Regional Speed Limit Reviews

One Tree Point / Marsden Road Catchment
Table of Contents

Table of Contents 2

1 Overview 4
  1.1 Road Speed Environments 4

2 Review Area 5

3 Summary of Proposed Amendments 7
  3.1 One Tree Point Urban Traffic Area 7
  3.2 Ruakaka Urban Traffic Area 7
  3.3 Marsden City Urban Traffic Area (new) 8
  3.4 Marsden Point Road Catchment (General) 8

4 Reasons for Change 13
  4.1 Marsden Point Road 13
  4.2 Pyle Road East 13
  4.3 Takahiwi Road 14
  4.4 One Tree Point Road 14
  4.5 Beach accesses 14
  4.6 Other Roads 14

5 Setting of Speed Limits Rule considerations 14
  5.1 NZTA Information 14
  5.2 Speed Management Guidance 15
  5.3 Function and Use of the Road 15
  5.4 Crash Risk 16
  5.5 Characteristics of the Road 19
  5.6 Adjacent Land-use 20
    5.6.1 District Plan 21
  5.7 Intersections and Property Access 22
  5.8 Traffic Volumes 24
    5.8.1 Practical Operational Speed 24
  5.9 Planned Modifications to the Road 25
  5.10 Views of Interested Persons and Groups 25

6 Options Analysis 26
  6.1 Option A - No change to the current speed environment 26
  6.2 Option B - Amend the speed limit as proposed 26
  6.3 Option C - Engineer the road to meet the current speed limits 27
  6.4 Option Conclusion 27
7  Significance of Change
   7.1  Significance and Engagement Policy
   7.2  Section 156 Assessment
8  Consultation Process
   8.1  Local Government Act Requirements
   8.2  Setting of Speed Limits Rule Requirements
   8.3  Giving Effect to Consultation Requirements
9  Making a Submission
10  Where Can I Get More Information?

Appendix 1: District Plan Maps
1 Overview

Whangarei District Council (Council) is a Road Controlling Authority (RCA) within the Whangarei 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 Whangarei District Speed Limits Bylaw 2019 sets the speed limits on all local roads within the District. The Schedules in the Bylaw identify the enforceable speed limits and where they apply.

Council is proposing to amend the posted speed limits on roads within the One Tree Point / Marsden Point / Ruakaka Catchment Area, including Flyger Road, Yovich Road and Prescott Road.

This Report sets out the proposed changes to the Schedules of the Whangarei District Speed Limits Bylaw 2019, along with the matters that Council has considered in proposing the new speed limit, including:

- A summary of the proposed amendments to the Whangarei District Speed Limits Bylaw 2019 (new speed limits)
- Reasons for the proposed amendments
- Targeted consultation process
- Matters considered under Section 4.2(2) of the Setting of Speed Limits Rule 2017
- Options analysis

Submissions are sought from any person or organisation and must be received by Council no later than 5pm, Monday 9th December 2019.

1.1 Road Speed Environments

NZTA Speed Management Guidance provides general guidance in assessing a safe and appropriate speed based on the type of road and other broad-based assessment criteria. The following provides a regionally consistent description of the expectations for various speed limits.

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>20kmph</td>
<td>Shared space areas where the principle use is for pedestrians. These areas will typically incorporate street furniture. Roads that are used principally for parking purposes and do not have through traffic.</td>
</tr>
<tr>
<td>30kmph</td>
<td>Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles Beach access, including informal parking for pedestrian access to beaches Most beaches</td>
</tr>
<tr>
<td>40kmph</td>
<td>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 at either controlled or uncontrolled crossing points, but not a formal shared space.</td>
</tr>
<tr>
<td>50kmph</td>
<td>Urban roads that have a high residential density, but no facilities that would generate significant additional pedestrian activity such as</td>
</tr>
</tbody>
</table>
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 center line marking
- A road where significant residential or other development is directly accessed, including approaches to urban areas.
- Urban arterial routes
- An access road that is unsealed

70kmph  In accordance with National Speed Management Guidance, 70kmph zones are generally discouraged and will only be used where there is clear evidence that both 60kmph and 80kmph are inappropriate. Where there is an existing 70kmph zone, consideration will be given to the benefits of changing that speed limit to 60kmph or 80kmph.

80kmph  General rural roads that are un-divided two-lane roads with marked centre lines, shoulder areas and are not torturous in terms of curves.

90kmph  In accordance with National Speed Management Guidance, 90kmph zones are generally discouraged and will only be utilised in exceptional circumstances.

100kmph  Rural open roads that are of good quality and principally used as arterial routes. Typically, these roads will have good visibility; shoulder areas; and will be two lane roads with marked centre lines; or a barrier between opposing lanes. Safety features will also be in place on these roads.

2 Review Area

The review area incorporates the Marsden Point area to the northeast of State Highway 1 as generally identified in Figure 1 below and 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
- One Tree Point Urban Traffic Area
- Ruakaka Urban Traffic Area
- Marsden City Development
Figure 1: Speed Management Review Area

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.
3 Summary of Proposed Amendments

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:

3.1 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 1 below and Figure 2.

<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>Pile 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.</td>
</tr>
<tr>
<td>Pile Road East to Rauiri Drive</td>
<td>• Extend from Pyle Road East, following Lot Boundaries, connecting back to the existing Urban Traffic Area Boundary south of Rauiri 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 1: Summary of proposed boundary changes of the One Tree Point Urban Traffic Area, and related speed limits.

3.2 Ruakaka Urban Traffic Area

There are no proposed changes to the boundaries of the Ruakaka Urban Traffic Area. Table 2 below sets out proposed changes to speed limits within the Urban Traffic Area.

<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 State Highway 1 to Miraka Road</td>
<td>70kmph</td>
<td>60kmph</td>
</tr>
<tr>
<td>Marsden Point Road from Miraka Road 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)</td>
<td>50kmph</td>
<td>30kmph</td>
</tr>
<tr>
<td>Te Kamo Street (Beach Access)</td>
<td>50kmph</td>
<td>30kmph</td>
</tr>
<tr>
<td>Karawai Street</td>
<td>50kmph</td>
<td>30kmph</td>
</tr>
</tbody>
</table>

Table 2: Summary of proposed speed limit changes in the Ruakaka Urban Traffic Area
3.3 **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 new Marsden City Urban Traffic Area is set out in Figure 2. The roads within the new Urban Traffic Area already have a posted speed limit of 50kmph; as such the identification of an Urban Traffic Area is an administrative change that does not impact on the existing speed limits in this zone.

