Interim Speed Management Plan Whangarei Heads Catchment



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Approved by Whangarei Distirct Council at an ordinary meeting dated 27th April 2023.

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Certificate Number:				
Date:				

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1 Overview

Whangarei District Council (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 Governments Road to Zero Road Safety Strategy. The reviews will be undertaken in a staged programme. The statutory role of Council as an RCA is set out under the Land Transport Act 1998. The process for reviewing and setting new speed limits is set out in the Setting of Speed Limits Rule 2022.

As part of the transitional process set out in the Setting of Speed Limits Rule 2022, Council has produced this Interim Speed Management Plan to ensure that its overall speed limit review programme remains on track and consistent with funding determined prior to the 2022 Rule.

This Interim Speed Management Plan continues Council's catchmentbased approach to reviewing speed limits in the district. The catchment-based approach reduces anomalous situations resulting from the review process, where a high quality (eg: sealed road) has a lower speed limit than a lower quality road (eg: unsealed road). This catchment-based approach is consistent with the setting of speed Limits Rule 2022 and associated guidance.

Catchment areas are prioritised based on:

- Risk
- Development pressure
- The need to co-ordinate cross boundary issues between different RCA jurisdictions

1.1 National Speed Limit Register (NSLR)

The National Speed Limit Register has replaced Speed Limit Bylaws as the legal instrument by which all speed limits are enforced. The NSLR is managed by Waka Kotahi (NZTA), with each RCA responsible for updating the NSLR when speed limits are amended. Once certified by Waka Kotahi, the speed limits contained in this Interim Speed Management Plan will be uploaded into the NSLR and an operative date identified.

The National Speed Limits Register can be accessed by following the link below:

https://speedlimits.nzta.govt.nz

1.2 Speed Management Plans

The Setting of Speed Limits Rule 2022 requires speed limits to be set by creating a Speed Management Plan, which must be certified by Waka Kotahi.

The Rule identifies two types of Speed Management Plan:

- Interim Speed Management Plan This Plan enables speed limits to be amended in the period before the next RLTP and has more streamlined components.
- **Regional Speed Management Plan** This Plan is developed alongside the Regional Land Transport Plan (RLTP) and is updated on a three yearly cycle.

The Whangarei Heads Interim Speed Management Plan has been produced under the transitional provisions of the Rule as it will come into force prior to the 2024 - 2027 RLTP.

2 Interim Speed Management Plan extent

This Interim Speed Management Plan includes all roads to the north of Whangarei Harbour and to the south of, but not including Ngunguru Road and includes:

- Tamaterau
- Parua Bay
- Whangarei Heads
- Mcleod Bay
- Taiharuru
- Patau (North and South)



3 Consultation

In meeting the requirements set out in Section 3.9 of the setting of Speed Limits Rule 2022, the following was undertaken.

- A Statement of Proposal was notified in local media and on Council's website.
- The full Statement of Proposal and supporting technical information and information on how to make a submission was made available on Council's website, including Facebook and other social media.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Drop-in information sessions were held at various locations within the review area, along with presentations to Ratepayer groups.
- Key Stakeholders and Statutory Consultees were notified directly.

There are no Marae in the review area. Council therefore notified key Māori that are actively consulted within the Whangarei Heads area, particularly in the Parua Bay area.

Additional time was provided (until February 10th, 2023) to make any submissions. This additional time recognised the need to consult more widely with hapu and other groups.

A total of 170 submissions were received, with 8 submitters presenting in person to a Council Hearing on 22nd February 2023.

4 Speed limits around Schools

The new Setting of Speed Limits Rule identifies the review of speed limits outside schools as a priority by setting the following targets:

- 40% of all schools assessed and treated with compliant speed limits by June 2024
- All schools assessed and treated with compliant speed limits by 31 December 2027.

The new Rule identifies two categories of schools:

- Category 1 Schools that have a maximum speed limit of 30kph. A Category 1 school will include all urban schools, and rural schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school.
- Category 2 Schools that have a speed limit of 60kph or less. Category 2 schools include rural schools where there is no active use of the road environment by student pedestrians.

It should be noted that national guidance with respect to speed limits near schools indicate that the speed limit should:

- Be a permanent speed limit, with a variable speed limit only considered where the permanent option has been considered and found inappropriate.
- Encourage walking and cycling to school be creating safe speed areas around the school.

As a result of the new national guidance, school speed zones will be expanded from the immediate road frontage to include other walking and cycling routes near the school.

4.1 Schools in the Review Area

There are two schools within the Whangarei Heads catchment review area, these are:

- Parua Bay School (Whangarei Heads Road Parua Bay)
- Whangarei Heads School (Whangarei Heads School Road Taurikura)

4.2 Parua Bay School

Parua Bay School is a Category 1 School under the new Setting of Speed Limits Rule 2022. Category 1 Schools must have a 30kph permanent or variable speed limit.

Parua Bay School is opposite a shopping centre which forms the village centre. There is a community centre to the north of Richie Road. School bus pick-up and drop-off occurs at the community centre for secondary school students that catch busses into Whangarei City. Students walk to and from Richie Road and the shopping centre once dropped off or to get picked up by the bus.

4.3 Whangarei Heads School

Whangarei Heads School is located at the end of Whangarei Heads School Road. The road is a narrow low speed road. In addition to the school and a play centre, the road provides access to a few residential dwellings that are located on a private extension of the road.

Students accessing the school also walk on the footpath along Whangarei Heads Road to access the school. This footpath has a section near Whangarei Heads School Road that is below the elevation of the road carriageway. Pedestrians can appear with little warning to cross the road.

