

# ***Regional Speed Limit Review Whangarei Heads***

## ***Recommendations Report***

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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), including the setting of speed limits. Council is required to review all speed limits on roads it is responsible for under the Governments Road to Zero Road Safety Strategy.

The statutory role of Council as an RCA is set out under the Land Transport Act 1998 and the Setting of Speed Limits Rule 2022.

Council proposed new speed limits within the Whangarei Heads Catchment. The Catchment includes the Whangarei Heads Road, Parua Bay and all settlements along the northern edge of the Whangarei Harbour. The Catchment extends north to the Whangarei – Ngunguru Road but does not include that road (Whangarei-Ngunguru Road will be reviewed as part of the Tutukaka Coast Review). This Review also includes the following coastal settlements:

- Patau North
- Patau South
- Taiharuru
- Oceans Beach

The proposed changes to speed limits were publicly notified in accordance with Section 3.9 of the Setting of Speed Limits Rule 2022; with feedback being sought from 26<sup>th</sup> October to 5<sup>th</sup> December 2022. Hearings were held at Council Chambers, Forum North on 22<sup>nd</sup> February 2023.

This Report brings together all the information that must be considered under Section 3.15 (2) of the Setting of Speed Limits Rule 2022, as well as:

- Community feedback and recommendations (main body of Report)
- Recommended Speed Limit Maps (Appendix 1)
- Technical Information to be considered (Appendix 2 as a separate attachment)
- Statement of Proposal as notified (Appendix 3 as a separate attachment)
- An Interim Speed Management Plan that complies with the Setting of Speed Limits Rule 2022.

In addition to this Recommendations Report, it should be noted that all submissions were formally read and received by Council at the Hearings held on 22<sup>nd</sup> February and were attached to the agenda item for that meeting.

### 1.1 Purpose and Scope

The purpose of this Report is to make recommendations to Council on new speed limits and a final Interim Speed Management Plan for the Whangarei Heads review area. The recommendations arise from an assessment of all the information that the RCA is required to consider under Section 3.15 (2) of the Setting of Speed Limits Rule 2022 when setting speed limits, of which, community feedback is one component.

The detailed technical information that was collated and considered when proposing new speed limits for public notification and community feedback forms part of the decision-making process and is appended to this Report. The Technical Report was publicly available on Councils website as part of the consultation process.

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

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

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

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

## **1.2 Implementation of recommended speed limits**

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

- The Speed Limit must be set in accordance with the Setting of Speed Limits Rule 2022. This has been achieved through the speed limit review process (including associated consultation); and
- An Interim or Regional Speed Management Plan must be certified by Waka Kotahi once Council has adopted the recommendations of this Report.
- A record of the new speed limits must be loaded into the National Speed Limit Register. This Record sets the operative date.
- New speed limits signage must be installed in accordance with Setting of Speed Limits Rule 2022 and relevant standards; and
- Speed limit signage must match the speed limits set out in the National Speed Limit Register.

Once Council has adopted the Recommended Interim Speed Management Plan (arising from recommendations in this Report), staff will commence the certification and procurement process to implement the new speed limits. No further decision is required from Council. However, it should be noted that procurement and installation of the required physical works takes time. Implementation may be in a staged process over a reasonable timeframe.

## **1.3 National Speed Limit Register**

All speed limits in Northland have been migrated from the previous Bylaws into the National Speed Limit Register (NSLR) in accordance with the Setting of Speed Limits Rule 2022. The NSLR has now become the legal instrument by which all speed limits are enforced.

The change in legal instrument from Bylaw to NSLR does not change the Whangarei District Council's role as a Road Controlling Authority. Speed limits are still set in accordance with the Setting of Speed Limits Rule 2022 (and its associated guidance).

The change to the NSLR helps streamline the implementation of speed limits, once reviewed. When Council adopts a new speed limit and created a Speed Management Plan, the NSLR is updated to identify the new speed limit and the date it comes into force.

## **2 Delegations**

Speed Limits within the District are set by the RCA. The RCA is responsible for decisions relating to feedback on proposed speed limits.

## **3 Community Consultation Process**

Section 3.9 (2) of the Setting of Speed Limits Rule 2022 requires Council to consult in accordance with Section 82 of the Local Government Act 2002 (LGA). Section 82 of the LGA sets out the principals of consultation.

It should be noted that the Rule specifically states that nothing in the Rule requires Council to consult in accordance with Section 83 of the LGA (Special Consultative Procedure).

### 3.1 Notification

In meeting the Principals of Consultation as set out in Section 82 of the LGA, the following has been undertaken:

- A Statement of Proposal (Appendix 3) was prepared and 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.

### 3.2 Hearings

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

The community was provided with an opportunity to provide written submissions between 26<sup>th</sup> October and 5<sup>th</sup> December 2022. All submitters were asked to indicate if they wished to be heard in person to support their submission.

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

A total 8 submitters presented their submissions at a formal hearing on 22<sup>nd</sup> February 2023, held in Council Chambers at Forum North, Whangarei.

The Hearing was attended by full Council in their capacity as the Road Controlling Authority. Key Northland Transportation Alliance Staff, who are responsible for recommending decisions to the RCA were also in attendance.

### 3.3 Drop-in Session and Meeting Summary

Drop-in session and information events were held in the following locations:

- Whangarei Heads Ratepayers Association on Wednesday 26<sup>th</sup> October
- Taurikura Hall on Monday 14<sup>th</sup> November between 5pm and 7pm
- Parua Bay Residents and Ratepayers Association on Tuesday 15<sup>th</sup> November
- Parua Bay School Hall on Wednesday 16<sup>th</sup> November between 7pm and 8pm
- Tamaterau Hall on Monday 20<sup>th</sup> November between 5pm and 7pm

#### 3.3.1 Whangarei Heads Ratepayers Association

Approximately 50 people attended an information, question and answer event at McLeod Bay Hall on 26 October. The event was organised and hosted by the Whangarei Heads Residents and Ratepayers Association.

Key issues raised at the meeting included:

- The need for pull over bays for slower drivers
- The number of proposed changes to speed limits along Whangarei Heads Road.
- Concerns about safety on "Darkies Hill" near the Parua Bay Tavern and Wharf Road intersection.
- The need for infrastructure to support speed limits, for example, speed bumps.
- The need to upgrade crossings at Parua Bay School.

- Concerns related to some proposed speed limit transitions.
- Concerns relating to the overall condition of the network.
- Enforcement of the current speed limit is poor, and without proposer enforcement, new speed limits are unlikely to achieve significant outcomes.

### 3.3.2 Taurikura Hall

This drop-in session was poorly attended, as there had been a previously well attended meeting with the Whangarei Heads Ratepayers Association.

Attendees discussed the proposed speed limits in general, and were interested in getting more information before making a formal submission.

### 3.3.3 Parua Bay Residents and Ratepayers Association

Approximately 40 people attended a meeting at the Parua Bay Bowling Club. The event was organized and hosted by the Parua Bay Residents and Ratepayers Association. NTA initially addressed a recent fatal crash that occurred on Whangarei Heads Road at Darkies Hill. Staff then provided a background to the Speed Limit Review and answered questions raised by the audience.

### 3.3.4 Parua Bay School Hall

Approximately 20 people attended this drop-in session. Key issues discussed was the proposed 30kph speed limit around the school. Attendees noted that the roadside is active with students for a much greater period than many schools. This is because high school students catch buses to and from Whangarei City. Students are therefore utilising the road environment over an hour before and after normal school hours.

Attendees confirmed that the High School Bus picks up and drops off at the Community Centre. Students often walk between Parua Bay School, the Shopping Centre and the Community Centre.

### 3.3.5 Tamaterau Hall

This drop-in session was poorly attended. Those attending lived locally to Tamaterau. The issues raised included speeds travelled in the area near the Hall carpark (current speed limit of 50kph).

## 3.4 Hearing Summary

Submitters were provided an opportunity to present their views to Council in person on 22 February 2023. All submitters that indicated that they wished to be heard were initially contacted by email to advise of the Hearing date and times. This email was followed up with phone calls to confirm whether submitters still wished to be heard in support of their submission.

22 submitters indicated that they wished to be heard as part of their initial submission. A total of 8 submitters attended the Hearing.

A range of issues were expanded upon by submitters at the hearing. Most of those issues have been addressed throughout this Report in some detail. A full copy of each submission is available in the Council Hearing Agenda for 22<sup>nd</sup> February 2023. Additional notes presented by submitters are included in Appendix 5.

A summary of the matters raised by each submitter at the Hearing is set out below.

### 3.4.1 Tanja Wood

Summary of Written Submission:	<b>Outside Review Area</b> Ngunguru Road from Whangarei to the coast. Lack of signage of speed limits.
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Matters raised at Hearing	<p>Ms Wood lives in Ngunguru and most of her concerns relate to the Ngunguru Road. However, Ms Wood pointed out that these concerns equally applied to Whangarei Heads Road and other roads within the review area.</p> <p>Ms Wood stated that speed limits are not followed by visitors from outside the community. She considered that there is a need to improve lines and markings (Cats Eyes) on the road. Ms Wood believes that 80kph is an adequate speed but needs better markings and additional repeater signage as people don't know what the speed limit is supposed to be.</p> <p>Ms Wood also noted that she was unhappy with the tar seal job on Waiaitoi Road – Ngunguru Road.</p>
Response to issues raised	<p>It is agreed that road markings, where appropriate and signage does contribute to improved safety outcomes. Feature such as rumble strips and Cats Eyes assist with lane keeping, particularly at night.</p> <p>The Setting of Speed Limits Rule 2022 and associated guidance sets out minimum signage for speed limits. Additional signage such as Threshold Signs and advisory signs are identified as part of the detailed design stage when implementing new speed limits.</p>

### 3.4.2 Colin Edwards

Summary of Written Submission:	<p><b>Partial Support</b> – supports Parua Bay Village changes but concerned with the number of speed limit changes along Whangarei Heads Road. Raises issues relating to Darkies Hill.</p>
Matters raised at Hearing	<p>Mr Edwards acknowledges that there is a safety “black spot” in Parua Bay Village. The slower speed limits through the village need to be supported with speed humps. Mr. Edwards stated that speed limits will not work on their own. There is a need for barriers as well as other infrastructure to go along with speed limits.</p> <p>Mr. Edwards cited the Wolf Road intersection where he stated that there had been 30 crashes in the last five years. He also stated that the first section of road out of Onerahi (from Beach Road) has a speed limit of 50kph, but most people drive this section at 70kph. He said that this is an example of people not changing behaviour unless it makes sense.</p> <p>Mr. Edwards was also concerned about the number of speed limit changes along the road. He also commented that the rumble strips are really good and need more of them.</p> <p>There are few places to enforce the speed limits.</p>
Response to issues raised	<p>Mr. Edwards statements about the need for infrastructure to support lower speed limits is acknowledged. Currently raised crossings in Parua Bay School are planned to support the new 30kph school speed zone. Road marking and other infrastructure will be included as part of this package. In addition, it is currently planned to incorporate a raised crossing and lighting in the Parua Bay Tavern 30kph speed zone.</p> <p>Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:</p>



	<ul style="list-style-type: none"> <li>• Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch.</li> <li>• Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit.</li> <li>• Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.</li> </ul>
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### 3.4.3 Raewyn Weir

Summary of Written Submission:	<b>Support</b> – Parua Bay Tavern area. Needs installation of speed bumps.
Matters raised at Hearing	<p>Ms. Weir was mainly concerned with the Parua Bay Village and Parua Bay Tavern area. She stated that there is a need for speed bumps at both locations.</p> <p>Ms. Weir supported the overall reduction of the speed limit from 100kph to 80kph but stated that the overall speed limits must be simplified (less speed limit zones).</p> <p>Ms. Weir suggested that 90% of motorists do not comply with the current speed limits. There is a need for better enforcement, including speed cameras as there are no consequences for speeding.</p>
Response to issues raised	<p>Ms. Weir's comments relating to speed bumps and the need to simplify the speed zones are accepted. Currently raised crossings in Parua Bay School are planned to support the new 30kph school speed zone. Road marking and other infrastructure will be included as part of this package. In addition, it is currently planned to incorporate a raised crossing and lighting in the Parua Bay Tavern 30kph speed zone.</p> <p>Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:</p> <ul style="list-style-type: none"> <li>• Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch.</li> <li>• Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit.</li> </ul> <p>Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.</p>

### 3.4.4 Logan Carter

Summary of Written Submission:	<b>Partial Support</b> - for the most part, supports the proposed changes, except for specific areas mentioned in submission. Wharf Rd to Parua Bay reduce to 60kph and other specified areas seeking lower speed limit.
Matters raised at Hearing	Mr Carter stated that his primary focus is safety of other road users, including pedestrians and cyclists. Mr Carter noted that he was a regular cyclist on Whangarei Heads Road.

	<p>Mr Carter stated that risk is related to traffic volume and nature of road. There are very few areas of the road where there is somewhere to go if run off the road (banks drop offs etc).</p> <p>Mr Carter sought a 60kph speed limit from Parua Bay Tavern Causeway to Parua Bay Village (Darkies Hill). Mr Carter questioned whether Whangarei Heads Road met the standards required for a 80kph speed limit and believes that a 70kph speed limit would be more appropriate.</p> <p>Mr Carter was asked if he had any experience riding a bike on the section, he wants reduced to 60kph? He stated that he had done one trip on a weekend and once was enough.</p>
Response to issues raised	<p>Mr. Carters comments relating to the road environment are acknowledged. The need to set a safe and appropriate speed on Whangarei Heads Road reflects the wider road environment. Including the aspects highlighted.</p> <p>Recognising the issues raised by several submitters, including the safe and appropriate speed from Parua Bay Tavern to Parua Bay Village and a desire to simplify the speed limits, it is recommended that:</p> <ul style="list-style-type: none"> <li>Parua Bay Tavern over Darkies Hill to Parua Bay Village have a 60kph speed limit.</li> </ul>

### 3.4.5 Jan Boyes

Summary of Written Submission:	<p><b>Partial Support</b> – identifies specific areas where submitter disagrees with proposals but supports main speed of 80kph on Whangārei Heads Road.</p>
Matters raised at Hearing	<p>Mr. Rick Miller presented on behalf of Jan Boyes. Mr. Millar thanks the Council for the introduction of Catseyes on the road as this was an improvement. Mr. Millar noted that the road service is deteriorating. He also noted that there was a need for signage for passing bay areas and areas where slower drivers can pull over safely. Mr. Millar also requested that a moveable speed camera to cover Whangarei Heads Road be utilised.</p> <p>With respect to Parua Bay Village, Mr. Millar did not think that restrictive pedestrian crossings were appropriate for Parua Bay. He also thought that a bypass around the village was needed.</p>
Response to issues raised	<p>Mr. Millar's comments on behalf of Jan Boyes are noted. Improved signage for passing opportunities on Whangarei Heads Road is accepted. Funding for this signage is being sought through the 2024-2027 RLTP (Road funding mechanism). It is noted that speed cameras are now operated by Waka Kotahi (previously operated by Police). These cameras are able to be deployed in any location determined by Waka Kotahi in consultation with NZ Police.</p> <p>Pedestrian crossings in Parua Bay are planned as part of the wider Parua Bay Placemaking project that is currently underway. These crossings are intended to make the road safer for pedestrians and to support a slower speed limit. A Bypass</p>

	around the village is beyond the scope of the speed limit review, but may be considered as part of the Placemaking Project.
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### 3.4.6 Parua Bay Residents and Ratepayers Committee

Summary of Written Submission:	<b>Partially Support</b> – Strongly support the lowering of speed limits around schools to 30kph. Strongly support the lowering of the general speed limit on Whangarei Heads Road to 80kph. Raises other concerns including the number of speed limit changes.
Matters raised at Hearing	<p>The Parua Bay Ratepayer Association were supportive of a 30kph speed limit around schools and 80kph in other areas. However, they did raise concerns about the number of transitions from one speed to another. The Association highlighted the need for traffic calming, education, road markings, rumble strips, enforcement, landscaping and improved safety for walking and cycling, particularly in Parua Bay itself, with enhanced walking and cycling for the entire road as it would be great to commute by cycle.</p> <p>There is a need to communicate speed and speed limits very clearly and the association suggested the use of “your speed” electronic signs. It was noted that speeders are often local people.</p> <p>With respect to the school and shopping area, the Association considered that a variable speed limit would be better around the school as it is generally very quiet with few people outside of school hours. Considered that a Kea Crossing would be good, however, a Pelican Crossing (crossing with lights) would be better for the school.</p> <p>The association noted that most weeks there are overturned vehicles on the side of Whangarei Heads Road. The Placemaking Project in Parua Bay should identify road safety as a priority. There is also a need to monitor “near misses”.</p>
Response to issues raised	<p>Support for 30kph in Parua Bay and 80kph on the main part of the road is noted.</p> <p>Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:</p> <ul style="list-style-type: none"> <li>• Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch.</li> <li>• Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit.</li> </ul> <p>Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.</p> <p>Infrastructure to improve road safety will form part of the detailed design process, with additional infrastructure such as landscaping, passing bays etc. will be implemented as funding becomes available.</p>

	Raised table crossings are currently planned to support the school speed zone. The location of these crossings and whether they are “Kea” or “Pelican” crossings will be determined at the detailed design stage and through the Placemaking Project.
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### 3.4.7 Ocean Beach Residents Association

Summary of Written Submission:	<b>Partially support</b> – Ocean Beach Village – seeking to extend the lower speed limit of 30kph, including Ranui Road.
Matters raised at Hearing	<p>The Ocean Beach Residents Association was represented by Mr. John Greene. Mr. Greene presented a PowerPoint presentation and provided handouts.</p> <p>The Association had previously asked for a slower speed limit in 2021, with the Association seeking a 30kph speed limit for Ocean Beach. The 30kph descriptor is far closer for Ocean Beach and Mr. Greene felt that 30kph is better than 40kph. He requested that the lower speed limit start before the top of the hill approximately where the Peach Cove Track Car Park turn-off is. Mr. Greene noted that there is lots of traffic in and out of this carpark. He also stated that going around the corner at the turn off at 80kph is not safe.</p> <p>Mr. Greene was asked if the current speed bumps have any impact on speed? Mr. Greene said that he was unsure of what effect they are having but noted that they are old and worn and need to be replaced.</p>
Response to issues raised	<p>The nature of the Ocean Beach Community is recognised, and it is also note that there are some similarities with Pataua, which has a recommended 30kph speed limit.</p> <p>The section of road from the Peach Grove Track carpark is not a self-explaining 30kph. It is recommended that:</p> <ul style="list-style-type: none"> <li>• A 40kph speed limit extend to a point approximately 50m west of the Peach Grove Track entry.</li> <li>• The 40kph speed limit extend to approximately 100m before Ranui Road.</li> <li>• A new 30kph zone that encompasses Ranui Road and the main area of carparking and pedestrian use.</li> </ul>

### 3.4.8 Steve Westgate - NZ Automobile Association

Summary of Written Submission:	<b>Various positions</b> – Provides a detailed submission covering a range of matters.
Matters raised at Hearing	The Automobile Association presentation was made by Mr Steve Westgate. The Associations considered that there were too many changes in speed limits along Whangarei Heads Road. This would result in confusion for drivers. Mr. Westgate stated that the roads must be self-explaining with respect to speed limits. He suggested a uniform 50kph speed limit through all residential communities, noting that Parua Bay has no DSI's

	<p>(Death and Serious Injury), leading him to question the safety benefits of a slower speed limit.</p> <p>Mr, Westgate stated that better enforcement was the answer to speed related issues. He also noted that responsible drivers will drive to the conditions.</p> <p>Mr. Westgate was opposed to speed bumps.</p>
Response to issues raised	<p>A detailed response to the Automobile Association submission and presentation is provided in Section 4.23 below.</p> <p>The 30kph speed limit in Parua Bay Village is in response to the requirements for speed limits around schools under the setting of speed Limits Rule 2022. Other slower speed limits are reflective of the changing road environment with greater residential, pedestrian and cycling uses on or near the road carriageway. DSI data is only one aspect that the Road Controlling Authority is required to consider under the Setting of Speed Limits rule 2022.</p> <p>Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:</p> <ul style="list-style-type: none"> <li>• Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch.</li> <li>• Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit.</li> <li>• Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.</li> </ul>

## 4 Submissions Overview

### 4.1 Submissions Out of Scope

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

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

#### 4.1.1 Speed limits in other areas

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

It should be noted that speed limits in areas that have not already been the subject of a review will be reviewed as part of a regionwide review being undertaken throughout 2023.

#### **4.1.1.1 State Highways**

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

Council is an RCA for local roads only. This excludes State Highways, which are administered by Waka Kotahi (NZTA). Waka Kotahi (NZTA) have embarked on a review of speed limits on portions of the State Highway Network and are following a similar community consultation process to WDC.

All submissions relating to the State Highway network has been noted and passed through to the Waka Kotahi Speed Limits Review Group.

