STATEMENT OF PROPOSAL

Proposed amendments to the
Speed Limits
Bylaw 2019
Whangarei District Council is proposing to amend our Speed Limits Bylaw 2019 as part of an ongoing programme to review speed limits on the district’s roads. Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Whangarei District (except State Highways). Council is required to review all speed limits on roads it is responsible for under the Government’s Safer Journey’s Strategy. The reviews will be undertaken in a staged programme. The proposed changes to speed limits in this Statement of Proposal represent the first stage of the review process.

This document includes further information on the proposed amendments, including the reasons for the proposals, a draft of the proposed amendments and some statutory background information. Additional information can be obtained from Council’s website.

Before making any final decisions, we’d like to know your views.

The closing date for submissions is 5pm Monday 9 December.

Further information on how to make a submission is included in this document.
Have Your Say

We need your feedback by **5pm Monday 9 December 2019**.

Your views on the proposed new speed limits are important to us.

There are several ways you can have your say. A submission form is provided in this Statement of Proposal or 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**

You can make a submission online at: www.wdc.govt.nz or email us at mailroom@wdc.govt.nz (please put “Speed Limits Bylaw” in the subject line).

Post your submission to:

Speed Limit Bylaw
Whangarei District Council
Private Bag 9023
Whangarei 0148

Submissions can also be hand-delivered to Council offices in Forum North, Rust Avenue, or at a Council service Centre (Attention Shawn Baker, Roading Department).

Council is legally required to make all written or electronic submissions available to the public and to Councillors, including the name and address of the submitter. The submissions, including all contact details provided, will be available to the public, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you consider there to be a compelling reason why your contact details and/or submission should be kept confidential, you should contact Hilary Malcom at Council on 0800 932 463 or 09 430 4200.

**Timeline for considering the proposed amendment to the Bylaw**

Submissions Period: **4 November to 9 December 2019**

Hearings (if required): **February 2020**

Council amends Bylaw: **March 2020**

Any amendments come into force: **April 2020**

*Information on the hearings process and what to expect if you want to attend the hearings to present your submission in person can be found on our website in the public consultations section.*
**Statement of Proposal**

**Introduction**

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

All Councils are required to review the speed limits on roads within their District as part of the Government’s Safer Journey’s 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. This Statement of Proposal sets out the first areas that we are reviewing, and includes:

- One Tree Point and Ruakaka
- Waipu and Nova Scotia Drive
- Vinegar Hill Road

We have also included the unformed section of Te Toiroa Road. This unformed legal road is utilised by four-wheel drive vehicles; and has recently been developed as a section of the Tutukaka Coastal Cycle Trail. The unformed part of the road is now a shared space and there is an urgent need to set an appropriate speed limit.

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

Before finalising and setting any new speed limits, Council wants to hear your views. 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. A copy of the proposed amendments to the Bylaw are also included.

As well as your views, we are also required to consider a range of other matters when setting a safe and appropriate speed limit, including crash risk information; the design and nature of the road; the surrounding land-uses; how the road is accessed from properties; and what the road is used for.

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

You can also call us on 09 430 4200 or 0800 932 463 if you would like to have a copy sent to you.

**Reasons for the proposed amendments**

We are reviewing our speed limits as part of the governments Safer Journey’s Strategy, new Speed Management Guidance and the Setting of Speed Limits Rule 2017.

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

Over time, our District has grown and changed and along with this, the road environment has also changed. There are new developments and communities, more traffic on our roads and we even have new roads that did not exist before. We need to make sure that our speed limits reflect these changes.

How communities are using our roads has also changed. In some areas, the mixture of road users has changed with more cyclists, pedestrians and young people using the road environment, or more people taking short journeys. The speed limit should reflect these changes as well so that we reduce the risk of serious and fatal crashes.

There were 7409 reported crashes in Northland between 2014 – 2018, with inappropriate speed being the principle factor in 20% of those crashes. During the same time, there were 733 death and serious injury
crashes with speed being a principle factor in 30% of those crashes. 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.

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 reports for each area. These can be viewed on our website.