To address the different road environments on each road, the following speed limits have been set:

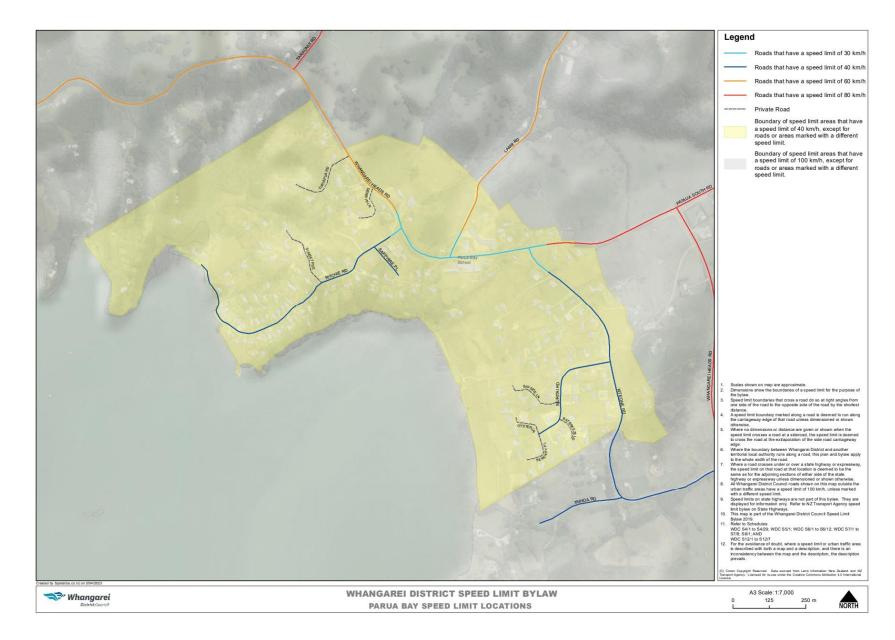
Whangarei Heads School Road

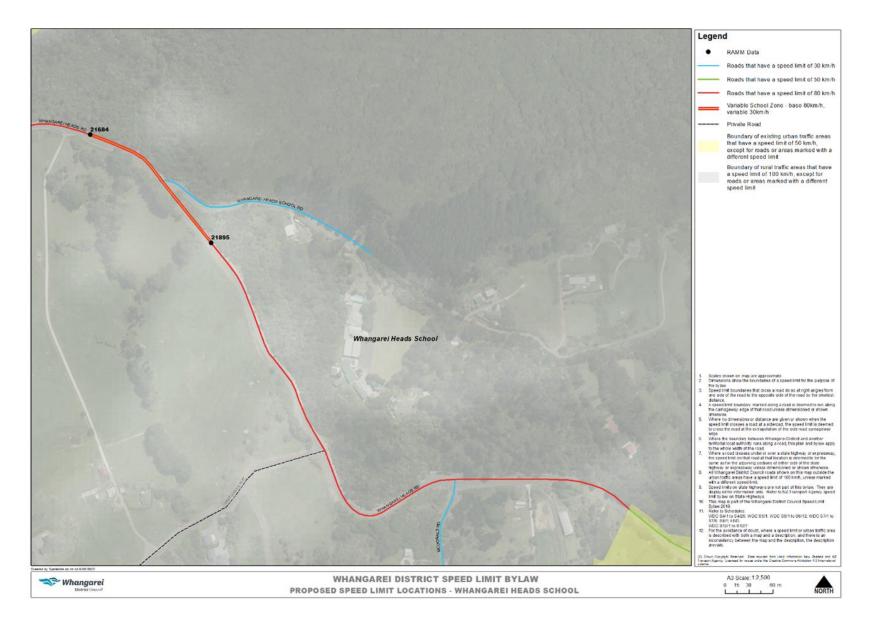
A permanent 30koph speed limit applying to the whole road to the end of current Council maintenance. The school is located at the end of the road that is maintained by Council. Given The very low traffic numbers and the 'no exit', a variable speed limit is not considered appropriate.

Whangarei Heads Road

A Variable 30kph speed limit matching the current sign posted school zone and will be operational before and after school when students are arriving or leaving school. The base speed limit at other times is 80kph.

NORTHLAND TRANSPORTATION ALLIANCE





5 New Speed Limits – Whangarei Heads Catchment

New speed limits set out in the Tables below will be implemented in the 2023-2024 Financial Year.

Road Name	Current Speed Limit	Safe and Appropriate speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Abbey Caves Road from Whareora Rd to Forest Ridge Rd No1 (Private Road)	100	80	80	Consistent Infrastructure: Signage
Abbey Caves Road from Forest Ridge Rd No1 (Private Road) to 80m South of Abbey Caves entrance.	100	80	40	Reason: This section of Abbey Caves Road is a recreation area with increased pedestrian activity and carparking to access recreational facilities, including Abbey Caves. Infrastructure: Signage, road marking,
Abbey Caves Road from to Old Parua Bay Rd.	100	80	60	Reason: This section of Abbey Caves Road is tortuous and has a narrow carriageway. This road is on the winding end of the spectrum with many straights. The road is not considered a through road. Infrastructure: Signage
Adams Road	100	60	60	Consistent Infrastructure: Signage
Addison Road	100	60	60	Consistent Infrastructure: Signage
Attwood Street	50	60	30	Reason Narrow carriageway with no footpaths in urban coastal community with beach access. Leads to beach and is adjacent and similar to Waikaraka Beach Road (30kph). Infrastructure: Signage
Aubrey Road	100	60	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Threshold treatment, signage, traffic calming.

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Aubrey Road Patau North	50	40	30	Reason:Pre-notification community feedback indicated a strong desire for slowerspeeds.There is also community support for slow speed treatments.Patau is highly pedestrianised and has no through roads.Infrastructure:Threshold Treatment, signage, traffic calming.
Basil Road	100	80	60	Reason: The road is short narrow, but a straight unsealed road providing access to a limited number of residential dwellings and is a "no exit" road. 60kph is consistent with other unsealed roads on the network. Infrastructure: Signage
Bay View Place	50	40	40	Consistent Infrastructure: Signage
Bay View Road from WHG Heads Rd to Bay View Place	50	50	40	Reason: This road is very short and provides access for residential dwellings. The slower speed will result in minimal additional journey time. 40kph provides a safer walking environment for local residents. Avoids unnecessary changes in speed limit along road. Infrastructure: Signage
Bay View Road from Bay View Place to end	50	40	40	Consistent Infrastructure: Signage at commencement of road only.
Beach Road (WHG Heads)	50	40	30	Reason: Beach Road links to the end of Reotahi Road and provides access along the beachfront and is a stopping place. Beach road is very narrow with no shoulder between the carriageway and beach. Road forms part of the Te Araroa Trail. A slower speed limit provides a safer environment for pedestrians and boats being launched and retrieved. Infrastructure: Signage, road marking.