#### **4.1.2 Enforcement**

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

- Without proper enforcement, lower speed limits won't work
- Lower speed limits are intended for revenue collection

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

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

#### **Speed Cameras**

Speed cameras are an important road safety tool. Mobile speed cameras can be deployed at any location. The government has recently introduced new legislation relating to speed cameras. This legislation shifts the operation of speed cameras from the Police to Waka Kotahi.

It is expected that, over the coming years, there will be greater reliance on speed camera deployment, including the use of newer technology that measures vehicle speed over a greater distance.

#### **Revenue**

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

### **4.2 Other issues raised**

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

#### **4.2.1 Slow drivers**

Feedback received noted that there is a lot of frustration with slower drivers, mainly on Whangarei Heads Road and a lack of passing opportunities (refer 4.2.2 below).

Whangarei Heads Road has a wide variety of road environments, including several coastal communities; torturous sections; and winding sections. In addition, road users include daily commuters, tourist users and holiday traffic. As a result of the complexity of the road, there will always be vehicles travelling at different speeds.



The evidence suggests that a driver going 80km/h in a 100km/h zone perceives the safe and appropriate speed for that road environment as 80km/h. Matching the speed limit to the actual safe and appropriate speed does not change the road environment. The slower driver will still perceive the safe and appropriate speed as 80km/h and continue driving at about that speed.

A driver that is currently driving at an unsafe speed for the road environment will slow down to better match the posted speed limit.

Matching the speed limit closer to the road environment and design speed of the road will result in more drivers driving at a similar speed. This results in less dangerous overtaking manoeuvres and less overall aggressive driving, significantly reducing the risk of crashes.

It should be noted that waiting for a safe place to overtake a slower driver has a minimal impact on your overall journey time; but enables you and everyone else to get to their destination.

#### **4.2.2 Need for more passing bays on Whangarei Heads Road**

A key issue raised by submitters is the lack of safe passing opportunities and the lack of warning when a passing bay or pull off area is ahead.

Funding for infrastructure such as passing bays and pull over areas is secured through the Regional Land Transport Plan (RLTP). The RLTP is a three yearly plan that sets out roading infrastructure projects and funding priorities. This Plan is used as a basis for securing central government subsidy funding.

A funding bid is currently being prepared as part of the High-Risk Rural Roads component of the RLTP for the Whangarei Heads Route, which includes formalizing existing pull over bays, and including advanced warning signage. It should be noted that funding would be for the 2024-27 funding RLTP cycle, and at this point cannot be guaranteed.

#### **4.2.3 Multiple speed limit changes**

Some submitters have raised concerns about multiple speed limit changes along the length of Whangarei Heads Road.

Whangarei Heads Road is relatively unique in the Whangarei District in that it is a long road that passes through several small coastal communities and beaches. The road also has tortuous and winding sections where a higher speed limit is not reasonably attainable and would be unsafe.

There are currently 13 separate speed limit zones along the length of Whangarei Heads Road. In all cases, these zones cater for significant changes in the road environment and use. Examples include beach access areas and coastal communities.

New speed zones include:

- Parua Bay Tavern, providing for significant pedestrian activity and vehicle manoeuvring and parking where there is limited advance visibility.
- Parua Bay town Centre and School, providing for a new school zone as required under the Setting of Speed Limits Rule 2022.
- Variable School Speed Zone for Whangarei Heads School, providing for a new school zone as required under the Setting of Speed Limits Rule 2022.
- Taurikura Bay beach area, providing for a safer speed limit for a popular beach access where there is pedestrian activity on both sides of the road.

In most cases, new speed limit zones are being introduced within existing coastal community areas, for example Parua Bay. In all cases, it is considered that these new speed limit zones are located in areas that are "self-explaining" and as such, is unlikely to result in driver confusion.

Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:

- ***Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch.***
- ***Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit.***
- ***Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.***

#### 4.2.4 Maintenance and Upgrade

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

##### 4.2.4.1 Maintenance

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

We are already doing a lot to maintain our roads and to make them safer, but we have an extensive local road network that often traverses challenging geography. Upgrading our roads takes time, and in the meantime, crashes resulting from speed that is inappropriate for the road environment are still happening.

Ensuring speed limits that are safe and appropriate for the road environment is one way that we can reduce serious and fatal crashes until we are able to upgrade a road or route.

##### 4.2.4.2 Upgrading and widening roads

Submitters that have opposed the lowering of speed limits have stated that Council should widen or upgrade roads so that they are better quality, instead of lowering the speed limit.

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

As part of the speed limit review process, Council undertook a desktop exercise to identify what would be required to upgrade roads to meet the standard required for existing speed limits. This study focussed on Whangarei Heads Road and Whareora Road, as these are the busiest and most high-risk roads in the review area.

The results of the desk-top study were included in the Technical Report that was available as part of the consultation documents and available on Council's website. The estimated cost (early 2022) is \$95million to treat Whangarei Heads Road from Onerahi to just past Parua Bay township.

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

- The strategic nature of the road, for example, roads providing an efficient east-west linkage.
- The economic benefits of upgrading the road, for example reduced travel times.
- Other road priorities, including sealing unsealed roads



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

### 4.3 Statutory Consultee Submissions

Section 3.9 of the Land Transport Rule: Setting of Speed Limits 2022 sets out the consultation requirements for the creation of a Speed Management Plan. Section 3.9(2) makes it clear that the Principals of Consultation (Section 82 of the Local Government Act 2002) apply. However, Council is not required to utilise the Special Consultative Procedure set out in Section 83 of the Local Government Act 2002.

The Setting of Speed Limit Rule 2022 does not identify specific Statutory Consultees. However, in undertaking the consultation process, Council directly notified the following key stakeholders:

- The Chief Executive of the Automobile Association (via the Northland Branch of the AA)
- New Zealand Transport Agency (NZTA)
- The Commissioner of Police and the Northland Area Commander
- Māori contacts that Council consult in the Whangarei Heads area.

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

The Whangarei Heads Catchment area does not share a boundary with another Territorial Authority. In addition, no local roads within the review area adjoin any State Highway. It should be noted that the Northland Transportation Alliance is an alliance of the three Northland District Councils and the Northland Regional Council. Co-ordination between the three road Controlling Authorities is therefore inherent in this review process.

#### 4.3.1 Automobile Association (AA)

In keeping with previous speed reviews, the full submission of the Automobile Association is set out in this Recommendations Report. Given the detailed nature and size of the submission, it has been included in Appendix 1, rather than in the main body of the Report.

#### Responses to key issues raised:

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

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

#### General comments provided by the Automobile Association

*Submission 1.1 to 1.4:* It is acknowledged that lowered speed limits on their own will not eliminate the road toll. This consultation and the resultant Speed Management Plan seeks to set safe and appropriate speed limits on the roads within the review area. The proposals and reports are therefore necessarily “speed centric”. However, the Road to Zero Strategy is clear that there are a number of components such as driver education, enforcement, infrastructure and safer vehicles that need to combine to achieve a significantly lower road toll.

As a Road Controlling Authority, Council has a role in some of these additional aspects and are actively engaged in supporting those non-speed related aspects of road safety. Section

3 of the Technical Report provided an outline of those other road safety aspects that Council, as a Road Controlling Authority contribute to, including:

- Infrastructure improvements and speed management.
- Vehicle safety
- Work-related road safety.
- Road user choices
- System management.

*Infrastructure improvements and speed management.*

Council provides an annual budget for road maintenance and road Infrastructure improvements. This activity takes up the largest percentage of expenditure set out in Council's Long-Term Plan. In addition to Council's budget, central government provides additional top-up subsidies.

*Vehicle safety*

Vehicle safety includes but is not limited aspects such as Warrant of Fitness, Certificate of Fitness and general fleet safety. Vehicle safety is primarily managed on a national basis and Council, as a Road Controlling Authority has limited influence on this aspect of the Road to Zero Strategy.

*Work-related road safety.*

Council supports work undertaken in this sphere of road safety through its wider road safety and planning activities.

The work-related road safety aspect to the Strategy ensures that businesses and other organisations treat road safety as a critical health and safety issue. This aspect of the Strategy is managed through a range of activities and legislation, of which Council has only limited influence. Legislation primarily includes health and safety legislation and other legislation not directly linked to the Setting of Speed Limits Rule and the Land Transport Act.

*Road user choices*

The Whangarei District Council and Kaipara District Council have contracted the Northland Road Safety Trust for the regional land transport plan funding period 2021 – 24 to deliver various road safety programmes.

Since its inception, the Trust has developed programmes in response to road safety priorities which focus on developing and changing driving behaviour using one-to-one and group education approaches. The Trust provide a range of programmes such as driver licensing mentoring and education, recidivous drink driving, speeding and driver behaviour programmes.

*System management.*

System Management is about developing a road safety management system that reflects international best practice. The road safety system is complex – involving many agencies at both national and local level. Council as a Road Controlling Authority is one component of the overall safe system approach.

*Submission 1.4:* It is important to note that crash risk data relies on historical data and does not consider the changing road environment and the use of the road environment. The lower 40kph speed limits (and in some cases 30kph) are consistent with international best practice. The lower speed limit provides for a safer environment for communities and growing pedestrian activity. A 40kph speed limit also provides for a better living environment for residents.

*Submission 1.5 – 1.10:* Paragraph 1.5 of the submission succinctly highlights that the current speed limits on most of Whangarei Heads Road is neither safe nor appropriate. Loss of control crashes are an indicator that the driver is travelling too fast for the road environment. The number of crashes indicate that education has not worked, and drivers are not driving to the conditions or “reading the road”.

Setting a speed limit that is closer to the safe and appropriate speed for the road and closer to the actual operating speed of the road provides a clear signal to drivers as to a safe speed. In addition, evidence suggests that those travelling at a higher speed (than the current speed limit) will modify their behaviour to some extent. This does not mean that they will suddenly comply with the speed limit, but their top end speed will reduce to reflect the legal consequences of being caught.

*Submission 1.11 (v):* It should be noted that the Setting of Speed Limits Rule 2022 sets a requirement of 30kph speed limits around all Category 1 Schools, which generally includes all urban schools and some rural schools.

*Submission 1.11 (x):* It is recognised that high-risk drivers will often ignore speed limits. However, from an enforcement perspective, the consequences of being caught driving over the speed limit increases significantly as the degree of infringement increases, including an immediate forfeiture of the vehicle. Evidence also clearly shows that setting a safe and appropriate speed limit that reflects the road environment does modify driving behaviour and reduces risk. The evidence also shows that the very high end speeds are also reduced. There will, however, always be outliers.

*Submission 2 - Functions of residential roads/ proposed blanket lowering of 50 kph speed limits:* The urban streets within the review area are all located within smaller coastal settlement and communities. Many of these communities have easy pedestrian access to beaches, for example, Taurikura and Pataua.

In several instances, Council has received consistent and long-term requests from communities for slower speed limits accompanied by appropriate infrastructure. For example, Pataua.

A large number of streets within these communities do not support a 50kph speed limit due to their narrow, winding, or tortuous nature, for example, Reotahi. In a number of areas, residents have taken their own steps to slow traffic with homemade signage, and in the case of Pataua, the installation of informal speed bumps.

A 40kph speed limit, with a 30kph speed limit in specific circumstances where there is a greater degree of shared space, provides consistency of approach in these communities and does not increase travel times to any significant extent.

### *Submission 3 - Specific comments on proposed changes*

*Submission 3.1-3.2:* General support for unsealed and sealed roads approach is noted.

*Submission 3.3:* It should be noted that the Setting of Speed Limits Rule 2022 sets a requirement of 30kph speed limits around all Category 1 Schools, which generally includes all urban schools and some rural schools.

There are two schools within the review area, Parua Bay School and Whangarei Heads School.

Parua Bay School has had an extended 30kph speed limit applied to it as it is a Category 1 School. In addition to school activities, the school pick-up point for children attending schools in Whangarei City is located at the Community Centre. Community feedback has indicated that school pick-up and drop-off at this point operates well outside of normal school hours. In addition, there is a growing shopping area located opposite the school.

The Parua Bay Placemaking work that Council is undertaking in consultation with the community is expected to result in this community centre growing. It is also expected that

infrastructure such as raised crossing points will also be installed to support a slower speed limit.

Whangarei Heads School is located on Whangarei Heads School Road. This road is a short, steep road with a narrow carriageway. Given the narrow nature of the road and the expectation of encountering pedestrians, it is considered that a 30kph speed limit is appropriate. The operating speed of this road is very low and a 30-40kph speed limit would be appropriate irrespective of the school.

A Variable Speed Limit (VSL) has been set along Whangarei Heads Road near Whangarei Heads School Road. Whangarei Heads Road is a Rural Connector Road with a speed limit of 80kph at this location. There is a current School Zone signed on the road. However, the signage is static, and it is unclear whether there is significant compliance with the school zone rules.

Feedback and observations indicate that children do walk on the footpath to school and cross Whangarei Heads Road to gain access to Whangarei Heads School Road. The footpath is below the level of the road and there is very limited visibility for pedestrians crossing and for drivers to see pedestrians that are about to cross.

As a Category 1 School, and a location where children are known to access the school by walking, Council is required to implement a 30kph speed limit. Given the road environment, and the Rural Connector use of Whangarei Heads Road, it is considered appropriate that a Variable School Speed Limit is implemented. The 30kph VSL solution complies with the Setting of Speed Limits Rule 2022 school zone requirements.

*Submission 3.4 – Speed Limits in Urban Streets.* The submitter states that “we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits.” It is agreed that there are a certain group of motorists that will flagrantly ignore the speed limit and drive at speeds significantly above the posted speed limit. However, there are many other drivers who travel at 55kph-60kph regularly within the urban area. These drivers would be traveling slower with a lower speed limit. These issues are primarily addressed through education, enforcement and infrastructure that supports a posted speed limit.

It should be noted that research indicates that, even if everyone obeyed the road rules, there would still be more than 180 deaths on the road each year (Road to Zero National Road Safety Strategy). This indicates that there are factors, other than flagrant speeding as highlighted by the submitter, contributing to road fatalities and serious injuries. Speed limits (including in urban areas) are one contributing factor.

To provide context, in the 10 years from 2009-2018, 332 pedestrians and 78 cyclists died in crashes involving other motor vehicles, largely within New Zealand’s urban areas.

The submitter states that “there is no credible evidence presented to justify lowering speed limits on urban streets from 50 to 40 other than the generalised premise that lower speeds result in lower crash rates.” The submitter continues by stating that “NZTA and other authorities have consistently presented overstated claims and unsubstantiated and discredited graphs (including the Wramborg curves) to supposedly ‘show’ the alleged relationship between pedestrian fatality risk and speed.” The submitter provides a graph by Mackie Research (2018) to support these claims.

A review of the Mackie Research Paper referenced indicates that the graph is only one of several contained in the Research Paper and deals with fatalities only. It is unclear if the Paper has been fully peer reviewed. Figure 7 of the Mackie Research Paper (identified below) provides curves for serious injury risk.

The Figure below, taken from Mackie (2018) indicates that the risk of serious injury to the pedestrian is about 35% (mid-range of graph); this rises to about 60% at 40kph (mid-range of graph); and 85% at 50kph.

Figure 7. Severe injury risk and impact speed potential diagram



Mackie (2018) states in the final discussion relating to the proposed risk curves that *“It would make sense that design speeds also considered 90%ile collision situations (in terms of frailty). For example, for pedestrians, this might mean that an appropriate speed/fatality risk profile curve follows a profile that is relevant for older people and where heavy vehicles are involved. Interestingly if this approach was taken, then the curve would be very similar to the original curve proposed by Wrangborg!!!”*

Mackie’s Research Paper seems to support a design approach that takes account of the more frail and vulnerable road users.

#### *Where are pedestrian injuries and fatalities occurring?*

The Waka Kotahi website provides some insight into where pedestrians are being seriously injured. Nine out of ten reported pedestrian injuries (92%) and nearly seven out of ten pedestrian fatalities (67%) occur on urban roads (roads with speed limits of 70 kilometres per hour or under). Most commonly, roads with 50 kph speed limits are involved.

The overwhelming majority (around 90%) of pedestrians injured on public roads are struck while crossing the road, as opposed to while walking on a footpath, walking along the side of a road, or, for example, ‘playing’ on the road.

The majority of reported pedestrian crashes (over 60%) occur mid-block, rather than at intersections. Eight out of ten occur at un-controlled sites, with around one in ten occurring on signalised crossings, and a further one in ten at or near a zebra crossing.

Sixty three percent of pedestrians are hit while on the near side of the road, rather than after they have crossed the centre line.

#### *The impact of speed on pedestrians*

Technology such as anti-lock brakes and stability control are designed to enable greater control over the vehicle, not shorten stopping distances. There may be a very small



reduction in braking distance with modern technology, but not enough to significantly affect your overall stopping distance<sup>1</sup>.

Stopping distances include the distance travelled while the driver notices a hazard and applies the brakes (thinking distance), and while the vehicle comes to a full stop from its initial speed (braking distance).

Although various studies vary slightly in overall stopping distances, they all agree to within a few meters. Assuming that the driver is not distracted and is fully alert and has a reaction time of 1.5seconds (ie: best case scenario):

- 30kph the total stopping distance is approximately 18m.
- 40kph the total stopping distance is approximately 26m.
- 50kph the total stopping distance is approximately 36m.
- 60kph the total stopping distance is approximately 46m.

Source: *Brake.co.nz*

Waka Kotahi provides an additional assessment of overall stopping distances and states that an alert driver travelling at 50 kph can just stop in time to avoid a pedestrian who steps out onto the road three house sections away (45 metres). The same driver, travelling at 60kph will still be travelling at 44 kph when the pedestrian is hit. This data is comparable with the data provided by Brake.co.nz with slight differences in reaction times applied.

Even small increases in speed means significantly longer braking distances. Braking distances are much longer for larger and heavier vehicles, and in wet conditions, so again these figures are a minimum.

*Evidence is clear.*

There is significant evidence, both New Zealand based and overseas based, to clearly show that lower speeds in urban areas are appropriate and provide a safer environment for all road users and the wider community.

Within our smaller communities and many parts of our larger urban areas, the design speed of roads are less than 50kph. The Whangarei District Council Urban Design Guidelines for Residential Development – Subdivision Design (3.2) indicates that local roads should have a maximum speed of 40km/h while a 30km/h maximum speed might be appropriate on very quiet residential roads.

Shifting the speed limit in urban areas from 50kph to 40kph (or 30kph in some circumstances) is consistent with the Road to Zero Strategy, Councils own Urban Design Guidelines and the bulk of the available evidence in relation to the impact on road safety for all road users.

*Specific roads highlighted by the submitter:*

### 3.5.1 - Whangarei Heads Road:

- (d)(i) It is recognised that there are some differences in speed limits through different settlements along Whangarei Heads Road. This reflects key differences in the road environment, including but not limited to beach access and reserve access directly adjacent to the road environment, schools, shopping centres and specific pedestrian issues.
- (d)(ii) The speed limit through Waikaraka, Tamaterau, McLeod Bay and Urquhart's Bay reflects the dual purpose of the Road at these locations, being an urban connector road and also an urban residential area. In these cases, there is no additional road environment issues that lead to a 30kph speed limit (shared space / stopping area / high pedestrian area). However, a 40kph speed limit can be considered due to the urban nature of the area. However, as the road is also a through road (effectively an Urban Connector), retaining the 50kph speed limit was considered appropriate.

(d)(iii) The proposed 30kph speed limit outside Parua Bay Tavern is to address a potentially dangerous situation where vehicles are manoeuvring in and out of the road carriageway with very limited visibility and pedestrians are crossing with limited visibility. Some submitters have suggested some form of variable speed limit for when the Tavern is open. A variable speed limit can be set under Section 4 of the Setting of Speed Limits Rule 2022 but would require the approval of the Director of Land Transport. A Variable speed limit outside Parua Bay Tavern has been rejected for the following reasons:

- A Variable Speed Limit would need to change at different times of the day and on different days, depending on opening hours of the Tavern and expected pedestrian activity. This would lead to greater confusion for drivers and less compliance when the lower speed limit is required. Such an outcome is inconsistent with the Automobile Associations concerns in relation to driver confusion with different speed limits.
- A Variable Speed Limit would preclude the ability to install planned hard infrastructure to support a lower speed limit. A lack of hard supporting infrastructure would result in poor safety outcomes.

Maintaining a 60kph speed limit within a known stopping area is inconsistent with current speed management guidance and the One Network Framework. A 60kph speed limit, even a 50kph speed limit is not considered safe or appropriate, particularly when having regard to visibility distances to where pedestrians are crossing.

(d)(iv) The Parua Bay School is a Category 1 School as defined by the Setting of Speed Limits Rule 2022 and associated guidance. As a Category 1 School, a speed limit of no more than 30kph is required under the Setting of Speed Limits Rule 2022. The extent of the 30kph speed limit reflects the main walking routes to and from the school, as required by the Rule. There are additional school bus pick-up and drop off areas at the Community Centre for children that attend schools in Whangarei City.