3.4 **Marsden Point Road 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.

<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 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>Mcweeney 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>60kmph</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>
</tbody>
</table>
Table 3: Summary of proposed Speed Limit changes in the wider Marsden Point catchment area

The following maps set out the proposed new speed limits for the Marsden Point catchment area, including Urban Traffic Areas in One Tree Point and Ruakaka, and the proposed new Urban Traffic Area for Marsden City.
Figure 2: Marsden Point catchment proposed speed limits
Figure 3: One Tree Point Urban Traffic Area proposed speed limits
Figure 4: Ruakaka Urban Traffic Area proposed speed limits
4 Reasons for Change

Section 22AB(1)(d) of the Land Transport Act 1998 provides for a Road Controlling Authority to make a Bylaw to set a speed limit for the safety of the public, or for the better preservation of any road. Council amended and updated its Speed Limit Bylaw in 2019.

Council, as the Road Controlling Authority are reviewing speed limits across the Whangarei District as part of central government Safer Journey’s Strategy, with the goal of setting safe and appropriate speed limits that will reduce fatal and serious injury crashes. The proposed changes to speed limits also takes account of the changing road environment, including the volume of traffic as well as current and planned development.

In response to new sub-division development, along with an assessment of the safe and appropriate speed for the road environment, Council is proposing to amend speed limits in the Marsden Point catchment area, including One Tree Point and Ruakaka. The primary reasons for the amendments are:

- To better match the road speed limit with the wider environment to lower the potential for fatal, serious injury and minor crashes.
- To respond to a changing wider road environment, including existing; new; and planned access from residential land-uses onto the main carriageway.
- Lower the potential for fatal and serious injury crashes involving pedestrians and cyclists within a growing semi-urban environment by providing for a safe and appropriate speed limit that recognises that environment.

The identified Marsden Point catchment area has also been specifically identified for a speed review for the following reasons:

- It has been identified as a High Benefit (second 5%) road catchment for a speed review
- The catchment area is well defined and will lead to consistency in speed limits
- There is a strong community perception that current speed limits are too high in some areas, particularly on Marsden Point Road in the vicinity of the Ruakaka Shopping Centre and Bream Bay College.

4.1 Marsden Point Road

It is proposed to reduce the speed limit from 70kmph to 50kmph along much of this road for the following reasons:

- There is significant residential development along the road, with more residential development occurring on the northern side of the road.
- The Ruakaka Shopping Centre, Bream Bay College and other businesses are located along this road.
- A reduction in the speed limit will increase safety, particularly for pedestrians by encouraging south bound Heavy Goods Vehicles to utilise State Highway 15A in preference to Marsden Point Road.

4.2 Pyle Road East

It is proposed to extend the One Tree Point Urban Traffic Area to incorporate a larger section of Pyle Road East, reducing the speed limit from 100kmph to 50kmph. It is also proposed to reduce the speed limit from 100kmph to 60kmph on the remainder of Pyle Road East for the following reasons:

- Pyle Road East is an unsealed road with a very narrow carriageway, which does not allow opposing vehicles to pass safely without moving onto the relatively narrow shoulder area.
- The section of Pyle Road East that the extended Urban Traffic Area encompasses has residential dwellings with direct access onto the carriageway.
4.3 Takahiwai Road
It is proposed to reduce the speed limit of the sealed section of Takahiwai Road from 100kmph to 80kmph, and the unsealed section from 100kmph to 60kmph for the following reasons:

- The sealed section of Takahiwai Road has a narrow carriageway, with single lane bridges and limited shoulder areas.
- The unsealed section of Takahiwai Road has a narrow carriageway, single lane bridges and limited shoulder width.

4.4 One Tree Point Road
It is proposed to retain the 100kmph speed limit on One Tree Point Road. This road is an important arterial commuter route for One Tree Point residents commuting to Whangarei. The road has a wide carriageway, is of good quality and has safety features designed into the road.

Significant intersections, including into Marsden City where there may be significant right turning traffic have marked turning bays enabling traffic to turn safely.

4.5 Beach accesses
It is proposed to reduce sections of beach access roads to 30kmph for the following reasons:

- These roads are generally unsealed and are used for access purposes only
- There is a high potential for casual pedestrian usage of these roads, including informal beach parking

4.6 Other Roads
It is proposed to reduce the speed limit on most roads in the Marsden Point catchment area, outside the identified Urban Traffic Areas. The roads generally have low traffic volumes, but also have narrow carriageways and limited shoulder areas. The roads are also in generally poor to moderate condition; or are unsealed and have little or no designed safety features.

The design speed of these roads is significantly lower than the current 100kmph speed limit.

5 Setting of Speed Limits Rule considerations
The purpose of the Setting of Speed Limits Rule 2017 is to give effect to a nationally consistent and evidence-based approach to speed management and to provide a mechanism for road controlling authorities to set speed limits for roads in their jurisdictions.

Section 4.2(2) of the Setting of Speed Limits Rule 2017 requires a range of matters to be considered when reviewing and setting a speed limit. The following sets out the matters which Council has had regard to in setting the proposed speed limit within the review area.

5.1 NZTA Information
NZTA provide larger scale information and crash data. NZTA data has been utilised throughout the Speed Management Review, and includes, but is not restricted to:

- Crash data reported to NZTA through the Police
- Risk assessments, including Personal, Collective and Infrastructure Risk assessments
- Safe and appropriate speed data and assessment

Large scale NZTA data forms the basis for the speed management assessments undertaken and set out in this Report.

NZTA is also a member of the Key Stakeholders Group to facilitate consultation on speed reviews.
5.2 Speed Management Guidance


The Speed Management Guidance 2016 document has provided the basis for the assessments and processes (including consultation processes) utilised in this speed management review. Speed Management Guidance has been utilised to identify the starting point for proposed speed limits.

NZTA Speed Management Guidance promotes larger, catchment wide reviews in areas that are identified as high benefit. This Speed Review focusses on the Marsden Point catchment area and some surrounding roads and is consistent with guidance in this respect.

5.3 Function and Use of the Road

The One Network Road Classification (ONRC) is a framework that provides a consistent system for the classification of roads throughout New Zealand. The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians.

Initial assessments of appropriate levels of service, safety features and speed ranges are made based on the function and classification of the road. The initial assessment does not consider local factors and provides a starting range for identifying an appropriate speed limit for a given road. The initial speed ranges are based on Figure 1.4 of the NZ Speed Management Guide 2016 (below).