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Beasley Road	100	60	60	Consistent Infrastructure: Signage
Blue Horizon Road	100	60	60	Consistent Infrastructure: Signage
Campbell Road	100	60	60	Consistent Infrastructure: Signage
Christie Close (Patau North)	50	30	30	Consistent Infrastructure: Signage, traffic calming
Clapham Road	100	80	60	Reason: Clapham Road is subject to ongoing rural residential development and new consents for development. The road provides access for residential properties and no through access. Infrastructure: Signage
Cornfoot Avenue	50	40	40	Consistent Infrastructure: Signage
Craig Road	100	60	60	Consistent Infrastructure: Signage
Crisp Road	70	60	80	Reason: Crisp Road is a very short no exit road. Speed limit on Crisp Road is consistent with the proposed speed limit on adjacent Te Ronga Road. Infrastructure: Signage
Darch Point Road	50	40	40	Consistent Infrastructure: Signage
Davidson Avenue	50	60	40	Reason:40kph is consistent with Scott Road that provides access to DavidsonAvenue. Community feedback that this road forms part of a popularwalking circuit. Consistent with other similar roads in smaller harboursideand rural communities.Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Dickson Road	100	60	60	Consistent Infrastructure: Signage
Edward Road	100	60	40	Reason: Road is very narrow and is effectively a residential driveway. 40kph provides improved safety for pedestrians. Infrastructure: Signage
Franklin Road	100	60	60	Consistent Infrastructure: Signage
Giovanni Drive	50	60	40	Reason: Giovanni Drive is a short access road, providing access to a rural residential subdivision. The road is single lane with a narrow carriageway. The rural residential subdivision purpose of the road results in a slower speed limit. Infrastructure: Signage
Glengarry Lane	50	60	40	Reason: Short, no exit road, providing access to a growing coastal / harbourside residential subdivision and harbour beach area. Provides safer environment for pedestrians. Road provides access to residential subdivision. Infrastructure: Signage
Grahamtown Road	100	60	60	Consistent Infrastructure: Signage
Hall Road	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Harambee Road	100	60	60	Consistent Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Harris Road from Ngunguru Road to Dickson Road	100	60	80	Reason: Consistent speed limit for the length of road and is consistent with proposed speed limits on similar roads. Road is winding but this is insufficient to consider a significantly lower speed as personal risk and collective Risk are low. Infrastructure: Signage
Harris Road from Dickson Road to Whareora Road	100	80	80	Consistent Infrastructure: Signage
Hutchinson Road	100	80	40	Reason: Hutchinson Road is a very narrow, unsealed road providing access to several dwellings. There is little or no shoulder and few opportunities for opposing vehicles to safely pass each other. Infrastructure: Signage
Kauri Mountain Road	100	60	60	Consistent Infrastructure: Signage
Kaye Road	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Kerr Road	100	60	60	Consistent Infrastructure: Signage
Kiteone Road from Whangarei Heads Rd to 110m south of Whangarei Heads Rd	50	40	30	Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School (Category 1). Consistent with Section 5 Setting of Speed Limits Rule 2022. Infrastructure: Signage
Kiteone Road from 110m south of Whangarei Heads Rd to end.	50	40	40	Consistent Infrastructure: Signage
Kohinui Road	100	60	60	Consistent Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Konini Street from 0ld Parua Bay Rd to 22 Konini St	100	60	60	Consistent Infrastructure: Signage
Konini Street from 22 Konini Street to Mackelsey Rd	50	50	40	Reason: Consistent with speed limits in other similar urban communities. Infrastructure: Signage
Lamb Road from Whangarei Heads Road for a distance of 100m	100	60	30	Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School (Category 1). Section of road is also adjacent to shopping centre. Consistent with Section 5 Setting of Speed Limits Rule 2022. Infrastructure: Threshold Treatment, Signage
Lamb Road	100	60	60	Consistent Infrastructure: Signage
Lion View Road	50	60	30	Reason: Access is gained off Urquhart's Bay Road, which has a 30kph speed limit. Lion View Road is a very short "no exit" road. Infrastructure: Signage
Mackesy Road	50	30	40	Reason: Consistent with proposed speed limits in other urban communities and adjacent roads Infrastructure: Signage
Mahanga Road	50	50	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Mangahuii Road	100	60	60	Consistent Infrastructure: Signage
Manganese Point Road from Scott Rd to Davidson Ave	50	60	40	Reason:40kph is consistent with adjacent roads (Scott Road Davidson Avenue).This section of Manganese Point Road is part of a popular local walking circuit.40kph is consistent with other similar roads in smaller harbourside and rural communities that have an urban feel to them.Infrastructure:Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Manganese Point Road from Davidson Ave to end	50	60	50	Reason Connects to low density residential activity. Raising the speed limit above the existing 50kph speed limit is considered inappropriate given cycling and pedestrian use. Infrastructure: Signage
Matuku Street	50	40	40	Consistent Infrastructure: Signage
May Grove Lane	50	60	40	Reason: Consistent with speed limits in other harbourside / Coastal communities. May Grove Lane is a residential access road that is short and has no exit. This road is subject to new subdivision. Infrastructure: Signage
McDonald Road	100	60	30	Reason: This is a very narrow single lane road, providing access for beachside residential dwellings. Infrastructure: Signage
McGregor Street	50	60	40	Reason: Consistent with speed limits in other harbourside / Coastal communities. McGregor Street is a residential access road that is short and has no exit. Infrastructure: Signage, traffic calming
McRae Road	100	60	40	Reason: McRae Road is a very short road that provides access to a single private property (road length approx.100m). Infrastructure: Signage
Memorial Drive	50	40	40	Consistent Infrastructure: Signage
Mt Tiger Road from Whareora Rd to Wrack Rd.	100	60	80	Reason: Mt Tiger Road is a strategic road that provides the only alternate access to the Whangarei Heads / Parua Bay area if Whangarei Heads Road is closed. This part of Mt Tiger road is characterised by medium length straights. 80kph is consistent with other similar sealed roads. Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Mt Tiger Road from Wrack Rd to Owhiwa Rd.	100	60	60	Consistent Infrastructure: Signage
Muritai Road	50	40	40	Consistent Infrastructure: Signage
Neptune Drive	50	40	40	Consistent Infrastructure: Signage
Nook Road from Whangarei Heads Rd to end of seal)	100	80	60	ReasonThe sealed section of Nook Road provides access to The Nook onWhangarei Harbour. The carriageway is narrow and there is little or noshoulder, with drainage ditches on either side. Submitters supported aslower speed limit.Infrastructure: Signage
Nook Road unsealed section	100	40	40	Consistent Infrastructure: Signage
Norfolk Avenue	50	50	40	Reason Consistent with speed limits in other harbourside / Coastal communities. Norfolk Avenue is a residential access road that is short and has no exit. Infrastructure: Signage
Ocean Beach Road from Whangarei Heads Rd to current 50kph / 100kph boundary (RP440).	50	60	50	Reason Low density residential activity along the peri-urban section of Urquhart's Bay. Raising the speed limit above the existing 50kph speed limit is considered inappropriate given cycling and pedestrian use. Infrastructure: Signage, threshold treatment
Ocean Beach Road from RP440 to RP3073 (55m before Peach Grove Track).	100	80	80	Consistent Infrastructure: Signage
Ocean Beach Road from RP3073 (55m before Peach Grove Track) to RP3553 (110m before Ranui Road).	50	50	40	Reason Consistent with the coastal residential community of this section of road, with residential activity on one side of the road. Infrastructure: Signage, threshold treatment
Ocean Beach Road from 110m before Ranui Road (RP3553) to end.	50	50	30	Reason Area includes carparking for beach access, with the road having a shared space aspect to it and considered a Stopping Place. 30kph reflects the higher pedestrian activity and presence of children. Infrastructure: Signage, traffic calming.