**Speed Environments**

We now have more options for speed limits. In the past, speed limits were restricted to 50, 70 and 100kmph. As a result, our current speed limits do not always match the road environment. In some cases, we have a default 100kmph speed limit on narrow unsealed roads, with one lane bridges and little visibility around corners.

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.

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>20kmph</td>
<td>- 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.</td>
</tr>
</tbody>
</table>
| 30kmph      | - Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles  
- Beach access, including informal parking for pedestrian access to beaches  
- All beaches |
| 40kmph      | - Urban areas where there are facilities that generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas.  
- Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads, either at controlled or uncontrolled crossing points, but not a formal shared space.  
- Areas that incorporate engineered solutions specifically designed and installed to slow traffic, including speed bumps, traffic islands and planting. |
| 50kmph      | - Urban roads that have a high residential density, but no facilities that would generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas. |
| 60kmph      | Semi-urban or rural roads that meet one or more of the following criteria:  
- Significant industrial or commercial activity  
- A road principally used for access to rural residential dwellings with a narrow single lane carriageway or a carriageway that has no centre line marking  
- A road where significant residential or other development is directly accessed, including approaches to urban areas.  
- An access road that is unsealed |
| 70kmph      | Transitional roads that do not meet the 60kmph semi-urban speed environments but have characteristics that an 80kmph speed limit is inappropriate. Generally, 70kmph zones will be discouraged, except where there is an existing 70kmph zone. |
| 80kmph      | General rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves. |
| 100kmph     | Rural arterial routes that are of high quality with a wide carriageway, clearly marked or separated lanes, shoulder areas and exhibit some form of engineered safety features. |
**Statutory Considerations**

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

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

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

Detailed information about the matters that Council must have regard to under Section 4.2 of the Setting of Speed Limits Rule 2017 is provided in separate “Speed Review Reports” for each review area, and can be viewed on our website at [www.wdc.govt.nz](http://www.wdc.govt.nz).

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

**Proposed Changes**

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

**Changes to Urban Traffic Areas**

An Urban Traffic Area identifies an urban area where the speed limit is 50kmph. Because of the number of roads within an urban setting, the Urban Traffic Area identifies an area using a map. All roads within this area has a speed limit of 50kmph, unless another speed limit is specifically identified for a road or part of a road in that area.

In some cases, we are proposing adjustments to the boundaries of Urban Traffic Area’s to address safety issues and a growing urban environment. Changes to the boundaries of the Urban Traffic Area are being proposed in Waipu, and One Tree Point.

We are also proposing some slower speed limits within the Urban Traffic Areas in Waipu and Ruakaka. Slower speed limits are being proposed for the main Business Area of Waipu and for some beach access areas where there are particularly high numbers of pedestrians.

**Changes to Individual Roads**

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

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

On a few roads, we are proposing a much lower speed limit. This is because these roads, either have a shared use purpose or are particularly narrow or unsealed. These roads are generally used for local access purposes.
Vinegar Hill Review Area – Summary of Proposed Speed Limits

Review Area

The review area incorporates Vinegar Hill Road from the intersection with Corks Road through to the intersection with State highway 1, and all roads connecting, either directly or indirectly with Vinegar Hill Road.

Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.
**Proposed Speed Limit Changes**

In Whangarei District Council’s capacity as the Road Controlling Authority (RCA), the following amendments to the posted speed limits within the Speed Review Area are proposed:

<table>
<thead>
<tr>
<th>Road</th>
<th>Existing Posted Speed Limit</th>
<th>Proposed Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vinegar Hill Road from Corks Road to the current 50kmph boundary</td>
<td>50kmph</td>
<td>50kmph</td>
</tr>
<tr>
<td>Vinegar Hill Road from current 50kmph boundary to a point 800m north of the intersection with Balmoral Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Vinegar Hill Road from a point 800m north of Balmoral Road to a point 200m south-east of the intersection with Saleyards Road</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Vinegar Hill Road from a point 200m south-east of the intersection with Saleyards Road to the intersection with State Highway 1</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Steere Place (off Thomas Street)</td>
<td>50kmph</td>
<td>50kmph</td>
</tr>
<tr>
<td>Thomas Street</td>
<td>50kmph</td>
<td>50kmph</td>
</tr>
<tr>
<td>Townsend Place (off Thomas Street)</td>
<td>50kmph</td>
<td>50kmph</td>
</tr>
<tr>
<td>Balmoral Road</td>
<td>50kmph</td>
<td>50kmph</td>
</tr>
<tr>
<td>Riversong Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Mangakino Lane</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Waitaua Road</td>
<td>50kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Lauries Drive</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Logan Cameron Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Main Road</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Saleyards Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Jounneaux Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
</tbody>
</table>