<table>
<thead>
<tr>
<th>Classification</th>
<th>Straight open road/urban motorways</th>
<th>Curved open road</th>
<th>Winding open road</th>
<th>Urban (not motorway)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 1 High volume national</td>
<td>100–110km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 2 National, Regional, Arterial</td>
<td>80–100km/h</td>
<td>60–80km/h</td>
<td>50km/h</td>
<td></td>
</tr>
<tr>
<td>Class 3 Primary and secondary collector</td>
<td>Depends on design and safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds</td>
<td></td>
<td></td>
<td>60–80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users</td>
</tr>
<tr>
<td>Class 4 Access and low-volume access</td>
<td>60–80km/h</td>
<td></td>
<td>30–50km/h</td>
<td></td>
</tr>
<tr>
<td>All winding/tortuous</td>
<td></td>
<td></td>
<td>30km/h if high volumes of cyclists/pedestrians</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Recognise access and place</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>10km/h for Shared Spaces</td>
<td></td>
</tr>
</tbody>
</table>

Figure 4: Recommended safe and appropriate speed ranges for Road classes: NZTA: NZ Speed Management Guidance, 2016
The review area consists of the roads set out in the Table below, along with the ONRC classification, road type and initial speed estimate range:

<table>
<thead>
<tr>
<th>Marsden Point Catchment</th>
<th>ONRC Classification</th>
<th>Type of Road</th>
<th>Speed Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Point Road from Sime Road to SH 15A</td>
<td>ONRC 2</td>
<td>Arterial</td>
<td>80 – 100kmph</td>
</tr>
<tr>
<td>Sime Road</td>
<td>ONRC 3</td>
<td>Secondary Collector</td>
<td>80 – 100kmph</td>
</tr>
<tr>
<td>McCathie Road</td>
<td>ONRC 3</td>
<td>Secondary Collector</td>
<td>80 – 100kmph</td>
</tr>
<tr>
<td>Salle Road</td>
<td>ONRC 3</td>
<td>Secondary Collector</td>
<td>80 – 100kmph</td>
</tr>
<tr>
<td>McEwen Road</td>
<td>ONRC 3</td>
<td>Secondary Collector</td>
<td>80 – 100kmph</td>
</tr>
<tr>
<td>Bens View Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Rama Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Marsden Bay Drive</td>
<td>ONRC 3</td>
<td>Primary Collector</td>
<td>80 – 100kmph</td>
</tr>
<tr>
<td>Mair Road (Beach access)</td>
<td>ONRC 4</td>
<td>Access</td>
<td>30 – 50kmph</td>
</tr>
<tr>
<td>Ralph Trimmer Drive</td>
<td>ONRC 3</td>
<td>Secondary Collector</td>
<td>30 – 50kmph</td>
</tr>
<tr>
<td>Papich Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Pyle Road East</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>One Tree Point Road</td>
<td>ONRC 3</td>
<td>Primary Collector</td>
<td>80 – 100kmph</td>
</tr>
<tr>
<td>Takahiwai Road</td>
<td>ONRC 3</td>
<td>Secondary Collector</td>
<td>80 – 100kmph</td>
</tr>
<tr>
<td>Ted Erceg Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Pirihi Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Flyger Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Sandford Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Prescott Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Heatheriea Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Sail Rock Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Pinenut Grove</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Ruakaka Ridge View</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Keith Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Yovich Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
<tr>
<td>Crow Road</td>
<td>ONRC 4</td>
<td>Access</td>
<td>60 – 80kmph</td>
</tr>
</tbody>
</table>

Notes
1. Speed range based on unsealed nature of road primary for access purposes
2. Takahiwai Road 60kmph – 80kmph from one lane bridge between Ted Erceg Road and Pirihi Road due to winding nature of road and later unsealed road.
3. Speed range is based on industrialised nature of road, coupled with beach access

### 5.4 Crash Risk

Crash data is primarily sourced from data that is reported to NZTA from the NZ Police and often does not report minor, non-injury crashes or near misses. The overall crash data provides a current personal and collective risk rating for the specified road, which are set out in the Table below.
<table>
<thead>
<tr>
<th>Marsden Point Catchment</th>
<th>Collective Risk</th>
<th>Personal Risk</th>
<th>Infrastructure Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Point Road from Sime Road to SH 15A</td>
<td>Medium High</td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td>Sime Road</td>
<td>Low</td>
<td>Unknown</td>
<td>Low Medium</td>
</tr>
<tr>
<td>McCathie Road</td>
<td>Low Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Salle Road</td>
<td>Low</td>
<td>Low Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>McEwen Road</td>
<td>Low Medium</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Bens View Road</td>
<td>Low</td>
<td>Unknown</td>
<td>Low Medium</td>
</tr>
<tr>
<td>Rama Road</td>
<td>Low</td>
<td>Unknown</td>
<td>Medium</td>
</tr>
<tr>
<td>Marsden Bay Drive</td>
<td>Low</td>
<td>Unknown</td>
<td>Medium High</td>
</tr>
<tr>
<td>Mair Road (Beach access)</td>
<td>Low</td>
<td>Unknown</td>
<td>Medium</td>
</tr>
<tr>
<td>Ralph Trimmer Drive</td>
<td>Low</td>
<td>Unknown</td>
<td>Medium High</td>
</tr>
<tr>
<td>Papich Road</td>
<td>Low</td>
<td>Unknown</td>
<td>Medium High</td>
</tr>
<tr>
<td>Pyle Road East</td>
<td>Low Medium</td>
<td>High</td>
<td>Medium High</td>
</tr>
<tr>
<td>One Tree Point Road</td>
<td>Low Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Takahiwai Road</td>
<td>Low</td>
<td>Unknown</td>
<td>Medium</td>
</tr>
<tr>
<td>Ted Erceg Road</td>
<td>Low</td>
<td>Unknown</td>
<td>High</td>
</tr>
<tr>
<td>Pirihi Road</td>
<td>Low</td>
<td>Unknown</td>
<td>Medium High</td>
</tr>
<tr>
<td>Flyger Road</td>
<td>Low</td>
<td>Unknown</td>
<td>High</td>
</tr>
<tr>
<td>Sandford Road</td>
<td>Low Medium</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>Prescott Road</td>
<td>Low</td>
<td>Unknown</td>
<td>High</td>
</tr>
<tr>
<td>Heatheriea Road</td>
<td>Low</td>
<td>Unknown</td>
<td>Medium High</td>
</tr>
<tr>
<td>Sail Rock Road</td>
<td>Low</td>
<td>Unknown</td>
<td>High</td>
</tr>
<tr>
<td>Pinenut Grove</td>
<td>No Information</td>
<td>No Information</td>
<td>No Information</td>
</tr>
<tr>
<td>Ruakaka Ridge View</td>
<td>No Information</td>
<td>No Information</td>
<td>No Information</td>
</tr>
<tr>
<td>Keith Road</td>
<td>Low</td>
<td>Unknown</td>
<td>High</td>
</tr>
<tr>
<td>Yovich Road</td>
<td>Low</td>
<td>Unknown</td>
<td>High</td>
</tr>
<tr>
<td>Crow Road</td>
<td>Low</td>
<td>Unknown</td>
<td>High</td>
</tr>
</tbody>
</table>

Notes:

1. 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.
2. 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.
3. Infrastructure Risk utilises a road assessment methodology designed to assess road safety risk based on eight key design and infrastructure features.
4. Unknown Risk indicates that there is insufficient data available to determine the specific risk factor.