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	50	40	40	Consistent Infrastructure: Signage
Ody Road from existing 50kph/100kph boundary to end.	100	60	60	Consistent Infrastructure: Signage
Old Parua Bay Road from Kohe St to Abbey Caves Rd	100	60	60	Consistent Infrastructure: Signage
Old Parua Bay Road from Abbey Caves Rd to Konini St	100	60	60	Consistent Infrastructure: Signage
Old Parua Bay Road from Konini St to end.	100	60	40	Reason Road is a short, single lane unsealed road providing access to residential dwellings. Infrastructure: Signage
Owhiwa Road from Whangarei Heads Road to Mount Tiger Road.	100	60	80	Reason Owhiwa Road is a strategic road that provides the only alternate access to the Whangarei Heads / Parua Bay area if Whangarei Heads Road is closed. This part of Owhiwa Road is characterised by medium length straights with 60-70% of the road is winding to curved with significant straights. 80kph is consistent with other similar sealed roads. Infrastructure: Signage.
Owhiwa Road from Mount Tiger Road to end.	100	60	60	Consistent Infrastructure: Signage
Parahaki Parish Road	100	60	60	Consistent Infrastructure: Signage
Parkes Road	100	60	60	Consistent Infrastructure: Signage
Parua Cemetery Road	100	60	40	Reason Road is a short, single lane unsealed road providing access to residential dwellings. Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Pataua North Road from Whareora Road to Smiths Road	100	60	80	Reason Pataua North Road from Whareora Road to Smiths Road is generally more open and consistent with other 80kph roads. The alignment changes significantly near the intersection with Smiths Road to a more tortuous alignment with little visibility. 80kph is considered more self-explaining and appropriate. Infrastructure: Signage
Pataua North Road from Smiths Road to end	100	60	60	Consistent Infrastructure: Signage
Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road.	100	60	80	Reason This road is a winding sealed road that is consistent with other similar roads with an 80kph speed limit. A 60kph speed limit is unlikely to achieve high levels of compliance and may encourage unsafe overtaking. Infrastructure: Signage
Pataua South Road from 80m south of Mahanga Road to end	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Pataua Street	50	50	30	Reason:Pre-notification community feedback indicated a strong desire for slower speeds.There is also community support for slow speed treatments.Patau is highlypedestrianised and has no through roads.Infrastructure:Signage, traffic calming.
Pepi Road	100	60	60	Consistent Infrastructure: Signage
Rangiuru Drive	100	60	60	Consistent Infrastructure: Signage
Ranui Road	50	60	30	Reason Area includes carparking for beach access, with the road having a shared space aspect to it and considered a Stopping Place. 30kph reflects the higher pedestrian activity and presence of children. Infrastructure: Signage, traffic calming.

