80kph from 180m west of Otiria Station Road to Pokapu Road***	40, 60 and 80
Pembroke Street	50	40	One submitter supported all speed limit reductions in Moerewa but particularly Pembroke Street. This submitter noted the need for enforcement and physical works such as speed bumps to support any speed limit. The submitter also noted that Pembroke Street, along with other Streets in Moerewa are used as race strips for petrol head drivers and riders. The current 50km roads are absolutely fine and not in need of change. Many still do not adhere to the changes that were made on the main road - sort this problem out first. You may want to consider fixing our roads before considering any other changes - particularly Factory Road in Moerewa that has long been neglected. AA submission Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design. 40kph is consistent with small urban towns throughout the North. Proposed speed limit appropriate.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Plunket Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design..	40
Ranfurly Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. Speed bumps on Ranfurly Street. Racing cars doing up to 90kph and doing burnouts, donuts and crashing into fences. Maybe investigate round-a-bouts. AA submission Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Reed Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Saies Road	80	40	One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing. AA submission Speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Sir James Henare Place	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Sir William Hale Crescent	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Snowdon Avenue	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Station Road	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Taumatamakuku Crescent	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. Several submitters, who also presented at the Hearing noted that the community currently has a 50kph speed limit, but no footpaths and limited lighting, making the streets more dangerous. Intersections do not have lighting. A much slower speed limit of 40kph or 30kph was sought by representatives of this community.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. There is strong local support for a lower speed limit in this community. Taumatamakuku Crescent serves a small community as a loop road connecting at both ends to State Highway 1. Given community feedback, a 30kph speed limit is considered appropriate.	30
Taumatamakuku Settlement Road	50	40	The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. Several submitters, who also presented at the Hearing noted that the community currently has a 50kph speed limit, but no footpaths and limited lighting, making the streets more dangerous. Intersections do not have lighting. A much slower speed limit of 40kph or 30kph was sought by representatives of this community.	There is strong local support for a lower speed limit in this community. Taumatamakuku Settlement Road serves as an access to approximately 12 residential properties alongside State Highway 1 and is essentially a shared space. The community has sought a 20kph speed limit along this road. Given community feedback, a 20kph speed limit is considered appropriate.	20

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Te Oro Place	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed, particularly Factory Road. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. Several submitters, who also presented at the Hearing noted that the community currently has a 50kph speed limit, but no footpaths and limited lighting, making the streets more dangerous. Intersections do not have lighting. A much slower speed limit of 40kph or 30kph was sought by representatives of this community.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. There is strong local support for a lower speed limit in this community. Taumatamakuku Settlement Road serves as an access to approximately 12 residential properties alongside State Highway 1 and is essentially a shared space. The community has sought a 30kph speed limit along this road. Given community feedback, a 30kph speed limit is considered appropriate, which is consistent with Taumatamakuku Crescent.	30
Wahamiti Cemetery Road	100	40	Several submitters supported a speed limit reduction on Kingi Road, with two submitters supporting a 30kph speed limit, with one submitter stating that Otiria Rugby Club; two marae; a cemetery; and a cycle trail (with no barriers) warrants a 30kph speed limit on Waihamate Lane and Kingi Road which is approximately 100m long. During a Tangi, there can be 100 vehicles on this road with pedestrians. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads.	Waihamiti Cemetery Road is a very narrow, single lane road that provides access to the Waihamiti Cemetery. The road is approximately 100m long and crosses rail tracks near the end of the road. A lower 30kph speed limit is considered appropriate.	30

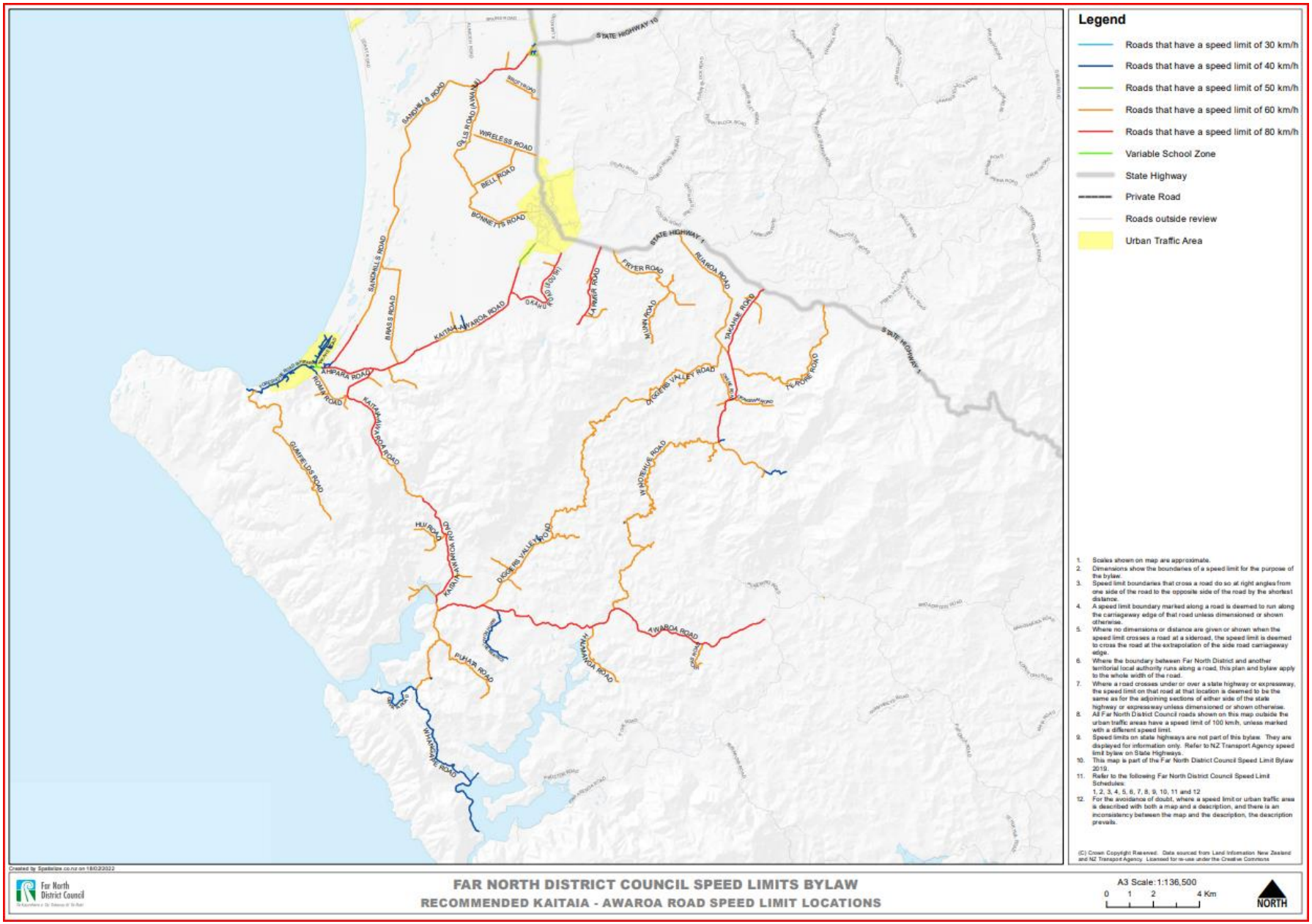
Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Waipuna Place	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. Several submitters, who also presented at the Hearing noted that the community currently has a 50kph speed limit, but no footpaths and limited lighting, making the streets more dangerous. Intersections do not have lighting. A much slower speed limit of 40kph or 30kph was sought by representatives of this community.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. There is strong local support for a lower speed limit in this community. Taumatamakuku Settlement Road serves as an access to approximately 12 residential properties alongside State Highway 1 and is essentially a shared space. The community has sought a 30kph speed limit along this road. Given community feedback, a 30kph speed limit is considered appropriate, which is consistent with Taumatamakuku Crescent.	30
Williams Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety.	40

Moerewa Catchment Area					
Road Name	**Current Speed Limit**	**Proposed Speed Limit**	**Community Feedback**	**NTA Road Safety Engineer (Team Lead) comments and recommendations**	**New Speed Limit**
Willowbrook Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40
Wynyard Street	50	40	One submitter considered the current 50kph speed limit appropriate noting that many still do not adhere to the changes that were made on the main road. This submitter also suggested that the roads be fixed. The AA submitted that speed limits in Moerewa should not be lowered to 40kph as they are all low-risk roads. One submitter fully supported the proposed changes. This support was reflected by several submitters who presented at the Hearing.	Crashes officially recorded on Moerewa local roads include three fatal crashes, four serious crashes and multiple minor crashes. Anecdotal evidence and feedback from the community suggest that there are more speed related crashes that are not reported. Enforcement, physical works and attitudinal change will be required alongside a speed limit reduction to improve overall road safety. Lowering the speed limit enables and will support future funding for slower speed street design.	40

Appendix 1: Recommended Speed Limit Maps

Note: The Speed Limit Maps contained within this Appendix is indicative only. Once Council confirms that recommended speed limits in this Report, the attached maps will be updated utilising RAMM mapping data and incorporated into the overall mapping of the Speed Limits Bylaw 2019. This may result in minor changes to the indicative map in this Report. These changes are expected to be only in the order of meters.

Any minor changes to the map is a result of identifying the optimal position of new signage and the accuracy required by the Setting of Speed Limits Rule 2017.