A review of crash data reported to NZTA through the NZ Police in the ten years from 2008 to 31 March 2018 is set out in Figures 5 and 6. The crash data indicates a consistent distribution of both minor and serious crashes throughout the review area, with clusters...
along Marsden Point road, particularly in the vicinity of the Ruakaka Shopping Centre and Bream Bay College.

Figure 5: Reported crashes in review area (north) 2008 - 2018

Figure 6: Reported crashes in review area (south) 2008 - 2018
5.5 **Characteristics of the Road**

The characteristics of the road include the physical characteristics of the road that have an impact on crash risk such as the type of seal and shoulder width. The general environment also determines the characteristics of the road and crash risk, for example pedestrians and parking. The Table below sets out the significant physical characteristics of the roads where a speed limit change is proposed.

<table>
<thead>
<tr>
<th>Marsden Point Catchment</th>
<th>Road Character</th>
<th>Lane Width</th>
<th>Curves</th>
<th>Shoulder</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Point Road from SH 1 to Sime Road</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Straight</td>
<td>Wide</td>
</tr>
<tr>
<td>Marsden Point Road from Sime Road to SH 15A</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Straight</td>
<td>Wide</td>
</tr>
<tr>
<td>Salle Road</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Straight</td>
<td>Very narrow</td>
</tr>
<tr>
<td>McCathie Road</td>
<td>Two lane undivided</td>
<td>Medium</td>
<td>Curved</td>
<td>Very narrow</td>
</tr>
<tr>
<td>McEwen Road</td>
<td>Two lane undivided</td>
<td>Medium</td>
<td>Straight</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Bens View Road</td>
<td>Two lane undivided</td>
<td>Medium</td>
<td>Straight</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Rama Road</td>
<td>Two lane undivided</td>
<td>Medium</td>
<td>Straight</td>
<td>Narrow</td>
</tr>
<tr>
<td>Marsden Bay Drive</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Curved</td>
<td>Narrow</td>
</tr>
<tr>
<td>Mair Road (Beach access)</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Curved</td>
<td>Wide</td>
</tr>
<tr>
<td>Ralph Trimmer Drive</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Winding</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Papich Road</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Winding</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Pyle Road East</td>
<td>Unsealed</td>
<td>Narrow</td>
<td>Straight</td>
<td>Very narrow</td>
</tr>
<tr>
<td>One Tree Point Road</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Straight</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Takahiwai Road (sealed section)</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Curved</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Takahiwai Road (unsealed section)</td>
<td>Unsealed</td>
<td>Narrow</td>
<td>Curved</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Ted Erceg Road</td>
<td>Unsealed</td>
<td>Narrow</td>
<td>Curved</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Pirihi Road</td>
<td>Two lane Undivided</td>
<td>Narrow</td>
<td>Curved</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Flyger Road</td>
<td>Unsealed</td>
<td>Narrow</td>
<td>Curved</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Sanford Road</td>
<td>Unsealed</td>
<td>Narrow</td>
<td>Curved</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Prescott Road (sealed section)</td>
<td>Two lane Undivided</td>
<td>Medium</td>
<td>Winding</td>
<td>Very narrow</td>
</tr>
<tr>
<td>Prescott Road (unsealed section)</td>
<td>Unsealed</td>
<td>Medium</td>
<td>Torturous</td>
<td>Very narrow</td>
</tr>
</tbody>
</table>
Marsden Point Catchment | Road Character | Lane Width | Curves | Shoulder
--- | --- | --- | --- | ---
Heatherlea Road | Two lane Undivided | Narrow | Winding | Very narrow
Sail Rock Road | Unsealed | Narrow | Winding | Wide
Pinenut Grove | Unsealed | Narrow | Winding | Very narrow
Ruakaka Ridge View | Unsealed | Narrow | Winding | Very narrow
Keith Road | No information | | | |
Yovich Road | Unsealed | Narrow | Curved | Very narrow
Crow Road | Unsealed | Narrow | Curved | Very narrow

5.6 Adjacent Land-use

Adjacent land-use has a range of impacts on the road environment and a safe and appropriate speed within that road environment, including:

- Influencing the number of pedestrians and cyclists accessing the road corridor.
- Effecting the number of direct accesses onto the road carriageway, which in turn increases the risk of crashes.
- Impacting on the type of vehicle using the road, particularly the proportion of Heavy Goods Vehicles.

Land-use within the review area ranges from the urban area of Ruakaka and One Tree Point through to rural with the following general land-uses:

**Urban**

Incorporating One Tree Point and Ruakaka Urban Traffic Areas, which are currently zoned Living 1 and have a medium residential dwelling density.

The One Tree Point urban area includes Marsden Cove Marina development, which is currently expanding.

The Marsden Point area provides significant employment opportunities, particularly with Marsden Port and the Marsden Point Oil Refinery. There is also expanding light industrial activities between Ruakaka and Marsden Point. This generates short distance vehicle movements for residents that live and work locally.

Residents that live in Ruakaka and One Tree Point and commute to Whangarei primarily utilise State Highway 15A and One Tree Point Road to access State Highway 1 north. Ruakaka residents also access State Highway 1 off Marsden Point Road. Commuters accessing State highway 1 generally only undertake short journeys on smaller local roads to access the main arterial routes.

Maintaining a 100kmph speed limit on the main arterial route of One Tree Point Road, coupled with State highway 15A, will ensure that overall travel times for commuters between Whangarei and One Tree Point or Ruakaka will not be significantly impacted.

**Business and Industrial** – These areas incorporate the Marsden Point Oil Refinery, Marsden Point Port, Marsden City and a range of light to medium industrial areas to the north of Ruakaka along Marsden Pont Road.