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Reotahi Road	50	50	40	Reason Consistent with speed limits in other harbourside / Coastal communities. Reotahi Road is a winding Secondary Collector Road, providing access to the Harbour and residential dwellings in Reotahi. There is a formed footpath along part of the road shoulders in other sections are narrow and unformed. There is limited visibility of accessways onto the carriageway, with 40kph providing a safer environment for entering and exiting accessways and for pedestrians. Consistent with 40kph speed limits on access roads leading off Reotahi Road. Infrastructure: Signage, threshold treatment.
Ritchie Road from Whangarei Heads Rd for a distance of 50m.	50	50	30	Reason Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School (Category 1). Section of road is also adjacent to shopping centre. Consistent with Section 5 Setting of Speed Limits Rule 2022. Infrastructure: Signage
Ritchie Road from 50m west of Whangarei Heads Rd to end.	50	50	40	Reason Consistent with speed limits in other harbourside / Coastal communities and urban areas. Richie Road is primarily a residential access road. Infrastructure: Signage
Robinson Road	100	60	60	Consistent Infrastructure: Signage
Ross Road	100	60	60	Consistent Infrastructure: Signage
Rukuwai Road	100	60	60	Consistent Infrastructure: Signage
Sapphire Place	50	40	40	Consistent Infrastructure: Signage
Scott Road	50	60	40	Reason 40kph is consistent with Davidson Avenue that intersects Scott Road. Community feedback that this road forms part of a popular walking circuit. Consistent with other similar roads in smaller harbourside and rural communities. Infrastructure: Signage, threshold treatment
Smith Road	100	60	60	Consistent Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Stuart Road from Whangarei Heads Road to end.	50	50	30	Reason This is a very narrow, short no-exit road dominated by a beach reserve that is contiguous with the carriageway and an informal parking area. A much slower speed reflecting a greater degree of shared space is appropriate. Infrastructure: Signage
Tahere Road	100	60	60	Consistent Infrastructure: Signage
Tahunatapu Road	100	60	40	Reason Tahunatapu Road is a narrow-unsealed road that is accessed off Nook Road. 40kph is consistent with the intersecting Nook Road. Infrastructure: Signage
Taiharuru Road from Patau South Rd to current 100/50kph boundary	100	60	80	Reason Consistent with proposed speed limits on other similar sealed roads. Although classed as "tortuous" this road is strongly on the winding end of the scale with a low collective risk, but medium high personal risk. Given the geometry of the road and the surrounding road environment, a slower speed of 60kph is unlikely to have a high degree of compliance. Infrastructure: Signage
Taiharuru Road current 50kph zone	50	60	40	ReasonThis small community provides access to a beach and small boat launching. A number of houses have open informal access onto the main carriageway and there is no pedestrian facilities and poor visibility. A 60kph speed limit is not preferred as it increases a speed limit that currently recognises the small residential community in this location.Infrastructure:Signage, road marking, threshold treatment
Taiharuru Road from 50/100kph boundary to end of seal	100	60	80	Reason: Consistent with proposed speed limits on other similar sealed roads. There is little difference in the road environment from the previous proposed 80kph speed zone. A 60kph speed limit would create too many speed limits along the same road without significant changes to the road environment. Infrastructure: Signage, road marking, threshold treatment

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Taiharuru Road from end of seal to end	100	60	30	Reason: This is a short, unsealed section of road serving a small number of residential dwellings. The road leads into an area where residential dwellings informally interact with the carriageway. Infrastructure: Signage
Taihoa Road	100	60	40	Reason: This road is a very narrow unsealed road providing access to a limited number of properties. There is a significant change in road environment from Kiteone Rd (sealed) to a very narrow and unsealed road. The same speed limit as Kiteone Street is therefore not a viable option. Infrastructure: Signage
Taraunui Road from Whangarei Heads Rd to Ross Rd	100	80	80	Consistent Infrastructure: Signage
Taraunui Road from Ross Rd to end	100	60	60	Consistent Infrastructure: Signage
Taurikura Street	50	40	40	Consistent Infrastructure: Signage
Tawhai Place	50	30	40	Reason: Consistent with proposed speed limits in urban residential areas and adjoining roads. Infrastructure: Signage, existing traffic calming.
Te Rongo Road	100	80	80	Consistent Infrastructure: Signage
Te Whangai Head Road	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming
Telfer Road	100	60	60	Consistent Infrastructure: Signage
The Heights	50	40	40	Consistent Infrastructure: Signage
Timperley Road	100	60	60	Consistent Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tropicana Drive	50	60	40	Reason: Consistent with proposed speed limits in other coastal / harbourside communities. Tropicana Drive is a short residential access road with no exit, raising the speed limit from 50kph to 60kph is not appropriate. There is potential for increased subdivision. Infrastructure: Signage
Urquhart Bay Road	50	60	30	Reason: Urquhart Bay Road is very narrow and provides direct access onto a harbour beach. All residential dwellings on this road must cross the road to access the beach, increasing the informal pedestrian use of the road. There is an existing speed bump with 30kph advisory sign and multiple informal community led signs seeking vehicles to slow down. This road forms part of the Te Araroa Trail. Infrastructure: Signage, road marking, traffic calming.,
Waikaraka Beach Road	50	60	30	Reason: Waikaraka Beach Road is a very narrow, short road with a beach reserve on one side, making the road close to an informal shared space. An increase of speed limit to 60kph is inappropriate. Waikaraka Beach Road is a stopping place. Infrastructure: Signage
Waikaraka Road	100	60	60	Consistent Infrastructure: Signage
Waioneone Road	50	50	40	Reason: Consistent with Konini Street and Mackesy Road where access is gained. Infrastructure: Signage
Waiparera Road	100	60	60	Consistent Infrastructure: Signage
Waitotara Lane	100	60	40	Reason: Waitotara Lane is approximately 100m long and provides low speed access to several residential dwellings. Infrastructure: Signage
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka (RP3486).	100	80	80	Consistent Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Whangarei Heads Rd from RP3486 (Waikaraka) to RP6103 (Tamaterau).	70	60	60	Consistent Infrastructure: Signage, threshold treatment.
Whangarei Heads Road from RP6103 (Tamaterau) to RP7045 (80m east of Scott Rd).	50 then 100	50	50	Consistent Infrastructure: Signage
Whangarei Heads Rd from RP7045 (80m east of Scott Rd) to RP9187 (Solomons Point)	100	80	80	Consistent Infrastructure: Signage
Whangarei Heads Road from RP9187 (Solomons Point) to RP10187 (110m west of Parua Bay Tavern)	70	60	60	Consistent Infrastructure: Signage
Whangarei Heads Road from RP10187 (110m west of Parua Bay Tavern) to RP10413 (50m east of Crisp Road).	70	60	30	Reason: This short section of Whangarei Heads Road encompasses the Parua Bay Tavern, which is an historic venue and a Stopping Place. There is limited parking immediately outside of the tavern. Most parking is located on the opposite side of the carriageway, requiring pedestrians to cross the road. There is limited visibility on the approach to the tavern, making it extremely dangerous for pedestrians crossing the road. This is reflected in the high personal risk on this section of Whangarei Heads Road. Infrastructure: Signage, road marking, traffic calming, lighting.
Whangarei Heads Road from RP10413 (50m east of Crisp Rd) to RP13374 (65m east of Richie Road)	70 then 100	80	60	Reason: The current operating speed is 61kph. Personal Risk is high. A slower speed limit is therefore considered appropriate. A 60kph speed limit from Crisp Road to Parua Bay Village reduces the number of speed limit changes along the length of Whangarei Heads Road and provides a slower entry into Parua Bay Village. Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Whangarei Heads Road from RP13374 (65m west of Richie Road) to RP13996 (65m east of Kiteone Rd).	50	40 and 30	30	Reason:Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speedzone to be set for Parua Bay School (Category 1). Consistent with Section 5Setting of Speed Limits Rule 2022. The 30kph speed limit is extended toincorporate High School bus pick-up and drop-off area.Infrastructure: Signage, road marking, threshold treatment, raised tablecrossings.
Whangarei Heads Road from RP13996 (65m east of Kiteone Rd) to RP18066 (current 100kph/50kph boundary at McLeod Bay)	100	80	80	Consistent Infrastructure: Signage
Whangarei Heads Road from RP18066 (current 100kph/50kph boundary at McLeod Bay to Bay View Road	50	40	50	Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 53kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. Infrastructure: Signage
Whangarei Heads Road from RP21685 (Bay View Road) to RP22420 current 100kph / 50kph boundary at Taurikura.	100	80	80	Consistent Infrastructure: Signage
Whangarei Heads Road from RP23103 (110m west of Whangarei Heads School Rd) to RP23302 (100m east of School Rd).	100	80	Variable 30 Base 80	Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Whangarei Heads School (Category 1) as children walk and cross this section of Whangarei Heads Road. Consistent with Section 5 Setting of Speed Limits Rule 2022. A Variable 30kph speed limit is used as children only present at either end of school day. Infrastructure: Signage, road marking.