*Table 1: Summary of proposed Speed Limit changes*
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 Whangarei 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 Whangarei 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 Whangarei District Council Speed Limit Bylaw 2019.
11. Refer to Schedules: WDC S4/1 to S4/29; WDC S5/1; WDC S6/1 to S6/12; WDC S7/1 to S7/8; S8/1; AND WDC S12/1 to S12/7
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.
One Tree Point / Ruakaka Review Area – Summary of Proposed Speed Limits

Review Area

The review area incorporates the Marsden Point area to the northeast of State Highway 1 as generally identified in the map below, and also includes:

- Flyger road
- Yovich road
- Crow road
- Prescott Road and all roads directly connected to it
- Takahiwai Road and all roads directly connected to it

Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.
**Proposed Speed Limit Changes**

In Whangarei District Council’s capacity as the Road Controlling Authority (RCA), are proposing the following amendments to the posted speed limits within the Speed Review Area.

**One Tree Point Urban Traffic Area**

The proposed changes to the One Tree Point Urban Traffic Area is intended to incorporate new urban development within the Marsden Cove Development area. The proposed changes to the boundary are set out in Table 2 below and are highlighted on the map "One Tree Point Speed Limit Locations" later in this document.

<table>
<thead>
<tr>
<th>One Tree Point Urban Traffic Area Existing Boundary</th>
<th>Proposed New Boundary and Speed Limits within the Urban Traffic Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Tree Point Road (50m south of Pyle East Road)</td>
<td>• Extend 190m south along One Tree Point Road.</td>
</tr>
<tr>
<td>Pyle Road East (260m southeast of One Tree Point Road)</td>
<td>• Extend 440m southeast along Pyle Road East (incorporating Pyle Road East) to a point 600m south of the sharp bend in the road. The new Urban Traffic Area Boundary will follow property boundaries from One Tree Point Road connecting to Pyle road East approximately 90m south of the sharp bend. This part of Pyle Road East will have a 50kmph speed limit.</td>
</tr>
<tr>
<td>Pyle Road East to Rauriri Drive</td>
<td>• Extend from Pyle Road East, following Lot Boundaries, connecting back to the existing Urban Traffic Area Boundary south of Rauriri Drive, incorporating Existing Lots 717 DP 424777.</td>
</tr>
<tr>
<td>Marsden Bay Drive</td>
<td>• Extend boundary south to Papich road and incorporate Papich Road.</td>
</tr>
</tbody>
</table>

Table 2: Summary of proposed boundary changes of the One Tree Point Urban Traffic Area, and related speed limits.

**Ruakaka Urban Traffic Area**

There are no proposed changes to the boundaries of the Ruakaka Urban Traffic Area. However, there are some proposed changes to speed limits on some roads within the Urban traffic Area. The proposed changes are summarized in Table 3 below and highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

<table>
<thead>
<tr>
<th>Road</th>
<th>Existing Posted Speed Limit</th>
<th>Proposed Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Point Road from SH1 to 70 meters north of the intersection with Sime Road.</td>
<td>70kmph</td>
<td>50kmph</td>
</tr>
<tr>
<td>Sime Road from the intersection with Marsden Point Road to a point 110 meters to the east of the eastern most intersection with Kepa Road</td>
<td>70kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Ruakaka Beach Road East of the intersection with Bream Bay Drive (beach access to Surf Club)</td>
<td>50kmph</td>
<td>30kmph</td>
</tr>
<tr>
<td>Te Kamo Street (beach access of Karawai Street)</td>
<td>50kmph</td>
<td>30kmph</td>
</tr>
<tr>
<td>Karawai Street</td>
<td>50kmph</td>
<td>30kmph</td>
</tr>
</tbody>
</table>

Table 3: Summary of proposed speed limit changes within the existing Ruakaka Urban Traffic Area.
Marsden City Urban Traffic Area (new)

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map “Ruakaka Speed Limit Locations” later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map “One Tree Point / Ruakaka Speed Limit Locations” later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flygers Road and some roads to the west of State Highway 1.

