

# Statement of Proposal

## Speed Limits Review – Kerikeri – Bay of Islands

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### Introduction

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Far North District Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways). Council is reviewing speed limits across the district as part of a nationwide programme under the governments “Road to Zero” National Road Safety Strategy. The aim of the review is to reduce the number of serious injury and fatal crashes on our roads by setting safe and appropriate speed limits that better match the road environment.

This ‘Statement of Proposal’ (SOP) is the document that is made available to you as part of the consultation process. The SOP sets out the proposed speed limit changes, along with some background information on the proposal to assist you in providing your thoughts to Council on the topic. More detailed technical information on how proposed changes to speed limits are arrived at is available on Councils website at

[www.fndc.govt.nz/haveyoursay](http://www.fndc.govt.nz/haveyoursay)

The area that this SOP covers include the:

- Kerikeri urban area.
- Opuia urban area.
- Paihia urban area.
- Bay of Islands catchment area, as set out in the map below.

### Background

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There is a need to reduce deaths and serious injuries on the road network; but also, ensure that people and goods can move around the road network efficiently. To do this we need to ensure that the speed limits on our roads are safe and appropriate for the road conditions and the purpose for which the road is used.

All Councils are required to review the speed limits on roads within their District as part of the Governments Road to Zero Road Safety Strategy. Because we have so many roads, we have decided to use a staged approach to reviewing speed limits, with the highest risk areas being reviewed first.

#### ***New Setting of Speed Limit Rule***

A new Setting of Speed Limits Rule (2022) came into force on 19<sup>th</sup> May 2022. The new Rule makes a number of changes to how we review and set new speed limits. Some of these changes are explained below and include:

- New Speed Management Plans
- New rules for setting speed limits around schools
- A new National Speed Limit Register (NSLR).

### ***What is a Speed Management Plan?***

A Speed Management Plan sets out how speed on our roads will be managed over time, including setting of new speed limits to better match the road environment and identifying infrastructure needs to support speed limits. A Speed Management Plan has a strong emphasis on coordinating speed and road safety on a regional basis.

### ***Schools***

The new rule sets out new requirements and acceptable speed limits near schools. The aim is to make walking and cycling to and from schools much safer. The new Rule requires us to set a permanent and variable speed limit of 30kph outside many schools.

### ***National Speed Limit Register***

The new Rule sets up a National Speed Limit Register. This has now taken over from our local Bylaws as the way in which speed limits are identified and enforced.

### ***What is in this Statement of Proposal***

Before finalising and setting any new speed limits and preparing a Speed Management Plan, Council wants to hear your views. This Statement of Proposal provides you with the proposed new speed limits in the review area, including the background and reasons for the proposed speed limits and a summary of the statutory issues Council is required to consider when setting speed limits.

We will provide ongoing information about our speed review programme on our website at [www.fndc.govt.nz/haveyoursay](http://www.fndc.govt.nz/haveyoursay)

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

## **Your Feedback**

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

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

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

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

## **How to have your say**

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Your views on the proposed new speed limits are important to us, but we need your feedback by **4:30pm on Monday 5th December 2022.**

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

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

## How to make a submission

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Council encourages any person or organisation with an interest in proposed changes to speed limits in the Kerikeri – Bay of Islands area to provide feedback on those proposals. Submissions can be made between **Friday 28<sup>th</sup> October to 4:30pm Monday 5<sup>th</sup> December 2022**. To make a submission you can:

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

## Timeline for considering the proposed speed limit changes

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Submissions Period:	<b>Friday 28<sup>th</sup> October to 4:30pm Monday 5<sup>th</sup> December 2022</b>
Hearings (if required):	<b>February 2023</b>
New speed limits come into force:	<b>To be advised</b>

## Reasons for the proposed new speed limits

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Council, as the Road Controlling Authority are reviewing speed limits across the Far North District as part of central government's Road to Zero - Road Safety Strategy. The goal is to set safe and appropriate speed limits that will reduce fatal and serious injury crashes. The proposed changes to speed limits also take account of the changing road environment, including the volume of traffic as well as current and planned development.

In response to changes in the road environment, including new development; increased traffic; the construction of new walking and cycling facilities; along with an assessment of the safe and appropriate speed for the road environment and other road safety factors; Council is proposing to amend speed limits in the Kerikeri – Bay of Islands catchment area by creating an Interim Speed Management Plan. The primary reasons for the proposed amendments are:

- To better match the road speed limit with the wider road environment to lower the potential for fatal, serious injury and minor crashes.
- To respond to a changing environment, including existing, new, and planned developments.
- To respond to increased traffic volumes.
- Lower the potential for fatal and serious injury crashes, including those involving pedestrians and cyclists by providing for a safe and appropriate speed limit.
- To meet new speed limit requirements around schools.

In addition to the overall reasons set out above, the following roads within the Review Area have been identified as priority High Benefit (top 10%) roads where better speed management will have a significant impact on lowering serious injury and fatal crashes:

- Hautapu Road
- Hupara Road
- Oromahoe Road
- Williams Road (Pahia)
- Butler Road (Kerikeri)
- Kurapari Road
- Redcliffs Road
- Te Tii Road
- Otaha Road

The roads identified above have the highest benefit speed management opportunities, whether that opportunity is engineering up or where the lowering of speed limits to match the current operating speed, so they are self-explanatory and credible to road users.

This Statement of Proposal provides the overall reason for the proposed changes to the speed limits. There is more information in the detailed speed review Technical Report. This Report can be viewed on our website at [www.fndc.govt.nz/haveyoursay](http://www.fndc.govt.nz/haveyoursay).

## Will it take longer to get where I am going?

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

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

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

## Speed Environments

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New speed limit rules now allow us to set a wider range of speed limits that are appropriate for the road environment.