Feedback from the local community indicates that school pick-up and drop-off (for children attending Whangarei City schools) can be an hour before or after normal school hours. The standard variable school speed zone is therefore not appropriate in this situation.

In addition to the school, there is also a shopping centre and other community facilities located in the immediate area. Council is also currently working with the local community, who have expressed significant concerns about speed along this section of road, as part of the Parua Bay Placemaking project. This project will result in changes to the road environment where a 50kph speed limit is inappropriate.

It is therefore considered that a permanent 30kph speed limit, accompanied by additional hard infrastructure is appropriate, and will address much of the communities highlighted issues with speed.

With respect to Taurikura, the 30kph area is located along the beach front where there is recreational facilities and parking on both sides of the road. This area is well known for its pedestrian activity and is considered a Stopping Place as part of the One Network Framework.

### 3.5.1 (e)-(g)

The Whangarei Heads Road is somewhat unique in the Whangarei District as it is a particularly long road and it passes through several harbourside communities, beaches and other stopping locations, including small urban areas. Speed Limit changes along this road are addressed in 4.3.3 (above).

### 3.5.1 (h)-(i)

The issue of passing bays is a matter raised by a number of submitters and is addressed in Section 4.2.2 above.

### 3.5.1 (j)-(k)

It is agreed that safety upgrades and infrastructure is a key component of a safe system approach to improving road safety, alongside safe and appropriate speed limits, enforcement and education.

Section 4.2.4 (above) addresses safety upgrades and other similar issues in detail.

### 3.5.2 Other High Benefit Roads

Specific roads highlighted by the submitter are addressed through the tables in Section 7, including the section-by-section comments on Whangarei Heads Road. However, the following general comments are made:

The submitters comments on side roads that are short, or “no-exit” are noted. However, we are required to assign a speed limit to all roads under the control under Council’s jurisdiction as a Road Controlling Authority.

If a speed limit is not assigned, then a 100kph default speed limit generally applies. This would give rise to inconsistencies and would not be compliant with the Setting of Speed Limits Rule 2022 and associated guidance. In addition. The Director of Land Transport is unlikely to approve an Interim Speed Management Plan where such discrepancies occur.

Any speed limit, including a change of speed limit must be sign posted in accordance of the Setting of Speed Limits Rule 2022 requirements in order to be a legally enforceable speed limit. This includes an increase in the speed limit from a small side road to a main arterial route.

It should be noted that Council regularly receives complaints about speeds on short no-exit side roads, including requests to lower the speed limit, from residents on those roads.

### 4.3.2 Waka Kotahi - New Zealand Transport Agency (NZTA)

The Northland Transportation Alliance has regular update meetings with the Waka Kotahi Speed Management Team for Northland. As part of this process, Waka Kotahi was provided advance notice of the proposed new speed limits and progress on reviewing speed limits in the Whangarei Heads Catchment area, along with other current reviews in Kaipara district and Far North District.

The Waka Kotahi Speed Management Team and the Waka Kotahi Northland Regulatory Manager were directly notified and provided with a Statement of Proposal and information on where additional information was available.

No formal submission was received from Waka Kotahi (NZTA).

### 4.3.3 NZ Police

NZ Police were directly notified and provided with a Statement of Proposal and information on where additional information was available. Notification was made to the Road Policing Manager for Northland.

NZ Police were provided with advance warning of the consultation process, and were provided formal notification (including a copy of the Statement of Proposal) on 05 October 2022 (in advance of the 26 October public notification),

No formal submission was received from NZ Police.



#### 4.3.4 Māori

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

Additional time was provided (until February 10<sup>th</sup>, 2023) to make any submissions. This additional time recognised the need to consult more widely with hapu and other groups. The following response was received:

*I can confirm that the Trustees of Ngati Pukenga ki Pakikaikutu Kainga Charitable Trust support the speed limit changes under the proposed Speed Management Plan.*

*Trustees include myself, Mark Scott, Leanne Brownie, Karen Lee, Karina Donaldson and Daniel Pitman.*

*We do not speak for all owners of the Pakikaikutu land block, but notification has been sent to them, and some may have already contacted you directly.*

## 5 Schools

The Setting of Speed Limits Rule 2022 is prescriptive in relation to speed limits outside schools. In determining what sections of road are outside of a school (area of a school speed zone) regard must be given to:

- (i) Typical or expected routes for pedestrians to access the school; and
- (ii) The purpose of making people feel safer to walk to and from school (or travel to and from school on cycles or mobility devices) and encouraging them to do so; and
- (iii) What are the school travel periods for a school, having regard to any guidance provided by the Agency about school travel periods.

The Rule sets out the maximum speed limit outside schools as:

- (i) Category 1 Schools – 30kph, permanent or variable
- (ii) Category 2 Schools – A maximum of 60kph, permanent or variable, provided that a full explanation is provided as to why the speed limit set is safe and appropriate for the road.

### 5.1 Parua Bay School

Parua Bay School is a Category 1 School and therefore must have a 30kph speed limit. There is a shopping centre opposite the school and 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.

#### 5.1.1 Feedback received.

The Parua Bay School made a submission supporting the proposed speed limit of 30kph in the Parua Bay Village and outside the school. The submission noted that the safety of the children, their whanau and staff at Parua Bay School is their primary concern.

Parua Bay School stated that the speed at which vehicles travel through Parua Bay village is a genuine concern. On a daily basis we experience unsafe speeds during the school drop-off and pick up times, as well as during the school day and after the school has closed (noting that after-school care operates into the early evening). Specifically, these unsafe speeds create risk for children and parents crossing the road and the entry / exit to the car park for the school and the childcare centre. We feel that the current speed limit is not compatible with the activities that take place within the Village.

The school agrees that speed management is a crucial element in improving safety for all transport users, however we also encourage council to continue to deliver physical improvement to the road which will support and encourage safer speeds, including formalize crossing points, interventions such as reducing corridor width or 'build-outs'.

Parua Bay School noted that they support the speed management plan in its entirety. However, a priority for the school is the proposed 30kph speed limit for Whangārei Heads Road from 65m before Ritchie Road to 40m past Kiteone Rd (Heads side). This stretch of Whangarei Heads Road is located directly outside our school and is the location of the key interaction between school children, whanau and staff and road users. This includes school bus drop off and arrivals (on both sides of the road), parent drop-off and collection by car and foot and crossing the road to the shops.

We have also heard from whanau that road safety is a key concern, to the extent that some won't allow their children walk to school and instead drive to drop their children at school.

The feedback provided by Parua Bay School was echoed by a number of submitters that support the proposed 30kph speed limit. However, many submitters noted that Parua Bay Village (including the area outside the school highlighted that more thorough solutions were needed. Even though some modifications have been put in place it is still exceptionally dangerous for pedestrians and school children.

One submitter noted that the road is difficult to pull out of when there are a lot of cars, so slower cars might mean that it's easier to turn around. Also, slower speeds would make it easier for the kids to walk across.

Some submitters felt that a Variable School Speed Zone would be more appropriate. In some cases, submitters suggested a Variable 40kph speed limit with a base of 50kph outside of the normal school pick-up and drop-off times.

Within both the formal feedback and submission process and through other feedback, Council has received consistent feedback from the local community requesting much slower speeds through the village,

Submitters opposing the 30kph permanent speed limit believed that such a speed reduction is not necessary because Parua Bay School has a large drop off/pick up zone on the same side of the road as the school and a controlled crossing. A proper pedestrian crossing would be better.

The Automobile Association submitted that a permanent 30kph zone rather than a variable 30kph zone past the school is unlikely to achieve compliance. Previously, a median speed of 46.8 kph past the shops was recorded. The AA proposed a Variable School Speed Limit of 30kph.

One submitter that believes that a Variable School Speed Limit is more appropriate stated that this is a semi-rural area and outside school hours, especially evening and nights there is very little traffic movement. A permanent 30 kph which is in place during school holidays and at times of low traffic movement will result in low compliance at all times.

### **5.1.2 Response to submissions**

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

As a Category 1 School, it is now mandatory to have a 30kph speed limit outside and near the school. The only area of discretion is the extent of the 30kph zone, and whether a Variable speed Zone is utilised.

#### **Variable Speed Zone**

A Variable Speed Zone is not favoured for the Parua Bay School for the following reasons:

- The school is very active outside normal school hours, including after school care activities operating until the early evening.
- School pick-up and drop-off occurs on both sides of the road.
- High school students catching the bus into Whangarei are picked up well before the normal school day and are dropped off after 4pm.
- The shopping centre operates well outside school hours and creates a Stopping Place.

A standard School Variable Speed Zone cannot cater for the range of hours that students are active on or near the road environment.

Improved crossings and other infrastructure are currently planned for Parua Bay Village Centre, including raised crossings. This new infrastructure would not be appropriate without a permanent slower speed limit. Compliance is expected when new infrastructure is considered alongside the 30kph speed limit.

### ***Extent of 30kph Zone***

Some submitters, including attendees at drop-in sessions raised concerns about the extent of the 30kph zone. Feedback received clearly shows that the Community Centre is actively used to drop-off and pick-up students catching a bus to school in Whangarei. Students regularly walk between the School, Richie Road and the Community Centre.

The Speed Limit Guidance that accompanies the Setting of Speed Limits Rule 2022 requires that school speed zones should be set outside schools, but also along key walking and cycling routes to and from school.

### ***Recommendation***

The recommendations for the 30kph speed limit in Parua Bay Village and Parua Bay School also recognises the wider recommendations to reduce the number of separate speed limit zones along Whangarei Heads Road as a whole.

**It is recommended that:**

- **The proposed short 50kph speed limits in Parua Bay Village be removed.**
- **A permanent 30kph speed limit be set from 65m east of Richie Road to 65m west of Kiteone Road.**
- **Traffic calming, including raised crossings be installed near Parua Bay School.**

## ***5.2 Whangarei Heads School***

Whangarei Heads School is a Category 1 School, located at the end of on 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.

On Whangarei Heads Road, a Variable 30kph (with a base speed limit of 80kph) speed limit was proposed. The extent of this 30kph variable speed limit matches the current sign posted school zone and will be operational before and after school when students are arriving or leaving school.

### ***5.2.1 Feedback Received***

There was only limited feedback specifically relating to the Whangarei Heads School Variable Speed Zone on Whangarei Heads Road. However, many submitters felt that a

Variable School Speed Limit operating before and after school was the most appropriate solution.

One submitter stated that Whangarei Heads School is located up a long driveway with ample parking at the top for pick up and drop off. Students from McLeod Bay travel on a bus, so they are not crossing the road to access the driveway.

The submitter also stated that schools are only open for 200 days of 365 each year, so there are many days when a speed reduction is not necessary. The submitter noted that, in their experience, motorists rarely slow to 40kph, so no point in lowering the speed limit further. Better to enforce what we have.

Another submitter supported the Variable School Speed Limit of 30kph near Whangarei Heads School as being a sensible proposal.

The Automobile Association stated that their policy supports variable school speed zones. The AA believe that existing 40 kph VSLs are effective and may be retained but any new school VSLs are required by the 'Speed Limit Rule 2022' to be set at 30 kph. Where speeding near schools is currently a problem, additional enforcement or an engineering solution may be required.

### 5.2.2 Response to submissions

There are two roads that are impacted by the new School Speed Limits. Whangarei Heads School is a Category 1 School. As such, a 30kph speed limit is required. It is accepted that two separate solutions are required for Whangarei Heads School Road, and Whangarei Heads Road.

Whangarei Heads School Road is a narrow, slow speed road that provides access to the school and a private road. There are a few residential dwellings located on the road. It is therefore considered that a permanent 30kph speed limit is appropriate. It should be noted that a 30kph speed limit on this road will not impact journey times as the road is very short, and the current 100kph speed limit cannot be reasonably driven.

Whangarei Heads Road is a Rural Connector Road with a speed limit of 80kph at this location. There is a current School Zone signed on the road. However, the signage is static, and it is unclear whether there is significant compliance with the school zone rules.

Feedback and observations indicate that children do walk on the footpath to school and cross Whangarei Heads Road to gain access to Whangarei Heads School Road. As a Category 1 School, and a location where children are known to access the school by walking, Council is required to implement a 30kph speed limit. Given the road environment, and the Rural Connector use of Whangarei Heads Road, it is considered appropriate that a Variable School speed Limit is implemented.

### **Recommendation**

**It is recommended that:**

**Whangarei Heads School Road - A permanent 30kph speed limit apply to the whole of road to the end of current Council maintenance.**

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

## 6 Significant Roads

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

for recommendations have been provided for Whangarei Heads Road as this road was the subject of extensive submissions.

## 6.1 Whangarei Heads Road

Whangarei Heads Road is approximately 25km long, connecting Onerahi with Urquhart Bay near the Whangarei Heads. The Whangarei Heads Road passes through several small harbourside communities, including:

- Waikaraka
- Tamaterau
- Parua Bay and Parua Bay Village
- McLeod Bay
- Taurikura
- Urquhart Bay

In addition to communities, the road also connects several harbourside beach areas and popular fishing locations, for example, Fisherman Point. There is a wide variety of road environments, with sections ranging from tortuous where the road follows the harbour edge, through to winding. There are some straights, however, these are few and relatively short.

The Whangarei Heads is becoming an increasingly busy commuter road as more development occurs in the Whangarei Heads area, particularly around Parua Bay. The road is also popular with tourists as well as day trippers from Whangarei accessing the Whangarei Harbour, fishing spots, boat ramps and beaches.

### 6.1.1 Community Feedback

Most of the feedback received related to Whangarei Heads Road. Many submissions were general in nature and did not refer to specific sections of Whangarei Heads Road. feedback on key sections of Whangarei Heads Road are set out below.

The feedback set out below provides a summary of the type of feedback received. Specific feedback is available in the Submissions Reports that were received by Council on 22<sup>nd</sup> February 2023.

#### 6.1.1.1 General

##### Support

There was significant support for a general reduction of speed limits from 100kph to 80kph. This general support is reflected in the informal feedback received as part of the wider consultation process, including drop-in sessions and community meetings.

Support for a drop from 100kph to 80kph did not necessarily translate into support for proposed speed limits that were lower than 80kph, for example, Waikaraka and Parua Bay. These areas are addressed separately. One submitter expressed this general but conditional support by stating:

*I support having an 80kph open road limit the entire length of Whangarei Heads Road with limits of between 30kph and 60kph in designated zones where safety is of concern, i.e. outside Schools during School hours; top of Darkies Hill to the Parua Bay Pub area, in areas where there are no footpaths and residents use to walk to local shops or Halls, e.g. the Community Centre and the Parua Bay Shops, however the current 50kph is adequate along most of the McLeod Bay portion for example*

Another submitter stated that “I believe that the maximum speed on roads from Onerahi to Ocean Beach (and to Pataua South) should be 80kph with 50 kph through the various villages and where there is housing with 40 kph by schools and boat ramps.”

Other submitters stated that our current road conditions in areas of Whangarei Heads are not suitable to support the previously sign posted speed limits.



The concern relating to speed limits below 80kph often related to the number of different speed limit zones. This issue is addressed in Section 4.2.3 above.

Other submitters supported the lower speed limits, but raised issues about enforcement, the need for safe cycle areas on both sides of the road as well.

### **Oppose**

Although there was significant support for the proposed speed limits, there was also opposition. Opposition to the proposed speed limits centred around the number of speed limit zones, increase in journey time and exacerbation of slow drivers.

Many of the submissions received opposing the proposed speed limits provided little reasoning for the opposition. Those submissions have been noted.

The reasons for opposing speed limits were varied. One submitter stated that all the speed limit cuts will do will slow down the law-abiding citizens. In some cases, submitters felt that only two speed limits were necessary, 80kph and 50kph (through built up areas). The submitter felt that it would be cheaper and quicker to implement and drivers would find it easier to adapt to.

Some submitters noted that the Whangarei Heads Road is a daily commuter for most, and the dramatic speed limit reductions will double the commute time without doing anything for safety. Another submitter felt that the changes will stop growth in areas by increasing the slow journey. This will put people off the destination. The submitter questioned whether that was the outcome that is intended.

A consistent issue raised is slow drivers and the lack of passing bays. Some submitters requested that the speed limits be kept the same, and slow drivers be accommodated with pullover bays and signage asking them to use the pullover bays.

#### **6.1.2 Response to submissions**

Submissions in support and opposing the proposed new speed limits are acknowledged.

Council is undertaking speed limit review as part of the governments Road to Zero National Road Safety Strategy and the requirements of the Setting of Speed Limits Rule 2022.

It is recognised that setting safe and appropriate speed limits on our roads is not a panacea of achieving zero serious injury or fatal crashes. Infrastructure, improved roads, enforcement, improved vehicle stock and driver choices are all part of the mix.

No specific changes to speed limits have been made in response to general submissions. However, recommendations have been made to address the issue of the number of speed limit changes along Whangarei Heads Road.

### **Recommendation**

*It is recommended that:*

- ***Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch.***
- ***Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit.***
- ***Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.***

#### **6.1.3 Waikaraka to Tamaterau**

The section of Whangarei Heads Road from Waikaraka to Tamaterau received significant feedback. Consistent feedback is that vehicles travel very fast through Waikaraka.

Submitters opposed to the proposed speed limit reduction through Waikaraka and Tamaterau considered that a lower speed limit would be more dangerous as it would encourage impatient drivers to take more risks to pass at this speed here.

Other submitters considered that the reduction from 70kph to 50kph is pointless or unrealistic. It was highlighted that this is a wide straight road with strip housing in a rural setting. A 50kph speed limit is not appropriate and is outside the Road to Zero criteria and should be 70kph. One submitter said that 70kph is what people currently drive. 60kph is inconsistent, and it will become a chore to continuously adjust.

Another submitter felt that a 50kph speed limit is not necessary. The road has huge shoulders and very few houses gain immediate access onto the main road. There are also collector roads coming off Whangarei Heads Road here. The speed limit should be left at 70kph.

One submitter stated that extending the current 50kph speed limit up the hill to Scott Road is not safe. This would place an 80kph to 50kph speed transition at the top of a hill with very short sight lines from the heads side and on top of the Scott Rd intersection. A speed limit change at this location risks creating a crash black spot. The submitter believes that it is better to leave the speed transition where it is on the downhill section with clear site lines from both directions and no other distractions.

Another submitter echoed the concern for the transition from 50kph but felt that the transition should be toward the Golf Club. This submitter highlighted some of the issues with the Whangarei Heads and Scott Road intersection and stated that it is dangerous for school children and residents at the top of the hill. There are school children crossing the road here and pedestrians who walk out to Manganese point from the opposite side of Whangarei Heads Road. Other submitters noted that the hill leading up to Scott Road has a lot of residential houses and the school bus drops off at Scott Road.

Submitters supporting a lower speed limit of 50kph through Waikaraka were mainly concerned about the residential land-uses, increased development and school bus pick-up and drop-off. One submitter summarised the issues by stating:

*In Waikaraka it has become increasingly urbanised since we moved here, and the current speeds are inappropriate for the number of children in the area. Children are getting on and off buses and crossing the road. It's supposed to be a 70kph speed limit, but vehicles go much faster. There are a lot of households now, which also means more animals as well. The current speeds make turns in and out of driveways more dangerous.*

Several submitters stated that cars go too fast through Waikaraka, and it is not safe. The lack of footpaths was also a concern. Other submitters believe that the proposed speed limit reduction from 70kph to 50kph through this urban area is appropriate for safety of residents and pedestrians.

#### **6.1.4 Response to submissions**

There was a wide variety of submissions, both supporting and opposing the new speed limits. One of the significant issues raised by submitters is the number of speed limit zones along the full length of Whangarei Heads Road. The Waikaraka to Tamaterau section of Whangarei Heads is a good example of this. Consideration has therefore been given to the following options:

##### **Option 1**

- Changing the speed limit (current 70kph) to 60kph.
- Retaining the proposed 60kph from Waikaraka to Tamaterau (current 100kph / 50kph transition)
- Extending the Tamaterau 50kph speed limit zone to approximately 80m east of Scott Road intersection

This option will reduce the overall number of speed limit transitions by removing the short 60kph speed zone between Waikaraka and Tamaterau (currently a 100kph zone). However, it does result in a slightly higher 60kph speed limit through Waikaraka.

### **Option 2**

- Removing the proposed 60kph speed limit between Waikaraka and Tamaterau and carrying a 50kph zone all the way through Waikaraka to Tamaterau.
- Extending the Tamaterau 50kph speed limit zone to approximately 80m east of Scott Road intersection

This option will reduce the overall number of speed limit transitions by removing the short 60kph speed zone between Waikaraka and Tamaterau (currently a 100kph zone). The option does retain the proposed 50kph speed limit through Waikaraka, which is favoured by a number of residents that made submissions. This option reduces the speed limit between Waikaraka and Tamaterau to 50kph, which is not considered a “self-explaining speed limit”.