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Whangarei Heads Road from RP22420 (current 100kph/50kph boundary at Taurikura) to RP23103,	50	40	50	Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. Infrastructure: Signage
Whangarei Heads Road from RP23103 to RP23302 (110m east of tennis courts)	50	40	30	Reason: A park, including children's play areas and beach is accessed directly off the carriageway with no separation for parking. There are also crossing points along this section of road. The road function is a Stopping Place. A lower 30kph speed limit is therefore appropriate. Infrastructure: Signage
Whangarei Heads Rd from RP23302 (110m east of tennis courts) to RP23963 (2400 Whangarei Heads Road)	50	40	50	Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. Infrastructure: Signage
Whangarei Heads Road from RP23963 to RP25548 (70m west of Urquharts Bay Road.	100	50	60	Reason: This section of road has a very low density of residential dwellings. However, it connects two coastal communities. The road is tortuous with very narrow shoulder areas. A 50kph speed limit would not be self-explaining, given the lack of residential dwellings and pedestrian facilities. 60kph is therefore considered appropriate. Note: Megamaps incorrectly states the existing speed limit as 50kph. Infrastructure: Signage
Whangarei Heads Road from RP25548 (70m west of Urquharts Bay Road. to end (Ocean Beach Road).	50	40	50	Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. Infrastructure: Signage
Whangarei Heads School Road	100	60	30	Reason Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Whangarei Heads School (Category 1). Consistent with Section 5 Setting of Speed Limits Rule 2022. Infrastructure: Signage

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Whareora Road from RP1430 (near Mill Rd) to RP1536 (current 70kph / 100kph boundary).	70	50	50	Consistent Infrastructure: Signage.
Whareora Road from RP1536 (current 70kph / 100kph boundary) to RP2147.	100	60	60	Consistent Infrastructure: Signage.
Whareora Road from RP2147 to end.	100	80	80	Consistent Infrastructure: Signage.
Wharf Road	100	60	30	Reason: Wharf Road provides access to a wharf that is primarily utilised for land-based fishing and one property. The road is very narrow and in generally poor condition. Two vehicles in opposing directions need to manoeuvre to pass in some places. 30kph recognises the very short access only nature of the road and the carriageway condition. Infrastructure: Signage.
Wrack Road	100	60	40	Reason: Wrack Road is a short, very narrow unsealed road providing access to a few residential properties. Whilst 60kph is consistent with proposed speed limits on unsealed roads, the extremely narrow carriageway supports a slower speed limit of 40kph. Infrastructure: Signage.