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

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

20kph	Shared Space areas that are predominantly used for pedestrian activities. Areas will typically include street furniture and landscaping, or street design that promotes casual pedestrian activities. Some beaches.
30kph	Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles. Beach access, including informal parking for pedestrian access to beaches and some parts of smaller urban centres and coastal settlements.  Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads at either controlled or uncontrolled crossing points, but not a formal shared space. Some urban areas where there are facilities that generate significant additional pedestrian activity such as shopping centres, sports facilities or other developed recreational areas, or where there are "slow street" urban design features.
Schools 30kph	The Setting of Speed Limits Rule requires that most schools have a permanent or variable speed limit of 30kph.
40kph	Urban residential areas.  Unsealed roads that are particularly narrow, torturous or are short access only roads that may have a higher non-traditional vehicle use (eg: horses or

	agricultural vehicles).
50kph	Urban roads that that are utilised as key arterial routes within the community and where those roads exhibit urban safety features such as marked cycleways, and other road safety markings, including traffic and pedestrian separation.
Schools less than 60kph	The Setting of Speed Limits Rule requires that schools identified as Category 2 have a maximum speed limit of 60kph (or less). Category 2 schools include rural schools where there is no associated pedestrian activity in the road environment (including off-street pick up and drop off for all vehicles, including school busses).
60kph	Semi-urban or rural roads that meet one or more of the following criteria: <ul style="list-style-type: none"> <li>• Significant industrial or commercial activity</li> <li>• A road principally used for access to rural residential dwellings with a narrow single lane carriageway or no centre line marking</li> <li>• A road where significant residential or other development is directly accessed, including approaches to urban areas.</li> <li>• Some urban arterial routes</li> <li>• Unsealed roads</li> </ul>
70kph	<ul style="list-style-type: none"> <li>• Transitional roads that do not meet the 60kmph semi-urban speed environments but have characteristics that an 80kmph speed limit is inappropriate.</li> </ul>
80kmph	<ul style="list-style-type: none"> <li>• General rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves.</li> </ul>
100kmph	<ul style="list-style-type: none"> <li>• Rural arterial routes that are of high quality with a wide carriageway, lane separation and exhibit other engineered safety features.</li> </ul>

## Statutory Considerations

Speed limits are set in accordance with the Setting of Speed Limits Rule 2022 and the Land Transport Act 1998. The Setting of Speed Limits Rule requires Council to prepare Speed Management Plans that identify proposed speed limit changes and a schedule for implementing those changes.

In proposing new speed limits as part of a speed Management Plan, Council, in its capacity as a Road Controlling Authority must have regard to:

- Any Government Policy Statement on Road Safety
- The principals and outcomes of the National Road Safety Strategy – Road to Zero
- Waka Kotahi (NZTA) speed management guidance, including mean operating speeds on roads
- Speed limits on adjoining roads
- The function and use of the road
- Crash risk for all road users
- The characteristics of the road and roadsides
- Adjacent land-use

- The number of intersections and property accessways
- Traffic volume
- Any planned modifications to the road
- The mean operating speed of the road (how fast vehicles currently travel on the road)

Detailed information about the matters that Council must have regard to is provided in a separate “Speed Review Technical Report” which can be viewed on our website at [www.fndc.govt.nz/haveyoursay](http://www.fndc.govt.nz/haveyoursay)

### **Road to Zero Strategy**

All Councils are required to review speed limits on roads within their District as part of the Governments Road to Zero Strategy. The Road to Zero Strategy adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes and sets a target for reducing annual deaths and serious injuries by 40 percent by 2030. This speed limit review has been undertaken as part of the implementation of the Road to Zero Strategy.

One of the five main focus areas to achieve the overall vision is to “Improve road safety of our cities and regions through infrastructure improvements and speed management”. The Strategy recognises that improving people’s skills and behaviours as road users will be critical to its success, but that this alone will not fix the problem and that it also requires fixing a transport system that fails to protect people. To do this, attention is to be given to improving physical road infrastructure, lifting the safety of our vehicle fleet and by tackling unsafe road speeds.

### **Government Policy Statement on Land Transport**

The Road to Zero Strategy is also supported, as a priority, by Te Tauākī Kaupapa Here a te Kāwanatanga mō ngā waka whenua - The Government Policy Statement on Land Transport (GPS). The GPS sets out the Governments priorities for allocating transport funds over the next 10-year period. It also covers the allocation of funding through the National Land Transport Fund (NLTF) for activities such as public transport, state highway improvements, local roads and road safety.

All local authorities need to ensure that spend on transport reflects Government priorities outlined by the GPS. Strategic Priority 1 is to “Develop a transport system where no one is killed or seriously injured”, with one of the key indicators being deaths and serious injuries where speed, amongst other things, was a contributing factor. Council are therefore dedicating resources to reviewing speed limits to align with this priority.

## **Proposed Changes**

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The Review Area Map identifies the entire area that we are reviewing.

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

In most cases, the proposed new speed limits on open roads will reduce to 80kph because our roads do not meet the safety standards of a higher speed limit. The proposed speed limits on unsealed roads will be generally lower than that of a sealed road.

Within our coastal communities, we are proposing slower speed limits of 40kph for most residential streets and 30kph in areas where there are more pedestrians accessing beaches or retail establishments. This is intended to provide a safer road environment for the residents and visitors to those communities. There are some residential areas in Opua where we are proposing a 30kph speed limit because the roads are particularly narrow and tortuous.

## **School Speed Limit Zones**

The Setting of Speed Limits Rule 2022 requires us to set a 30kph speed limit (either permanent or variable) outside all urban schools and those schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school. The requirement applies to all urban schools and some rural schools. Rural schools where there is no active use of the road environment by student pedestrians, can only have a speed limit of 60kph or less.

The following schools are within the review area:

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



## Kerikeri – Bay of Islands Speed Review Area

The Kerikeri – Bay of Islands Catchment is set out in the map below (Figure 1). The area extends to the east of State Highway 10 and State Highway 1 from Whangaroa Harbour to State Highway 11 (Kawaka to Opuia) in the south. Note that the review area does not include State Highways or the township of Kawakawa.



**Figure 1: Kerikeri – Bay of Islands Speed Limit review Area**

*Note: This Map provides an outline of the Kerikeri – Bay of Islands Catchment Area being reviewed. Due to the scale of the map, not all roads are shown.*



## Proposed Speed Limit Changes – Kerikeri - Bay of Islands Catchment

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

### Kerikeri urban area

Within the Kerikeri urban area, it is proposed to set 40kph speed limits on most residential roads. This is intended to provide a safer environment for residents, particularly pedestrians and cyclists. It is proposed to retain some arterial roads at the 50kph. There are also new school zones within the urban area. The school zones are set out in more detail under their own headings.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Access Heights	50	40
Access Road	50	40
Amokura Drive	50	40
Amsharlo Drive	50	40
Ao Marama Place	50	40
Aranga Road	50	40
Augusta Place	30	30
Awhitu Road	50	40
Barrett Place	50	40
Baska Voda Drive	50	40
Blacks Road	50	40
Blue Marlin Drive	50	40
Blue Marlin Drive Extension	50	40
Butler Road	30	40
Campbell Lane	50	40
Cannon Drive	50	40
Cannon Drive Extension	50	40
Charlotte Kemp Drive	50	40
Clark Road (Kerikeri)	50	30
Cobham Court	50	40
Cobham Road from Kerikeri Rd to Hobson Ave	30	30
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	50
Cobham Road Service Lane	30	30
Cochrane Drive	50	40
Darwin Road	50	40
Edkins Road (Kerikeri)	50	40
Fairway Drive Kerikeri Rd to Augusta Place	50	30
Fairway Drive from Augusta Place to Golf View Rd	30	40
Fairway Drive Service Lane 1	30	30
Fairway Drive Service Lane 2	30	30