There is a substantial and growing workforce servicing the business and industrial areas of the Marsden Point area. This workforce can be characterised in two distinct groupings:

- Local workforce that live in Ruakaka and One Tree Point or the local surrounds
- Non-local workforce that commute to the Marsden Point area, principally from Whangarei

The main business and industrial areas are located along State Highway 15A and to a lesser extent, along Marsden Point Road to the north of Ruakaka. In addition, there is a new
developing business park area at Marsden City, which is located adjacent to One Tree Point Road.

The local workforce accesses the business and industrial areas by using a combination of local roads, as well as State Highway 15A and One Tree Point Road (both of which currently retain 100kmph speed limit). Journey’s for the local workforce on smaller local roads outside of the main urban areas is generally less that 5km.

Increased journey time for the local commute is expected, on average, to be 45 seconds with a reduced speed limit. In most cases, the average journey time will not change as the practical operational speed on many of these roads is significantly less than the currently posted 100kmph.

The workforce that commutes from Whangarei should experience an insignificant change in commute time. The business and industrial areas within the review area are accessed from State Highway 15A, with Marsden City being accessed by One Tree Point Road. State Highway 15A is not part of this speed review. It is proposed to retain the existing posted speed limit on One Tree Point Road at 100kmph.

Commercial vehicles that service the business and industrial areas access those areas utilising State Highway 15A and in the case of Marsden City, One Tree Point Road. Journeys on smaller local roads outside of the urban areas are very short.

The proposed reduction in the speed limit along Marsden Point Road will encourage Heavy Goods Vehicles and other commercial vehicles from Marsden Point Oil Refinery, Marsden Port and associated industrial areas to access State Highway 1 via state Highway 15A, whether they are heading north or south. The reduced speed limit along Marsden Point Road will also encourage northbound commercial and heavy goods vehicles to avoid Marden Point Road. This is expected to have a significant safety outcome for residents and pedestrians utilising Marsden Point Road.

**General Rural** – This is the predominant land-use within the review area. The general rural area gives rise to relatively low volumes of traffic movements. Road hazards in the rural area can include slower farm machinery, stock and unexpected slippery road conditions where stock have been moved.

The current land uses reflect the District Plan Environments that are set out in 5.6.1 below.

### 5.6.1 District Plan

The Whangarei District Plan is the principle document that provides direction for future development within the District. It achieves this by setting policy and rules for development, including the identification of different environments where specific activities will be encouraged, including the density of development.

Within the review area, the Whangarei District Plan identifies four separate Planning Environments:

- Living 1
- Business 2
- Business 4
- Rural Production

The relevant Planning Maps are contained in Appendix 1.

#### 5.6.1.1 Living 1

The Living 1 Environment of the District Plan includes general urban areas. These areas are normally expected to include core urban infrastructure, including, but not limited to reticulated water supply; wastewater; and facilities for pedestrians and cyclists. Residential dwelling density is generally high, with individual lot sizes of 350m² being enabled by the District Plan.
Zoning un-developed, or minimally developed land as Living 1 has the effect of “freeing” that land for urban development. The effects of transitioning toward a Living 1 Environment on the road include:

- An urban feel to the area with increased residential dwelling density
- Significantly greater direct access onto the adjoining roads from residential dwellings
- Increased numbers of pedestrians and cyclists
- More young people having direct access to the road environment
- Increased distractions for drivers
- Increased Average Daily Traffic Flows

The speed environment within an urban Living 1 environment is expected to be 50kmph, with slower speeds in areas where there are schools, shopping centres or other features that increase the number of pedestrians or young people adjacent to, or within the road environment. Slow Streets or other traffic calming often feature within urban Living 1 Environments.

5.6.1.2 Business 2

The Business 2 Environment enables a range of retail and office accommodation and light industrial activities. Activities that generate up to 200 traffic movements per day (24 hours) are permitted, with larger traffic movements a Controlled Activity (Consent will be granted but may be subject to conditions).

The Business 2 Environment has the effect of increasing the number of vehicles, including Heavy Goods Vehicles accessing the road environment. This has the effect of increasing the number of turning vehicles and slowing overall traffic flow.

Business 2 Environments are located along Marsden Point Road and Marsden Bay Road.

5.6.1.3 Business 4

The Business 4 Environment primarily contains heavy industrial areas, including Marsden Point Oil Refinery and the Marsden Point Port.

The Business 4 Environment enables heavy industrial activities, and strongly discourages retail, residential and other associated land-uses. Activities that generate up to 200 traffic movements per day (24 hours) are permitted, with larger traffic movements a Controlled Activity (Consent will be granted but may be subject to conditions).

The Business 4 Environment is expected to generate a higher proportion of heavy vehicles and light to medium commercial vehicles. This has the potential effect of increasing the number of turning vehicles and slowing overall traffic flow.

Within the review area, access to Business 4 Environments is via State Highway 15A.

5.6.1.4 Rural Production

The majority of the review area is zoned as Rural Production or general rural. The general rural areas have very low residential dwelling density, with most dwellings associated with rural land uses.

General land uses include but are not limited to agriculture and other industries and are not expected to generate large volumes of traffic. In rural countryside areas, road hazards such as stock, slow moving tractors and other rural hazards can be expected.

5.7 Intersections and Property Access

The density of property access onto the main carriageway influences the number of vehicles turning on and off the road, influencing crash risk in the following ways:

- Increased risk of side impact crashes where a vehicle accesses the carriageway and fails to give way to an oncoming vehicle.
• Vehicles travelling along the road also have a higher risk of encountering stationary vehicles on the carriageway, or vehicles travelling at a significantly lower speed.

The risk of a crash increases where the carriageway width is limited, or there is limited visibility. As property access density increases, the safe and appropriate speed on a given road should decrease.

Property access density is indicative of the following:
• Urban areas: 20 or more per km
• Urban transition areas: 10 to 20 per km
• Rural residential: 5 to 15 per km
• General Rural: 2 to 5 per km
• Remote rural: Less than 2 per km

Intersection density provides a measure of the frequency that vehicles may be crossing the carriageway, slowing to make a turn or accelerating after having made a turn. Intersection and property access densities are set out in the Table below, excluding roads within Urban Traffic Areas.