STATE HIGHWAY 10
SANDHILLS ROAD
OLLS ROAD (AWAROA)
WIRELESS ROAD
BELL ROAD
BONNETTS ROAD
STATE HIGHWAY 1
FRYER ROAD
RUAROA ROAD
SANDHILLS ROAD
MANN ROAD
KAITAIA-AWAROA ROAD
KAITAIA-AWAROA ROAD
KAMAHI ROAD
MANN ROAD
STATE HIGHWAY 1
AHIPARA ROAD
DIGGERS VALLEY ROAD
FLORIDE ROAD
KAITAHA-AWAROA ROAD ROAD
KAITAHA-AWAROA ROAD ROAD
GUMFIELDS ROAD
W.MOREHUE ROAD
HILL ROAD
KAITAHA-AWAROA ROAD
DIGGERS VALLEY ROAD
AWAROA ROAD
PUHAR ROAD
WHANGAPE ROAD
Legend
Roads that have a speed limit of 30 km/h
Roads that have a speed limit of 40 km/h
Roads that have a speed limit of 50 km/h
Roads that have a speed limit of 60 km/h
Roads that have a speed limit of 80 km/h
Variable School Zone
State Highway
Private Road
Roads outside review
Urban Traffic Area
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a sideroad, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.
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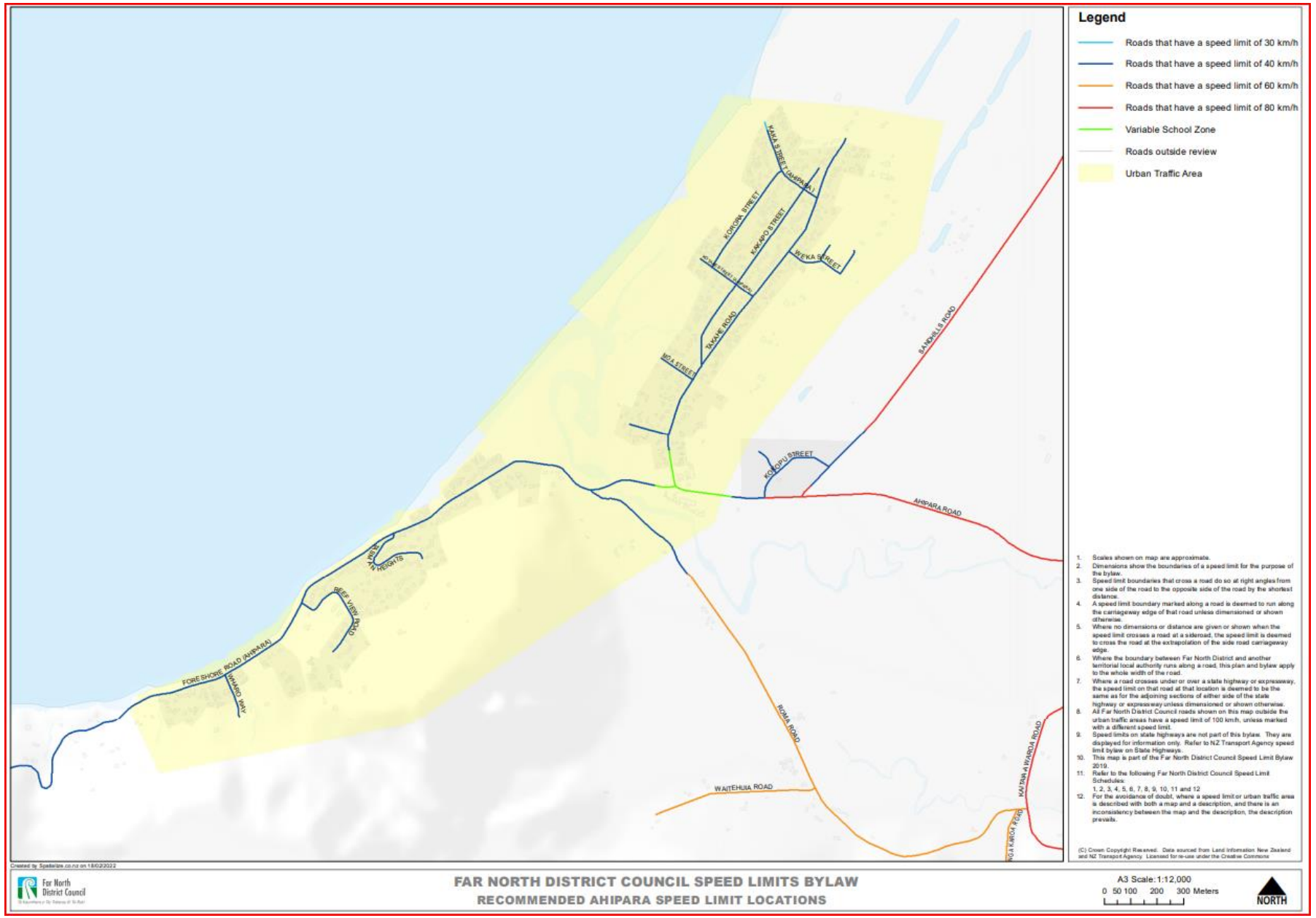
Created by Spatialize.co.nz on 18/02/2022
Far North District Council
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED KAITAIA - AWAROA ROAD SPEED LIMIT LOCATIONS
A3 Scale:1:136,500
0 1 2 4 Km
NORTH


Legend
Roads that have a speed limit of 30 km/h
Roads that have a speed limit of 40 km/h
Roads that have a speed limit of 60 km/h
Roads that have a speed limit of 80 km/h
Variable School Zone
Roads outside review
Urban Traffic Area
KOKORA STREET
KAKAPO STREET
WEKA STREET
TAKAHE ROAD
MOA STREET
KOKOPU STREET
SANDHILLS ROAD
AHIPARA ROAD
ROMA ROAD
WAITEHUIA ROAD
KAITAWA AHIPARA ROAD
FORE SHORE ROAD (AHIPARA)
BEEF VIEW ROAD
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a sideroad, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
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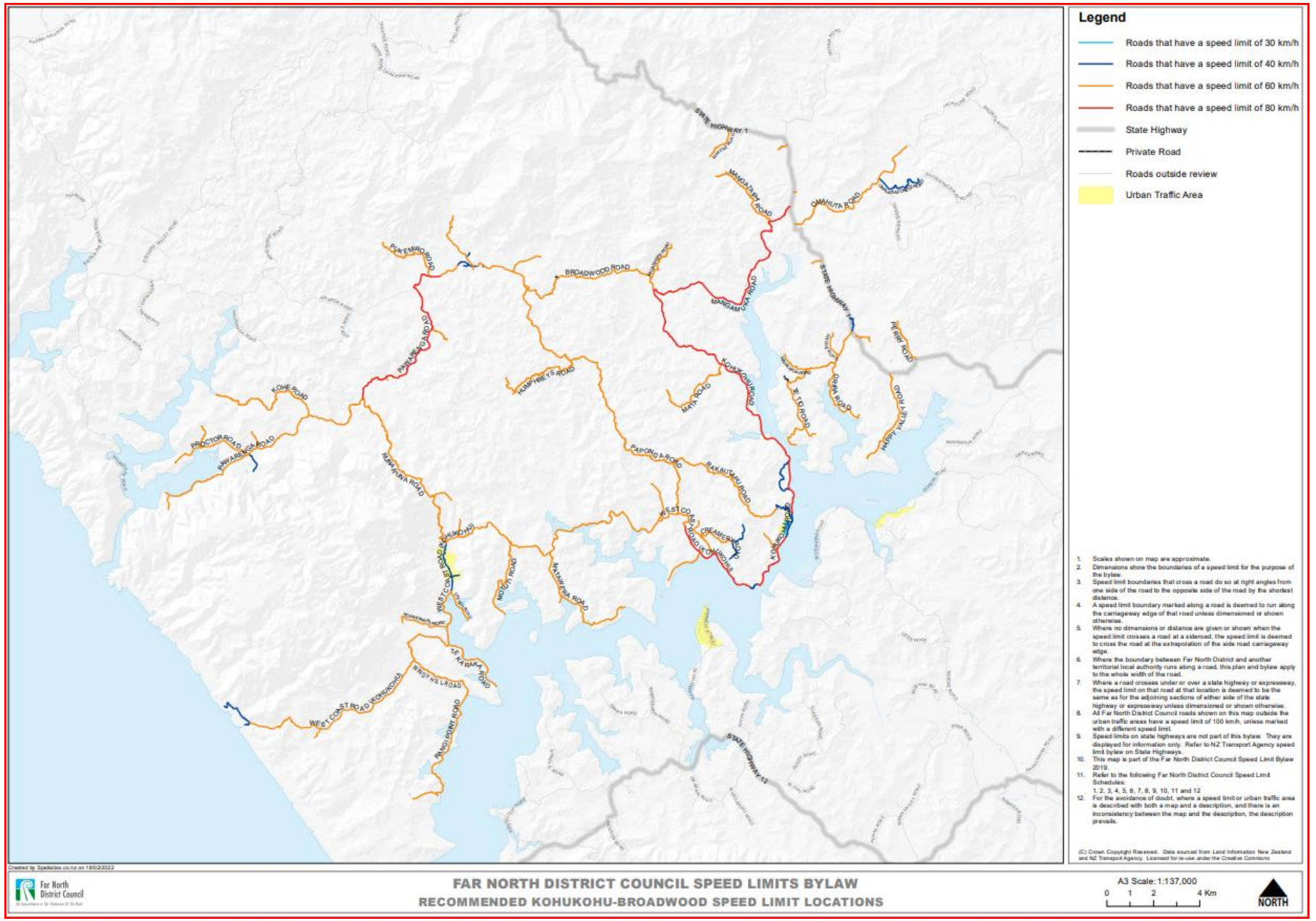
Far North District Council
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED AHIPARA SPEED LIMIT LOCATIONS
A3 Scale: 1:12,000
0 50 100 200 300 Meters
NORTH