## **Issues Considered**

The issue of children catching school busses is recognised. This issue was recently highlighted by a serious injury crash between a vehicle and pedestrian crossing the road to catch a school bus. In this instance, the 20kph speed limit (in both directions) past school buses that are picking up or dropping off school children did not apply as the bus had not yet arrived when the child crossed the road.

The issue of pedestrians and the lack of connecting footpaths is also recognised.

### *Road environment.*

The section of Whangarei Heads Road from Waikaraka to Tamaterau has two different road environments. Waikaraka has some footpaths, although not fully connected, and some residential access onto the carriageway. However, most residential properties access the side roads, with the rear of the property facing the main carriageway. In most instances, these properties on the harbourside are fenced off from the road.

The road environment through Waikaraka supports a speed limit of 60kph. With further development of the footpath and accompanying kerb and channel work, this part of the road would support a 50kph speed limit.

The section of road from Waikaraka through to Tamaterau has minimal direct residential access onto the road carriageway. The road features guard rails on the harbourside and steep embankments on the landside of the carriageway. The only significant exit point is Fisherman's Point. This car parking area, popular with fishers has clearly marked and formed entry and exit points and is protected by a guard rail.

### *Urban development*

Geography and the current District Plan indicates that significant development on the inland side of Whangarei Heads is unlikely. Current development is focussed on the harbourside of the Road.

### *Safe and appropriate speed*

The current assessed Safe and Appropriate Speed through Waikaraka is 60kph. This is calculated through the Mega Maps as a desktop exercise. The Safe and Appropriate Speed calculation considers metrics such as crash risk information; road geometry; immediate road environment (eg: footpaths etc.) and the surrounding land-uses.



The section of road from Waikaraka to Tamaterau has a safe and appropriate speed of 60kph. This speed reflects the tortuous nature of the road, the lack of shoulder areas and steep drop-offs into the harbour.

#### *Preferred option*

The part of Waikaraka that is partly urbanised currently supports either a 60kph or a 50kph speed limit. A 50kph speed limit would normally require additional infrastructure like footpaths and kerb and channel. To achieve this, would require a significant unplanned investment as it will be necessary to resolve significant drainage and flooding issues as part of the urbanisation of Waikaraka. The issue is whether it is appropriate to implement a 50kph speed limit before there is budgeted infrastructure to support that speed limit.

The part of Whangarei Heads Road connecting Waikaraka with Tamaterau does not support a 50kph speed limit but does support a 60kph speed limit. Ensuring that this section of road is more self-explaining (therefore creating a greater degree of compliance) would require significant infrastructure investment. Such infrastructure is not currently planned or budgeted and would reduce the budget available for other areas where there is a greater infrastructure need.

It should be noted that the Setting of Speed Limit Rule 2022 requires that speed limits are reviewed on the three yearly cycle in conjunction with the Regional Land transport Plan (the funding mechanism for roading). If Council completed footpaths and kerb and channelling along this section of Whangarei Heads Road, the speed limit can be revisited within the three-yearly cycle. Revisiting the speed limit at this location can also be undertaken in response to further urban development.

Having reviewed the available options and including an additional option of a 50kph speed limit through the entire section of road, it is recommended that **Option 2 (60kph)** be adopted for the following reasons:

- It better reflects the current Mean Operating Speed through the entire section and will achieve a further reduction in Mean Operating Speed through Waikaraka.
- 60kph reflects the current calculated Safe and Appropriate Speed.
- A 60kph speed limit is more self-explaining from Waikaraka to Tamaterau as it is consistent with the wider road environment.
- Option 2 achieves the goal of reducing the number of speed limit zones over a short distance.

#### **6.1.5 Recommendation**

*It is recommended that:*

- ***The speed limit through Waikaraka be set at 69kph.***
- ***A speed limit of 60kph be set from Waikaraka to Tamaterau making a single 60kph speed limit from Waikaraka to Tamaterau.***
- ***Retain and extend the current Tamaterau 50kph speed limit zone to approximately 80m east of Scott Road intersection.***

#### **6.1.6 Parua Bay Tavern and Darkies Hill**

This section of road and the feedback received extends from the 30kph speed limit at Parua Bay Tavern, to include Whangarei Heads from the tavern through to Parua Bay Village (incorporating Darkies Hill).

There were a range of submissions relating to the proposed 30kph speed limit around the Parua Bay Tavern, including:

- Opposed to the 30kph speed limit (60kph or 70kph speed limit).
- Supportive of the 30kph speed limit (including other suggested speed limits).
- Opposing a permanent 30kph speed limit but supporting a Variable Speed Limit for the opening hours of the tavern.

One submitter noted that the community has been lobbying Whangarei District Council for years to reduce the speed outside the tavern to 50kph, with no success. However, this submitter believed that 50kph would be complied with, but 30kph would be ignored.

Some submitters sought the current 70kph speed limit from Solomons Point to past the tavern to be maintained.

Other submitters supported a 50kph speed limit outside the tavern, with a consistent theme that it is dangerous for people crossing the road and pulling out of the tavern. Some submitters highlighted the blind corner and lack of visibility when approaching the tavern from the Whangarei direction.

One submitter opposed to the 30kph speed limit suggested a flexible speed limit as the tavern does not operate all day or seven days per week. The submitter suggested that an electronic sign could be used at peak times around the tavern.

One submitter suggested that current access outside or opposite the tavern be restricted as it is dangerous.

Submitters supporting the 30kph speed limit highlighted that 30kph makes sense for the safety of pedestrians crossing. One submitter noted that the speed limit outside the tavern needs to be lowered so that a pedestrian crossing can be installed.

With respect to Darkies Hill, most submissions focussed on the intersection with Wharf Road, with one submitter stating that reducing speed limit is definitely needed. Turning into Wharf Rd is a hazard both ways and cars slipping off the road has been a common occurrence.

One submitter stated that the black spot at the intersection of Whangarei Heads Road and Wharf Road has been dramatically improved with the addition of plastic markers. These markers make people think before they get to the corner going too fast. The submitter believes that the main issue is with driver distraction at this location.

Submitters, including those that cycle the route sought a lower speed limit of 60kph to be extended over Darkies Hill to Parua Bay Village.

### **6.1.7 Response to submissions**

The proposed 30kph speed limit outside Parua Bay Tavern addresses a potentially dangerous situation where vehicles are manoeuvring, including pedestrians with limited visibility.

Maintaining a 60kph speed limit within a known stopping area is inconsistent with current speed management guidance and the One Network Framework. A 60kph speed limit, even a 50kph speed limit is not considered safe or appropriate, particularly when having regard to visibility distances to where pedestrians are crossing.

A variable speed limit can be set under Section 4 of the Setting of Speed Limits Rule 2022 but would require the approval of the Director of Land Transport. A Variable Speed Limit outside Parua Bay Tavern is not recommended for the following reasons:

- A Variable Speed Limit would need to change at different times of the day and on different days, depending on opening hours of the Tavern and expected pedestrian activity. This would lead to greater confusion for drivers and less compliance when the lower speed limit is required.

- A Variable Speed Limit would preclude the ability to install planned hard infrastructure to support a lower 30kph speed limit. A lack of hard supporting infrastructure would result in poor safety outcomes.
- A Variable Speed Limit would preclude the ability to construct a Raised Table Mid-block pedestrian crossing facility, which is the preferred safe system primary treatment for this location and requested by community.

Darkies Hill is located on the Parua Bay Village side of the Parua Bay Tavern and Parua Bay Causeway near Wharf Road. The bottom of Darkies Hill was the site of a fatal crash during the consultation period for this speed limit review.

As a result of the fatal crash, temporary remedial was immediately undertaken, with further long-term remedial works to be undertaken, including a seal upgrade.

As a result of submissions, including the overall theme of reducing the number of speed limit zones, three options have been considered:

*Option 1 – Retain the proposed speed limits.*

This option has the effect of slowing vehicles coming down Darkies Hill into a difficult turn and intersection and reduces the risk of a vehicle leaving the road and impacting on the Youth Camp. However, it does introduce a relatively short 1.8km 80kph speed zone. A short 80kph speed limit zone is opposed by many submitters seeking less speed limit zones.

*Option 2 – Extend the 60kph speed limit toward Parua Bay Village (Community Centre)*

If the 60kph speed zone is extended, it would be necessary to take it all the way through to Parua Bay Village, otherwise the resulting 80kph speed zone would be much shorter. This would further exacerbate the issue of the number of speed limit changes.

If the 60kph speed zone were extended to Parua Bay Village, it would have the effect of reducing the number of speed limit zones along Whangarei Heads Road. In addition, this option would slow the approach speed to Parua Bay Village, leading to better compliance with village speed limits.

Extending the 60kph through to Parua Bay Village will result in 37 seconds in additional journey time over the approximately 2.5km stretch. It should be noted that some additional changes at the Parua Bay Village entry in conjunction with this recommendation (refer Section 5 Schools).

*Option 3 – Remove the 60kph from Parua Bay Tavern to 220m past Wharf Road – replace with an 80kph,*

This option has the effect of reducing the overall number of speed limit zones (as for Option 2). This option will require additional engineering, particularly near Wharf Road. Some of this engineering is currently underway, which includes a guardrail on the wharf road bend and improved delineation and curve advisory programmed for 2021 – 2024.

This option results in a significant speed limit drop from 80kph to 30kph on the approach to the Parua Bay Tavern 30kph zone. Such a significant drop could require advance warning signage and, potentially greater threshold treatment to ensure compliance with the 30kph zone. The introduction of a raised crossing at the Tavern (as currently proposed) means that compliance with the drop in speed limit would be essential and require engineering to achieve this.

An 80kph zone will also result in the need to retain either a 50kph or 40kph speed zone on the Parua Bay Village approach. Although this short 50kph zone can sustain a 60kph speed limit (as set out in Option 2), it would not be safe and appropriate for an 80kph zone.

The effect of Option 3 would be to reduce the number of speed limit changes at the Parua Bay Tavern end, but not at the Parua Bay Village end (Option 2). An 80kph zone is therefore not recommended.

Option 2 is the favoured option as it:

- Reduces the number of speed limit zones along the road as a whole.
- Provides a more consistent speed limit, including a slower speed on the approaches to the bottom of darkies Hill.
- Achieves a slower speed on the approaches to Parua Bay Village, leading to better compliance with village speed limits.

#### 6.1.8 Recommendation

It is recommended that:

- **That a speed limit of 30kph be implemented on Whangarei Heads Road from 110m before Parua Bay Tavern to 50m on the Heads side of Crisp Road.**
- **That traffic calming, including a raised crossing be installed at the Parua Bay Tavern**
- **Set a 60kph speed limit from 50m on the Heads side of Crisp Road to 65m before Rishie road in Parua Bay Village.**

#### 6.1.9 McLeod Bay

Submitters noted that the proposed speed limit at McLeod Bay is 50kph. It was requested that the speed limit should be reduced to 30kph due to the playground and people wanting access to the beach.

#### 6.1.10 Response to submissions

It is noted that, although a submitter sought a 30kph speed limit at McLeod Bay, there were a number of submitters that opposed a proposed 30kph speed limit at Taurikura Beach. It has been assumed that those submitters opposing a 30kph speed limit at Taurikura would also oppose a 30kph speed limit at McLeod Bay for similar reasons.

There is a key difference between McLeod Bay and Taurikura in that there are recreational facilities on both sides of the road at Taurikura, along with a children's playground and beach access with no separation between the carriageway and these facilities.

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.

#### 6.1.11 Recommendation

**It is recommended that a 50kph speed limit be set from the 100kph / 50kph boundary at McLeod Bay to current 50kph/100kph boundary.**

#### 6.1.12 Taurikura

Submitters noted that this speed limit has not been altered to 30km/h with the other proposed limit reductions in the surrounding beach community areas (has been left at 50km/h). Other submitters stated that 30kph is appropriate for the safety of beach users, campground users and pedestrians crossing the road.

One submitter noted that, as a frequent resident of the Bay, cars, motorbikes, and trucks can be seen speeding through here regularly causing safety concerns for beach goers, people launching boats and accessing the council carpark across the road from the beach, boatsheds and playground. This submitter suggested that the 30kph speed limit be extended for a further 100m to accommodate other activities in Taurikura.



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

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

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

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

- The initial assessment of the road
- Evidence based matters that are required to be considered under Section 4.2(2) of the Setting of Speed Limits Rule 2022 and associated guidance; and set out in the following Reports as referenced in the Statement of Proposal and published on Council's Website:
- Regional Speed Limit Review Whangarei Heads Catchment (Technical Report)
- Community feedback received during the consultation process.
- Additional site visits and assessments undertaken as a result of the community feedback received.

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Abbey Caves Road from Whareora Rd to Forest Ridge Rd No1 (Private Road)	100	80	Opposed slowing a major commuting route for Whareora residents.	80kph is consistent with other similar two lane undivided sealed roads. Although classified as tortuous, this road is on the winding end of the spectrum with many straights.	80
Abbey Caves Road from Forest Ridge Rd No1 (Private Road) to 80m South of Abbey Caves entrance.	100	40	One submitter supported a 60kph speed limit but opposed 40kph. The road is occasionally but mainly quiet. Peak pedestrian activity is outside work hours. Opposed slowing a major commuting route for Whareora residents. One submitter fully supported the proposed speed limit reduction, noting that the roads have many blind corners, and the surfaces are in poor condition. There are no cycle lanes or foot paths. None of the roads can justify 100 kph speed limit safely.	This area of Abbey Caves Road has carparking for a mountain bike park, as well as the Abbey Caves area. The facilities have recently been upgraded. Cyclists and pedestrians are expected at any time of the day. A slower speed limit is therefore appropriate.  The difference in travel time between the current temporary 60kph speed limit and the proposed 40kph speed limit is approximately 10 seconds.	40
Abbey Caves Road from to Old Parua Bay Rd.	100	60	One submitter fully supported the proposed speed limit reduction, noting that the roads have many blind corners, and the surfaces are in poor condition. There are no cycle lanes or foot paths. None of the roads can justify 100 kph speed limit safely. One submitter opposed slowing a major commuting route for Whareora residents is pointless.	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. A 60kph speed limit is appropriate.	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Adams Road	100	60	No feedback received	Proposed speed limit appropriate	60
Addison Road	100	60	No feedback received	Proposed speed limit appropriate	60
Attwood Street	50	40	One submitter requested a 30kph speed limit.	Attwood Street is located within Waikaraka community. 30kph is appropriate given that the carriageway is very narrow, similar to Waikaraka Beach Road which has a 30kph speed limit.	30
Aubrey Road	50	30	Fully support Aubrey Road. The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work. Support, but the speed changeover is right before a blind corner and needs to be shifted back to a more suitable place.	There has been significant local community support for a 30ph speed limit within the Pataua North community. This has been reflected in community engagement and submissions. The transition from 60kph to 30kph on a blind corner is noted. It is therefore recommended that the 60kph/30kph speed boundary be shifted 50m along Pataua North Road to the current 100/50kph boundary. This will enable the section of Aubrey Road to the boat ramp to maintain a 30kph speed limit with no additional signage required.	30
Basil Road	100	60	No feedback received	Proposed speed limit appropriate	60
Bay View Place	50	40	No feedback received	Proposed speed limit appropriate	40
Bay View Road from WHG Heads Rd to Bay View Place	50	40	No feedback received	Proposed speed limit appropriate	40
Bay View Road from Bay View Place to end	50	40	No feedback received	Proposed speed limit appropriate	40



WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Beach Road (WHG Heads)	50	30	No feedback received	Proposed speed limit appropriate	30
Beasley Road	100	60	No feedback received	Proposed speed limit appropriate	60
Blue Horizon Road	100	60	No feedback received	Proposed speed limit appropriate	60
Campbell Road	100	60	Support lowering the speed limit on Campbell Road, but it should be 50kph, not 60kph.	Consistent with proposed speed limits on similar rural unsealed roads. Although tortuous in places, this does not provide sufficient justification for a lower speed limit across the entire road in of itself.	60
Christie Close (Pataua North)	50	30	No feedback received	There has been significant local community support for a 30kph speed limit within the Pataua North community. This has been reflected in community engagement and submissions.	30
Clapham Road	100	60	No feedback received	Proposed speed limit appropriate	60
Cornfoot Avenue	50	40	Cornfoot Avenue in McLeod Bay should be 30 kph rather than the proposed 40kph as it is a very short, urban road.	This road is in a coastal residential area that provides access to the beach area and boat ramp. It is recognised that this is a short "no exit road". 40kph provides safe environment for pedestrians that are expected in this environment. A 40kph speed limit is consistent with the other residential streets in McLeod Bay.	40
Craig Road	100	60	Support reduction from 100kph to 60kph.	Proposed speed limit appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Crisp Road	70	80	No feedback received	Proposed speed limit appropriate	80
Darch Point Road	50	40	No feedback received	Proposed speed limit appropriate	40
Davidson Avenue from Scott Rd to 11 Davidson Ave	50	40	One submitter supported noting that many people wander this road, often with children and dogs and the occasional kayak. The footpath is only on one side of the road and is narrow. Children walk to /from school buses.	Proposed speed limit appropriate	40
Davidson Avenue from 11 Davidson Ave to Manganese Point Rd	50	60	On submitter did not support a change from 50kph to 60kph, noting that the speed limit should continue at 40kph. Davidson Ave forms part of a popular walking loop along Scott Road, Manganese Point Road and Davidson Ave. There are no footpaths. Some driver speed. It feels very dangerous walking there at times.	Increasing the speed limit from the current 50kph is inappropriate given the use of this road as a walking loop. It should be noted that the submitters comments have been verified during a site visit. Continuing Davidson Avenue at 40kph provides additional consistency in the speed limit.	40
Dickson Road	100	60	No feedback received	Proposed speed limit appropriate	60
Edward Road	100	40	No feedback received	Proposed speed limit appropriate	40
Franklin Road	100	60	No feedback received	Proposed speed limit appropriate	60
Giovanni Drive	50	40	No feedback received	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Glengarry Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Grahamtown Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hall Road	50	30	Fully support Hall Road The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	There has been significant local community support for a 30kph speed limit within the Pataua North community. This has been reflected in community engagement and submissions.	30
Harambee Road	100	60	No feedback received	Proposed speed limit appropriate	60
Harris Road	100	80	Harris Road has four discrete sections; Ngunguru Rd to Dickson Road which most drivers keep to under 80Kph. The section leading up to the crest of the hill the actual speed limit is clearly unsafe to overtake when heading toward the crest of the hill or when too near the Dickson Rd intersection. the area leading from the crest of the hill to Adams Rd where the present speed limit is actually a relaxed speed and overtaking is generally safe and easy (being a 2.3km straight with excellent visibility). The section from Adams Rd to Whareora Rd is winding and leads to a yield in which overtaking isn't safe. Generally, people drive 50-80 depending on their style/car. I find it hard to believe that 100k on that long straight is not a safe and reasonable speed.	Harris road is a sealed road with centreline markings. Although there is an approximate 2.3km long straight in the mid-section of the road, the carriageway is of medium width with little or know shoulder width. There are deep drainage ditches on either side of the road. The submitter notes that only the 2.3km straight in the central part of the road is safe to drive at 100kph. Retaining a 100kph speed limit would create 3 separate speed limit zones over a short distance. Consistent general feedback from the community seeks to avoid multiple speed zones. Overall, the road does not meet the safety design requirements for a 100kph road. An 80kph speed limit is therefore considered safe and appropriate for this road.	80

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Hutchinson Road	100	40	No feedback received	Proposed speed limit appropriate	40
Kauri Mountain Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kaye Road	50	30	Fully support Kaye Road. The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	There has been significant local community support for a 30kph speed limit within the Pataua North community. This has been reflected in community engagement and submissions.	30
Kerr Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kiteone Road from Whangarei Heads Rd to 110m south of Whangarei Heads Rd	50	30	One submitter questioned why there is a 30kph speed limit at the start of the road. The submitter stated that, if the speed limit is for the kindergarten, then it is un-necessary as they are not old enough to go to school by themselves and the facility is accessed via a driveway with off-street parking and a pull-off bay so that pick-up and drop-offs do not interfere with normal road operations. Another submitter finds the current speed limits very scary when trying to walk in these areas and supports 30kph for the first part of Kiteone Road.	The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School.  The Guidance also requires that 30kph school speed zones be extended around schools to encompass the main walking and cycling routes into the school.  The short distance provides an appropriate lead in to the 30kph speed limit on Whangarei Heads Road.  Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate.	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kiteone Road from 110m south of Whangarei Heads Rd to end.	50	40	<p>Submitters that do not support a reduction from 50kph to 40kph as it is a standard residential street and is not a high use road, good visibility. It has a footpath for the children walking home. Others opposed to the proposed 40kph speed limit stated that there is no reason for a rural road to be lowered as the sealed section is in good condition with good footpaths.</p> <p>Submitters supporting the proposed speed limit noted that there is a lot of foot traffic along this road before and after school. This road is currently used as a short cut and vehicles speed through here.</p> <p>The 50kph sign halfway along has been removed three times in the past five years and is currently missing again. Other issues raised include the need for more footpaths and for the road to be sealed for its entire length, particularly as more development.</p>	A 40kph speed limit is consistent with current standards for residential streets and roads within smaller communities. Submitters note that there are pedestrians that utilise the road and that there is a lack of footpaths for the full length of the road. Additional development is expected along this road.	40
Kohinui Road	100	60	No feedback received	Proposed speed limit appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Konini Street from Old Parua Bay Rd to 22 Konini St	100	60	No feedback received	Proposed speed limit appropriate	60
Konini Street from 22 Konini Street to Mackelsey Rd	50	40	No feedback received	Proposed speed limit appropriate	40
Lamb Road from Whangarei Heads Road for a distance of 100m	100	30	Lamb Road/heads Rd/Parua Bay School would benefit from a 30kph speed limit, but not such a huge distance.	The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School. The Guidance also requires that 30kph school speed zones be extended around schools to encompass the main walking and cycling routes into the school. The 30kph speed limit also takes account of the Parua Bay shopping centre.	30
Lamb Road	100	60	No feedback received	Proposed speed limit appropriate	60
Lion View Road	50	30	No feedback received	Proposed speed limit appropriate	30
Mackesy Road	50	40	One submitter noted that a roundabout would be great at the intersection of Mackesy Road and Riverside Drive.	Proposed speed limit appropriate	40
Mahanga Road	50	30	Supports proposed speed limit. The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	There has been significant local community support for a 30kph speed limit within the Pataua North community. This feedback also extends to Pataua South. This has been reflected in community engagement and submissions.	30



WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Mangahui Road	100	60	No feedback received	Proposed speed limit appropriate	60
Manganese Point Road from Scott Rd to Davidson Ave	50	40	One submitter supported the proposed 40kph speed limit. This part of Manganese Point Road forms part of a popular walking loop along Scott Road, Manganese Point Road and Davidson Ave. This part of the road is used for walking by Scott Road residents, Headland Farm Park residents, Davidson Ave and Manganese Point Road residents.	40kph is consistent with Scott Road that provides access to Davidson Avenue. 40kph is consistent with other similar roads in smaller harbourside and rural communities that have an urban feel to them.  Submitters note the use of this road as part of a popular walking route.	40
Manganese Point Road from Davidson Ave to end	50	60	One submitter did not support the proposed 60kph speed limit, stating that they believed that it should remain 50kph. The submitter stated that locals walk this road for exercise, despite there being no footpaths. The submitter questioned the consistency of increasing the speed on a narrow windy road with no footpath from 50 to 60. Many drivers, including visiting fisher-people think the speed limit is 100 kph.	Increasing the speed limit from the current 50kph is inappropriate given the use of this road as a walking loop. It should be noted that the submitters comments have been verified during a site visit.	50
Matuku Street	50	40	No feedback received	Proposed speed limit appropriate	40
May Grove Lane	50	40	No feedback received	Proposed speed limit appropriate	40
McDonald Road	100	30	No feedback received	Proposed speed limit appropriate	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
McGregor Street	50	40	No feedback received	Proposed speed limit appropriate	40
McRae Road	100	40	No feedback received	Proposed speed limit appropriate	40
Memorial Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Mt Tiger Road from Whareora Rd to Wrack Rd.	100	80	One submitter supported the proposed speed limit noting that Mount Tiger Road has many sharp, blind bends and prone to slips. The submitter believes that the road cannot justify 100 kph as a safe speed.	Proposed speed limit appropriate	80
Mt Tiger Road from Wrack Rd to Owhiwa Rd.	100	60	One submitter supported the proposed speed limit noting that Mount Tiger Road has many sharp, blind bends and prone to slips. The submitter believes that the road cannot justify 100 kph as a safe speed.	Proposed speed limit appropriate	60
Muritai Road	50	40	One submitter who supported proposed 40kph speed limit noted that children often around playing on or by road which has a blind bend.	Proposed speed limit appropriate	40
Neptune Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Nook Road from Whangarei Heads Rd to end of seal)	100	80	One submitter supported the proposed 80kph speed limit, stating that it is safer than 100kph as there are lots of bends. One submitter sought a 50kph speed limit.	The sealed section of Nook Road provides access to The Nook on Whangarei Harbour. The carriageway is narrow and there is little or no shoulder, with drainage ditches on either side. Submitters supported a slower speed limit. The road is of significantly lower standard than the adjoining Whangarei Heads Road.	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Nook Road unsealed section	100	60	Submitters were generally supportive of a lower speed limit, noting that the road is narrow and single lane in most parts with blind corners. Residents know to look out for oncoming vehicles but visitors out to the reserve drive too fast and dangerous incidents happen often as they are unaware how narrow the road is. Many children play by their homes at the reserve end. There are no footpaths, so we have to walk on the road with our dogs. Submitters supported either a 40kph or 50kph speed limit the unsealed section.	The points raised by submitters is noted. The unsealed section is of significantly lower standard than the sealed section. A slower 40kph speed limit is therefore appropriate. The submitters concerns relating to children and other pedestrians on this road are noted.	40
Norfolk Avenue	50	40	Support for 40kph for Norfolk as there are a lot of children on this road and also a playground at the end.	Proposed speed limit appropriate	40
Ocean Beach Road from Whangarei Heads Rd to current 50kph / 100kph boundary.	50	50	One submitter requested that consideration be given to any areas that have a speed limit drop over distances less than 200 to 300m as these will add confusion. Submitters noted that Urquhart Bay to Basil Road should be 50km. So many people walk/bicycle this stretch of road. More houses have been constructed and several driveways join Ocean Beach Road between the current 50/100kph boundary and Basil Road.	Ocean Beach Road is an extension of Whangarei Heads Road (50kph). The relatively short length of 50kph zone is therefore appropriate as it is contiguous with Whangarei Heads Road. The extent of the 50kph zone is intended to incorporate residential housing along the beginning of this road. The Setting of speed Limits Rule 2022 provides the opportunity for three-yearly speed limit reviews to respond to any further development.	50

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Ocean Beach Road from Basil Rd to Breakers Ln	100	80	One submitter requested that a 50kph speed limit be applied from Taurikura to Ocean Beach. Several submitters, including the Ocean Beach Residents Association requested that the lower speed limit at Ocean Beach be extended to a point before the Peach Grove Track carpark, rather than starting at Breakers Lane. One submitter noted that vehicles tend to travel at quite high speeds towards Ocean Beach.	The submission requesting that the 80kph boundary at Ocean Beach be set at a location before Peach Grove track is accepted. This enables a speed limit that is consistent with the coastal residential community of this section of road, with residential activity on one side of the road. Recommend 80kph on Ocean Beach Road from RP440 to RP3073 (55m before Peach Grove Track). Recommend 40kph on Ocean Beach Road from RP3073 (55m before Peach Grove Track) to RP3553 (110m before Ranui Road).	80 from Urquhart Bay to 55m before Peach Grove Track. 40kph from 55m before Peach Grove Track to 110m before Ranui Road.
Ocean Beach Road from Breakers Lane to end	50	40	There was extensive feedback on this part of Ocean Beach Road seeking: <ul style="list-style-type: none"> <li>A 30kph speed limit extending from the Peach grove Carpark to the Ocean Beach carpark (end of the road).</li> <li>Submitters noted the shared space aspect of the area.</li> </ul>	The submission requesting that the 80kph boundary at Ocean Beach be set at a location before Peach Grove track is accepted. This enables a speed limit that is consistent with the coastal residential community of this section of road, with residential activity on one side of the road. Recommend 80kph on Ocean Beach Road from RP440 to RP3073 (55m before Peach Grove Track). Recommend 40kph on Ocean Beach Road from RP3073 (55m before Peach Grove Track) to RP3553 (110m before Ranui Road). It is appropriate that the remainder of Ocean Beach Road is 30kph as it is a Stopping Place with a shared use function.	40kph from 55m before the Peach Cove carpark. 30kph from 110m before Ranui Road to end.
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	50	40	No feedback received	Proposed speed limit appropriate	40
Ody Road from existing 50kph/100kph boundary to end.	100	60	No feedback received	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Old Parua Bay Road from Kohe St to Abbey Caves Rd	100	60	One submitter supported the proposed speed limit noting that Old Parua Bay Road has many sharp, blind bends. The submitter believes that the road cannot justify 100 kph as a safe speed.	Proposed speed limit appropriate	60
Old Parua Bay Road from Abbey Caves Rd to Konini St	100	60	One submitter supported the proposed speed limit noting that Old Parua Bay Road has many sharp, blind bends. The submitter believes that the road cannot justify 100 kph as a safe speed. Another submitter supported the Old Parua Bay Road speed limit dropping from 100kph to 60kph as it is too windy to safely drive 100km.	Proposed speed limit appropriate	60
Old Parua Bay Road from Konini St to end.	100	40	One submitter supported the proposed speed limit noting that Old Parua Bay Road has many sharp, blind bends. The submitter believes that the road cannot justify 100 kph as a safe speed.	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Owhiwa Road	100	80	<p>Owhiwa Road is currently 100kph dropping to 80kph. However, it should be broken down into two sections with the unpaved, gravel section down to 40km.</p> <p>One submitter fully supported the new speed limit stating that none of these roads can justify 100kph safely.</p> <p>One submitter stated that the speed limit should be either 60kph or 70kph as there is no wide berm/ shoulders to pull over, and many accesses to properties along it with limited visibility.</p> <p>Support Owhiwa Road, tar seal section. Many sharp, blind bends and poor structure leads to slippery, surface flooding.</p> <p>One submitter that there is a school bus turning area at the intersection of Owhiwa/Mt Tiger Road and the speed limit should be reduced.</p> <p>One submitter stated that a variety of infrastructure was needed on Owhiwa Road as there is increased subdivision on the road. Infrastructure should include a continuous white centre line with rumble strips and clear signage for concealed exits.</p>	<p>Owhiwa Road from Whangarei Head Road is sealed. Although classed as tortuous, approximately 60-70% of the road is winding to curved with significant straights. 60kph in these areas may not achieve a high level of compliance. Multiple speed limits along the same road is undesirable and community feedback on other speed reviews has generally been negative toward changing speed limits on the same road. 80kph is consistent with the adjoining Mount Tiger Road.</p> <p>The Section from Mount tiger road to the end is unsealed. Consistency with other similar unsealed roads requires a 60kph speed limit.</p>	80 from Whangārei Heads Road to 200m before Mount tiger road. 60 from 200m before Mount tiger road to end.
Parahaki Parish Road	100	60	No feedback received	Proposed speed limit appropriate	60
Parkes Road	100	60	No feedback received	Proposed speed limit appropriate	60



WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Parua Cemetery Road	100	40	No feedback received	Proposed speed limit appropriate	40
Pataua North Road from Whareora Road to Smiths Road	100	80	No feedback received	Proposed speed limit appropriate	80
Pataua North Road from Smiths Road to end	100	60	Fully support as the road has many blind corners and the surfaces are in poor condition and have no cycle lanes or foot paths. I support everything except the proposed 60km/h speed limit for the long straight between 1855 and 1905 Pataua North Road. The proposed 60km/h limit for the long straight between 1855 and 1905 is too slow. This section of road has no visual obstructions, driveways are set back from the roadside by culverts, and it's straight.	The 60kph speed limit on Pataua North Road is generally supported and is appropriate. One submitter did not support a 60kph speed limit on a long straight between 1805 and 1905 Pataua North Road. The Setting of Speed Limits Rule 2022 sets out the minimum distance requirement for different speed limits. Raising the speed limit for this straight would be inconsistent with those standards. In addition, a strong theme from submitters is the desire to, where practicable, have consistent speed limits along a given road.	60
Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road.	100	80	Fully support as the road has many blind corners and the surfaces are in poor condition and have no cycle lanes or foot paths. Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road: Support 80kph or consistency with Whangarei Heads Road	Speed limit appropriate	80

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Pataua South Road from 80m south of Mahanga Road to end	50	30	Fully support Pataua South Road. The village and parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work. One submitter requested a change to the stop sign to east side of the bridge as traffic has already slowed to about 60kph going around the corner when heading west	Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Pataua is highly pedestrianised and has no through roads.	30
Pataua Street	50	30	Fully support Pataua Street. The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	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.	30
Pepi Road	100	60	No feedback received	Proposed speed limit appropriate	60
Rangiuru Drive	100	60	No feedback received	Proposed speed limit appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Ranui Road	50	40	<p>The nature of the village correlates far better to the descriptor of a 30kph zone: "Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles. Beach access, including informal parking for pedestrian access to beaches and some parts of smaller urban centres and coastal settlements" than it does to the 40kph descriptor in the report:</p> <p>"Urban residential areas."</p> <p>The village has significant foot traffic, including children (some on little bikes), buggies, dogs, people carrying surf boards etc. and with very little space on the margins of the road, 40 kph is too fast and drivers need to be alerted that this is a shared road.</p> <p>Ranui Road is narrow, has a number of blind bends and terminates in a shared bridge, that has to be used by cars using the car park and pedestrians accessing the beach.</p>	<p>Several submissions, including by the Ocean Beach Residents Association sought a lower 30kph speed limit for Ranui Road. There are existing speed bumps on this road and it is extensively utilised by pedestrians. Ranui road provides access to residential houses and beach carpark.</p> <p>A 30kph speed limit is consistent with other similar small coastal communities where there is no through road, for example, Pataua.</p>	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Reotahi Road from Whangarei Heads Road to Norfolk Avenue	50	40	One submitter opposed the proposed speed limit stating that the issue is slow drivers. This was a general statement that may not apply to Reotahi Road. Submitters supporting 40kph noted that a lot of people walk around there to get to Mt Aubrey, down Reotahi road to beach road. Another submitter highlighted that there are no footpaths with pedestrians going between walking tracks and school children at different times of day. Submitters also requested improved pathways.	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. Proposed speed limit appropriate	40
Reotahi Road from Norfolk Avenue to end	50	40	Submitters supporting 40kph noted that a lot of people walk around there to get to Mt Aubrey, down Reotahi road to beach road. Another submitter highlighted that there are no footpaths with pedestrians going between walking tracks and school children at different times of day. Submitters also requested improved pathways and double yellow lines.	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. Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Ritchie Road from Whangarei Heads Rd for a distance of 50m.	50	30	Support all of the proposed changes, though I think some proposed speed limits on Ritchie Road could be lower still. but think that the limit should be 30km/h along the entire lengths of those streets. Ritchie Road is popular for families with school-age children to live, with almost all of them walking to school, shops, beach etc. Large sections have a footpath on only one side, there are blind corners and a steep rise at the top of the hill reducing visibility. One submitter noted that it can be scary walking on this road.	<p>The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School.</p> <p>The Guidance also requires that 30kph school speed zones be extended around schools to encompass the main walking and cycling routes into the school.</p> <p>The short distance provides an appropriate lead in to the 30kph speed limit on Whangarei Heads Road. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate.</p>	30
Ritchie Road from 50m west of Whangarei Heads Rd to end.	50	40	Support all of the proposed changes, though I think some proposed speed limits on Ritchie Road could be lower still. but think that the limit should be 30km/h along the entire lengths of those streets. Ritchie Road is popular for families with school-age children to live, with almost all of them walking to school, shops, beach etc. Large sections have a footpath on only one side, there are blind corners and a steep rise at the top of the hill reducing visibility. One submitter noted that it can be scary walking on this road.	Proposed speed limit appropriate. Consistent with speed limits in other harbourside / Coastal communities.	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Robinson Road	100	60	No feedback received	Proposed speed limit appropriate	
Ross Road	100	60	No feedback received	Proposed speed limit appropriate	60
Rukuwai Road	100	60	No feedback received	Proposed speed limit appropriate	60
Sapphire Place	50	40	Sapphire Place is very short, and there's barely enough time to reach 40km/h (never mind 50km/h) before you hit either end of it. 30km/h is more than sufficient. Sapphire Place is popular for families with school-age children to live, with almost all of them walking to school, shops, beach etc. Large sections have a footpath on only one side, there are blind corners and a steep rise at the top of the hill reducing visibility. 30kph would be a speed limit much more in keeping with the nature of the road and the neighbourhood and sends a clear signal to those less familiar with the area about taking care.	Proposed speed limit appropriate. 40kph provides consistency with other adjoining roads. Consistent with speed limits in other harbourside / Coastal communities.	40
Scott Road	50	40	Submitters supported the 40kph speed limit. One submitter noted that it can be very scary trying to walk in these areas. Many people wander this road, often with children and dogs and the occasional kayak. The footpath is only on one side of the road and is narrow. Children walk to /from school buses.	Proposed speed limit appropriate. 40kph provides consistency with other adjoining roads. Consistent with speed limits in other harbourside / Coastal communities.	40
Smith Road	100	60	No feedback received	Proposed speed limit appropriate	60



WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Stuart Road from Whangarei Heads Road to end.	50	30	Submitter supported a 30kph speed limit as the road is windy and people often speed down it. One submitter stated that the road is commonly used for walking (as the track round to Reotahi) as there is no footpath, kids often riding their bikes, crossing the road to swim. Its been a hot topic with neighbours along this street, to the point where speed bumps were in conversation. The road is never policed so no-one ever gets in trouble, 50kms is far too quick for this road. Other submitters highlighted that this forms part of the Te Araroa Trail. There is a lot of traffic accessing the jetty at the end of the road. Submitters also suggested additional "slow" and "Pedestrian" signage and road markings.	Proposed speed limit appropriate. 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.	30
Tahere Road	100	60	No feedback received	Proposed speed limit appropriate	
Tahunatapu Road	100	60	Submitters requested that the speed limit be 50kph, along with Nook Road.	Tahunatapu Road is similar to the unsealed section of Nook Road where access is gained. A 40kph speed limit reflects the narrow-unsealed no-exit nature of the road. The same speed limit as the unsealed section of Nook Road provides consistency to adjacent roads.	40
Taiharuru Road from Patau South Rd to current 100/50kph boundary	100	80	Support 80kph for consistency with Whangarei Heads Road.	Proposed speed limit appropriate	80
Taiharuru Road current 50kph zone	50	40	No feedback received	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Taiharuru Road from 50/100kph boundary to end of seal	100	80	No feedback received	Proposed speed limit appropriate	80
Taiharuru Road from end of seal to end	100	30	No feedback received	Proposed speed limit appropriate	30
Taihoa Road	100	40	One submitter noted that this road is part of a short cut route that cars speed down. It is very unsafe for pedestrians and dog walkers as there is no footpath.	Proposed speed limit appropriate	40
Taraunui Road from Whangarei Heads Rd to Ross Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Taraunui Road from Ross Rd to end	100	60	No feedback received	Proposed speed limit appropriate	60
Taurikura Street	50	40	No feedback received	Proposed speed limit appropriate	40
Tawhai Place	50	40	No feedback received	Proposed speed limit appropriate	40
Te Rongo Road	100	80	One submitter fully supported the speed limit reduction, noting that there are several areas of this road that are too dangerous to drive at 100kms/hour	Proposed speed limit appropriate	80
Te Whangai Head Road	50	30	Fully support. The village and parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	There has been significant local community support for a 30kph speed limit within the Pataua North community. This has been reflected in community engagement and submissions.	30
Telfer Road	100	60	No feedback received	Proposed speed limit appropriate	60
The Heights	50	40	No feedback received	Proposed speed limit appropriate	40
Timperley Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tropicana Drive	50	40	No feedback received	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Urquhart Bay Road	50	30	Support from Urquhart's Bay Residents Association. A lot of pedestrian activity, including children dog walkers and Te Awaroa trail and Bream Bay Trumper's utilise this road. There is no footpath, so pedestrians need to use the carriageway.	Proposed speed limit appropriate 30kph reflects the shared space nature of this road. It is also noted that residents have put up informal 30kph and "slow-down" signage.	30
Waikaraka Beach Road	50	30	No feedback received	Proposed speed limit appropriate	30
Waikaraka Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waioneone Road	50	40	No feedback received	Proposed speed limit appropriate	40
Waiparera Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waitotara Lane	100	40	No feedback received	Proposed speed limit appropriate	40
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka	100	80	Refer section 6 of this Report.	Refer section 6 of this Report.	80
Whangarei Heads Rd from 100kph / 70 kph boundary at Waikaraka (city end) to 70/100 kph boundary (heads end)	70	50	Refer section 6 of this Report.	Refer section 6 of this Report.	60
Whangarei Heads Rd from 70 / 100 kph boundary at Waikaraka (Heads end)) to current 100kph / 50kph boundary at Tamaterau.	100	60	Refer section 6 of this Report.	Refer section 6 of this Report	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whangarei Heads Road from current 100kph / 50kph boundary at Tamaterau to Scott Rd.	50 then 100	50	Refer section 6 of this Report.	Refer section 6 of this Report.	50 extended to 80m east of Scott Road.
Whangarei Heads Rd from Scott Rd to current 100kph / 70kph Solomons Pt / Parua Bay Boundary	100	80	Refer section 6 of this Report.	Refer section 6 of this Report.	80
Whangarei Heads Road from current 100kph / 70kph Solomons Point / Parua Bay boundary to 110m before Parua Bay Tavern,	70	60	Refer section 6 of this Report.	Refer section 6 of this Report.	60
Whangarei Heads Road from 110m before Parua Bay Tavern to 50m on the Heads side of Crisp Road.	70	30	Refer section 6 of this Report.	Refer section 6 of this Report.	30
Whangarei Heads Road from 50m on the Heads side of Crisp Rd to 220m past Wharf Rd (Heads side)	70 then 100	60	Refer section 6 of this Report.	Refer section 6 of this Report.	60
Whangarei Heads Road from 220m past Wharf Rd (Heads side) to current 100kph / 50kph boundary at Parua Bay	100	80	Refer section 6 of this Report.	60kph to extend to 65m east of Richie Road. Refer section 6 of this Report.	60
Whangarei Heads Road from current 100kph / 50 kph boundary to 65m before Richie Rd	50	50	Refer section 6 of this Report.	Remove 50kph zone. Refer section 6 of this Report.	60
Whangarei Heads Road from 65m before Richie Road to 40m past Kiteone Rd (Heads side).	50	30	Refer section 5 of this Report.	Extend to 65m east of Kiteone Road. Refer section 5 of this Report. 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. The 30kph speed limit is extended to incorporate High School bus pick-up and drop-off area.	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whangarei Heads Road from 40m past Kiteone Rd to 180m past Kiteone Rd.	50	50	Refer section 6 of this Report.	Remove 50kph zone. Refer section 6 of this Report.	30
Whangarei Heads Road from current 50kph/100kph boundary at Parua Bay township to current 100kph/50kph boundary at McLeod Bay	100	80	Refer section 6 of this Report.	Extend 80kph zone to start 65m east of Kiteone Road. Refer section 6 of this Report.	80
Whangarei Heads Road – from 100kph / 50kph boundary at McLeod Bay to current 50kph/100kph boundary	50	50	Refer section 6 of this Report.	Refer section 6 of this Report.	50
Whangarei Heads Road from McLeod Bay current 50kph/100kph boundary to current 100kph / 50kph boundary at Taurikura.	100	80	Refer section 6 of this Report.	Refer section 6 of this Report.	80
Whangarei Heads Road from 110m before Whangarei Heads School Rd to 100m on Heads side of School Rd.	100	Variable 30 Base 80	Refer section 5 of this Report	Refer section 5 of this Report	Variable 30 Base 80
Whangarei Heads Road from current 100kph/50kph boundary at Taurikura to 2312 Whangarei Heads Rd.	50	50	Refer section 6 of this Report.	Refer section 6 of this Report.	50
Whangarei Heads Road from 2312 Whangarei Heads Rd to 110m past tennis courts (Heads side).	50	30	Refer section 6 of this Report.	Refer section 6 of this Report.	30
Whangarei Heads Rd from 110m past tennis courts to 2400 Whangarei Heads Rd.	50	50	Refer section 6 of this Report.	Refer section 6 of this Report.	50
Whangarei Heads Road from 2400 Whangarei Heads Rd (Taurikura) to 70m before intersection with Urquharts Bay Road	100	60	Refer section 6 of this Report.	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	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whangarei Heads Road from 70m before intersection with Urquhart Bay Road to Ocean Beach Road.	50	50	Refer section 6 of this Report.	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.	50
Whangarei Heads School Road	100	30	Refer Section 5.2	Refer Section 5.2	30
Whareora Road from Mill Rd to current 70kph / 100kph boundary.	70	50	One submitter noted that there are many walkers on this stretch of road from town up to Abbey Caves. There is no footpath so the 100kph limit is far too high.	Proposed speed limit appropriate	50
Whareora Road from current 70kph / 100kph boundary for a distance of 600m.	100	60	One submitter noted that there are many walkers on this stretch of road from town up to Abbey Caves. There is no footpath so the 100kph limit is far too high. Another submitter stated that the road is not safe for a 100kph speed limit. It is narrow, windy and has some very sharp corners. The area has a lot of family homes. Children catch school buses. This submitter noted personal experience of a crash caused by a vehicle drifting across the centre line.	Proposed speed limit appropriate	60



WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whareora Road from 600m past current 70kph / 100kph boundary to end.	100	80	One submitter fully supported all three proposed changes: 70 to 50, 100 to 60, 100 to 80, noting that there are many walkers on this stretch of road from town up to Abbey Caves. There is no footpath so the 100kph limit is far too high. Another submitter noted that the road is not safe at 100kph as it is narrow, windy and has some very sharp corners. One submitter requested reduced speeds at the Abbey Caves Road intersection and the Mount tiger road intersection.	Proposed speed limit appropriate	80
Wharf Road	100	30	Support Wharf Road, I feel current speed limits elsewhere are appropriate.	Proposed speed limit appropriate	30
Wrack Road	100	40	No feedback received	Proposed speed limit appropriate	40

## ***Appendix 1: Full submission of the Automobile Association***

### **Submission on Whangarei District Council’s STATEMENT OF PROPOSAL: Interim Speed Management Plan for Whangārei Heads Catchment Area**

From: Northland District Council of the NZ Automobile Association

#### **INTRODUCTION**

The Northland District Council of the NZ Automobile Association represents over 48,000 AA Members who live in Northland. Its goal is to help represent the mobility interests of AA members in the wider Northland area. We are guided by a combination of regular surveys of AA members, independent research, and analysis from the AA policy team.

The AA Northland District Council welcomes this opportunity to submit on the Statement of Proposal (‘SOP’) for proposed speed limit changes in the Whangarei Heads catchment area. Inappropriate speed limits in certain areas, too many speed limit changes and high crash rates on Whangarei Heads Road in particular have been of significant concern and have been raised by this council as far back as 2010.

In this submission, we shall offer general comments on speed limit changes and then offer specific comments on some (but not all) of the proposed changes.

We acknowledge the requirements and duties of RCAs as set out in the Land Transport Rule: Setting of Speed Limits 2022 (‘the Speed Limit Rule 2022’).

Please note that we wish to speak in support of our submission at a hearing.

#### **1. GENERAL COMMENTS ON SPEED LIMIT CHANGES**

- 1.1. The review document states: “There is a need to reduce deaths and serious injuries on the road network; but also, ensure that people and goods can move around the road network efficiently. To do this we need to ensure that the speed limits on our roads are safe and appropriate for the road conditions and the purpose for which the road is used.” However, lowered speed limits on their own are not going to eliminate the road toll. Speed limit changes are just one of the tools that need to be combined with a range of other actions to deliver the maximum safety benefits on our roads.
- 1.2. We support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements, police enforcement and improved driving skills.

- 1.3. We acknowledge that lower speeds in general result in fewer crashes of less severity but lower speed limits may not have a great effect on the incidence of crashes caused by inappropriate speeds, such as loss of control on bends, rather than exceeding speed limits.
- 1.4. The Road to Zero Strategy notes: “Modelling suggests that just over half the target [of 40% reduction in DSIs over 12 years] could be achieved through a combination of infrastructure improvements (such as median barriers and intersection treatments), targeted speed limit changes on the highest risk parts of the network, and increased levels of enforcement (both by safety cameras and by Police officers).” We fail to understand how the proposed blanket lowering of speed limits from 50 to 40 in urban streets rated as Low Personal & Collective Risk – hardly the “highest risk parts of the network” - will reflect and significantly contribute to this strategic goal.
- 1.5. The majority of reported crashes on Whangarei Heads Road are a result of loss of control on bends. The Technical Report shows that 75% of 175 reported crashes between Onerahi and the Patau South intersection at Parua Bay over an 11-year period to Dec 2021 were due loss of control on bends or on right hand turns. Lower speed limits may possibly assist to lower motorists’ speeds going into bends but most tight bends on Whangarei Heads Road cannot be navigated at the general speed limit. Motorists have a responsibility to drive to the conditions, to ‘read’ the road, and to slow down and respect advisory speed signs on bends. The RCA has a responsibility to install appropriate roadside safety barriers such as w.r.b.’s or W-beam guard rails. These measures won’t reduce the incidence of crashes but will reduce their severity.
- 1.6. There is also a need for drivers to not grossly exceed speed limits and to drive to the conditions. For example: (i) The fatality at the Onerahi end of Whangarei Heads Road within a 50 kph zone occurred when two vehicles were racing and one lost control. (ii) A speed survey through Parua Bay township in 2018 recorded a maximum speed of 126 kph in the 50 kph zone. Lowering speed limits will not change this reckless disregard for posted speed limits or for failure to drive to the conditions.
- 1.7. We acknowledge that 100 kph is not a safe and appropriate speed for the majority of rural roads that are not state highways. AA policy is that we support focusing on the highest risk roads - the top 10% - but also engineering up where appropriate in order to maintain their function (e.g. arterial roads).
- 1.8. Messages need to be conveyed about the risk of driver distraction which is increasingly being recognised as an under-reported cause of many crashes.
- 1.9. Any ‘new’ speed limits need to be fully and properly signposted and marked. Even though there may be a significant cost involved in installing adequate signage, it is essential from the motorists’ perspective that they are fully informed of new speed limits as this will give the best result in terms of compliance. Two thirds of AA Members in surveys say they have recently had an experience of not knowing what the speed limit was on a stretch of road. If people are travelling on familiar roads that they have used for a long time, simply changing one sign on the side of the road may not be noticed, and this will completely undermine the intended

outcome. The use of repeater signs and roundels on the road (as acknowledged in the Technical Report) will be very important for awareness and compliance.

- 1.10. There needs to be an education programme (i.e. publicity) to explain to the community why the changes are justified. The education program is needed to supplement the signage in order to achieve greater buy in from the motorists. Simply imposing a lower speed limit, if it is not understood and accepted by the community, will not be effective.
- 1.11. To summarise the general principles of our submissions on speed limit reviews: position:
  - (i) In general, we support 80 kph for non-State Highway sealed roads.
  - (ii) We support 60 kph on unsealed roads.
  - (iii) We support a consistent speed limit of 50 kph through built-up areas in the review area (e.g. Waikaraka, Tamaterau, Parua Bay, etc).
  - (iv) With some exceptions, we do not support the blanket lowering of speed limits from 50 to 40 or 30 on urban streets with Low Personal & Collective Risks which do not feature a high number of pedestrians, cyclists, etc., especially where there are footpaths provided. Roads should be seen as being primarily for vehicle access, not as recreational areas.
  - (v) We advocate for the retention of existing 40 VSLs around schools in urban areas. Existing 40 VSLs appear to be functioning well. These should be reviewed after 12 months in consultation with schools.
  - (vi) It must be emphasised that a speed limit is not a target – motorists must always drive to the conditions. This must take precedence over attempts to ‘micro-manage’ speed limits by way of frequent changes as road conditions change.
  - (vii) Safety upgrades may be as important as lowered speed limits. Lowered speed limits should not be a substitute for essential road maintenance and safety measures.
  - (viii) We support standardisation of speeds so that drivers have a reasonable expectation of what the current speed limit will be. Too many speed limit changes over short distances will result in confused motorists.
  - (ix) Adequate signage, including road markings, is essential.
  - (x) It needs to be acknowledged that high risk drivers will always ignore speed limits. We advocate for greater enforcement to detect and penalise high-risk drivers. In general, 50% of fatal crashes are caused by high-risk drivers which include drivers exceeding the posted speed limit by more than 20 kph.
  - (xi) kiwiRAP data and CAS maps showing crash rates should be taken into account but it should be noted where safety upgrades which would influence crash rates have been made.
  - (xii) There is a major disconnect between Personal Risk, Collective Risk and Infrastructure Risk. The latter is a theoretical ‘desktop’ consideration whereas the first two are based on actual reported data. Many roads under review have a High Infrastructure Risk but Low Personal and Collective Risks. Reported Infrastructure Risk may be considered but should not be used to determine speed limits.

## **2. FUNCTIONS OF RESIDENTIAL ROADS/ PROPOSED BLANKET LOWERING OF 50 KPH SPEED LIMITS**

2.1 Under the ONRC, rural and urban residential streets are variously classified as ‘Secondary collectors’, ‘Access roads’ or ‘Access roads’ (low volume). These classifications appropriately describe the primary functions of residential streets which are to provide a means of vehicle access from people’s homes to places of work, shops, pleasure, etc. Typical speed limits are shown as 30-50 kph, with 30 only relevant where there are a high number of active road users viz. “Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network.”

2.2 The One Network Framework (ONF) now describes residential streets in the following terms:

“Local streets provide quiet and safe residential access for all ages and abilities and foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and they facilitate local community access.

**“There are low levels of on-street activity and movement by people walking, cycling and driving.**

“Local streets are the most common and most diverse streets in urban areas. They are generally important components of walking and cycling networks and should support these transport choices for local trips.”

Note that the words in bold are included in the ONF Fact Sheet but are conveniently dropped from subsequent comments. In reality, footpaths generally provide the basis of a walking network. Low levels of on-street activity are significant in determining a safe and appropriate speed limit.

2.3 If there are “low levels of on-street activity”, it is difficult to reconcile this with the claim that “they [the streets] are generally important components of walking and cycling networks.” This is the primary role of footpaths and shared paths.

2.4 It’s the built and maintained environment, not the roads, that determine such factors “Community spirit, local pride, fabric of neighbourhood”.

2.5 The International Road Safety Report IRTAD 2018 cited by NZTA notes: “The default speed limit for passenger cars in urban areas in most IRTAD countries is 50 km/h. Lower speed limits are often in force in residential areas or around schools; typically 30 km/h.” We acknowledge lower speeds around schools but see no reason why the default speed of 50 kph should not apply in general to residential Access and Secondary Collector roads (e.g. McLeods Bay, Reotahi, Waikaraka, etc) which have Low Personal & Collective Risk ratings. The excessive amount of cost involved in multiple road signs with minimal safety benefits could be more effectively applied to other road safety improvements.

2.6, There appears to be no valid justification for the proposed blanket lowering of speed limits on residential streets from 50 to 40 or 30. We DO NOT THEREFORE SUPPORT the proposed blanket lowering of speed limits on residential streets from 50 to 40 or 30.

### **3 SPECIFIC COMMENTS ON PROPOSED CHANGES**

### **3.1 Sealed rural roads.**

We acknowledge that 80 kph is generally a safer and more appropriate speed limit than 100 kph for sealed rural roads in the review area. We support all the proposed changes from 100 to 80 kph as a default speed limit, with a suggested minor extension.

### **3.2 Unsealed roads**

Many unsealed roads in this review area are narrow and winding. We recognise that 60 kph has been adopted elsewhere in Northland and for consistency as well as safety, we support the adoption of 60 kph as a default speed limit for unsealed roads.

### **3.3 Variable speed zones at schools**

AA policy supports variable school speed zones. We believe that existing 40 kph VSLs are effective and may be retained but any new school VSLs are required by the 'Speed Limit Rule 2022' to be set at 30 kph. Where speeding near schools is currently a problem, additional enforcement or an engineering solution may be required.

### **3.4 Speed limits on urban streets.**

We recognise that there are problems throughout Northland with traffic speeding on urban streets. However, we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits. In Whangarei, this has been "addressed" by the installation of 25 kph speed bumps on many urban streets. The speeding motorists then migrate to other streets. Lowering the speed limit from 50 to 40 will not fix this problem of deliberate flouting speed limits. Consequently, we do not support the general principle of lowering urban speed limits from 50 to 40. The posted speed limit needs to reflect the environment and make sense to drivers.

Urban streets are not shared spaces. Footpaths are generally available with a grass berm separating the footpath from the road.

There is no credible evidence presented to justify lowering speed limits on urban streets from 50 to 40 other than the generalised premise that lower speeds result in lower crash rates. NZTA and other authorities have consistently presented overstated claims and unsubstantiated and discredited graphs (including the Wramborg curves) to supposedly 'show' the alleged relationship between pedestrian fatality risk and speed. (See data in Appendix II).

However, in some small seaside settlements which are at the end of a road, we recognise that there may be a case for 40 or 30 kph, but without enforcement, we doubt if this would have any real effect.

### **3.5 High Benefit Roads.**

#### **3.5.1 Whangarei Heads Road**

- a) This road is undoubtedly a 'high risk' road as evidenced by the crash rate. Northland AA District Council has been advocating for lowered speed limits (from 100 to 80, and from 70

- to 50) since 2010. Since that time, there have been more than 175 reported crashes and many more unreported.
- b) We have also advocated for fewer speed limit changes to avoid confusing motorists, and for greater consistency. The proposed changes do not reflect this.
  - c) We are concerned at the apparent attempt to ‘micro-manage’ speed along this road, the consequent inconsistencies and the high frequency of proposed changes as summarised in the next paragraphs.
  - d) **Inconsistencies.**
    - (i) Proposed speed limits through settlements vary considerably: e.g. 50; 60-30-60; 50-30-50; 50-30-60.
    - (ii) Proposed speed limits of 50 through Waikaraka, Tamaterau, McLeods Bay, Urquharts Bay turn-off.
    - (iii) Proposed limits of 60-30-60 past Parua Bay tavern area.
    - (iv) Proposed limits of 50-30-50 through Parua Bay village and school; and through Taurikura.
  - e) **Frequency of Proposed Speed Limit Changes**
    - (i) At present, there are 13 speed limit changes between Onerahi and Ocean Beach Road. Generally, these reflect the lowering of the open road speed limit of 100 kph to either 70 or 50 through settlements.
    - (ii) Under the proposed review, there would now be 21 changes in about 24.5 kms (25.5 minutes driving time according to the AA website). This equates to 1 change every 1170 metres; or 1 change every 73 seconds of driving time.
  - f) Total changes are: 50-80-50-60-50-80-60-30-60-80-50-30-50-80-50-80 (VSL 30)-50-30-50-60-50-80.
  - g) At Parua Bay, a driver may have to contend with combinations of 30, 40, 50, 60 and 80 kph speed limits. We note in the Technical Report that multiple speed limit changes are best avoided.
  - h) **Passing Lanes.** The Technical Report notes: “The traffic volumes on Whangarei Heads Road do cause issues, particularly in relation to the conflict between faster drivers and slower vehicles. This conflict is exacerbated by a lack of safe overtaking opportunities.” It is frustrating for motorists in 80 kph zones to get stuck behind a driver travelling at 60 kph, as can frequently occur (personal observation).
  - i) Despite this, the Technical Report notes: “The issue of overtaking opportunities and the development of passing bays or layby facilities require significant funding.” “It is expected that funding options may be investigated as part of Councils long-term planning process. However, funding for this type of modification will be considered alongside other road safety improvements across the district.”
  - j) **Safety Upgrades.** Again, we emphasise the recognised philosophy that lower speed limits must be accompanied by safety upgrades to derive maximum benefits. Passing opportunities are needed to avoid driver frustration and consequent crashes. Centre line wire rope barriers should be investigated as an option at high risk sites.
  - k) **Other safety upgrades** that we consider are necessary to support proposed speed limit changes include:-
    - Footpaths through Waikaraka (See consideration of Waikaraka in Appendix I);



- Raised table crossing and ‘slow down’ at Parua Bay tavern (obviating the need for a reduced speed limit of 30 over about 200 metres);
- Use of footpath/kerb extensions to slow traffic at key crossing points in beachside settlements (e.g. instead of 30 kph at Taurikura with expected low compliance year-round);
- Advance warning signs of lower speed limits so that motorists slow down before the speed limit change point.

- 1) **A section-by-section review** of the proposed speed limits on Whangarei Heads Road, including our suggested changes to the proposals, is attached as Appendix I.

### 3.5.2 Other ‘High Benefit’ Roads

We SUPPORT the following proposed changes to other roads identified as High Benefit and support the reasons given (some as shown in brackets):

- Whareora Road (50/60/80 reflecting changing conditions)
- Owhiwa Road (80 although tortuous in sections. “60kph in these areas may not achieve a high level of compliance. Multiple speed limits along the same road is undesirable and community feedback on other speed reviews has generally been negative toward changing speed limits on the same road.”)
- Nook Road (80 sealed, 60 unsealed)
- Tahere Road (60 unsealed. “Consistent with proposed speed limits on other similar unsealed roads.”)
- Kauri Mountain Road (60 unsealed. Not 40 in part in order to avoid creating “multiple speed limits along this road” even though “Part of this road forms a component of the Te Araroa Trail but has a low traffic count.” “The introduction of a lower 40kph speed limit along part of this road is unlikely to lead to a road safety improvement given the low collective and personal risk on the road.”) Note that even though pedestrian activity is anticipated, the Low Personal & Collective Risks appear to take precedence in this instance.
- Campbell Road (60 unsealed. Although tortuous in places and Medium Collective Risk, “this does not provide sufficient justification for a lower speed limit [40] across the entire road of itself.”)

We note that the reasons given for preferred speed limit options include:

- consistency with other roads;
- avoidance of multiple speed limit changes;
- Low Personal & Collective Risks;
- unlikely safety benefits of a lower speed.
- Other reasons include “a 60kph speed limit is not self-explaining and compliance with a lower 60kph speed limit is expected to be low.”