**Table 1: Summary of proposed Speed Limit changes – Kerikeri urban area**

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Fieldview	50	40
Fuller Terrace (Kerikeri)	50	40
General Gates Avenue	50	40
Golf View Road	50	40
Greenway Drive	50	40
Hall Road	50	40
Hawkins Crescent	50	40
Heritage Bypass from Kerikeri Rd for first 50m	50	50
Heritage Bypass	80	80
Heron Hill	50	40
Hobson Avenue (Kerikeri)	30	30
Homestead Road	30	30
Homestead Road Service Lane 1	30	40
Homestead Road Service Lane 2	30	30
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	30
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40
Jacaranda Place	50	40
James Kemp Place	50	40
Karaka Drive	50	40
Kemp Road	50	40
Kendall Road	50	40
Keridale Lane	50	40
Kerikeri Grove	50	40
Kerikeri Inlet Road from Cobham Rd to 300m past Hoult's Way	50 / 80	50
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60
Kerikeri Inlet Road from One Lane Bridge (approx. 313 Kerikeri Inlet Rd) to end	100	80
Kerikeri Road from SH10 to 50m south of Greenway Dr	80	60
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	50	50
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	50
Kerikeri Road from Heritage Bypass roundabout to end	50	40
Kilountain Place	50	40
King Street	50	40
Kingfisher Drive	50	40

**Table 1 (cont.): Summary of proposed Speed Limit changes – Kerikeri urban area**

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Kotare Heights	50	40
Lanark Road (School Zone)	50	30
Landing Road (Kerikeri)	50	40
Limelight Lane	50	40
Maraenui Drive	50	40
Marsden Place (Kerikeri)	50	40
Martha Clarke Lane	50	40
Masonic Lane	30	30
Mill Lane	50	40
Mission Road (Kerikeri)	50	40
Norfolk Place	50	40
Oakridge Drive	50	40
Okura Drive	50	40
Oripiro Road	50	40
Pa Road	50	40
Paretu Drive	50	40
Peacock Garden Drive	50	40
Pickmere Lane	50	40
Rainbow Falls Road	50	40
Ranui Avenue	50	40
Rarere Terrace	50	40
Reinga Road	50	40
Riddell Road	50	40
Riverbank Drive - Through Road	50	40
Riverstone Lane	50	40
Riverview Road from Landing Rd to 20 Riverview Rd	50	40
Riverview Road from 20 Riverview Rd to 45 Riverview Rd (School Zone)	50	30
Riverview Road from 45 Riverview Rd to end	50	40
Sammaree Place	50	40
Selwyn Place (Kerikeri)	50	40
Shepherd Road (Kerikeri)	50	40
Silkwood Lane	50	40
Skudders Beach Road	50	40
St Andrews Place	50	40
Stella Drive (East)	50	40
Stella Drive (West)	50	40
Tareha Place	50	40
Tarutaru Lane (School Zone)	50	30
Tasman Place	50	40

**Table 1 (cont.): Summary of proposed Speed Limit changes – Kerikeri urban area**

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
The Lookout	50	40
The Ridge	50	40
Totara Place (Kerikeri)	50	40
Tuatahi Place	50	40
Tui Place (Kerikeri)	50	40
Urutawa Drive	50	40
Waipapa Landing Place	50	40
Waipapa Road from SH10 to 50m before Landing Rd	80	60
Waipapa Road 50m before Landing Rd to Roundabout	50	40
Waipapa/Landing Road Rab	50	40
Waitotara Drive	50	40
Wendywood Lane	50	40
Wentworth Terrace	50	40
Woodley Place	50	40

**Table 1 (cont.): Summary of proposed Speed Limit changes – Kerikeri urban area**



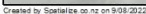
## Paihia urban area

Paihia is a small community that has a strong tourism focus. The town centre has significant pedestrian activity, and the proposed 30kph speed limit reflects this. In addition, the school is located near the town centre. In accordance with the new Setting of Speed Limits Rule 2022, the proposed 30kph zone has been extended to encompass the school.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Bayview Road (Paihia)	50	40
Bedggood Close	50	40
Binnie Street	50	30
Coutts Avenue	50	30
Davis Crescent (Paihia)	50	40
Greys Lane	50	30
Joyces Road	50	30
Kings Road	50	40
Kowhai Crescent (Paihia)	50	40
Macmurray Road	50	40
Mako Lane (Paihia)	50	40
Moana Avenue	50	40
School Road (Paihia)	50	40
Seaview Heights Road	50	30
Selwyn Road (Paihia)	50	30
Selwyn Road Service Lane	50	20
Sullivans Road	50	30
Tahuna Road (Paihia)	50	40
Te Karuwha Parade from SH11 to Bridge	50	40
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30
Te Kemara Avenue	50	40
Tohitapu Road	50	40
Veronica Street	50	30
Williams Road	50	30

**Table 2: Summary of proposed Speed Limit changes – Pahia urban area**





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## Opua urban area

Opua is characterised by very narrow tortuous residential streets. In many cases, the carriageway is single lane with no lane markings and very little manoeuvring room. A slower safer streets 30kph speed limit has been proposed for these streets. A 30kph speed limit has been proposed on Franklin Street as this road provides pedestrian access to Opua School and has frequent queues for the Opua Ferry.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Austin Street	50	30
Baffin Street	50	30
Beechey Street	50	20
Creswell Street	50	30
De Haven Street	50	30
English Bay Road	50	30
Franklin Street (School Zone)	50	30
Kane Street (East)	50	30
Kane Street (West)	50	30
Kellet Street	50	30
Kennedy Street	50	30
Lyon Street	50	30
Osbourne Road	50	30
Penney Street (Opua)	50	30
Richardson Street	50	30
Scoresby Street	50	30
Sir George Back Street	50	30

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



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# **FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW** **PROPOSED SPEED LIMIT LOCATIONS - OPUA SPEED LIMIT AREA**

