

Regional Speed Limit Reviews

***Bay of Islands and Kerikeri
Technical Report***

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1 Overview

Far North District Council (Council) is a Road Controlling Authority (RCA) within the Far North District and has a statutory role in managing the district's local roads (except State Highways), including the setting of speed limits. This statutory role as an RCA is set out under the Land Transport Act 1998, which also enables Council to set speed limits on roads under its control.

Speed Limits are set by Council in accordance with the Setting of Speed Limits Rule 2022. The National Speed Limit Register (NSLR) is the legal instrument for enforcing speed limits.

Council is proposing to amend the posted speed limits on roads within the Bay of Islands and Kerikeri catchment area. The Catchment is located to the east of State Highway 10 and extends from State Highway 11 in the south (Kawakawa – Opuā) through to the Whangaroa Harbour in the north. The Review also includes the following communities:

- Kerikeri
- Opuā
- Paihia
- Waitangi
- Haruru Falls
- Whangaroa

The full review area is set out in maps in Section 2 of this Report.

This Report provides the technical data and information utilised to propose changes to speed limits within the review area, including, but not limited to:

- A summary of the proposed new speed limits
- Reasons for the proposed amendments
- An outline of the consultation process
- Matters considered under the Setting of Speed Limits Rule 2022
- Options analysis

This Report is intended to support the Statement of Proposal that will be notified as part of the required community engagement and consultation phase of setting new speed limits.

Submissions are sought from any person or organisation and must be received by Council no later than **5pm, 5th December 2022**.

1.1 New Setting of Speed Limits Rule

A new Setting of Speed Limits Rule (2022) came into force on 19th May 2022. The new Rule replaces the 2017 Rule. The new Rule creates a new focus on speed management and promotes a regionwide approach to setting safe and appropriate speeds on both the local and State Highway network. There are a number of changes to how we review and set new speed limits. Some of these changes are explained below and include:

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

The setting of Speed Limits Rule 2022 can be viewed by following the link below:

www.nzta.govt.nz/resources/rules/setting-of-speed-limits-2022

1.2 National Speed Limit Register

The new Rule requires that all speed limits be migrated from local Speed Limit Bylaws into a National Speed Limit Register. The NSLR is managed by Waka Kotahi (NZTA). Council, as a Road Controlling Authority are able to update the NSLR when speed limits are amended.

All speed limits in Northland have now been migrated from the previous Bylaws into the National Speed Limit Register (NSLR). 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 Far North 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) and there is still a community engagement process.

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 (refer below), the NSLR is updated to identify the new speed limit and the date it comes into force.

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

<https://speedlimits.nzta.govt.nz>

1.3 Speed Management Plans

The new Rule requires speed limits to be set by creating a Speed Management Plan, which must be certified by Waka Kotahi. The Speed Management Plans are new.

The Rule identifies two types of Speed Management Plan:

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

Speed Management Plans encourage Road Controlling Authorities to undertake speed limit reviews on a more area wide basis. This change to an area wide focus is consistent with the road catchment-based approach taken with all speed limit reviews in Northland.

Interim Speed Management Plans

An interim Speed Management Plan provides a transitional process that allows for speed limit reviews that are currently underway (but not yet notified for consultation) to continue prior to the preparation of a more detailed Regional Speed Management Plan.

The Interim Speed Management Plan provides for a more streamlined process and does not include many of the long-term components that a full Regional Speed Management Plan requires (refer below).

An Interim Speed Management Plan can be prepared for each Local Authority, or as a Regional Interim Plan. In the case of the Whangarei Heads catchment review area, an Interim Speed Management Plan is being prepared and is the subject of this Technical Report and associated Statement of Proposal.

Regional Speed Management Plans

The purpose of the Regional Speed Management Plan (RSMP) is to ensure regional consistency in the approach to setting safe and appropriate speed limits. The plans are also intended to enable better integration of speed management with infrastructure investment by aligning with the Regional Land Transport Plan (RLTP) where funding is identified.

The RSMP is prepared alongside the RLTP so that the implementation of new speed limits can better align with related infrastructure funding. It is expected that this will assist with speed limit implementation planning and funding.

Regional Speed Management Plans are prepared on a three-year cycle and incorporate the following matters:

- An assessment of how the RSMP is consistent with and implements national road safety policy and strategy (Road to Zero).
- Objectives. Policies and other measures for managing speed on roads for at least 10 financial years
- An explanation of the “whole of network” approach taken, including integration with infrastructure investment
- An implementation programme for the three-year life of the Plan (aligning with the RLTP), including the proposed speed limit changes, safety infrastructure and timeframes for implementation.

1.4 Speed limits around Schools

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

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

The new Rule identifies two categories of schools:

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

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

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

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

1.5 Speed Limit Areas

Speed Limit Area is a new term introduced by the Setting of Speed Limits Rule 2022. A Speed Limit Area (SLA) is the equivalent of the previous Urban Traffic Area. However, an SLA provides greater flexibility than the previous Urban Traffic Area.

An SLA allows Council to identify an area that has the same speed limit, for example, 30kph in a town centre, or 40kph in an urban area. The SLA sets the default speed limit with other speed limits within that area specifically identified. In addition, an SLA can also cover areas that are subject to new development. This provides developers more certainty of the design speeds for their developments.