<table>
<thead>
<tr>
<th>Road</th>
<th>Property Access / Km</th>
<th>Intersections / km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Point Road</td>
<td>10 - 20</td>
<td>2 - 3</td>
</tr>
<tr>
<td>Salle Road</td>
<td>2 - 5</td>
<td>Less than 1</td>
</tr>
<tr>
<td>McCathie Road</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Sime Road</td>
<td>10 - 20</td>
<td>3 - 5</td>
</tr>
<tr>
<td>McEwen Road</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Bens View Road</td>
<td>More than 20</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Marsden Bay Drive</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Mair Road (Beach access)</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Ralph Trimmer Drive</td>
<td>2 - 5</td>
<td>2 - 3</td>
</tr>
<tr>
<td>Papich Road</td>
<td>2 - 5</td>
<td>2 - 3</td>
</tr>
<tr>
<td>Pyle Road East</td>
<td>2 - 5</td>
<td>Less than 1</td>
</tr>
<tr>
<td>One Tree Point Road</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Takahiwai Road (sealed section)</td>
<td>2 - 5</td>
<td>Less than 1</td>
</tr>
<tr>
<td>Takahiwai Road (unsealed section)</td>
<td>2 - 5</td>
<td>Less than 1</td>
</tr>
<tr>
<td>Ted Erceg Road</td>
<td>2 - 5</td>
<td>2 - 3</td>
</tr>
<tr>
<td>Pirih Road</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Flyger Road</td>
<td>2 - 5</td>
<td>Less than 1</td>
</tr>
<tr>
<td>Sandford Road</td>
<td>2 - 5</td>
<td>Less than 1</td>
</tr>
<tr>
<td>Prescott Road (sealed section)</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Prescott Road (unsealed section)</td>
<td>Less than 2</td>
<td>Less than 1</td>
</tr>
<tr>
<td>Keith Road</td>
<td>2 - 5</td>
<td>Less than 1</td>
</tr>
<tr>
<td>Heatheriea Road</td>
<td>2 - 5</td>
<td>Less than 1</td>
</tr>
<tr>
<td>Sail Rock Road</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Yovich Road</td>
<td>2 - 5</td>
<td>Less than 2</td>
</tr>
<tr>
<td>Crow Road</td>
<td>2 - 5</td>
<td>2 - 3</td>
</tr>
</tbody>
</table>

Table 6: Property and intersection density
5.8 Traffic Volumes

Traffic volumes within the Marsden Point catchment are Average Daily Traffic (ADT) flows over a 7-day period. The traffic volumes are not provided for all roads within the catchment as many are smaller access roads that do not connect to other roads. These access roads have generally low traffic volumes.

<table>
<thead>
<tr>
<th>Marsden Point Catchment</th>
<th>Average daily traffic Count</th>
<th>% Heavy Goods Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Point Road from SH 1 to Sime Road</td>
<td>2785</td>
<td>8</td>
</tr>
<tr>
<td>Marsden Point Road from Sime Road to State Highway 15A</td>
<td>3055</td>
<td>8</td>
</tr>
<tr>
<td>Salle Road</td>
<td>735</td>
<td>8</td>
</tr>
<tr>
<td>McCathie Road</td>
<td>735</td>
<td>8</td>
</tr>
<tr>
<td>Mcwen Road</td>
<td>555</td>
<td>8</td>
</tr>
<tr>
<td>Marsden Bay Drive</td>
<td>2011</td>
<td>10</td>
</tr>
<tr>
<td>Pyle Road East</td>
<td>210</td>
<td>8</td>
</tr>
<tr>
<td>One Tree Point Road (outside the Urban Traffic Area).</td>
<td>2280</td>
<td>4</td>
</tr>
<tr>
<td>Takahiwai Road.</td>
<td>425</td>
<td>8</td>
</tr>
<tr>
<td>Prescott Road</td>
<td>255</td>
<td>8</td>
</tr>
</tbody>
</table>

Table 7: Estimated Traffic Volumes

5.8.1 Practical Operational Speed

The Practical Operational Speed, within the context of this Report is the average speed driven along a particular road. Often the Practical Operational Speed of a road is significantly different from the posted speed limit and reflects the wider road environment and what the average driver perceives as a safe and appropriate speed.

The Practical Operational Speed utilises speed measurements taken over time to achieve an accurate average speed measure.

<table>
<thead>
<tr>
<th>Road</th>
<th>Practical operational Speed</th>
<th>Posted Speed Limit</th>
<th>Proposed Speed Limit</th>
<th>Change in Average Journey Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Point Road</td>
<td>Average speed driven 50km/hr</td>
<td>70</td>
<td>50</td>
<td>No change</td>
</tr>
<tr>
<td>Marsden Bay Drive</td>
<td>98+% of the speed driven 68km/hr</td>
<td>100</td>
<td>80</td>
<td>No change</td>
</tr>
<tr>
<td>One Tree Point Road</td>
<td>Average speed driven 92.2km/hr</td>
<td>100</td>
<td>100</td>
<td>No change</td>
</tr>
</tbody>
</table>

Table 8: Practical Operational Speeds

Notes:

1. Practical Operational Speed is the average speed driven along a section of road.
2. The change in journey time is calculated using the difference between the proposed speed limit and the Practical Operational Speed over the length of the road.
5.9 Planned Modifications to the Road

There are a range of Plans and Strategies that potentially identify specific funding, plans or priorities that would give rise to road modifications within the review area. These are set out in the Table below.

<table>
<thead>
<tr>
<th>Planning Document</th>
<th>Provisions for Review Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long-Term Plan (10 year)</td>
<td>Project</td>
</tr>
<tr>
<td></td>
<td>McEwen Road upgrade 2024 - 2028</td>
</tr>
<tr>
<td></td>
<td>One Tree Point Upgrade 2024-2028</td>
</tr>
<tr>
<td></td>
<td>Ruakaka Beach Road upgrade 2024-2028</td>
</tr>
<tr>
<td>Infrastructure Strategy (30 year)</td>
<td>No issues or funding options identified for significant modifications to the road, or immediate surrounds.</td>
</tr>
<tr>
<td>Asset Management Plans</td>
<td>Short-term projects within the review area are identified below.</td>
</tr>
<tr>
<td>Walking and Cycling Strategy</td>
<td>A proposed connection incorporating One Tree Point, Marsden Cove and Ruakaka is proposed. This route may incorporate Takahiwai Road, Marsden Bay Drive and parts of Marsden Point Road. Provincial Growth Funding is currently being applied for to complete this route. The Te Araroa National walking trail utilises part of Marsden Point Road, and in particular the bridge across Ruakaka River.</td>
</tr>
<tr>
<td>Other Plans* and Strategies</td>
<td>There are no additional Plans or Strategies that apply to the roads within the review area.</td>
</tr>
</tbody>
</table>

*Note: District Plan provisions effect the surrounding land uses and is discussed in 5.6.1 (above).