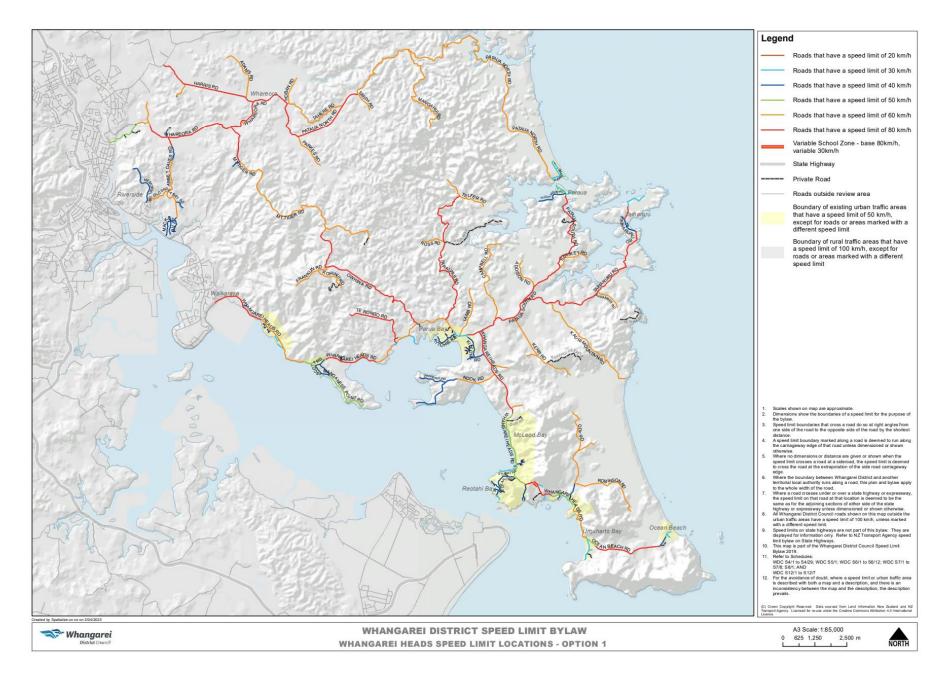
6 Speed Limit Maps

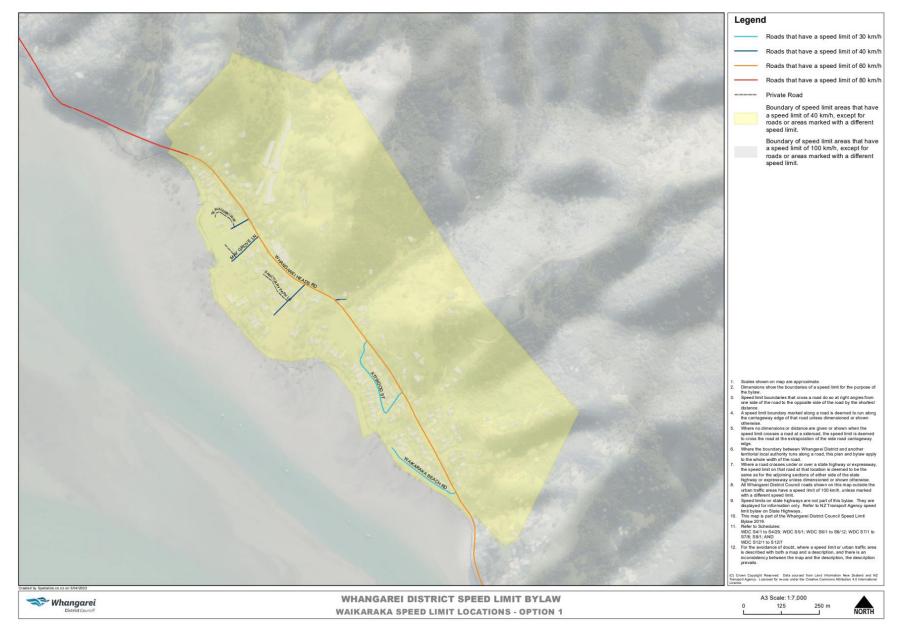
The following maps set out the speed limits described in Section 4. It should be noted that the maps contained in this Interim Speed Management Plan are supported with detailed GIS information and identified Reference Points (RP) identifying the actual speed limit transitions. Maps with RP's identified are utilised for the purposes of detailed design and implementation. RP's are not included in the maps in this Interim Speed Management Plan due to the need for clarity at the published scale. Not all road names are identified in the following maps due to the need for clarity at the published scale.

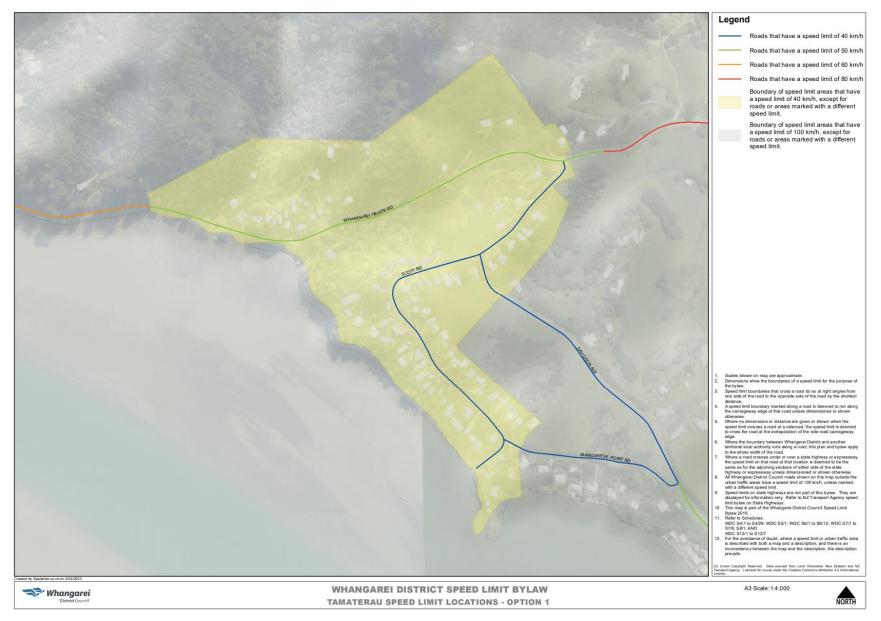
The following maps are included in this Interim Speed Management Plan:

- Whangarei Heads Catchment Speed Limits
- Whangarei Head Speed Limits Waikaraka
- Whangarei Head Speed Limits Tamaterau
- Whangarei Head Speed Limits Parua Bay
- Whangarei Head Speed Limits McLeod Bay Reotahi
- Whangarei Head Speed Limits Taurikura
- Whangarei Head Speed Limits Urquhart Bay
- Whangarei Head Speed Limits Ocean Beach
- Whangarei Head Speed Limits Pataua North
- Whangarei Head Speed Limits Pataua South