Legend
Roads that have a speed limit of 30 km/h
Roads that have a speed limit of 40 km/h
Roads that have a speed limit of 60 km/h
Roads that have a speed limit of 80 km/h
State Highway
Private Road
Roads outside review
Urban Traffic Area
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
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6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
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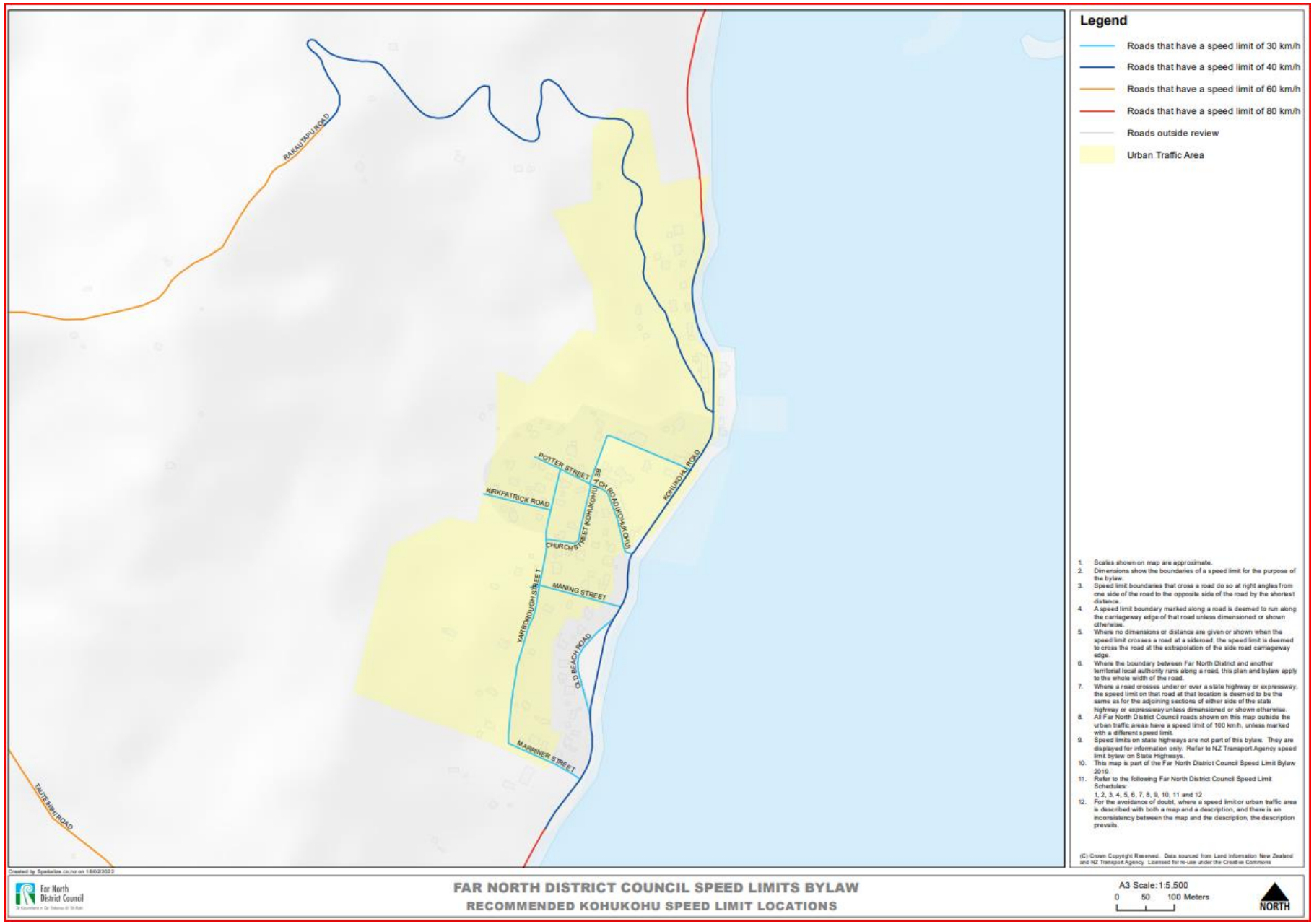
Far North District Council
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED KOHUKOHU-BROADWOOD SPEED LIMIT LOCATIONS
A3 Scale:1:137,000
0 1 2 4 Km
NORTH


Legend
Roads that have a speed limit of 30 km/h
Roads that have a speed limit of 40 km/h
Roads that have a speed limit of 60 km/h
Roads that have a speed limit of 80 km/h
Roads outside review
Urban Traffic Area
RAKAUMPU ROAD
POTTER STREET
KIRKPATRICK ROAD
CHURCH STREET KOHUKOHU
SH 389 KOHUKOHU
KOHUKOHU ROAD
MANING STREET
YARBOROUGH STREET
OLD BEACH ROAD
MARSHNER STREET
TAUTENIHERI ROAD
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
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7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
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1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
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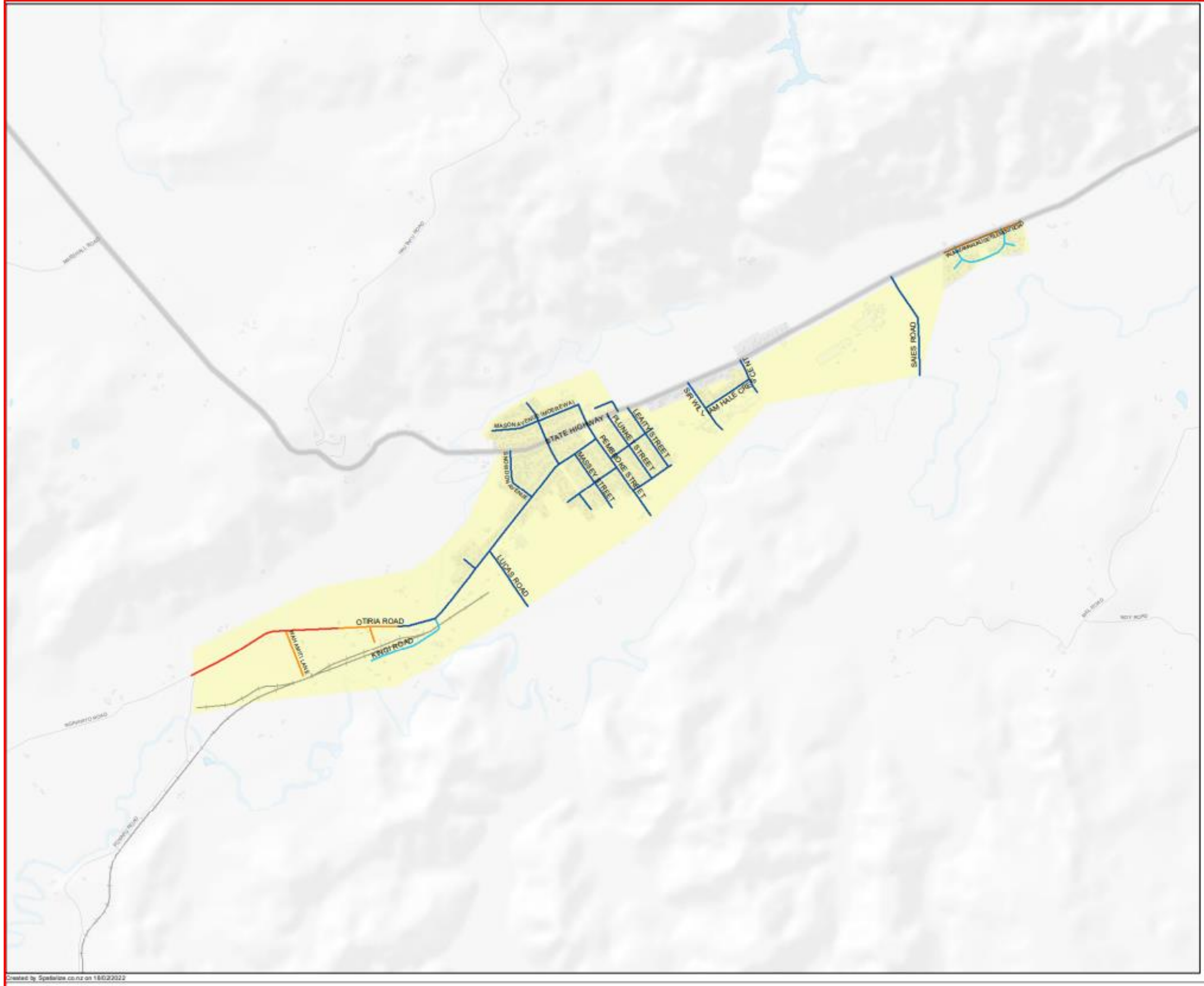
Created by Spatialize.co.nz on 18/02/2022
Far North District Council
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED KOHUKOHU SPEED LIMIT LOCATIONS
A3 Scale: 1:5,500
0 50 100 Meters
NORTH



Legend

- Roads that have a speed limit of 20 km/h
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- State Highway
- Roads outside review
- Urban Traffic Area

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

Far North District Council

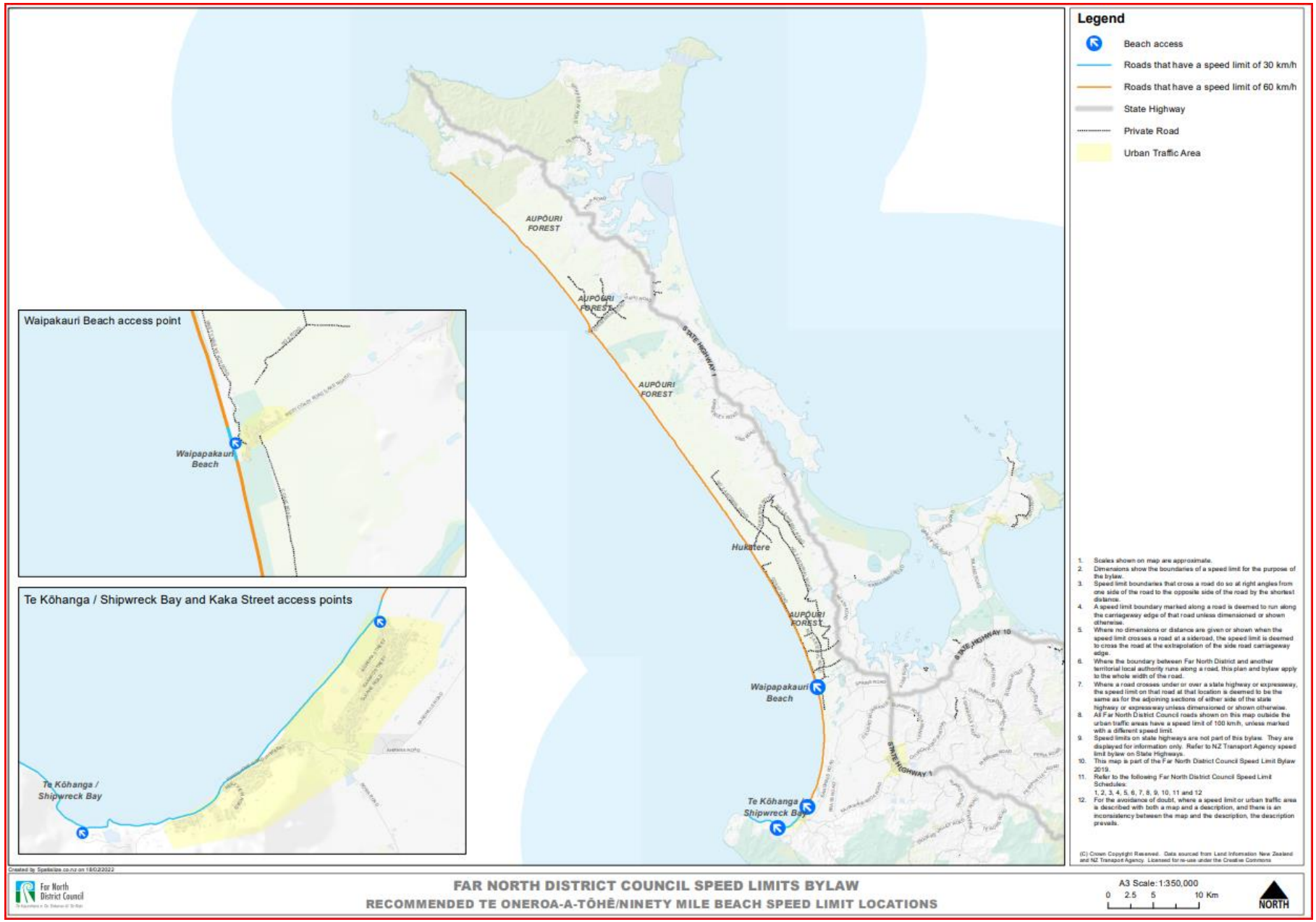
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW

RECOMMENDED MOREWA SPEED LIMIT LOCATIONS

A3 Scale: 1:20,000

0 250 500 m

NORTH


Legend
Beach access
Roads that have a speed limit of 30 km/h
Roads that have a speed limit of 60 km/h
State Highway
Private Road
Urban Traffic Area
Waipakauri Beach access point
Te Kōhanga / Shipwreck Bay and Kaka Street access points
AUPŌURI FOREST
STATE HIGHWAY 1
Hukatere
STATE HIGHWAY 10
Waipapakauri Beach
Te Kōhanga / Shipwreck Bay
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a sideroad, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.
(C) Crown Copyright Reserved. Data sourced from Land Information New Zealand and NZ Transport Agency. Licensed for re-use under the Creative Commons
Far North District Council
FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED TE ONEROA-A-TŌHĒ/NINETY MILE BEACH SPEED LIMIT LOCATIONS
A3 Scale: 1:350,000
0 2.5 5 10 Km
NORTH

Appendix 2: Technical Report

Appendix 2, the Regional Speed Limit Review Technical Report - Kaitāia – Awaroa – Broadwood – Moerewa urban and Te Oneroa-aTōhe Ninety Mile Beach is included in this Report as a separate Appendix. Taken together, the two Reports provide all of the information that council, in its capacity as a Road Controlling Authority must consider when setting a speed limit.

Appendix 3 – Glossary of Technical Terms

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

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

Appendix 4 – Traffic Note 37 and 56 Variable Speed Limits Outside Schools

NZ TRANSPORT AGENCY
WAKA KOTAHI

TRAFFIC NOTE 37
Revision 2

Date	May 2011
From	National Planning Unit, Planning and Investment
Authorisation	Glenn Bunting, Network Manager
No. of pages	11

40km/h variable speed limits in school zones - guidelines

1 Purpose

40km/h variable speed limits in school zones have been operating successfully in New Zealand since they were first installed on a trial basis in Christchurch in January 2000. In April 2011 the NZ Transport Agency (NZTA) revised the conditions of approval to give road controlling authorities more flexibility to install these speed limits at both urban and rural schools.

Land Transport Rule: Setting of Speed Limits 2003 requires the NZTA to approve a variable speed limit before a road controlling authority can make a bylaw to set such a speed limit. For 40km/h variable speed limits in school zones, the NZTA has published a revised notice in the *New Zealand Gazette*[1] (the Gazette) which approves those speed limits, sets out appropriate conditions and authorises road controlling authorities to set them. This traffic note provides guidelines to comply with the Gazette notice, based on the results of the trials in Christchurch and subsequent experience with these speed limits. Recommendations for installing variable speed limits at rural schools are also included in this traffic note.

2 Background

Roads outside schools are perceived as dangerous for children. At the time when children are arriving at or leaving school and crossing the road there can be high volumes of traffic, manoeuvring vehicles, parked vehicles obscuring visibility and vehicle speeds often appear too high. Research has shown reducing vehicle speeds to 40km/h or less significantly reduces the level of injury if a child is struck by a vehicle.

In some situations standard traffic control devices and the level of activity outside a school do not result in lower traffic speeds. This is particularly likely where the school is on an arterial or other road where there is a high volume of traffic or high speeds. In these circumstances, installation of a 40km/h variable speed limit in the school zone may be desirable to achieve a lower speed environment.

In many jurisdictions, such as some states in Australia and the United States, school zones with special speed limits are indicated by permanently displayed signs. The major drawback of any permanently displayed sign is the manner in which drivers, many of whom pass the same sign regularly without requiring any action in response to it, tend to ignore or fail to see it.

Variable signs, which are displayed only when relevant, offer a way in which this drawback can be minimised and may actually enhance driver acceptance of any restriction imposed. Variable signs were used for the Christchurch trials and the results of that study are embodied in these guidelines.[4, 5] In recent years some states in Australia have begun to retro-fit permanently displayed signs with active signs that have flashing lights or electronically displayed speed limits to improve community acceptance and compliance with speed limits in school zones.

3 Objectives of variable speed limits in school zones

Variable speed limits in school zones have the following objectives:

- provide a safer road environment outside schools
- reinforce driver expectations of the likely presence of children
- encourage safe and active travel to school.

One of the objectives of the Christchurch trial was to encourage children to walk or ride to school. A major impediment is parents' concerns about child safety. The trial indicated general parent and school belief the signs provided benefits but any shift in mode of travel by children, if it did occur, was not measurable. This reinforces the view no single initiative is likely to bring about changes of the type sought. A 40km/h variable speed limit in a school zone is unlikely to be effective by itself and must complement other initiatives aimed at enhancing safety for children undertaken at the site by the road controlling authority, the school and other organisations.

4 Warrant

A road controlling authority may set a 40km/h variable speed limit in a school zone under the following conditions:

(a) there is school-related pedestrian or cycle activity on the road outside the school, which exceeds approximately 50 children crossing the road or entering or leaving vehicles at the roadside, and the traffic on the road outside the school meets at least one of the following conditions:

  (i) the mean speed of free-running vehicles is greater than 45km/h (measured when the 40km/h variable speed limit is not operating), or

  (ii) the 85th percentile speed of free-running vehicles is greater than 50km/h (measured when the 40km/h variable speed limit is not operating), or

  (iii) there have been pedestrian, cycle or speed-related crashes near the school in the previous five years, or

  (iv) the school-related activity occurs on a main traffic route, or

(b) there is school-related pedestrian or cycle activity on the road outside the school, with children crossing the road or entering or leaving vehicles at the roadside, and safe and appropriate traffic engineering measures are installed so that the mean operating speed of free-running vehicles on the road outside the school does not exceed 40km/h when the 40km/h variable speed limit is operating.

Evaluations in Christchurch found locations most likely to benefit from a variable speed limit in a school zone are those where there is a high level of school-related activity on the road outside the school and:

- are on arterial routes or multi-lane roads or high speed environments, and
- have on-road, school-related activity at an obscured school frontage (ie where the presence of the school is not immediately obvious to approaching traffic).

5 Best practice guidelines

Factors required for the successful operation of a 40km/h variable speed limit in a school zone are:

- having times of operation coinciding with on-road, school-related activity
- approved advisory signs and regulatory displays that alert motorists they are travelling through a school zone
- appropriate levels of enforcement by the police
- long-term commitment by the principal and Board of Trustees for the correct operation of a 40km/h variable speed limit at their school.

5.1 Times of operation

The Christchurch trials showed variable speed limits in school zones are effective in reducing speeds, but have the support of drivers only if there are children present when they are operating. Therefore, the times they are activated must be tightly controlled to match, as closely as possible, the times children are crossing the road or are gathered on the roadside. These times may vary from school to school and from time to time. An accurate time clock is therefore a necessary component of a variable speed limit in a school zone.

It is preferable that the 'School zone variable' signs are turned on manually by a supervisor approved by the school principal each time they are required. However, it is permissible to programme the system to operate at the standard times on school days only, provided the signs do not operate on holidays and can be switched on or off manually for special events or if they are not required for the maximum period of operation on any particular day. A system that is programmed to operate automatically must include a record of the times the signs are switched on and off each day. Even if the signs operate automatically, the school principal must still appoint a supervisor to oversee the operation on each occasion they are used. The signs may operate for a maximum period of:

- 35 minutes before the start of school until the start of school
- 20 minutes at the end of school commencing no earlier than five minutes before the end of school
- 10 minutes at any other time of day when children cross the road or enter or leave vehicles at the roadside.

Unless the signs are manually turned off earlier, they must turn off automatically when the maximum period has elapsed.

5.2 Length of variable speed limits in school zones

Variable speed limits in school zones should be installed to avoid, as far as possible, side roads with no school frontage. They should be as short as practicable; between 300 metres and 500 metres long.

There may be shorter lengths on no exit roads or minor roads with give way or stop control at the intersection with the school zone, provided the variable speed limit on these roads is adjoining the variable speed limit on the main road outside the school.

5.3 Signs

The signs for variable speed limits in school zones must comply with Land Transport Rule: Traffic Control Devices 2004. Signs with changeable speed limit numerals have been specified by the NZTA in the Gazette' as a condition of setting a variable speed limit in a school zone. The signs required are described below.

(a) R1-6 'School zone variable' sign:

The R1-6 'School zone variable' sign comprises a variable speed limit sign above a 'School zone' supplementary sign. The R1-2 or R1-2.1 variable speed limit sign displays the 40km/h speed limit only during the period when it applies. At all other times the sign is blank or displays the permanent speed limit. These signs must be installed on the main road passing the school entrance and on any significant road adjoining the school zone.

The Gazette notice specifies that at least one variable sign is required at each end of the speed limit on the main road outside the school and on major roads that intersect with the school zone. This condition in the Gazette notice is in accordance with clause 6.1 and subclause 8.4(1) of Land Transport Rule: Setting of Speed Limits 2003 and overrides the general requirement in *8.1(2)(a)* to have signs on both sides of the road if the traffic volume exceed 500 vehicles per day. However, there should be at least two of these signs facing traffic entering the variable speed limit on multi-lane roads, if the roadway is more than 15 metres wide or has a permanent speed limit of more than 70km/h.

The two options permitted for variable speed limit signs use different technology.

R1-6 using R1-2 R1-6 using R1-2.1

- R1-2: the speed limit numerals, roundel and background are displayed in the same colours as permanent speed limit signs, namely black, red and white respectively. Mechanical elements are used to display the speed limit and the message is depicted entirely with retro-reflective material.
- R1-2.1: the speed limit numerals are displayed using yellow or white, lit pixels (eg light emitting diodes, fibre optics). The background is black and unlit. For signs that display only the 40km/h variable speed limit and are blank for the rest of the time, the roundel is displayed with red, lit pixels. Alternatively, for signs that display the permanent speed limit at times when the variable speed limit does not apply, the roundel may be displayed with either red, lit pixels or with red retro-reflective material.

For each of these two variable speed limit signs:

- when not operating, the underlying message on the speed limit sign must not be discernible to approaching drivers, and
- yellow or white lights, of sufficient brightness to draw attention to, but not distract from, the sign nor dazzle, should be fitted in each corner and must operate by flashing in alternate diagonal pairs when the 40km/h variable speed limit is displayed, and
- the 'School zone' supplementary sign, fitted below the variable speed limit sign, must be displayed permanently. The 'School zone' supplementary sign has a black legend and border on a retro-reflective, fluorescent, yellow-green background.