<table>
<thead>
<tr>
<th>Marsden Point Catchment</th>
<th>Existing Posted Speed Limit</th>
<th>Proposed Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Point Road from SH 1 to 70m north of Sime Road</td>
<td>70kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Marsden Point Road from 70m north of Sime Road to SH 15A</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Salle Road</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>McCathie Road</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Mcewen Road</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Bens View Road</td>
<td>50kmph</td>
<td>50kmph</td>
</tr>
<tr>
<td>Rama Road</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Rama Road Beach Access</td>
<td>20kmph</td>
<td>30kmph</td>
</tr>
<tr>
<td>Marsden Bay Drive to the intersection with Papich Road</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw)</td>
<td>30kmph</td>
<td>30kmph</td>
</tr>
<tr>
<td>Ralph Trimmer Drive</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.</td>
<td>100kmph</td>
<td>100kmph</td>
</tr>
<tr>
<td>Takahiwai Road from to a point 100m before the end of the seal.</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Takahiwai Road from to a point 100m before the end of the seal to the end of the road.</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Ted Erceg Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Pirihi Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Flyger Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Sandford Road</td>
<td>100kmph</td>
<td>60klmph</td>
</tr>
<tr>
<td>Marsden Point Catchment</td>
<td>Existing Posted Speed Limit</td>
<td>Proposed Speed Limit</td>
</tr>
<tr>
<td>-------------------------------------------------------------</td>
<td>-----------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Prescott Road from the intersection of State Highway 1 to a point 50m before the end of the seal.</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Prescott Road from a point 50m before the end of the seal to the end of the road.</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Heatheriea Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Sail Rock Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Pinenut Grove</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Keith Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Yovich Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Crow Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
</tbody>
</table>

*Table 4: Summary of proposed Speed Limit changes – Marsden Point Catchment*
Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.

Legend

- Roads that have a speed limit of 30
- Roads that have a speed limit of 50
- Roads that have a speed limit of 60
- Roads that have a speed limit of 70
- Roads that have a speed limit of 80
- Roads that have a speed limit of 100
- Private Road
- Roads outside review
- Distance in metres from the centreline of an intersecting road or a geographical feature shown on the map to the speed limit boundary

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 roadside, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Whangarei 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 Whangarei 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 Whangarei District Council Speed Limit Bylaw 2019.
11. Refer to Schedules: WDC S4/1 to S4/29; WDC S5/1; WDC S6/1 to S6/12; WDC S7/1 to S7/8; S8/1; AND WDC S12/1 to S12/7.
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.

WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
ONE TREE POINT SPEED LIMIT LOCATIONS

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Legend

- Roads that have a speed limit of 30
- Roads that have a speed limit of 50
- Roads that have a speed limit of 60
- Roads that have a speed limit of 70
- Roads that have a speed limit of 80
- Roads that have a speed limit of 100

Private Road

Roads outside review

Distance in metres from the centreline of an intersecting road or a geographical feature shown on the map to the speed limit boundary

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 Whangarei District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
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8. All Whangarei 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 Whangarei District Council Speed Limit Bylaw 2019.
11. Refer to Schedules: WDC S4/1 to S4/29; WDC S5/1; WDC S6/1 to S6/12; WDC S7/1 to S7/5; S8/1; AND WDC S12/1 to S12/7
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.

Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.

WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW 2019
RUAKAKA SPEED LIMIT LOCATIONS

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Nova Scotia Drive / Waipu Review Area – Summary of Proposed Speed Limits

The review area incorporates the area identified in the map below, including the Waipu Urban Traffic Area; and Nova Scotia Drive from the intersection with State Highway 1 in the north, through to the intersection with Cove Road and all roads connecting, either directly or indirectly with Nova Scotia Drive, including:

- Uretiti Road
- Connell Road
- Tip Road
- Tip Face Road

Within the Urban Traffic Area; roads within new sub-divisions that are yet to be formed or vested in Council have been identified as it is anticipated that these roads will have an Urban Traffic Area speed limit applied once vested in Council.