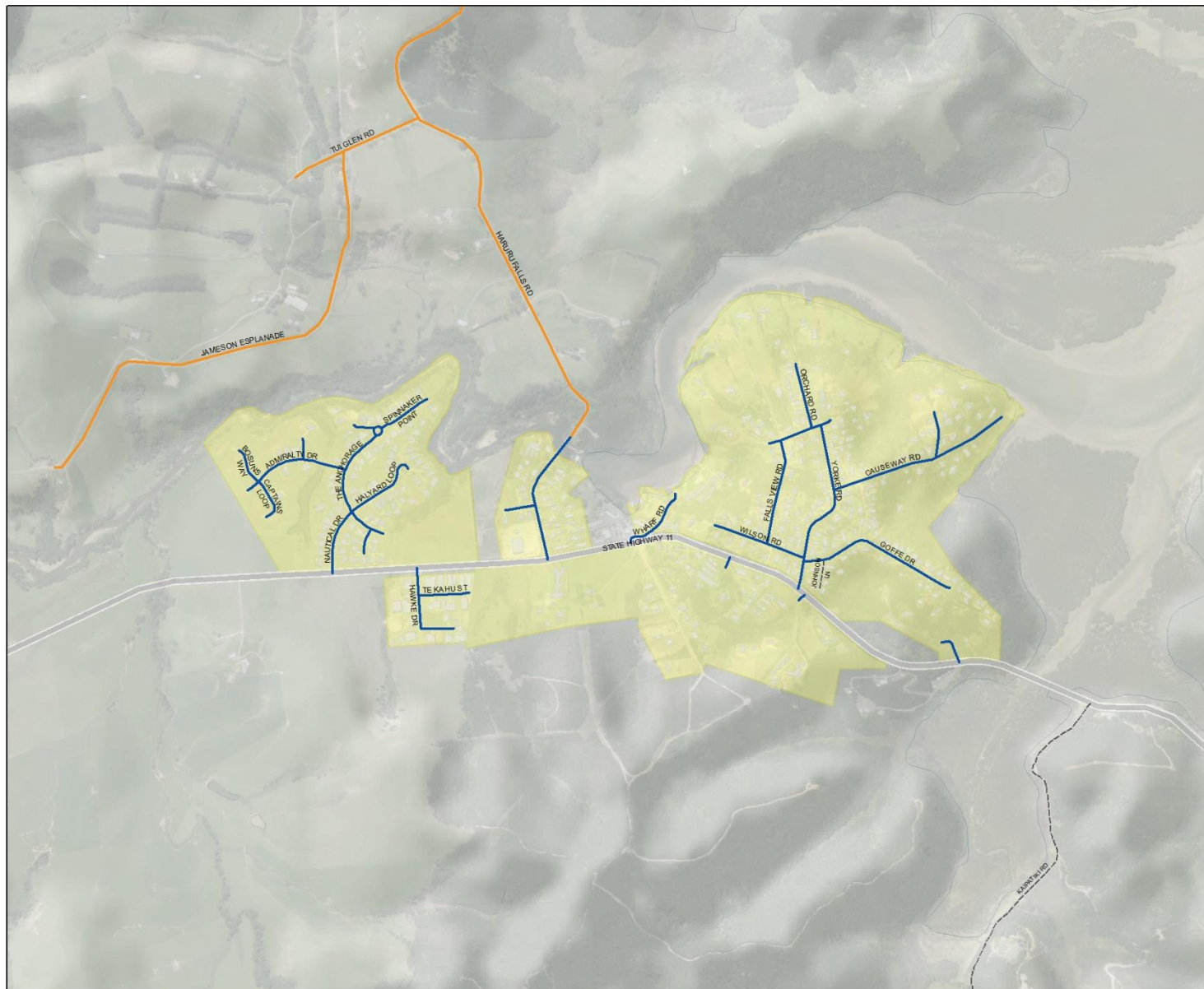
## Haruru Falls urban area

Haruru Falls is a small community with new subdivision developments. A 40kph speed limit has been proposed within the residential community, which is consistent with other small communities across Northland. The proposed 40kph speed limit is intended to provide a safer environment for residents, especially pedestrians and cyclists.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Admiralty Drive	50	40
Ash Grove Circle	50	40
Bosuns Way	50	40
Captains Loop	50	40
Causeway Road	50	40
Falls View Road	50	40
Garden Court	50	40
Goffe Drive	50	40
Halyard Loop	50	40
Haruru Falls Road from SH11 to northern side of bridge	50	40
Hawke Drive	50	40
Kaipatiki Rise	50	40
Mooring Close	50	40
Nautical Drive	50	40
Orchard Road (Haruru Falls)	50	40
Riverglen Drive	50	40
Skippers Close (Watea)	50	40
Spinnaker Point	50	40
Te Kahu Street	50	40
The Anchorage	50	40
The Anchorage East	50	40
Waterview Place	50	40
Wharf Road (Haruru Falls)	50	40
Wilson Road	50	40
Yorke Road	50	40
Yorke Road (East)	50	40

**Table 4: Summary of proposed Speed Limit changes – Haruru urban area**





## Legend

- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- State Highway
- Private Road
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

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

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## FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW PROPOSED SPEED LIMIT LOCATIONS - HARURU FALLS SPEED LIMIT AREA

A3 Scale: 1:10,000  
0 125 250 m



## Whangaroa urban area

Whangaroa is a small community located along the Whangaroa Harbour with most of the residential streets traversing a very steep topography, with narrow and tortuous carriageways. A 30kph speed limit has been proposed for most of the roads within this area, except the main entry into the Whangaroa village. The proposed 30kph speed limit is intended to provide a safer environment for residents, especially pedestrians and reflects the high number of visitors to this community.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Kent Street (Whangaroa)	50	30
Lewer Street	100	30
Mckenzie Road (Whangaroa)	50	30
Old Church Rd Service Lane	50	30
Old Church Road (Whangaroa)	50	30
Old Hospital Road	50	30
Ruato Road	50	30
Whangaroa Road	50	30
Whangaroa Road from Wainui Rd to 75m west of Kent St	100	60
Whangaroa Road from 75m west of Kent St to 100m south of Old Church Rd	50	40
Whangaroa Road from 100m south of Old Church Rd to end	50	30

**Table 5: Summary of proposed Speed Limit changes – Whangaroa urban area**





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

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

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## FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW PROPOSED SPEED LIMIT LOCATIONS - WHANGAROA SPEED LIMIT AREA



## Roads that are outside of the urban areas

The roads set out in the tables below and the map are located outside of the larger urban areas (identified above), but within the overall review area. Proposed speed limits reflect the road environment, for example, unsealed or tortuous. Generally sealed roads that are not tortuous have been proposed as 80kph. In some cases, a lower speed limit has been proposed due to a higher crash risk or other road environment considerations.