Where the road controlling authority sets a 40km/h variable speed limit that may operate at other than the standard times, all the signs at the beginning of the school zone must be variable signs. This requirement includes all side roads intersecting with the school zone because fixed signs cannot provide accurate times of operation.

(b) R1-6.1 'School zone fixed' sign

The R1-6.1 'School zone fixed' sign has a black legend, red roundel and border on a white background. The roundel, border and background are retro-reflective. The legend showing the time must notify the times during which the 40km/h variable speed limit is in effect and must be specific for each school zone.

Instead of a 'School zone variable' sign a 'School zone fixed' sign may be installed on no exit or minor stop or give way controlled side roads adjoining the school zone. This is based on assumptions that:

- most traffic using such a road will be local and the drivers will be aware of, and responsive to, the school zone operation, or
- the speed of vehicles entering from the side road and passing through the school zone is unlikely to exceed 40km/h.

If these conditions do not apply, R1-6 'School zone variable' signs must be installed on the side road.

Likewise 'School zone variable' signs must be used if the times when the variable speed limit operates are likely to vary because:

- the variable speed limit may operate only at the times specified on a 'School zone fixed' sign; and
- it is not reasonable to expect drivers to read and react to messages longer than the standard operating times displayed on the 'School zone fixed' sign.

(c) R1-7 'School zone ends' sign

At least one R1-7 'School zone ends' sign must be used on each road leaving the school zone. There should be at least two of these signs on multi-lane roads, if the roadway is more than 15 metres wide or has a permanent speed limit of more than 70km/h.

A 'School zone ends' sign comprises a R1-1 speed limit sign above a 'School zone ends' supplementary sign. Both signs are mounted on a white retro-reflective backing board. The 'School zone ends' sign has a black legend and border on a retro-reflective, fluorescent, yellow-green background. The speed limit sign displays the permanent speed limit for the road.

(d) Sign layout

Appendix 1 has a diagram showing a typical layout of signs for a variable speed limit in a school zone.

5.4 Police enforcement

To be effective the variable speed limit in a school zone must be able to be enforced. The length of the zone, visibility of the signs, proof of display and other issues are all matters the Police must take into account in determining whether they are able to proceed with enforcement and subsequent action. It is therefore imperative any variable speed limit considerations involve the District Road Policing Manager of NZ Police.

The necessary enforcement precedents have been set to enable the police to enforce the 40km/h speed limit in school zones.

5.5 School commitment and activity

It is essential there be formal involvement by the school in the decision to introduce a 40km/h variable speed limit in a school zone. The school is often the prime instigator for consideration of a speed limit but they must understand that once installed there are functions the school must carry out for the speed limit to be effectively managed and for it to achieve the desired outcomes.
For example:

- The operation of the 'School zone variable' signs must be supervised by a person authorised by the school principal.
- Any defined school crossing facility for children must have an adult supervisor when it is operating.
- The signs must be activated and deactivated simultaneously (eg by radio signal or hard-wired) with a secure system which is accessible only by means such as a key or swipe card. This applies whether they are switched manually or automatically.
- The principal must agree to keep an accurate log of the occasions and times the 40km/h speed limit is operating unless these times are stored automatically by the equipment and can be retrieved by the road controlling authority. The log is essential for enforcement purposes (to demonstrate not only that the signs were operating at a particular time but, also to show the conditions of operation set out in the speed limit bylaw are being effectively managed). It can also be useful to determine justifiable changes to time or other aspects of the operation of the speed limit.

5.6 Rural schools

Records of crashes involving school-age pedestrians or cyclists in the vicinity of rural schools show that there have been very few injury crashes in recent years. One of the main reasons for the low number of crashes is that very few children walk or cycle to schools in rural areas. Most of the activity outside a rural school is the parking and manoeuvring of vehicles as parents and caregivers drop-off or pick-up their children. The most appropriate safety measure for this type of activity is to provide a set-down and pick-up facility clear of through traffic lanes. Ideally this would be in the school grounds or on a side road with low traffic volume.

Another measure that has proven successful in lowering speeds outside schools is active school warning signs. See *Traffic note 56* for more detail on active warning signs in school zones.

40km/h variable speed limits in school zones were originally intended for installation in urban or semi-urban areas where the permanent speed limit is 70km/h or less. Some Australian states allow school zone speed limits of 60 or 80km/h in areas where the permanent speed limit is over 80km/h. However, allowing a higher variable speed limit in a rural school zone would not provide an appropriate level of safety when considered from a Safe System perspective. The probability of a pedestrian being killed if struck by a car rises rapidly at impact speeds over 30km/h. Having a speed limit of 40km/h relies on there being some speed reduction before impact in a crash involving a car hitting a pedestrian. If the school zone speed limit was higher, impact speeds would be too high, even if there was some speed reduction before impact. So, regardless of the permanent speed limit, the maximum safe speed limit in a school zone is 40km/h.

In areas with a speed limit over 80km/h it is unlikely that motorists will slow to 40km/h within the short length of a school zone. However, there are some examples of 40km/h variable speed limits in rural school zones that operate satisfactorily on roads with a permanent speed limit of 80km/h. This suggests that where the permanent speed limit is higher than 80 km/h it will need to be reduced. This must be done in accordance with Land Transport Rule: Setting of Speed Limits 2003. In situations where the calculated speed limit is higher than 80km/h, it may be desirable to review the speed limit for the surrounding area in accordance with the Safe System Approach for managing safety on rural roads. *Traffic Note 61* provides more information on Safe System rural speed management.

Regardless of the criteria upon which an 80km/h speed limit is justified, it is essential that it operates safely with mean speeds at or below 80km/h. Some of the following measures will probably be necessary to achieve good compliance with a permanent 80km/h speed limit at a rural school:

- Thresholds (see www.nzta.govt.nz/resources/road-traffic-standards/docs/rts-15.pdf).
- Lane narrowing – (install median or increase shoulder width).
- Textured and or coloured road surface.
- Vertical elements, eg thresholds and planting, but care is necessary to avoid restricting sight lines that might obscure pedestrians in the school zone.
- Speed indicator devices, publicity and education.
- Enforcement.

6 Application

6.1 Implementation

A 40km/h variable speed limit in a school zone can only be implemented by a road controlling authority if:

- the conditions approved by the NZTA in the Gazette[1] are complied with
- consultation is undertaken in accordance with Land Transport Rule: Setting of Speed Limits 2003, and the people consulted are provided with details of the proposed speed limit including changes to the permanent speed limit, times of operation of the variable speed limit, placement of signs and method for controlling the variable signs
- written consent is obtained from the principal of the school concerned (agreeing to operate the school zone in accordance with the operating conditions)
- the speed limit is set by bylaw in accordance with Land Transport Rule: Setting of Speed Limits 2003.

6.2 Monitoring, review or removal of a variable speed limit in a school zone

It is important that a 40km/h variable speed limit that is installed in accordance with condition 5(b) of the Gazette[1] notice is monitored regularly to confirm the conditions of approval are being met (ie the mean speed of traffic in the school zone is no more than 40km/h when the 40km/h speed limit is operating). If traffic is not complying with the speed limit then safety within the school zone will be compromised and the road controlling authority will not be complying with its obligations under Land Transport Rule: Setting of Speed Limits 2003. The risk to children within the zone may be worse than without a variable speed limit, especially if their behaviour is influenced by a misconception that traffic will slow down.

A 40km/h variable speed limit in a school zone must be reviewed by the road controlling authority if:

- there is a change in the road or school environment resulting in the conditions specified by the NZTA in the Gazette[1] not being met, or
- requested to do so, in writing, by the principal of the school or the District Road Policing Manager of the NZ Police, or
- instructed to do so by the NZTA.

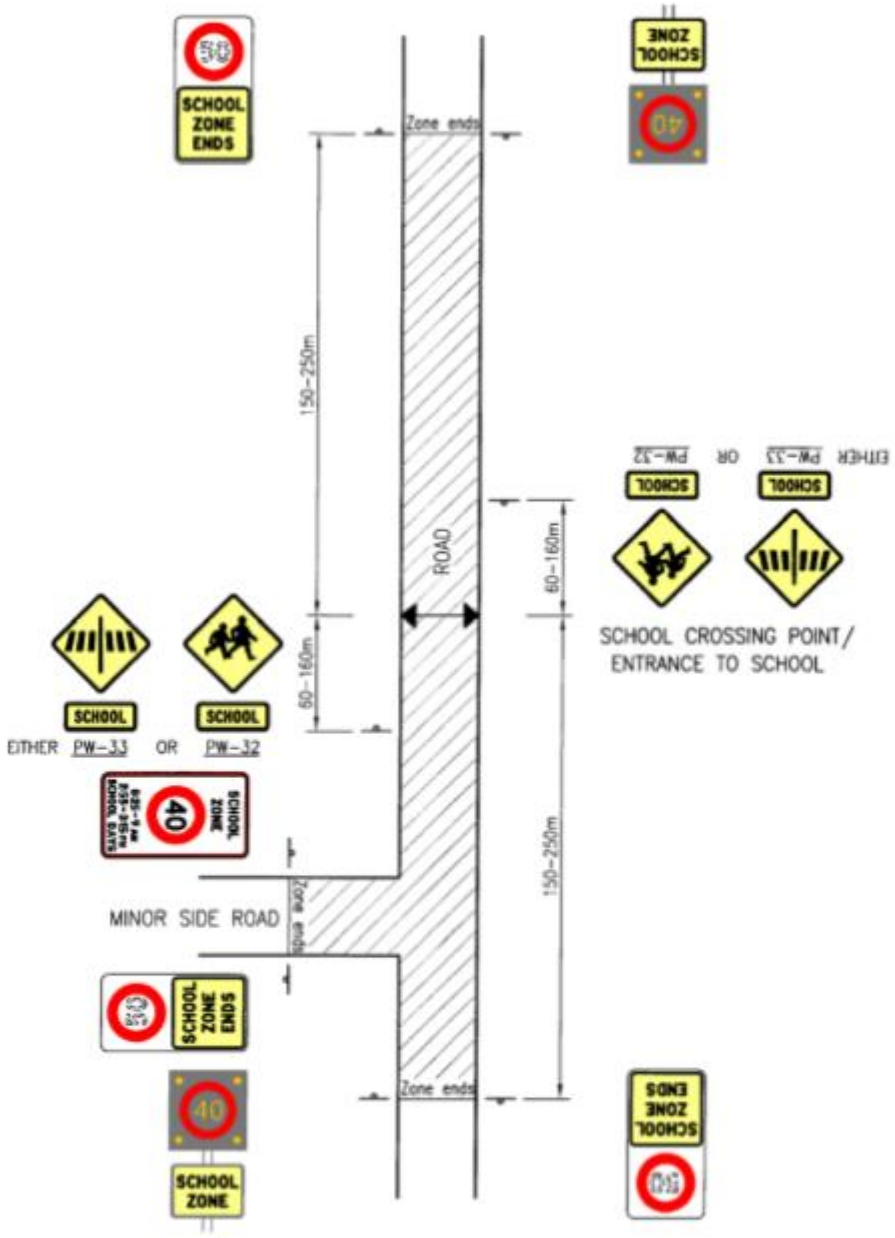
A 40km/h variable speed limit in a school zone must be removed by the road controlling authority if:

- the variable speed limit is not operated in accordance with the conditions specified by the NZTA in the Gazette[1], or
- instructed to do so by the NZTA.