The following projects that may impact on speed limits within the review area are planned:

- Footpath development to make a continuous connection between Marsden Yacht Club and One Tree Point School. This project will be staged over three years, commencing in the 2019/20 Financial Year. This project is expected to increase the number of young people walking along parts of One Tree Point Road, along the harbourside.
- Traffic calming on Peter Snell Road in Ruakaka, from Marsden Point Road to the Ruakaka Race Track.

5.10 Views of Interested Persons and Groups

The purpose of this Document is to set out those matters that Council must consider when reviewing speed limits. One of those matters is the views of interested persons of groups. This includes key stakeholders (as identified by Council) and the community adjacent to the road where new speed limits are proposed.

A Key Stakeholder Group has been identified by Council. This group includes:

- NZ Police
- The Automobile Association
- The Regional Land Transport Committee
- Regional Transport Associations (including Freight)
- Regional Road Safety Forum
• Road contractor representatives

The Key Stakeholder Group provides input into the overall prioritisation of speed reviews and other speed related issues through periodic workshops and direct requests for feedback. The Key stakeholder Group is also directly notified for feedback on specific speed reviews. The feedback received is incorporated into the final decision-making process for Council.

A consultation process, consistent with the requirements of Section 156 of the Local Government Act 2002 and the Setting of Speed Limits Rule 2017 is being undertaken. This process enables Council to obtain the views of the wider community before any final decision is taken.

6 Options Analysis

In assessing the options, a range of matters were considered, including the matters required by the Setting of Speed Limits Rule 2017 (refer above), and future development within, and adjacent to the review area.

In determining the proposed amendments to the speed limit within the review area, the following options have been considered:

Option A: No change to the current speed environment
Option B: Amend the speed limit as proposed
Option C: Engineer the road to meet the current speed limits

This review of speed limits covers a wide area. The review itself is the result of considering a wide range of factors outlined in this Report. The Options Analysis therefore does not relate to individual roads but considers the high-level options.

6.1 Option A - No change to the current speed environment

Having assessed all the matters that must be considered under the Setting of Speed Limits Rule 2017 and set out in this Report; Option A is not being pursued for the following reasons:

• There are parts of the review area where the existing posted speed limit does not reflect the overall road environment, including adjacent land-uses and planned development.
• Several roads are utilised as beach access, these roads, or sections of road are utilised as parking areas and heavily utilised by pedestrians accessing the main beach. These road sections are a car dominated shared space, and a lower speed limit is considered appropriate.
• In relation to Marsden Point Road, the current 70kmph speed limit does not reflect the adjacent land-uses, including schools, a shopping centre and residential dwellings.
• There are several roads, including Pyle Road East and part of Takahiwai road that are unsealed and very narrow. A 100kmph speed limit on these roads is considered inappropriate

6.2 Option B - Amend the speed limit as proposed

Having assessed all of the matters that must be considered under the Setting of Speed Limits Rule 2017 and set out in this Report, it has been determined that reducing the speed limit as proposed is the preferred option for the following principle reasons:

• The proposed speed limits reflect an appropriate speed environment for roads within the review area, based on current road environment, including adjacent land-uses and planned development.
• The reduction in speed will have significant safety benefits:
• The proposed reduced speed limits on Marsden Point Road in the vicinity of Ruakaka specifically address the presence of schools, urban development and shopping centres, all of which give rise to a higher number of pedestrians.
The proposed speed limits will address current and planned development in the Ruakaka, One Tree Point and Marsden Point areas.

Commercial and Heavy Goods Vehicles accessing the port area and the refinery will not be adversely affected as the lower speed limits do not apply to State Highway 15A, which is the primary access to the Marsden Point Port area.

The lower speed limits on secondary roads will encourage Heavy Goods Vehicles to utilise State Highway 15A for access to the Port.

The slower speed limits proposed will have only a minor effect on travel times as the practical operational speed on secondary roads is less than the current posted speed limit. Most journeys on these roads are less than 5km between the main arterial 100kmph roads of State Highway 15A and One Tree Point Road, resulting in an increased journey time of less than 1 minute in most cases.

The proposed speed limits are consistent with the NZTA Speed Management Guidance 2016.

6.3 Option C - Engineer the road to meet the current speed limits

Engineering the roads to meet the current speed limits involves the implementation of a variety of engineering solutions to ensure that the road environment is at a standard that meets the posted speed limit.

Option C to engineer the road to meet current posted speed limits is not recommended in the short term for the following reasons:

- State Highway 15A already provides high-quality road access to the Port and other industrial areas, including the Marsden Point Refinery.
- Council has a strategic plan for maintaining and upgrading roads on a district wide basis that considers population projections and other long-term planning aspects.
- Engineering roads to meet posted speed limits in the short-term is cost prohibitive.
- As roads are improved as part of an ongoing strategic plan, speed limits can be reviewed so that they match new engineered road environments.
- The primary arterial routes within the review area, being State Highway 15A and One Tree Point Road provide a 100kmph speed limit.

6.4 Option Conclusion

Following an assessment of the options available with respect to the proposed amendments to the speed environment in the identified review area; and having considered the matters set out the Setting of Speed Limits Rule 2017; it is recommended that Option B is adopted by Council for consultation.

7 Significance of Change

The Whangarei District Speed Limits Bylaw 2019 is made under the Land Transport Act 1998 (LTA). Section 22AD of the LTA requires Council to consult with the community in accordance with the requirements of Section 156 of the Local Government Act 2002.

The significance of changing the Speed Limits Bylaw is assessed to determine the methodology of the consultation process to be undertaken.

7.1 Significance and Engagement Policy

The amendments to the Speed Limits Bylaw 2019 have been assessed against Whangarei District Council’s Significance and Engagement Policy (2017). A determination has been made that the proposed amendments to the Bylaw, either individually or cumulatively do not meet the significance criteria in the Significance and Engagement Policy (2017).
7.2 Section 156 Assessment

Council has assessed the proposed changes to speed limits in accordance with Section 156 of the Local Government Act. Taken alongside the reviews of Waipu and Vinegar Hill Road, it is considered that, collectively the proposals will give rise to significant public interest.

In accordance with Section 156 of the Local Government Act 2002, it has been determined that the proposed amendments to the Speed Limits Bylaw 2019 Schedules:
- Is not significant in terms of Council’s Significance and Engagement Policy (2017)
- Do not give rise to a significant impact on the public but is likely to impact on the local community and give rise to significant public interest.