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Ake Ake Road	100	40
Amsharlo Drive	50	40
Anchorage Heights	100	40
Arabella Road	50	40
Atwell Road	100	60
Bayly Road	100	40
Beaufort Road	50	30
Bledisloe Road		20
Blue Gum Lane (school zone)	100	30
Blue Penguin Drive	50	40
Bristow Road	100	30
Broadview Road	50	40
Bush Point Road (Doves Bay)	100	40
Cavalli View Road	100	60
Conifer Lane	100	60
Cottle Hill Drive	100	60
Davis Strongman Place	100	60
Doonside Road	100	60
Doves Bay Road	100	40
Edmonds Road	100	60
Equestrian Drive	100	60
Fantail Rise	50	40
Fernbird Grove	50	40
Furness Road	100	60
Hansen Road (Purerua)	100	60
Harmony Lane	50	40
Haruru Falls Road from Puketona Rd to north side of bridge	50	40
Haruru Falls Road from north side of bridge to Tui Glen Rd	100	60
Haruru Falls Road from Tui Glen Rd to end	100	60
Hauriri Road	100	60
Hautapu Road	100	60
Hewitt Road (50m road leading to a carpark and Conservation estate.	100	30

**Table 6: Summary of proposed Speed Limit changes – roads outside the urban areas**

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Hihitahi Rise	50	40
Hikurua Road	100	60
Huia Road	100	60
Hupara Road	100	80
Hupara Road	100	60
Hupara Road (East)	100	60
Jameson Esplanade	100	60
Kapiro Road from SH10 to 50m west of roundabout	100	80
Kapiro Road from west of roundabout to end	50	40
Keri Downs Road	100	60
Kingfisher Drive	50	40
Kotuku Road	100	60
Kurapari Road	100	60
Leacock Road	100	60
Mahinepua Road	100	60
Martin Road (Kaeo)	100	60
Matangirau School Road	100	40
Matau Place	50	40
Matauri Bay Road	100	80
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	100	60
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	100	40
Matauri Link Road	100	60
Mawson Avenue	50	40
Mccaughan Road	100	60
Mcdonalds Road (Oromahoe)	100	60
Mcgee Road	100	60
Mcintyres Road	100	60
Mckenzie Road (Purerua)	100	60
Ngahuhu Road	100	60
Ohakiri Way	100	60
Oihi Road	100	60
Opito Bay Road to 407 Opito Bay Rd	100	80
Opito Bay Road from 407 Opito Bay Rd to end	100	40
Orangewood Road	100	60
Orchard Road (Kapiro)	100	80
Oromahoe Road	100	60
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	80
Ota Point Road from 100m before 103 Ota Point Rd to end	100	40

**Table 6 (cont.): Summary of proposed Speed Limit changes – roads outside the urban areas**

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Otaha Road	100	60
Pathways Drive	50	40
Pinehill Road	100	60
Point Veronica Drive	50	40
Point Veronica Drive Extension	50	40
Porters Access Road	100	40
Porters Access Road Extension	100	40
Pounamu Place	50	40
Puketiro Place	50	40
Purerua Road from to 110m before Te Tii Rd	100	80
Purerua Road from 110m before Te Tii Rd to end	100	60
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	Variable 30
Quinces Landing	100	40
Rangihoua Road	100	60
Rangitane Loop Road	50	40
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	100	80
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	100	60
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	80
Redcliffs Road from Rangitane Rd to end	100	60
Retreat Road	100	60
Rigden Road	100	60
River Drive Road	100	60
Riwhi Way	50	30
Rosella Road	50	40
Rowsell Lane	100	40
Scoresby Street	50	30
Smeath Road (Hupara)	100	60
Smith Camp Road	80	30
Somerville Road	100	60
Spoonbill Drive	50	40
Stanners Road from SH10 to end of seal	100	80
Stanners Road from end of seal to end	100	60
Takou Bay Road from SH10 to Otaha Rd	100	80
Takou Bay Road Otaha Rd to end	100	60
Tanikaha Lane	100	80
Taraire Road	100	60
Tau Henare Drive	50	40

**Table 6 (cont.): Summary of proposed Speed Limit changes – roads outside the urban areas**

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Taumata Close	50	40
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	40
Tauranga Bay Beach Road from 20m before campground to end	50	30
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	40
Te Haumi Drive	50	40
Te Karuwha Parade	50	30
Te Kowhai Point Road	100	60
Te Ra Road	100	60
Te Tapui Road	100	40
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60
Te Tii Road from Te Tii Rd Extension to end	100	40
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60/30
Te Tii Road Extension	100	40
Tepene Tablelands Road	100	60
Thompsons Access	100	60
Tikorangi Road	100	40
Tui Glen Road	100	60
Tui Grove (Paihia)	50	40
Waikoura Road	100	60
Waimangaro Road	100	60
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60
Wainui Road from Tauranga Bay Rd to Whangaroa	100	80
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60/30
Wainui Valley Road	100	60
Waipapa Road from SH10 for a distance of 90m	70	60
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	80	60
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	60 / 30
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	60
Waipapa Road from 20m west of Edkins Rd to end	50	40
Wairangi Road	100	60
Waitapu Creek Road	100	60

**Table 6 (cont.): Summary of proposed Speed Limit changes – roads outside the urban areas**

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Wakelin Road	100	60
Whangae Road	100	60
Whangaroa Road from SH10 to Wainui Rd	100	80
Wharau Road from Quines Landing to end of seal	100	80
Wharau Road unsealed section	100	60
Wharengaere Road	100	60
Yacht Drive (Opito Bay)	100	40

**Table 6 (cont.): Summary of proposed Speed Limit changes – roads outside the urban areas**





Opua School (Franklin Road – Opua)

Opua School is located on Franklin Road, which is the main access road into the Opua commercial area and the Opua ferry. It is proposed to extend a permanent 30kph speed limit from the intersection with State Highway 11, past the school to the end of Franklin Road where it intersects with Lyon Street.

The proposed extent of the 30kph zone is consistent with proposed speed limits throughout Opua and provides for the school area, as well as a slower speed limit where vehicles queue for the ferry.

The proposed 30kph speed limit also includes Kellet Street. It should be noted that Kellet Street is very narrow and tortuous. We would be proposing a 30kph speed limit on Kellet Street whether or not the school was there.