Acknowledgement:
The NZ Transport Agency acknowledges the valuable input of the Christchurch City Council through the school zone trial and their assistance with the development of these guidelines.

[1] *New Zealand Gazette* dated 21 April 2011, No. 55, page 1284 [see Appendix 2].
[2] Cottam, Paul. 2001. *Christchurch's 40 km/h part-time school speed zone trial: Community perceptions and attitudes.*
[3] Osmers, Wayne. 2001. *The effect on vehicle speeds of electronically-signed part-time speed limits outside schools.*
Both papers were presented at the Road Safety Research, Policing and Education Conference 18-20 November 2001, Melbourne.

Appendix 1: Typical layout – 40km/h variable speed limit in a school zone



In this diagram the sign numbers quoted are those appearing in MOTSAM. These numbers and descriptions are cross-referenced to signs in Land Transport Rule: Traffic Control Devices 2004 (the TCD Rule) as follows:

MOTSAM	Description	TCD Rule
PW-32	Symbol of two children with 'School' supplementary	W16-4 with W16-5.1
PW-33	Symbol of pedestrian crossing with 'School' supplementary	W16-2 with W16-5.1

Appendix 2

Extract from *New Zealand Gazette*, 21/4/2011, No. 55, p. 1284

Variable Speed Limit in School Zones

Pursuant to clause 6.1 of Land Transport Rule: Setting of Speed Limits 2003 and a delegation from the NZ Transport Agency, I, Glenn Bunting, Network Manager, approve variable speed limits in school zones in accordance with the conditions set out in this notice.

Conditions

1. Variable Speed Limit

A road controlling authority may set a speed limit of 40km/h that operates in a school zone during the periods specified in condition 2 of this notice. At all other times, the speed limit is the permanent speed limit for the road.

2. Periods of Operation

The 40km/h speed limit may operate for a maximum period of:

(a) 35 minutes before the start of school until the start of school;

(b) 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school;

(c) 10 minutes at any other time when children cross the road or enter or leave vehicles at the roadside.

3. Signs

Signs that comply with Land Transport Rule: Traffic Control Devices 2004 must be installed to mark the beginning and end of the variable speed limit in the school zone as follows:

(a) At least one R1-6 "School zone variable" sign at each end of the variable speed limit on the main road outside the school, facing road users travelling towards the variable speed limit; and

(b) at least one R1-6 "School zone variable" sign facing road users travelling towards the variable speed limit on each side road that intersects with the school zone, where that side road is a major road; and

(c) at least one R1-6 "School zone variable" sign or R1-6.1 "School zone fixed" sign facing road users travelling towards the variable speed limit on each side road that intersects with the school zone, where that side road is a no exit road or is a minor road controlled by Give-way or Stop signs at the intersection with the school zone; and

(d) at least one R1-7 "School zone ends" sign at each end of the variable speed limit on every road, facing road users leaving the variable speed limit.

4. Length of Variable Speed Limit

A variable speed limit in a school zone must be a minimum length of 300 metres, unless this condition is impractical, but should not be longer than 500 metres. The length of variable speed limit on side roads that intersect with the school zone may be shorter than 300 metres.

5. Warrant

A road controlling authority may set a variable speed limit in a school zone that meets the requirements in (a) or (b) as follows:

(a) There is school-related pedestrian or cycle activity on the road outside the school, which exceeds approximately 50 children crossing the road or entering or leaving vehicles at the roadside, and traffic on the road outside the school meets at least one of the following conditions:

(i) the mean speed of free-running vehicles is greater than 45km/h (measured when the 40km/h variable speed limit is not operating); or

(ii) the 85th percentile speed of free-running vehicles is greater than 50km/h (measured when the 40km/h variable speed limit is not operating); or

(iii) there have been pedestrian, cycle or speed-related crashes near the school in the previous five years; or

(iv) the school-related activity in condition 5(a) occurs on a main traffic route; or

(b) there is school-related pedestrian or cycle activity on the road outside the school, with children crossing the road or entering or leaving vehicles at the roadside and safe and appropriate traffic engineering measures are installed so that the mean operating speed of free-running vehicles on the road outside the school does not exceed 40km/h when the 40km/h variable speed limit is operating.

6. Bylaw

A road controlling authority must set a variable speed limit in a school zone by making a bylaw in accordance with Land Transport Rule: Setting of Speed Limits 2003.

Revocation and Replacement

The notice dated the 31st day of May 2005, and published in the *New Zealand Gazette*, 2 June 2005, No. 86, page 2051, relating to variable speed limits in school zones is hereby revoked and replaced by this notice.

A 40km/h variable speed limit in a school zone that was set in accordance with the conditions of the notice published in the *New Zealand Gazette*, 2 June 2005, No. 86, page 2051, is considered to be set in accordance with the conditions of this notice and remains in force until amended or revoked in accordance with Land Transport Rule: Setting of Speed Limits 2003.

Definition:

School zone means a length of road outside a pre-school, primary school, intermediate school or secondary school.

Signed at Wellington this 19th day of April 2011.

GLENN BUNTING, Network Manager.

nz2606

NZ TRANSPORT AGENCY
WAKA KOTAHI

TRAFFIC NOTE 56

Revision 1

Date	January 2011
From	National Planning Unit, Regional Partnerships and Planning
Authorisation	Glenn Bunting, Network Manager
No. of pages	12

Active school warning signs – Guidelines

1 Purpose

This ***Traffic note*** provides guidance for road controlling authorities (RCAs) on the use of active school warning signs - that is those warning signs that have an electronic display component which becomes active when children are likely to be present on or near the roadway. It should also be read in conjunction with ***Traffic note 37*** 40km/h variable speed limits in school zones [(1)]. Active school warning signs should be implemented in conjunction with other complementary initiatives such as neighbourhood accessibility plans [(2)], school travel plans (see ***School travel plan coordinator's guide*** [(3)]) or a local authority travel behaviour change strategy.

Active school zone warning signs were approved by notice in the ***NZ Gazette*** on 24 July 2008 and subsequently incorporated into the Land Transport Rule: Traffic Control Devices through the 2010 amendment to that rule.

2 Background

In 2004 Land Transport New Zealand (now NZ Transport Agency (NZTA)) approved a trial of active school warning signs in Timaru District and Invercargill City. This initial trial was inconclusive and in 2006 approval was given to extend the trial to sites in Dunedin City.

The Dunedin City trial aimed to assess the effectiveness of these 'active' school warning signs on driver awareness of the risk posed by school activity and any subsequent impact on road user behaviour, including the effect on vehicle speeds. The results demonstrated strong community support for the signs, reduction in speeds at 'high' speed sites and an increase in motorists' awareness of the signs.

Roads around schools are often perceived as dangerous for children due to high traffic speeds, manoeuvring vehicles, parked vehicles and other features which restrict a driver's visibility. Often there can be a mixture of pedestrians, cyclists and drivers using the same road. In particular, the risk at the beginning and end of the school day is seen as much greater than during other periods of the day and there is a need to manage and minimise this risk.

One disadvantage of any permanently displayed sign is drivers tend to ignore it or fail to see it, particularly if they pass the same sign regularly without requiring any action in response to it. Active signs incorporate flashing lights and/or lit (LED) components which are displayed only when relevant. Introduction of these types of signs may heighten the visibility of these signs compared with standard (non-flashing) warning signs thereby enhancing driver awareness of the risk.

Internationally, flashing lights have been used to give additional emphasis to the warning or instruction given on a sign. In New Zealand the use of these lights has been restricted to variable message signs including those installed on Auckland and Wellington motorways, some roadwork vehicles, variable speed limits in school zones and advance warning of traffic signals. In many situations however, the cost of a full variable message sign cannot be justified.

For this reason the trial of less costly warning signs (rectangular in shape with two yellow orange flashing lights and yellow/green children symbols on a black background) was conducted. The ***Dunedin active school warning signs trial: evaluation report*** [4] (the Evaluation report) prepared by Dunedin City Council provides details and sets out the results of the Dunedin City trial. The trial results are embodied within this note.

3 Objectives of active school warning signs in school zones

Active school warning signs on roads near schools are intended to meet the following objectives:

- provide a safer environment outside schools during times of peak school activity
- reinforce driver expectation of the likely presence of children
- reinforce driver awareness of a school where the visibility of the school or its entrance is limited
- encourage active modes of travel (walking and cycling) to school.

School zones are parts of roads near schools which include both:

(a) the length of roadside used for short-term parking, bus stops, crossing facilities and school entrances etc before and after the hours when the school is in session (called the 'hazard area'), and

(b) the distance from the warning sign to the hazard area in each direction (which depends of the speed of approaching traffic).

The Dunedin trial attempted to assess whether these types of signs had any effect on increasing driver awareness to school activity on or near the road, including reducing driver reaction time and vehicle stopping distances and speeds. The trial included schools where the average vehicle speed was higher than 45km/h as well as schools located adjacent to congested urban roads. Three types of evaluation measures were used to assess the effect of these signs - vehicle speed surveys, driver awareness and pedestrian delay surveys.

Feedback from the schools has indicated the objective to increase active modes of travel to school has not happened to date. Achieving this objective will most likely require a package of activities.

4 Complementary school travel initiatives

Active school warning signs should be implemented as part of a package including engineering, education and enforcement to reduce speeds and the risk to children around schools.

The active school warning signs could be installed as a component of the following complementary initiatives.