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In Whangarei District Council’s capacity as the Road Controlling Authority (RCA), the following amendments to the posted speed limits within the Speed Review Area are proposed:

<table>
<thead>
<tr>
<th>Nova Scotia Drive Catchment</th>
<th>Existing Posted Speed Limit</th>
<th>Proposed Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.</td>
<td>50kmph</td>
<td>50kmph</td>
</tr>
<tr>
<td>Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge.</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1.</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Uretiti Road</td>
<td>100kmph</td>
<td>80kmph</td>
</tr>
<tr>
<td>Tip Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Connell Road</td>
<td>100kmph</td>
<td>60kmph</td>
</tr>
</tbody>
</table>

**Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment**

The following amendments are proposed for the Waipu Urban Traffic Area.

<table>
<thead>
<tr>
<th>Waipu Urban Traffic Area Existing Boundary</th>
<th>Proposed New Boundary and Speed Limits within the Urban traffic Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cove Road</td>
<td>• Extend 120m east along Cove Road</td>
</tr>
<tr>
<td></td>
<td>• Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph</td>
</tr>
<tr>
<td>South Road</td>
<td>• No change</td>
</tr>
<tr>
<td>St Mary’s Road</td>
<td>• Extend 100m south along St Mary’s Road</td>
</tr>
<tr>
<td>The Braigh</td>
<td>• Extend east along The Braigh to a point 50m east of the intersection with State Highway 1</td>
</tr>
<tr>
<td></td>
<td>• Reduce the 70kmph zone to 50kmph</td>
</tr>
<tr>
<td>The Centre Road</td>
<td>• No change to Urban Traffic Area boundary</td>
</tr>
<tr>
<td></td>
<td>• Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary’s Road from 50kmph to 40kmph.</td>
</tr>
<tr>
<td>Ferry Road</td>
<td>• No change</td>
</tr>
<tr>
<td>Nova Scotia Drive</td>
<td>• Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.</td>
</tr>
</tbody>
</table>

**Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.**
Legend

- Roads that have a speed limit of 30
- Roads that have a speed limit of 50
- Roads that have a speed limit of 60
- Roads that have a speed limit of 70
- Roads that have a speed limit of 80
- Roads that have a speed limit of 100
- Private Road
- Roads outside review
- Distance in metres from the centreline of an intersecting road or a geographical feature shown on the map to the speed limit boundary

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Te Toiroa Road

There are two parts of Te Toiroa Road. The first part is an established, formed unsealed road that provides access for residential dwellings and rural properties. The speed limit on this formed part of the road will be reviewed at a later date as part of a wider Tutukaka Coastal speed limits review expected to be undertaken in 2020.

There is a section of Te Toiroa Road that is classed as a “Legal Unformed Road”. This road is subject to the same road rules as any other formed road. This part of Te Toiroa Road is popular for four-wheel drive enthusiasts. This part of Te Toiroa Road has recently been upgraded so that it can form part of the Tutukaka Cycle Trail connecting Whangarei with Ngunguru as set out in Councils Walking and Cycling Strategy.

The section of Te Toiroa Road currently has an open speed limit, which means that vehicles can travel at a speed that is appropriate to the conditions, up to a limit of 100kmh. The dual use of the road as a four-wheel drive track and a cycle trail means that this unformed legal road is a shared space area. It is therefore proposed to place a 30kmh speed limit on this road.

A 30kmh speed limit on this section of the road will raise the awareness of both cyclists and motorists that the road is a shared space and that cyclists, pedestrians and vehicles may be encountered at any time. In setting a safe and appropriate speed limit of 30kmh, the road can remain open for its current dual use. This outcome is consistent with the results of community consultation on the road’s designation as a cycle trail.
Legend

- Roads that have a speed limit of 30 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 70 km/h
- Roads that have a speed limit of 80 km/h
- Roads that have a speed limit of 100 km/h
- Private Road
- Roads outside review

Distance in metres from the centreline of an intersecting road or a geographical feature shown on the map to the speed limit boundary

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