Such reasoning does not appear to have been applied uniformly across the review area. For example, we would expect compliance with a proposed permanent 30 kph through Parua Bay and side roads to be low (confirmed by local residents we have contacted). We consider this in Appendix I. Local residents have advised us that even with the present 50 kph limit, impatient drivers overtake other drivers who slow down for the pedestrian crossing and for school buses. Greater enforcement of current rules would appear to be a prime starting point.

### 3.6 Side Roads (No through roads).

3.6.1 Short side roads such as the roads leading off Whangarei Heads Road at Waikaraka (from 40 to 260 metres long, and dead ends) do not need to have and display lower speed limits of 40 kph. The lengths of the roads make for a limiting and self-explaining low speed, except possibly for idiot drivers (glorified as ‘boy racers’) who ignore all speed limits. There are unlikely safety benefits of a posted lower speed limit than the present 50. We DO NOT SUPPORT such proposals.

3.6.2 We SUPPORT the proposed reduction to 30 kph of roads at Pataua North. With no footpaths, the roads are used by children on bikes and skateboards, particularly at holiday times, we have been advised. This meets the criteria within the ONC, with 30 only relevant where there are a high number of active road users viz. “Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network.”

3.6.3 We believe that Urquharts Bay Road and Beach Road (Reotahi) have self-limiting speeds of 30 kph which we would expect to approximate to the mean travel speed. Consequently, we SUPPORT the proposed 30 kph lower speed limits in these exceptional cases.

### **3.7 Selection of other roads**

#### **3.7.1 Scott Road, Tamaterau.**

This is a road with low Personal and Collective Risk. Given the “unlikely safety benefits of a lower speed,” we fail to see why a speed reduction from 50 to 40 is proposed for this secondary collector. We DO NOT SUPPORT the proposal.

#### **3.7.2 Pataua North Road**

Parts of the section proposed to be reduced to 60 contains significant straight stretches. Speed through the tortuous section should be self-regulating, perhaps with increased advisory signage but on the straighter section, we suggest that the situation is as applies to Harris Road, viz. “a 60kph speed limit is not self-explaining and compliance with a lower 60kph speed limit is expected to be low.” We DO NOT SUPPORT the overall 60 proposal.

We wish to be heard in support of our submission at a hearing.

## **APPENDIX I: DETAILED CONSIDERATION OF PROPOSED SPEED LIMIT CHANGES ON WHANGAREI HEADS ROAD**

### **Summary.**

1. We support the proposed 80 kph zones with minor adjustments.
2. We would prefer to see a consistent 50 kph through settlements rather than a multitude of combinations as proposed. The proposed changes amount to 21 over a distance of about 24.5 kms with a travel time of about 25.5 minutes (AA website). The proposed changes therefore equate to 1 every 1.2 kms, or 1 every 73 seconds, between Urquharts Bay and Onerahi. Motorists will be continuously accelerating or decelerating with a strong likelihood of not knowing what speed limit zone they are in.
3. We recommend a more rational approach of 80 kph on the open road with 50 kph through settlements, plus school VSLs, as shown below.

<b>Location</b>	<b>Current Limits</b>	<b>Proposed Limits (kph)</b>	<b>WE PROPOSE</b>	<b>Comments</b>
Onerahi end	50 to 100	50 to 80		We SUPPORT
Waikaraka	100 to 70 to 100	80 to 50 to 60	80 to 50	We support 50 though Waikaraka but would like to see footpaths for pedestrian safety. We have been advised of people not walking along the main road, and even not purchasing a property in this area because of the risk to pedestrians.
Waikaraka to Tamaterau	100	60	50	The 60 zone between Waikaraka and Tamaterau is currently 100 but includes the 55 signed bend with a parking area at Fisherman's Point where many crashes have occurred. It extends for only 1.1 km. We propose 50 throughout for safety and consistency rather than a short section of 60.
Tamaterau	100 to 50 to 100	60 to 50 to 80.	50 (extended) to 80	The proposed 50 zone extends to Scotts Road intersection. We recommend extending the 50 to beyond the intersection by say 50-100 metres so that city-bound traffic slows down from 60 before reaching the intersection and the downhill section. Otherwise, compliance would be expected to be low.
beyond Scotts Road to Solomons Point	100	80		We SUPPORT

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Solomons Point; Parua Bay tavern	100 to 70 to 100	80 to 60 to 30 to 60 to 80	80 to 50 to 80	<p>Pedestrian danger at the tavern is recognised. Personal Risk is High. Proposed works include a raised table crossing for pedestrians, electronic signage and possible lighting. The 30 kph section would be only 210 metres long – about 100m either side of the tavern. This is insufficient distance for traffic to slow down. Significant boat trailer activity occurs just prior to the tavern.</p> <p>A uniform 50 rather than 60-30-60 would be more consistent with speed limits through other settlements. We suggest that electronic ‘Slow Down’ signage and a raised table crossing at the tavern would be adequate for safety.</p>
Parua Bay village and school.	100 to 50 to 100	80 to 50 to 30 to 50 to 80	80 to 50 (VSL 30) to 80	A permanent 30 zone rather than a variable 30 zone past the school is unlikely to achieve compliance. Previously, a median speed of 46.8 kph past the shops was recorded.
McLeods Bay	100 to 50 to 100	80 to 50 to 80		We SUPPORT
McLeods Bay to Taurikura	100	80 base with 30 VSL		We SUPPORT
Taurikura	100 to 50 to 100	80 to 50 to 30 to 50 to 60	80 to 50	<p>Why 30? Why not the same as McLeods Bay, Tamaterau and other settlements? Compliance with 30 is unlikely. We consider the current speed limit of 50 would be safe and appropriate, and consistent with other settlements, provided that drivers drive to the conditions.</p> <p>We oppose 30 but support a uniform 50.</p>
Little Munro Bay	100	60	50	<p>Reason given for 60 is “A 50kph speed limit would not be self-explaining, given the lack of residential dwellings and pedestrian facilities.”</p> <p>We consider that: this road section is narrow and tortuous. No hard shoulder. Drop-off to harbour on one side. Small parking area at jetty. Sign indicates 2 km of winding road. Some residential access.</p> <p>We propose 50 for safety and consistency.</p>
Urquharts Bay Road junction; Ocean Beach Rd.	100 to 50 to 100	60 to 50 to 80	50 to 80	Support 50 and 80, not 60.

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TOTAL NUMBER OF SPEED LIMIT CHANGES	15	21	11	
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## **APPENDIX II. UPDATED SPEED-FATALITY RISK CURVES (Mackie 2018)**

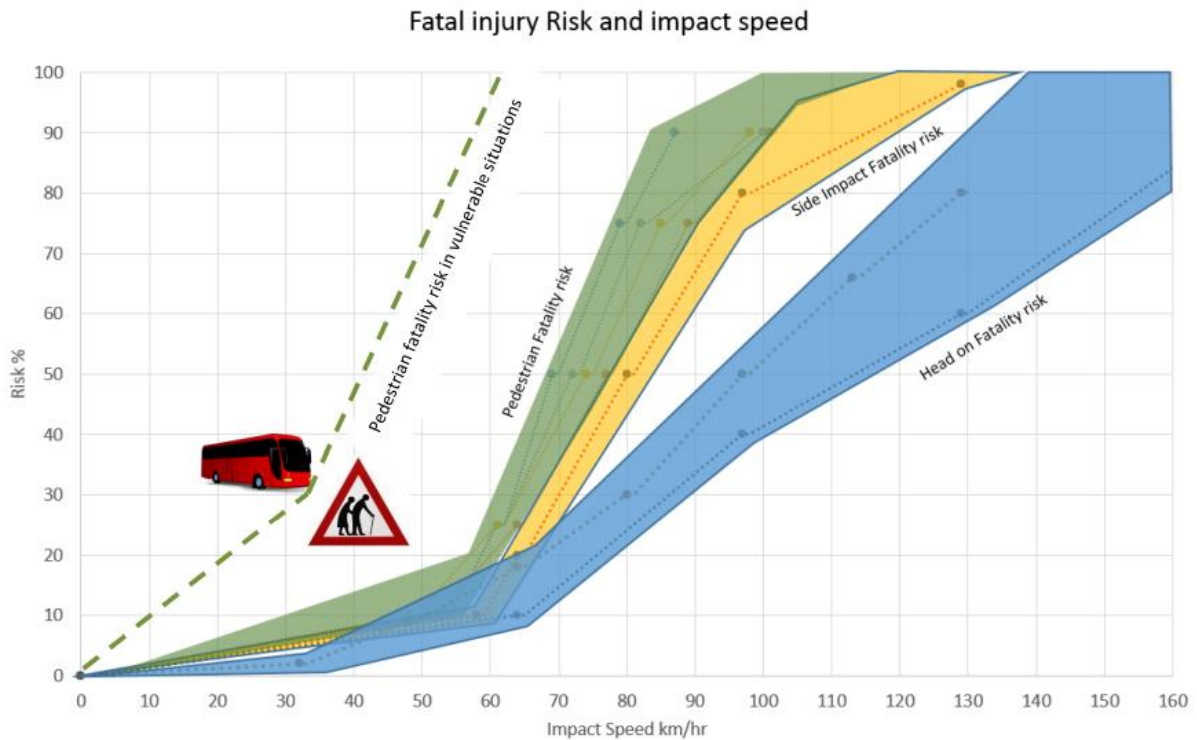
ads/2018/09/Mackie-Research-Report\_Speed-vs-injury-risk.pdf

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### **Revised estimated speed/injury risk curves**

These diagrams (Figures 6 and 7) are intended to summarise the known data for impact speed and risk of serious and fatal injuries. It should be noted that the true variability of circumstances possible in crash situations are not represented by the curves. For example, the pedestrian fatality risk curve does not increase sharply until impact speeds reach 60 km/h, yet in New Zealand we know that pedestrians have been killed by buses at approximately 30 km/h. For this reason a dashed line has been added to show the increased level of frailty in situations where elderly people or heavy vehicles may be involved.

Figure 6. Fatality risk and impact speed potential diagram



**Compare this evidence with Road to Zero claims:** “our chances of survival or avoiding serious injury decrease rapidly above certain impact speeds. For a pedestrian, wheeled pedestrian, cyclist or motorcyclist hit by a car, it’s around 30-40 km/h.” The evidence indicates that this claim would only apply to a frail person being hit by a bus!

## **Appendix 2: Recommended Speed Limit Maps**

The following maps set out the speed limits described in Sections 5, 6 and 7. It should be noted that the maps contained in this recommendations Report 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 Recommendation Report 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:

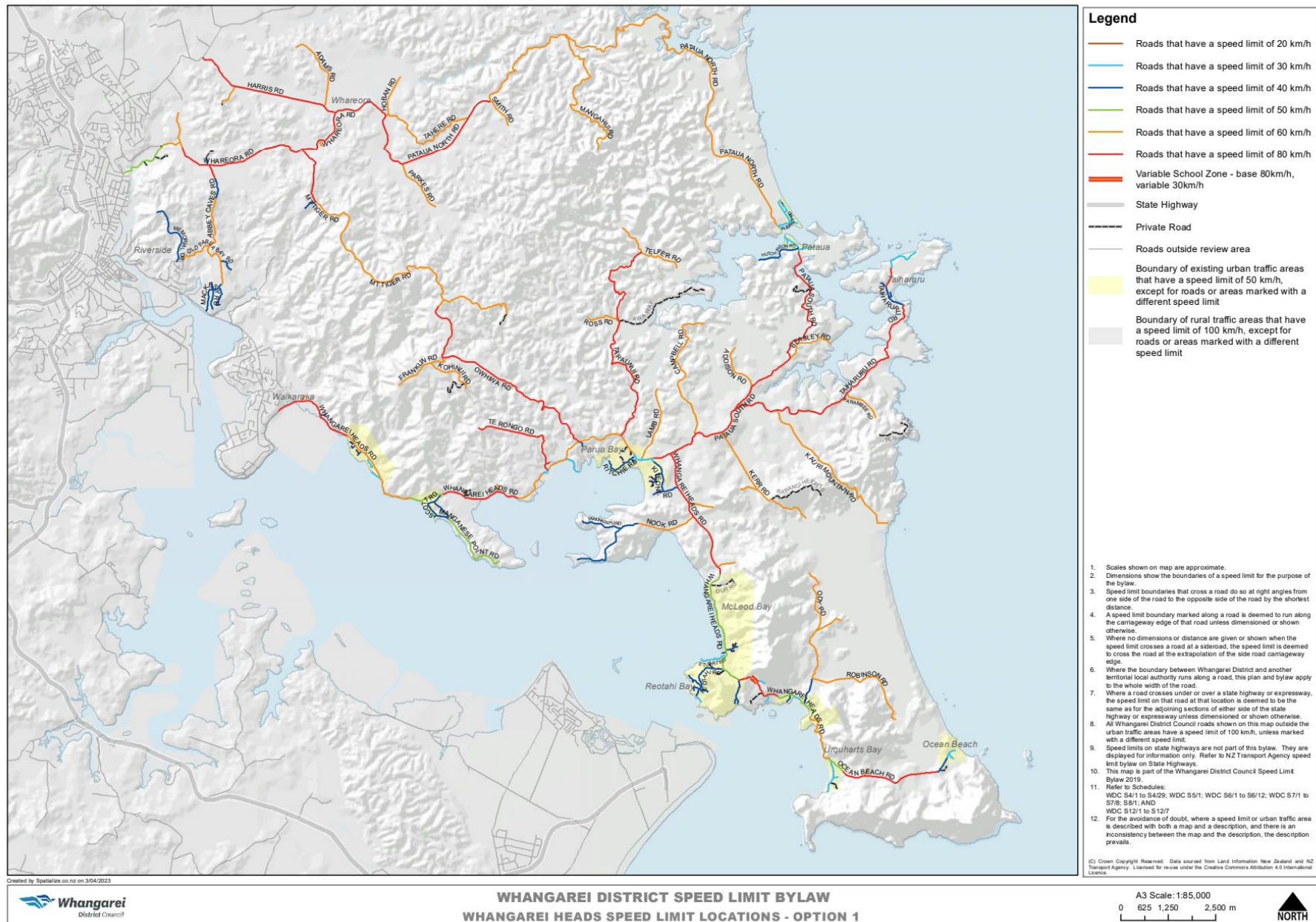
- Whangarei Heads Catchment Speed Limits
- Whangarei Head Speed Limits Waikaraka
- Whangarei Head Speed Limits Tamaterau
- Whangarei Head Speed Limits Parua Bay
- Whangarei Head Speed Limits McLeod Bay - Reotahi
- Whangarei Head Speed Limits Taurikura
- Whangarei Head Speed Limits Urquhart Bay
- Whangarei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

The Maps will be incorporated into an Interim Speed Management Plan, which requires final certification by the Director of Waka Kotahi, in accordance with the Setting of Speed Limits Rule 2022.

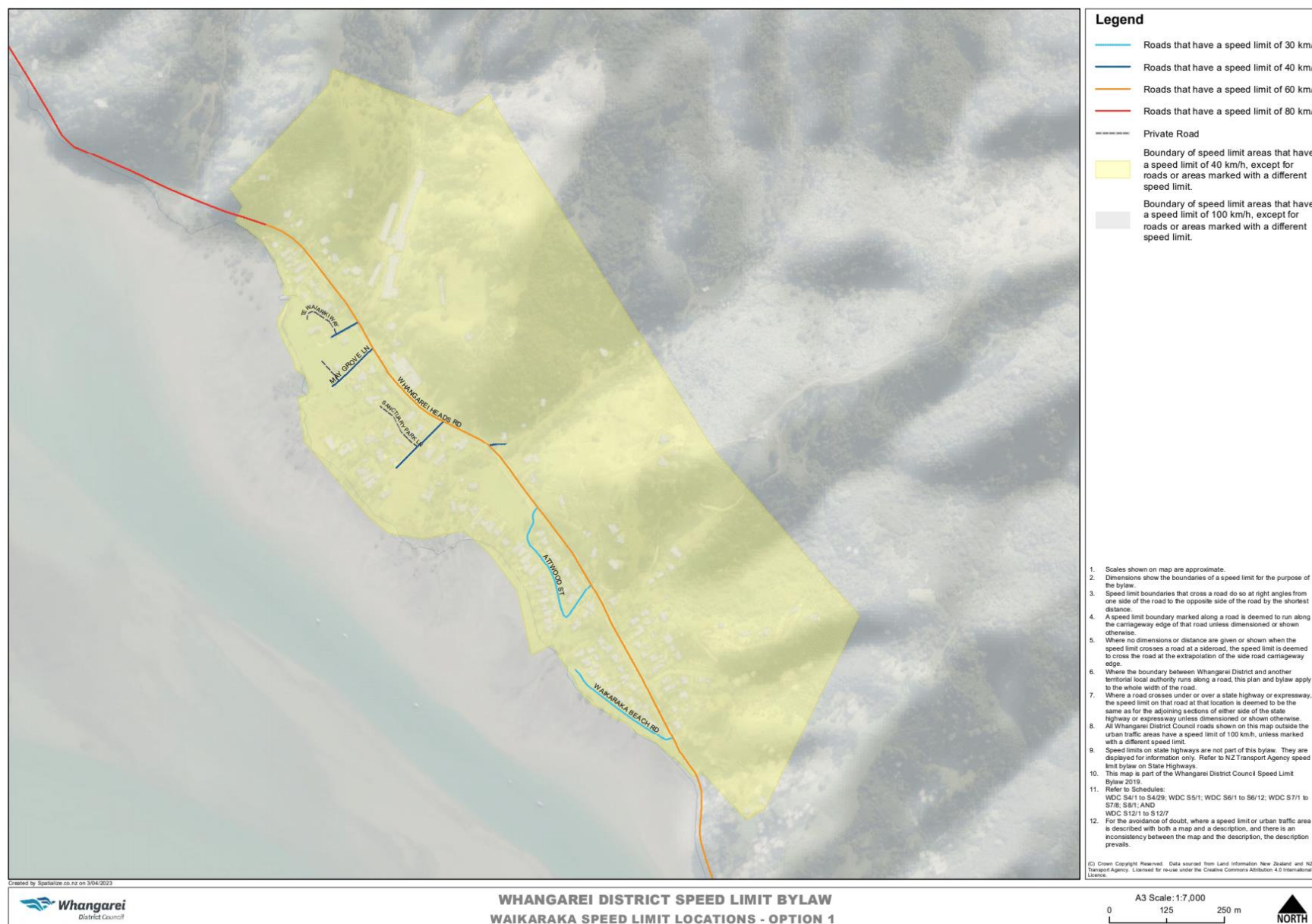
Once certified, the final speed limits will be uploaded into the National Speed Limit Register and will include any required amendments or minor changes identified as part of the optimal positioning of new signage and the accuracy required by the Setting of Speed Limits Rule 2022.