4.1 Neighbourhood accessibility planning

Neighbourhood accessibility plans seek to ensure, at the neighbourhood level, the provision of safe and sustainable transport modes focusing on active and shared modes. Further information can be found on the NZTA website at:

http://www.nzta.govt.nz/resources/neighbourhood-accessibility-plans/index.html

4.2 School travel plans

The preparation and implementation of a school travel plan is a process of developing a package of measures to encourage the choice of safe and sustainable transport options for travel to and from school. Further information can be found on the NZTA website at:

http://www.nzta.govt.nz/resources/school-travel-plan-coordinators-guide/docs/school-travel-plan.pdf

The NZTA education website will also provide useful resources. This can be found at:

http://www.education.nzta.govt.nz/home

4.3 Integrated planning

There is not necessarily a single best option for providing safety for children travelling to and from school. The NZTA's ***Integrated planning toolkit*** presents a wide range of transport and land use relevant tools, processes and concepts. It encourages linkages and enables the identification of ideas that may not be familiar to the user. The toolkit can be found at:

http://www.nzta.govt.nz/planning/process/trial-ip-toolkit/

5 Selection criteria

5.1 Selecting sites and appropriate traffic control devices

Figure 1, based on ***Traffic note 37*** and the Evaluation report, is a flow chart of recommended selection criteria for the use of traffic control devices at school sites.

In urban areas there are several sign variations that can be used depending on the type of environment, including school activity, crash history and speed profile.

In rural areas, the selection of a suitable sign type can be more limited. The 40km/h variable speed limit is generally not regarded as appropriate in most open road speed areas (that is, where speed limits are greater than 80km/h). However, in these areas active warning signs could be suitable to encourage slower speeds during periods when children are present.

5.2 Area and site-specific treatments

Active school warning signs have the potential to cover an area incorporating a number of schools in addition to a specific school site. Where there are schools in close proximity and where school times vary, RCAs may choose to select an area-wide or route treatment for schools rather than undertake individual school site improvements. In such instances, it may be more appropriate to use active school warning signs rather than 40km/h variable speed limit signs which are more specific to individual schools. If this is the case, it is recommended the RCA plan a sign regime (including times of operation for active signs) for the area covering the different school locations and develop safer routes for children to travel. Further information on this can be obtained from the Evaluation report, neighbourhood accessibility plans and the NZTA website.

5.3 Prioritising sites

Once the type of traffic control device has been identified, its appropriateness and clarity within the surrounding environment and proximity to other schools and message systems determined, the site, area or route should be prioritised for implementation. This prioritisation process is managed through local policy based on factors such as traffic volumes, school roll number, ages of school pupils, crash data and speed of through traffic. Further information, including a suggested rating system for finding suitable sites and then prioritising each one, can be found within the Evaluation report.

5.4 Other signs

The possible use of active school warning signs must be considered in conjunction with other existing or proposed signs in that area (for example a pedestrian crossing sign). Their use in conjunction with, or within close proximity to, other variable or flashing signs (such as a 40km/h variable speed limit sign) needs to be carefully considered to ensure the intended (combined) message to drivers is consistent and will not be confusing or ineffective.

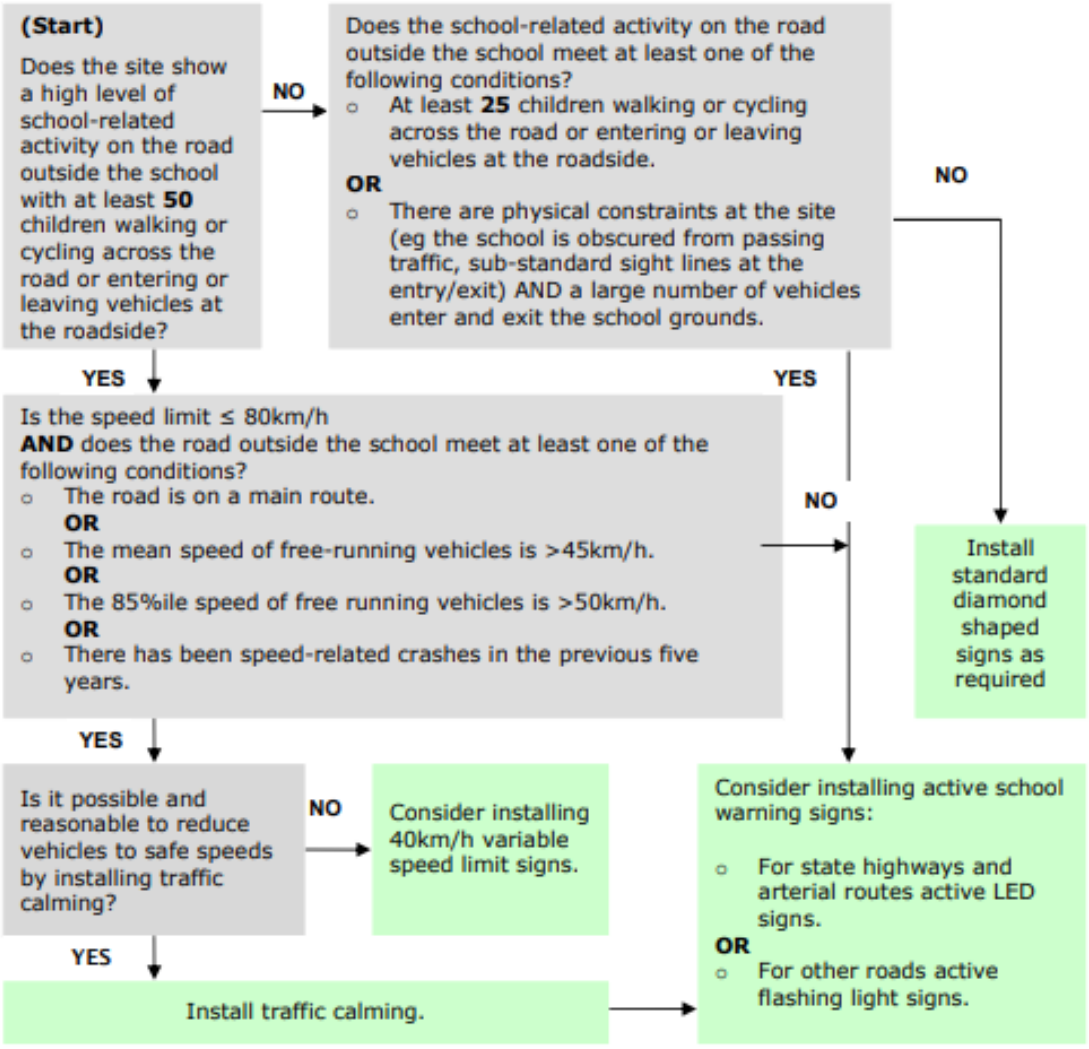


Figure 1: Selection criteria for the appropriate use of traffic control devices near schools

6 Best practice guidelines

Factors required for the successful operation of an active school warning sign are:

- coinciding times of operation with on-road school related activity (see section 6.4)
- good visibility of the signs by motorists
- long-term commitment to their correct use.

6.1 Signs – general principles

Standard reflective diamond shape school warning signs should be installed on all roads where there is an entrance to a school (unless they are replaced by active school warning signs as set out below). The standard sign is depicted in figure 2. Other signs may be used in these locations such as 'school pedestrian crossing' or 'school bus route'.

Figure 2: Standard school warning sign

Active school warning signs should be installed in place of the standard sign where additional awareness of children is considered necessary in and around schools in areas and sites meeting the criteria set out in figure 1

6.2 Active school warning signs

The type of school warning signs used to indicate a school zone should be prioritised by risk using the selection criteria shown at figure 1. Where the RCA determines an active sign is appropriate there are two versions of sign – flashing light and full LED displays.

6.2.1 'Children' symbol and 'school zone' with backing board with two flashing lights (active –flashing light type)

The 'children' symbol and the words 'school zone' depicted in figure 3 are reflectorised, fluorescent yellow-green in colour while the sign has a plain black, unlit background. There are two orange flashing lights located on the top of the sign at each side which light alternately when in use. Outside school hours the board shows the 'children' symbol and the words 'school zone'.

Figure 3: Active – flashing light school warning sign

6.2.2 'Children' symbol and 'school zone' with full LED display (active LED type)

When activated, the 'children' symbol and the words 'school zone' depicted in figure 4 are displayed using light emitting diodes (LEDs) on a black unlit background. Two orange flashing lights (which may be LED) are located in the top left and right corner of the sign. When the sign is activated the two lights are not illuminated unless the RCA has set an appropriate condition which would trigger them to be illuminated. This condition could be that an approaching vehicle is detected (by a radar unit mounted in or beside the sign) exceeding a pre-set speed. The orange lights will then flash alternately for a short period until the vehicle has passed the sign. Such a pre-set speed will depend on the speed limit and the circumstances relating to a particular school.

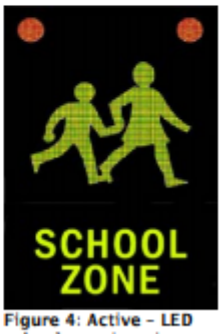


Figure 4: Active – LED school warning sign

When the symbol and text LEDs are turned off this sign displays a black rectangular panel.

Where the selection criteria (figure 1) suggests the use of an active sign could be appropriate the RCA can consider either option. The 'active – LED' sign may be considered over the 'active – flashing light' sign if the RCA determines the risk is higher. This may be based on traffic volumes, road hierarchy and whether they are part of a set of signs in an area treatment or are site-specific. For example, if an RCA is developing an area treatment, the 'active – LED' signs may be placed on the highest risk road (that is the one with higher vehicle and pedestrian volumes) while the 'active – flashing light' signs might be located on roads with lower risk sites.

For both of the above signs the orange lights must be of sufficient brightness to draw attention to, but not distract from, the sign or dazzle drivers. They must operate by flashing alternatively at a rate of 1 hertz.

Further technical and operational information for these signs is provided in appendix A.

6.2.3 *40km/h variable school zone speed limits* (see *Traffic note 37*)

If active school warning signs are proposed near other variable message signs (such as 40km/h variable speed limit signs depicted in figure 5) a careful evaluation of all relevant factors (and options) needs to undertaken. This is important to avoid the signs' messages being confused or their effectiveness being compromised.

Figure 5: Variable 40km/h speed limit sign

6.2.4 *Different (permanent) speed limits near school*

If the school is located near roads with different (permanent) speed limits, then a careful evaluation of all the children's routes and options for improvement should undertaken so that the cost of each option can be established. If a 40km/h variable speed limit is placed over roads with more than one underlying "permanent" speed limit, then (in addition to the 40km/h variable signs) special variable speed limit signs will be needed where the 'permanent' speed limits change. These special signs will be blank when the 40km/h speed limit signs are on but they need to show the 'permanent' speed limit at all other times. Most 40km/h variable speed limits are located on main traffic routes. If the annual average traffic flow on the road is more than 500 vehicles per day, then these signs indicating a change of permanent speed limit must be installed on both the left hand side and on the right hand side (or on a solid median) [see clause 8.1(2)(a) of the Land Transport Rule: Setting of Speed Limits 2003]. If this is the case, then four of these special signs will be needed, possibly placed back to back.