# Paihia School (School Road – Paihia)

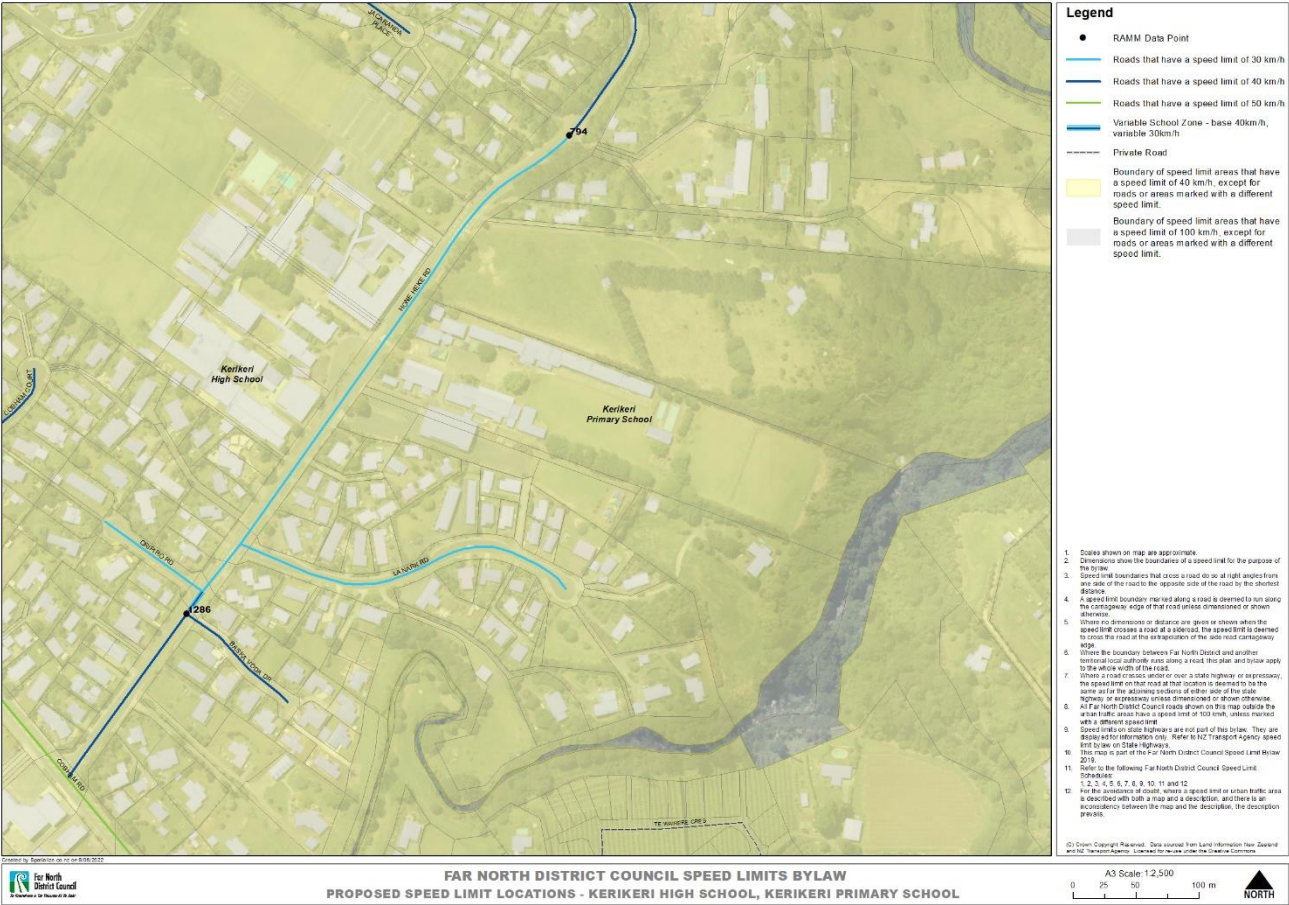
Paihia School is located near the central commercial area of Pahia. A permanent 30kph speed limit is proposed around the school, encompassing the main student walking and cycling routes to the school. The permanent 30kph zone links to the proposed 30kph zone within the central commercial area on Williams Street. The proposed speed limits are intended to provide a safe environment for school students walking between the commercial area and the school, as well as the heightened number of pedestrians on Williams Street.



# Kerikeri Primary School and Kerikeri High School (Hone Heke Road – Kerikeri)

Kerikeri Primary School and Kerikeri High School are located on opposite sides of Hone Heke Road. In addition to the main schools, there is an early childhood centre located on Lanark Road. A permanent 30kph speed limit has been proposed in this area as it is a busy school area, with potential for students and other pedestrians crossing the road and walking to school. The proposed 30kph zone includes some side streets as these are expected to be walking routes to and from the school.

It is expected that additional physical works will be planned within the proposed 30kph area to support a slower speed.





## Riverview School (Riverview Road – Kerikeri)

Riverview School is located on Riverview Road. Riverview School has two turning bays and some on-street parking. The two turning bays are limited in size and are not fully separated from the road, resulting in potential for students to move onto the road carriageway. A permanent 30kph speed limit is proposed for approximately 370m along the school frontage, including the approaches.