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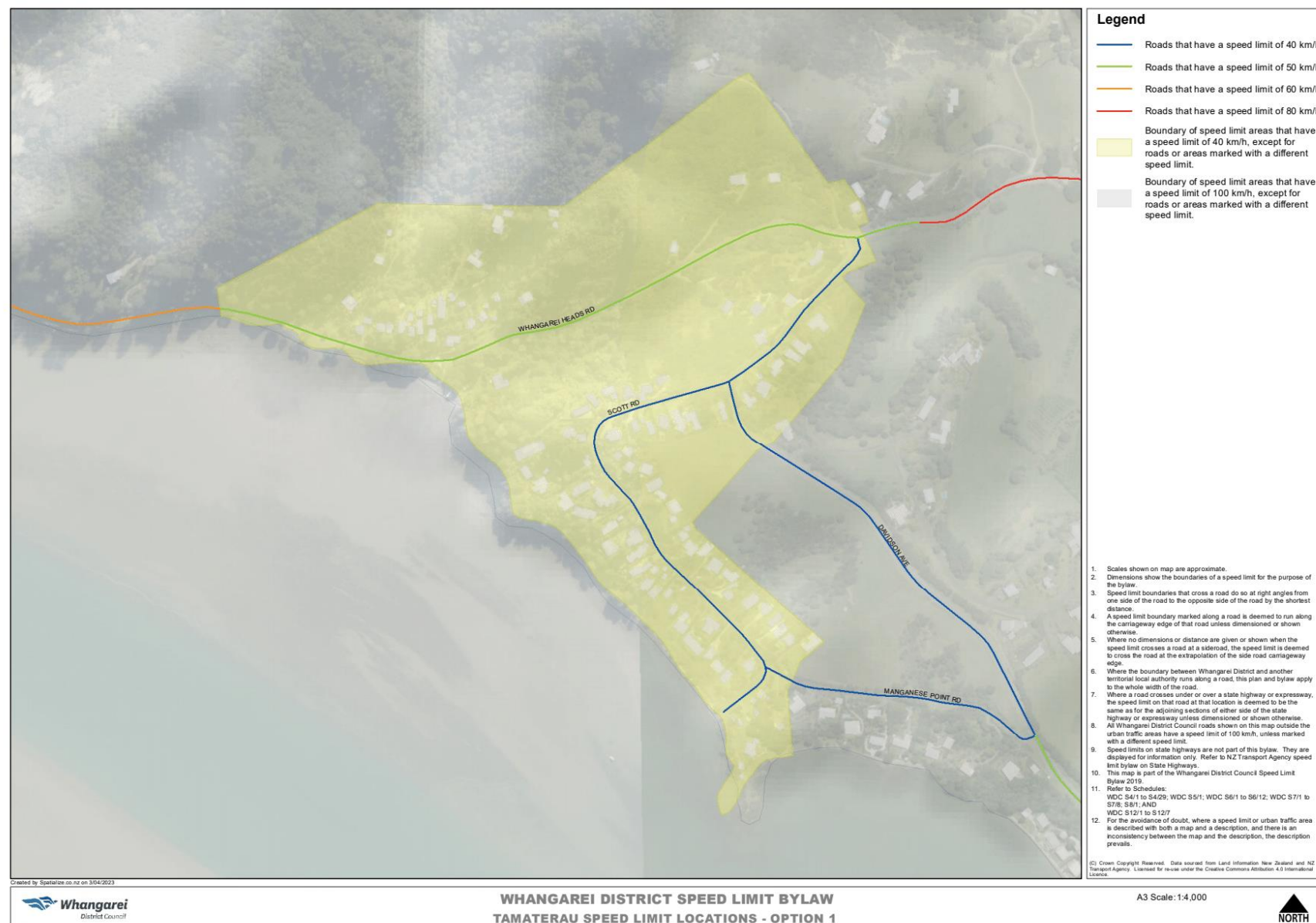


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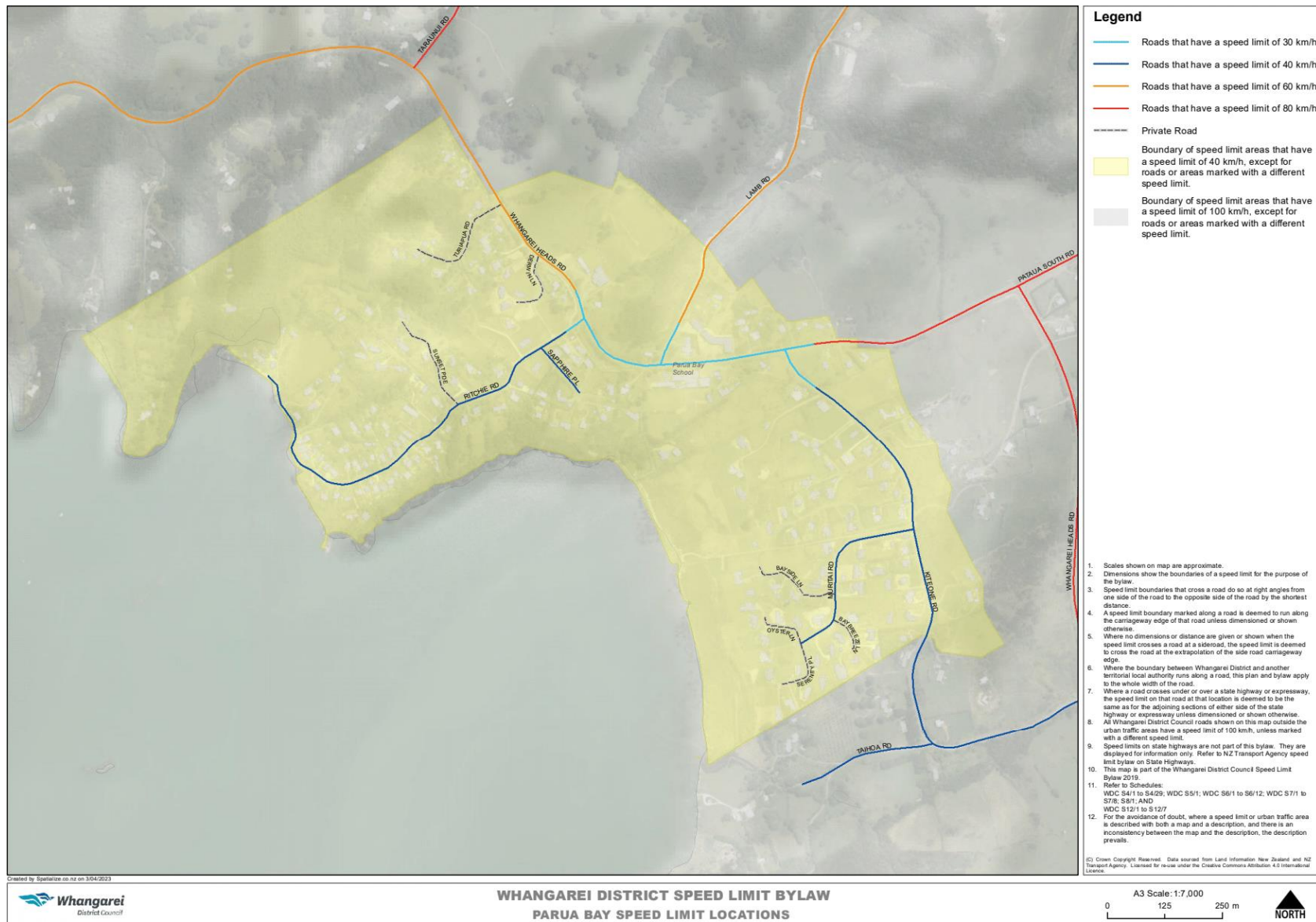




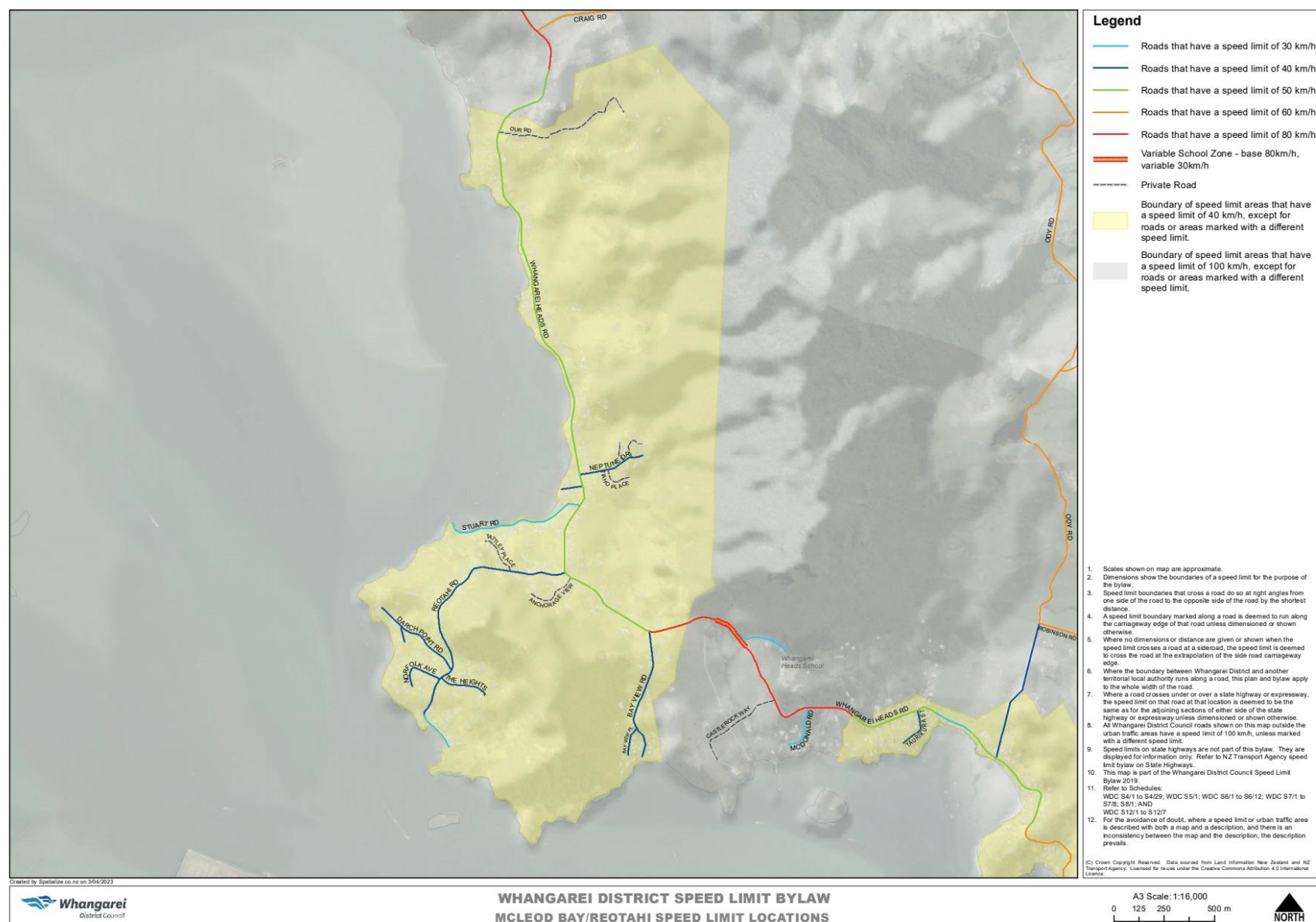
# WDC Speed Review – Whangarei Heads Catchment Recommendations



## WDC Speed Review – Whangarei Heads Catchment Recommendations

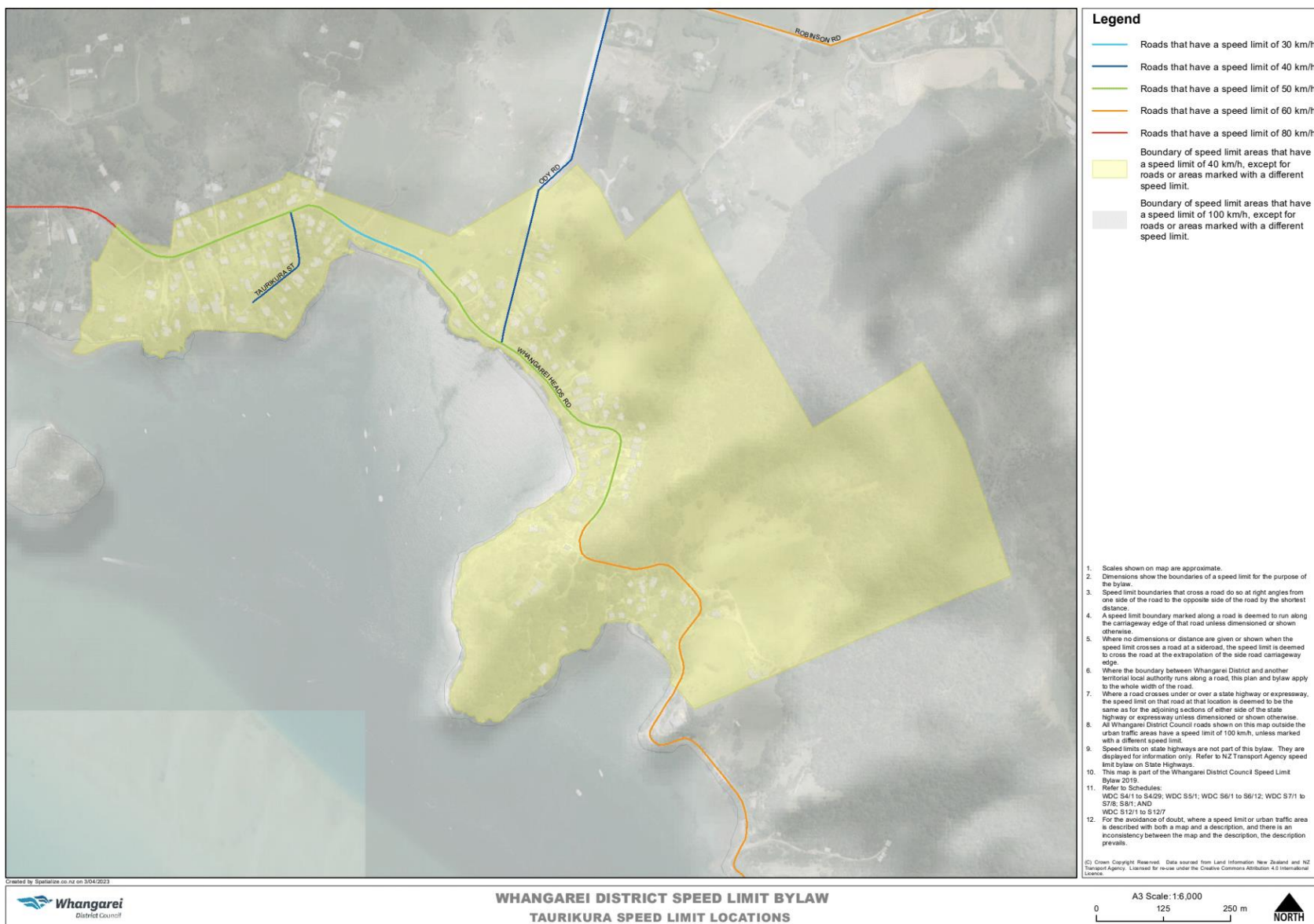


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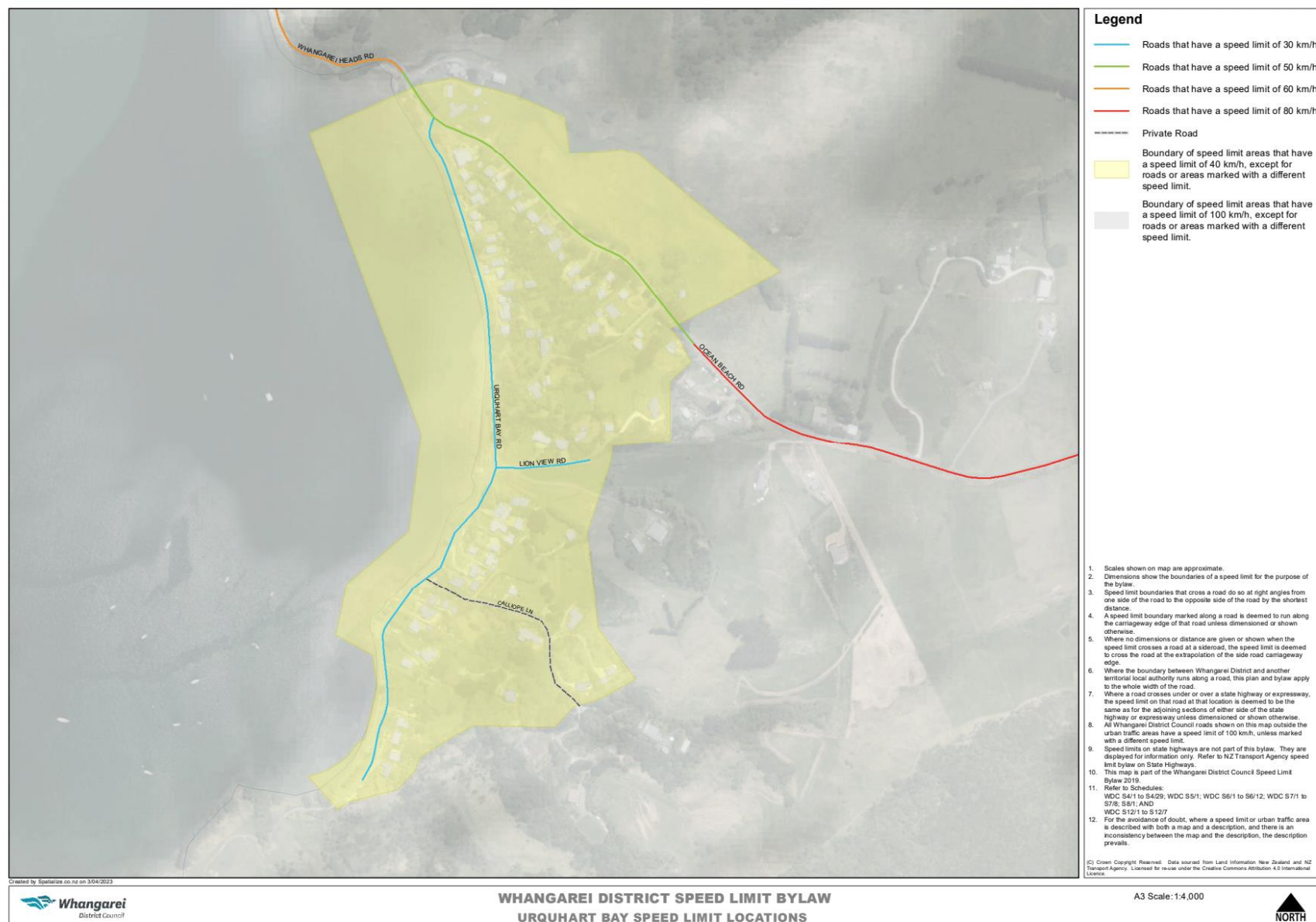




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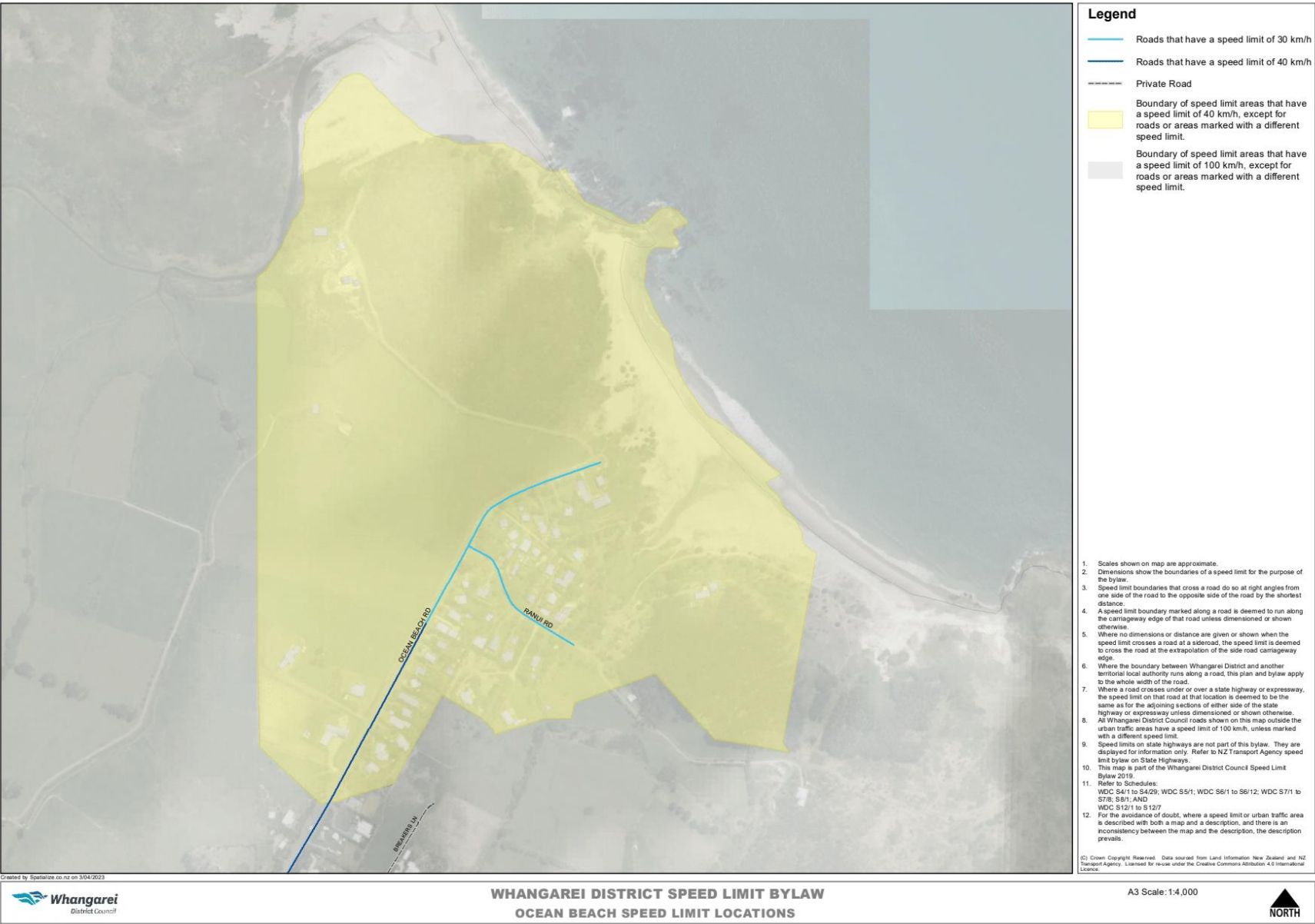


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## ***Appendix 3 – Glossary of Technical Terms***

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



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