6.2.5 *Children on or near the roadway*

Both standard diamond shape and active school warning signs could be considered where the RCA considers there are likely to be school children on or near the roadway. Special consideration should be given where children often congregate near a school on sections of road without footpaths or where children gather at a recreation reserve abutting a road which has a speed limit higher than 50km/h. RCAs should also investigate the provision of adequate footpaths and other pedestrian or cyclist facilities in these cases.

6.3 Layout of signs

The active school warning signs should be positioned as illustrated in figure 6.

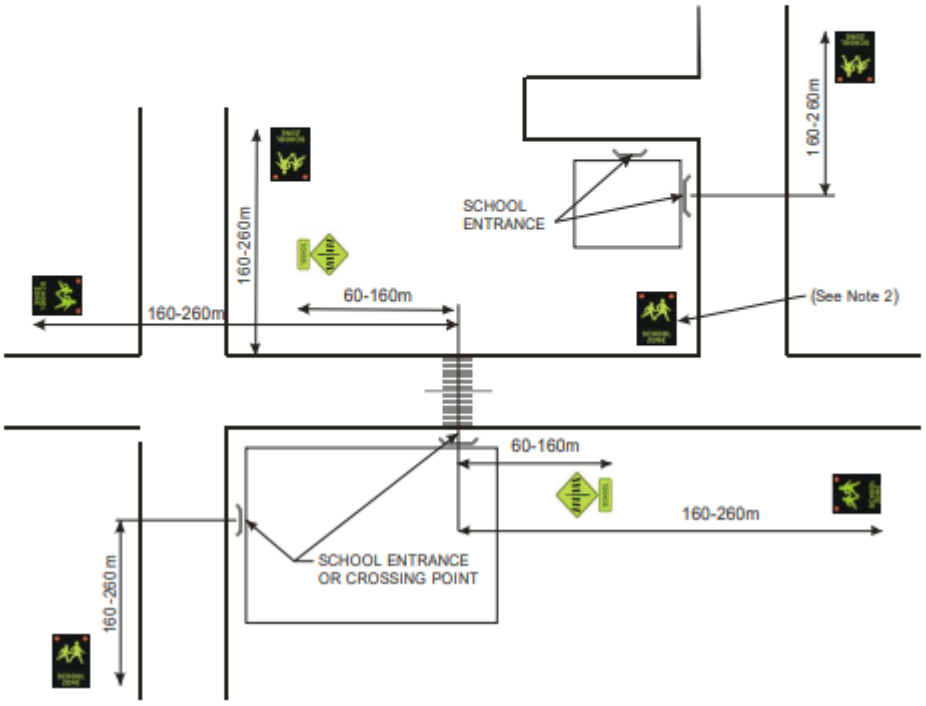


Figure 6: Example of a road and area layout for the use of active warning signs

Note 1: If a formal pedestrian crossing is present (ie a zebra crossing) then a diamond shaped pedestrian crossing warning sign must be installed in addition to the active warning sign. Active warning signs can be installed within 160m-260m from the school entrance or informal crossing point, to give a school zone length of 320 to 520 metres. The length of the school zone will be the sum of:

(a) the length of roadside used for short term parking, bus stops, crossing facilities and school entrances etc before and after the hours when the school is in session (called the 'hazard area'), and

(b) the warning sign approach distance from each direction (which depends of the speed of approaching traffic). For higher speeds, the warning sign needs to be located further in advance of the hazard area (see appendix A). If there is a cluster of schools then the school zone could be longer than 520 metres.

Note 2: Where a second school is located on a side road close to the main road junction and is reasonably obvious to drivers who turn from the main road then this active warning sign may not be necessary and could be replaced by a standard diamond shaped reflective sign.

6.4 Times of operation

As previously stated, where signs are used continuously to highlight a particular activity occurring only during short periods of the day, drivers become accustomed to their presence and may not adapt their driving during times of high risk. With this principle in mind, and supported by information provided within the Evaluation report and ***Traffic note 37***, it is recommended that the times of operation for active school warning should be as follows:

- Before and after school:
  - 35 minutes before the start of school until the start of school
  - 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school.
- During times when school activities may create additional risk to children (eg early finish times, school functions) the signs should be active for at least 10 minutes and normally not more than 30 minutes.

Times of operation must be agreed between the school and RCA.

6.5 School commitment and activity

It is essential schools are formally involved in the decision to introduce active warning signs. For these signs to be effective and remain so they must only be switched on when activity relating to the school is occurring on or alongside the road to highlight risk and to achieve the desired outcomes.

Conditions of operation of the active signs should be agreed between the school and RCA and should include the following requirements:

- The signs must only be activated by a person authorised by the school principal.
- The signs must not be used at times of day where there are no children present.

7 Acknowledgements

Dunedin City Council has developed additional notes on the trial and evaluation of active school warning signs, including detailed information on prioritising sites for their use, and technical information on their installation. Road controlling authorities and other parties interested in these types of signs are welcome to approach them seeking a copy of this information.

The NZTA acknowledges the valuable input of Dunedin City Council, Timaru District Council, Invercargill City Council, Auckland City Council and the former Transit New Zealand with regards to both the information supplied and the review of these guidelines.

References

1. NZTA/Land Transport New Zealand, Traffic Note 37, ***40km/h variable speed limits in school zones – guidelines.***
2. Dunedin City Council ***Dunedin active school warning signs trial: Evaluation report,*** October 2007.

Appendix A: Technical and installation information on active school signs

A Locations of signs in relation to the school activity

The active warning signs can be used in addition to permanent 'pedestrian crossing' signs or in place of 'school children' signs. Where a formal pedestrian (zebra) crossing is marked the diamond shaped 'pedestrian crossing' sign must still be placed in its normal position in advance of the crossing. (See figure 2 in section 6.3.)

A school warning sign (either the standard diamond shape reflective or one of the active types) should be located where approaching drivers have an uninterrupted view of it over a distance of at least 120m in rural areas and at least 60m in urban areas. The sign should be erected in advance of the hazard area (which can include the pedestrian crossing point, school entrances, bus stops, and short term roadside 'drop off and pick up' parking) by not less than the distance shown in the following table:

Operating speed	Distance
50km/h	65m
60km/h	80m
70km/h	100m
80km/h	120m
90km/h	140m
100km/h	160m

Where there are several schools in close proximity an area treatment may be more suitable. Specific details on sign placement may be at the discretion of the RCA and can be prioritised with respect to risk and criteria as outlined in section 5.

B Sign specifications

Active – flashing light (with reflective symbol and text)
(minimum size as specified for sign W19-2.2 (with symbol W16-4 'children'))

Shape and size:	rectangle 700 x 900mm
Background:	black
Symbol:	children - 600mm wide x 480mm high retroreflective, fluorescent yellow-green
Text:	'SCHOOL ZONE' 100mm high/14mm stroke width retroreflective, fluorescent yellow-green

Figure A1: Active – flashing light

Note: The size of sign used in the trials in Dunedin, Timaru and Invercargill was larger (900mm wide x 1200mm high) and this size can be used in 50km/h areas if considered appropriate. Larger sizes may be used, particularly where the speed limit is above 50km/h or there is a wide or divided carriageway.

Active – LED (light emitting diodes)

Shape and size:	rectangle 700 mm wide x 1000 mm high
Background:	black
Symbol:	children - 600mm wide x 480mm high yellow LED
Legend:	'SCHOOL ZONE' yellow LED, letters 160mm high/25mm wide

Figure A2 Active – LED

Note: This is the minimum size as specified in the Gazette notice. Larger sizes may be used, particularly where the speed limit is above 50km/h or there is a wide or divided carriageway.

C Flashing light specifications

The lights should:

- be placed in the top left and right hand corners of the sign
- be coloured orange
- be at least 60 square centimetres each in area
- be set to flash alternately at a rate of 1 hertz, and
- have cowls installed if sun strike is likely to be an issue.

There may be a need to have an indicator light that can be seen from the rear of the sign from the school or crossing point to indicate when the lights are operating.

D Power supply

Options to be considered for supplying power to the active sign units include:

- solar power (which worked well within the trial process) and is generally most suitable for rural areas)
- linking the battery for the sign to an adjacent street light
- run the signs by cable from the school's power supply.

E Installation of the signs

Signs can be attached to power poles so the units have a solid base. Where new support structures have to be erected they should be at least 100mm diameter with a foundation design that will prevent twisting yet remain frangible.

They should be mounted high enough to provide a suitable clearance above the footpath or ground so they are less likely to be tampered with. MOTSAM recommends a clearance of 2.5 metres above footpaths. However if the support pole is located close to the kerb where large vehicles (such as buses) are likely to stop, then a higher mounting height of 4.4 metres or more may be needed so that the sign is not damaged by high vehicles.

Signs should be placed so the driver's view of them is not obscured by vegetation. If necessary, trees located near the roadway should be pruned regularly to maintain the effectiveness of these signs.

At some sites where there is a special need to highlight the presence of the school to drivers, a duplicate active school zone warning sign can be placed on the right hand side of the road or on a solid median.

F Activation of the lights and LED displays

There are different types of activation systems depending on the sign type and operation. These include:

- automatic activation by wireless control. An antenna is placed on the outside of the school building and connected to the control box. Ideally there should be a direct line of sight from the antenna to the receivers (located on the signs) - while this is more effective, it may not be essential. However, at some sites there could be difficulty obtaining reception for the units and care will be needed to place them so this can be achieved. Checks should be made for possible interference from other nearby electronic equipment
- manual activation by hand held remote control units
- activation from a control box by wired connection direct to the signs.

The control box or activation unit should be located at a secure place within the school grounds where only authorised personnel can have access to it.

G Programming systems

If a programming system is used, it needs to allow for any variations to normal school operating hours including holidays and events that may be held at the school outside normal hours. The activation units need to be programmed to allow information to be entered into the system for set school activity times, holidays and daylight saving time changes together with a manual override system to allow for one-off special events.

The times when the signs operate should coincide with the school activity times as agreed in writing by the school and RCA.

A time-out facility should be installed so that the signs automatically switch off after a maximum time (possibly 1 hour for normal use and possibly 30 minutes for one-off events) if the unit has not been manually switched off.

The programming system can be completed by installation of specific software. Further information can be obtained from Dunedin City Council or the sign supplier.

H Maintenance

It is essential that regular checks are made to ensure the active device is working correctly. The RCA needs to ensure that appropriate inspection and maintenance systems are in place as part of its agreement with those authorised to operate the system. The respective maintenance responsibilities of the RCA and the school should be clearly set out in this written agreement.