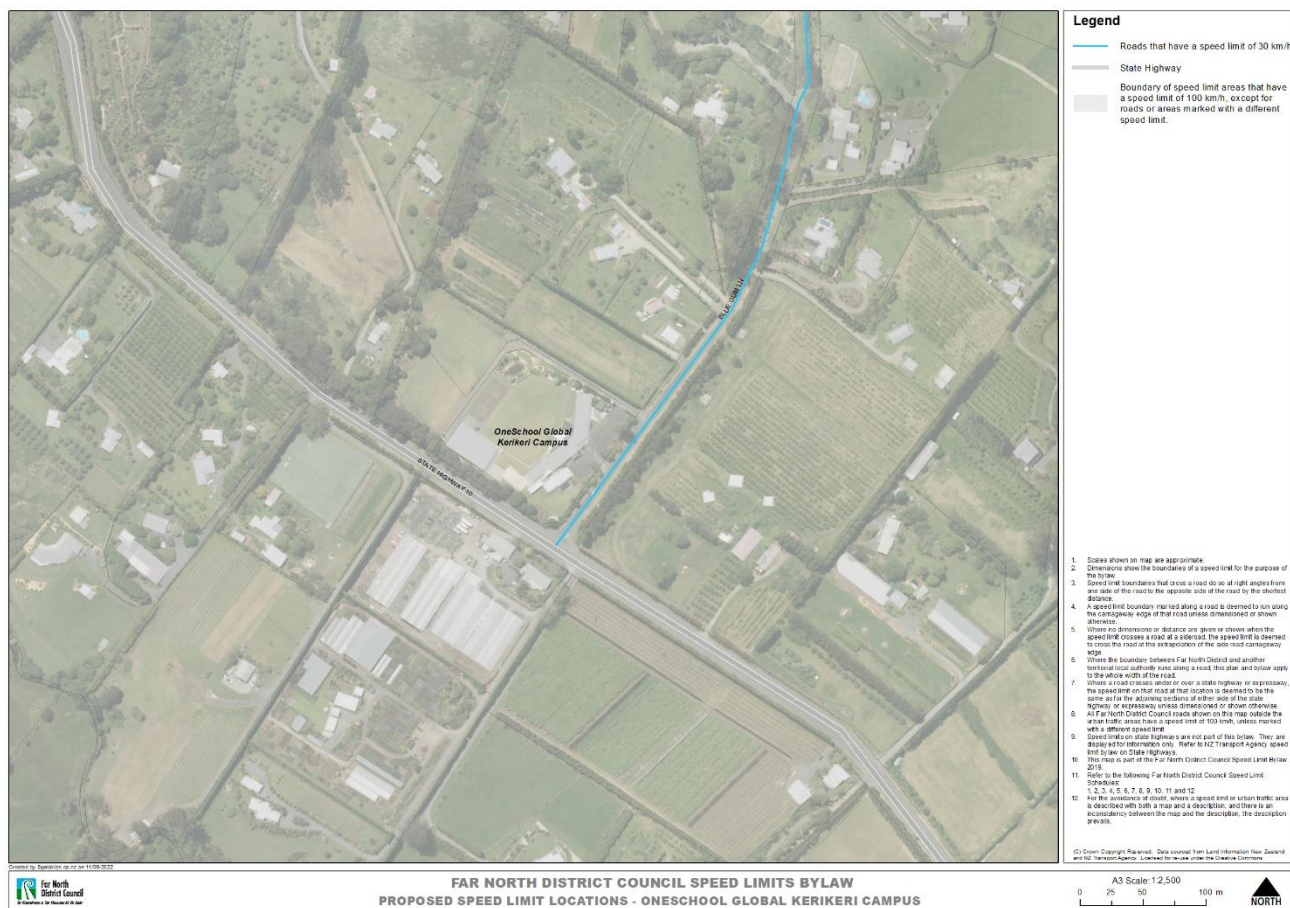
Riverview Road has a narrow carriageway with no centreline markings. It is therefore a slow speed road. We are therefore considering extending the 30kph speed limit to encompass the full length of Riverview Road.



## One School Global Campus Kerikeri (Blue Gum Lane)

One School Global Campus is located on the corner of State Highway 10 and Blue Gum Lane. The entry to the school is located on Blue Gum Lane. There is no on-street parking and all pick-up and drop off facilities are separated from the road carriageway.

Although there are no pedestrian facilities, a 30kph permanent speed limit is proposed. It is proposed to extend the 30kph speed limit along the length of Blue Gum Lane and Manako Place. The extended 30kph zone reflects the very narrow carriageway along most of Blue Gum Lane and Manako Place, along with the primarily residential land uses.

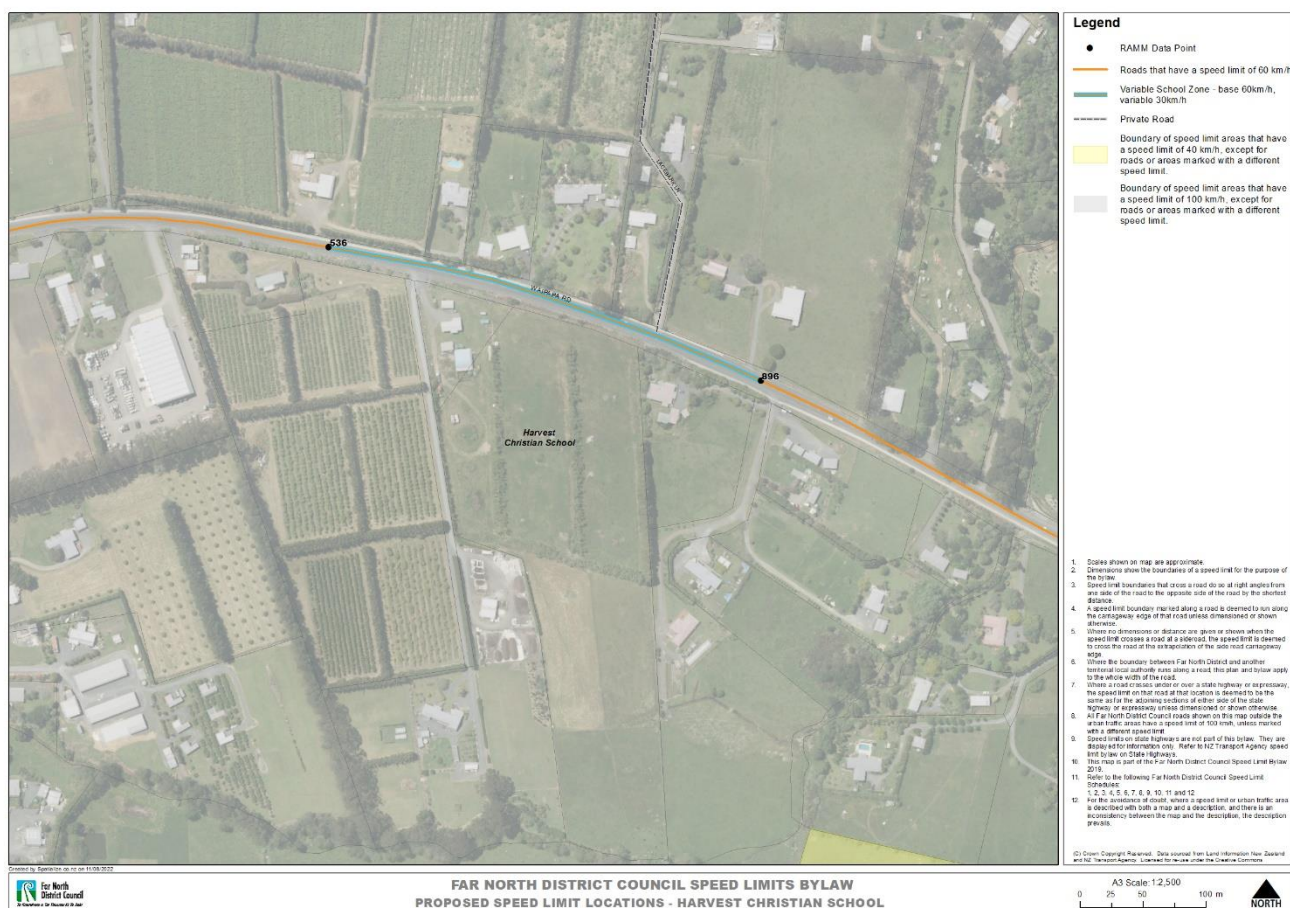


## Harvest School Waipapa (361 Waipapa Road)

Harvest School is a new build school that is expected to open in 2023. A 30kph Variable Speed Limit is initially proposed for an approximately 360m stretch of Waipapa Road to incorporate the school frontage and its approaches.