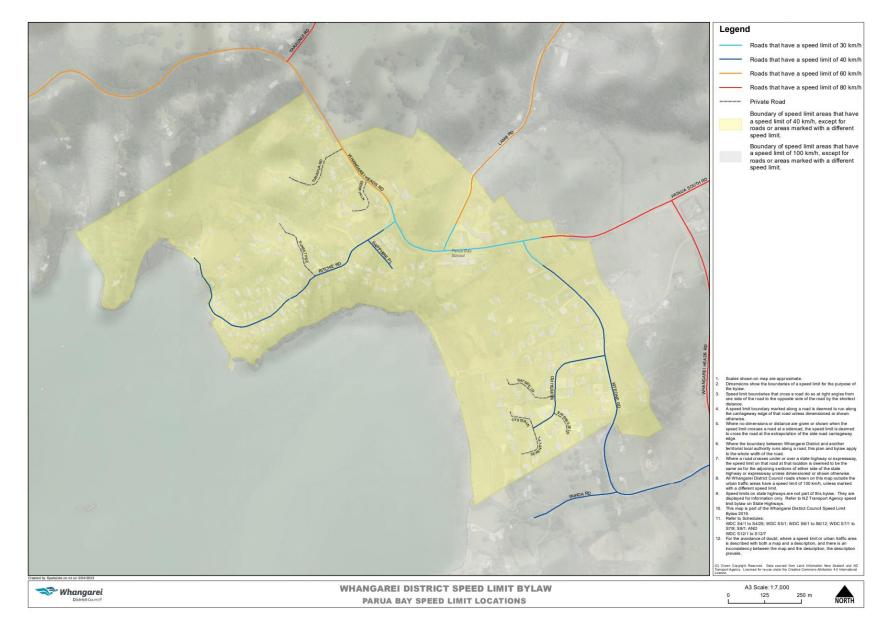
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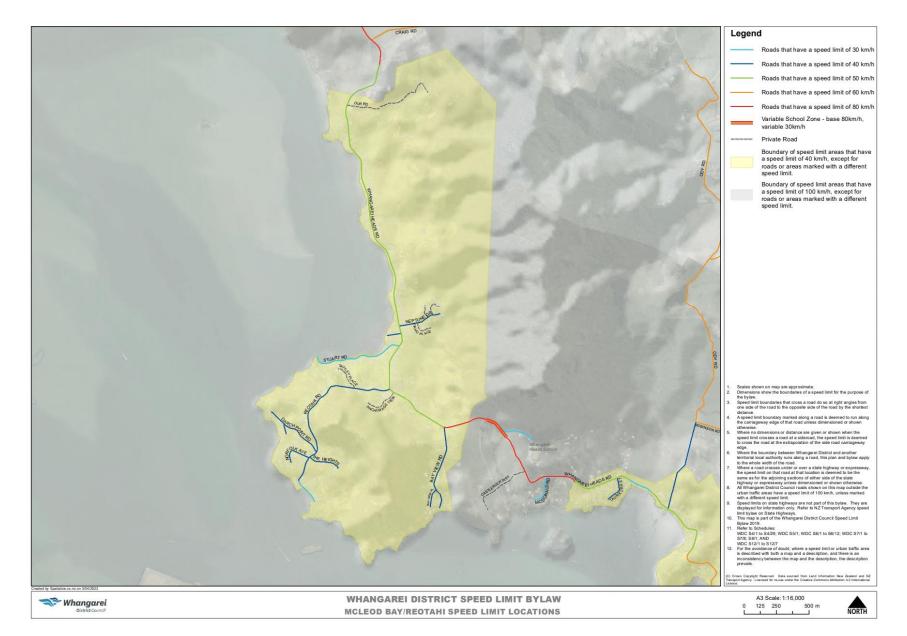


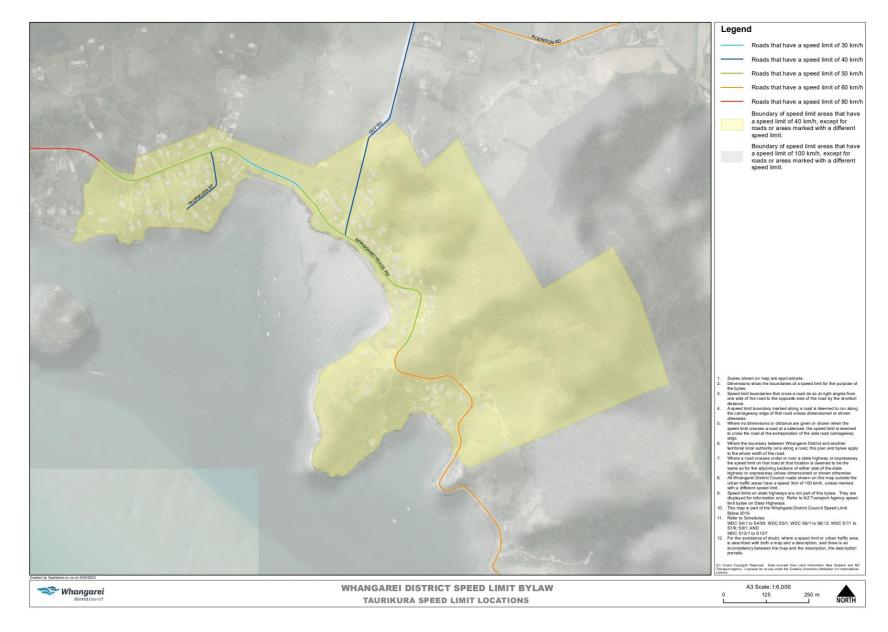




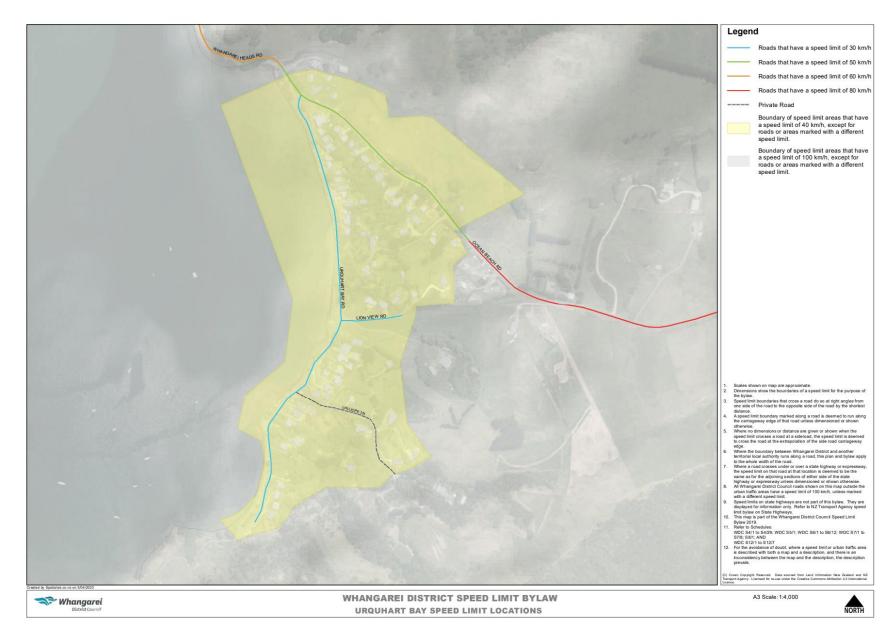
NORTHLAND TRANSPORTATION ALLIANCE







NORTHLAND TRANSPORTATION ALLIANCE



NORTHLAND TRANSPORTATION ALLIANCE