Given the above assessment, and in accordance with Section 156(1)(a) of the Local Government Act 2002, it is appropriate that Council consult on the proposed amendments in accordance with the Special Consultative Procedure set out in Section 83 of the Local Government Act 2002.

8 Consultation Process

Consultation is undertaken in accordance with the requirements of Section 83, 83A and 83AA of the Local Government Act 2002 and the Setting of Speed Limits Rule 2017.

8.1 Local Government Act Requirements

In accordance with the requirements of Sections 83 – 86 of the Local Government Act, Council has produced a Statement of Proposal that is publicly available. The Statement of Proposal includes details of how interested persons can present their views to Council by making a submission and when submissions can be made.

This Report is intended to provide additional detailed information, including the information that must be considered in accordance with the Setting of Speed Limits Rule 2017.

8.2 Setting of Speed Limits Rule Requirements

Section 2.5 of the Setting of Speed Limits Rule 2017 sets out the consultation requirements when setting a speed limit, and includes a requirement to consult with the following:
- The occupiers of any properties adjoining the road to which the proposed bylaw applies
- Any affected local community
- The Commissioner of Police
- Any other organisation or road user group that the road controlling authority considers affected
- The New Zealand Transport Agency

In terms of “other organisations or road user groups”, The Northland Transport Alliance, which Whangarei District Council is part of, has established a Key Stakeholders Group. This Group includes the Northland Police, NZTA and representatives from the Northland Road Safety Forums, NZ Road Carriers Association and the Regional Land Transport Committee.

Northland Automobile Association (AA) are also included in the Key Stakeholders Group.

8.3 Giving Effect to Consultation Requirements

The consultation requirements of the Local Government Act and the Setting of Speed Limits Rule will be given effect to via direct notification of key stakeholders. In addition, the organisations identified in 7.2 (above) will also be directly notified. Direct notification will include:
- A summary of the proposed amendments
- Where further information is available
- How to present your views to Council (Having your say)
Given the extent of the review area, it is considered that direct notification of the occupiers of properties adjoining the roads that are subject to a proposed change in speed limit is not reasonably practicable. Council will therefore notify the proposed changes in the normal manner for a Bylaw review.

Council will proceed with a communications strategy that publicises and promotes the proposed changes to as wide an audience as possible. This may include:

- Public notice in appropriate media across the District
- Direct notification of community groups within the review area
- Notices on local notice boards and businesses
- Media releases, including social media advertising
- Information on council’s website and at Council Service Centres

Community drop in information sessions are planned for Ruakaka, One Tree Point and Waipu. The timing and location of these sessions will be advertised in local media.

Following the close of submissions, submitters who wish to present their views to Council in person will be provided an opportunity to do so; and will be advised of the process.

9 Making a Submission

Any person or organisation can make a submission on the proposed amendments to speed limits within the Vinegar Hill Road Catchment Area.

Submissions can be made, either electronically online; by email; or on paper; and should:

- State the submitters name, address and contact phone number or Email
- Clearly state the road or roads that the submission point relates to.
- Whether you support or oppose the proposed new speed limit.
- Your reasons for why you support or oppose the proposed speed limit.
- Other matters that you think Council should consider.

All submissions must be received by 5pm, Monday 9th December 2019

You can make a submission online at: www.wdc.govt.nz/Speedbylaw, or
Email your submission to: mailroom@wdc.govt.nz, or
Post your submission to:
  Speed Reviews
  Whangarei District Council
  Private Bag 9023
  Whangarei 0148

Submissions can also be hand delivered to the Whangarei District Council Office at Forum North in Rust Avenue, Whangarei, or at any Service Centre.

Notes:

All submitters that request it, have a right to further present their views to Council. Anyone wishing to present their views to Council personally will be advised of the process following the close of submissions.

Feedback received from the community will be considered, along with a range of other matters in reaching a final decision on the proposals within this document.

The Council is legally required to make all written or electronic submissions available to the public and to Councillors; this may include 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 Council on 09 438 4200 or 0800 932 463
10 Where Can I Get More Information?

Copies of this Report and the Summary Document can be viewed on Whangarei District Councils website at www.wdc.govt.nz/speedbylaw.

Alternatively, copies of this Report and the Summary Document can be viewed at any Whangarei District Council Offices or Library.

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<tr>
<th>Whangarei</th>
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<td>Ruakaka</td>
<td>Ruakaka Service Centre, Takutai Place</td>
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Alternatively, call the Whangarei District Council on 09 430 4200 or 0800 932 463.

or email: Mailroom@wdc.govt.nz
Appendix 1 - District Plan Maps

Environment Maps
- Northpower Critical Overhead Lines CEL
- Northpower Critical Underground Lines CEL
- Multi Title Site
- Rescue Helicopter Flight Path
- Designation
- Scheduled or Overlay Area Site label
- Oil Refinery Overlay
- Living Overlay
- Business 1
- Business 2
- Business 3
- Business 4
- Town Banke
- Port Nikau
- Marsden Point Port
- Whangarei Airport
- Living 1
- Living 2
- Living 3
- Kamo Walkability
- Marsden Primary Centre
- Urban Transition
- Ruakaka Esplanade

Resource Areas Maps
- Heritage Trees
- Heritage Buildings, Sites & Objects
- Sites of Significance to Maori
- Building Line Restriction
- Explanade Priority Area
- Runway
- Air Noise Boundary
- Outer Control Boundary
- Coastal Hazard 1
- Coastal Hazard 2
- Flood Susceptible Areas
- Mining Hazard Area 1
- Mining Hazard Area 2
- Mining Hazard Area 3
- Scheduled Historic Area
- Scheduled Area or Overlay Area
- Helicopter Hovering Area
- QRA Quarrying Resource Area
- QRA Mining Area
- QRA Buffer Area
- QRA 500m Indicative Setback
- Goat Control Areas

Coastal Areas Maps
- Coastal Area
- Outstanding Natural Character Area
- Outstanding Natural Feature
- Outstanding Natural Landscape

All Maps
- Northpower Tower CEL-Catt
- National Grid Tow
- Northpower Overhead Critical Line Del-Catt
- National Grid Line
- State Highway
- Arterial Road
- Collector Road
- Local Road
- Indicative Road
- Coastline
- Coast, rivers and streams

WHANGAREI DISTRICT COUNCIL OPERATIVE PLANNING MAP
Map Legend

WHANGAREI DISTRICT COUNCIL OPERATIVE PLANNING MAP
Map Legend