It should be noted that, at the time of consultation, this school is still under construction. The proposed Variable Speed Limit will not be implemented until the school opens. It will also be necessary to review the school variable speed limit once student travel patterns can be accurately established.



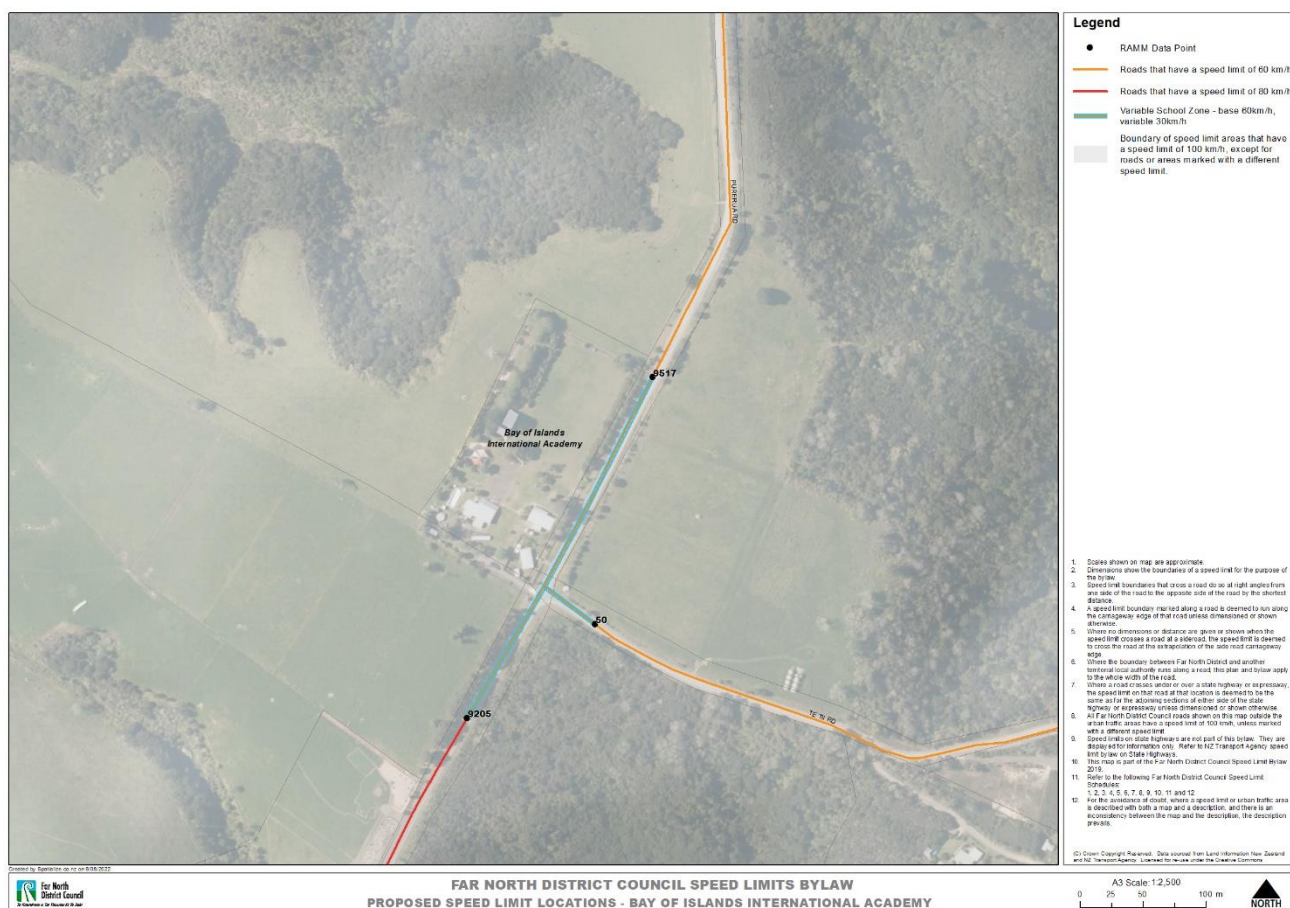


## Bay of Islands International Academy (Purerua Road – Te Tii)

The Bay of Islands International Academy is located near the intersection of Purerua Road and Te Tii Road. Busses pick up and drop off students at a bus stop a short distance along Te Tii Road and students walk the short distance to the Academy.

Purerua Road is sealed along the frontage of the academy, with the seal ending approximately 200m past the Academy entrance. The unsealed section of Purerua Road is proposed to be 60kph. We are proposing to extend the 60kph speed limit (on the unsealed part of Purerua Road) to a point 110m before the intersection with Te Tii Road. This will enable a variable 30kph school speed zone to extend from that point to past the Academy and for a short distance along Te Tii Road. The speed limit when there are no students on the road will be 60kph outside the Academy.

The proposed speed limits around the Academy reflect the requirements of the new Setting of Speed Limits Rule and associated guidance, as well as speed related complaints around the school.



## Matauri Bay School and TKKM o Whangaroa (Wainui Road – Matauri Bay)

Matauri Bay School and TKKM o Whangaroa are located side by side on Whakarara Road (Wainui Rd). There is a footpath from the nearby community on Te Tapui Road. The footpath is narrow and there is little or no separation from the road carriageway.

It is proposed that the section of road outside the schools has a speed limit of 60kph, with a variable speed limit of 30kph when children are present. Consideration has also been given to extending the variable speed limit to the intersection with Matauri Bay Road. Extending the Variable Speed Limit will provide a safer walking environment for students who walk to school. A permanent 30kph speed limit may also be required under the new Setting of Speed Limits Rule 2022.



**Legend**

- RAMM Data Point
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Variable School Zone - base 60km/h, variable 20km/h
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on this are approximate.  
2. Discrepancies 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 that lies along a road is deemed to run along the corresponding edge of that road unless dimensioned or shown otherwise.  
5. Unless a dimension or distance is given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the intersection of the side road and the main road.  
6. Unless 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. Unless a road crosses another or runs a state highway or approximately, the speed limit on that road at that location is deemed to be the same as for the adjacent road unless otherwise shown.  
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 to law on State Highways.  
10. This map is part of the Far North District Council Speed Limit Bylaw 2016.  
11. Refer to the following Far North District Council Speed Limit Scheduling: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.  
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