1.6 Road Speed Environments

Waka Kotahi (NZTA) Speed Management Guidance provides general guidance in assessing a safe and appropriate speed, based on the type of road and other broad-based assessment criteria. This national guidance is a high-level guidance and does not always accurately describe speed environments on a local scale.

The descriptions of various speed limits set out below is intended to provide an indication of how and where different speed limits may be applied. It is important to note that the descriptions are indicative only and a wide range of other factors need to be considered when identifying and setting a speed limit, including local community feedback.

20kph	Shared Space areas that are predominantly used for pedestrian activities. Areas will typically include street furniture and landscaping, or street design that promotes casual pedestrian activities. It includes some beaches.
30kph	Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles. Beach access, including informal parking for pedestrian access to beaches and some parts of smaller urban centres and coastal settlements. Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads at either controlled or uncontrolled crossing points, but not a formal shared space. Some urban areas where there are facilities that generate significant additional pedestrian activity such as shopping centres, sports facilities or other developed recreational areas, or where there are “slow street” urban design features.
Schools 30kph	The Setting of Speed Limits Rule requires that schools identified as Category I have a permanent or variable speed limit of 30kph. Category I schools include most urban and semi-urban schools where there is an associated, likely presence of school children using the relevant public road for pick-up and drop off, walking, cycling or other forms of active transport.
40kph	Urban residential areas. Unsealed roads that are particularly narrow, tortuous or are short access only roads that may have a higher non-traditional vehicle use (eg: horses or agricultural vehicles).
50kph	Urban roads that that are utilised as key arterial routes within the community and where those roads exhibit urban safety features such as marked cycleways, and other road safety markings, including traffic and pedestrian separation.
Schools less than 60kph	The Setting of Speed Limits Rule requires that schools identified as Category II have a maximum speed limit of 60kph (or less). Category II schools include rural schools where there is no associated pedestrian activity in the road environment (including off-street pick up and drop off for all vehicles, including school busses).

60kph	<p>Semi-urban or rural roads that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> • Significant industrial or commercial activity • A road principally used for access to rural residential dwellings with a narrow single lane carriageway or no centre line marking • A road where significant residential or other development is directly accessed, including approaches to urban areas. • Some urban arterial routes • Unsealed roads
70kph	<p>Transitional roads that do not meet the 60kph semi-urban speed environments but have characteristics that mean an 80kph speed limit is inappropriate.</p>
80kph	<p>General rural sealed roads with clearly marked centre lines, sufficient shoulder areas and are not tortuous in terms of curves.</p>
100kph	<p>Rural arterial routes that are of high quality with a wide, divided carriageway, often including a centreline road barrier system, and wide shoulders, physical lane separation and exhibit other engineered safety features.</p>

2 NTA process for recommending speed limits

This Section of this Report provides an outline of the process that NTA utilise to recommend speed limits on local roads throughout Northland. This Technical Report and the associated Statement of Proposal provides the key technical data that is relied on.

To ensure clarity, the term “proposed speed limit” is utilised to describe speed limits that are yet to go through the full public consultation phase. The term “recommended speed limit” is utilised once all the assessments have been complete, including the consideration of community feedback. Recommended speed limits are those that are finally recommended to Council, in its capacity as a Road Controlling Authority, for adoption.

2.1 Catchment Selection

Catchments are selected for review based on a number of factors, including:

- Risk
- Development pressure
- The need to co-ordinate cross boundary issues, for example, between different jurisdictions

2.2 Technical Reporting

The development of the Technical Report encompasses the following key stages:

- Familiarisation with catchment roads
- Collation and assessment of technical data and risk mapping of each road
- Identification of Initial safe and appropriate speeds based on the data and desk-top assessments
- Sense testing speed limits with site visits and separate road safety assessments as appropriate
- Finalisation of proposed speed limits for consultation

Familiarisation

Familiarisation with catchment roads includes an initial desk-top exercise to identify any critical speed related issues within the catchment area. This highlights specific matters that need to be identified and inspected as part of the wider process.

Key NTA staff responsible for preparing the Recommendations Report and recommending speed limits undertake a drive-over of the catchment area. The drive-over includes areas identified within the initial desktop familiarisation exercise.

Catchment familiarisation is an informal process intended to ensure that key staff understand the road network being reviewed, including the wider road environment.

Collation, Assessment and Identification of Initial safe and appropriate speeds

Technical data from Waka Kotahi Megamaps resource, local council information and other mapping sources are collated and assessed. The data collated is consistent with the matters that must be considered when setting a speed limit (Setting of Speed Limits Rule 2022).

The data collated is a desktop exercise and provides evidence-based information as a starting point for any recommended speed limit. Some data collated, for example risk ratings and “safe and appropriate speeds” are calculated as part of a national data set that is used to provide nationally consistent information for a wide variety of applications and is owned by Waka Kotahi. Council does not have direct access to the raw data used to produce the output that we utilise.

Assessment and identification of safe and appropriate speeds combine all data, along with other factors such as proposed changes to the road environment, expected or planned development and other matters.

The assessment provides a starting point for proposed speed limits, which are then “sense tested” for further refinement. Given the range of information utilised within the assessment process, including professional road safety experience, the proposed speed limits do not necessarily reflect the “desk-top” safe and appropriate speed.

Sense Testing and finalisation of proposed speed limits

The purpose of sense testing is to ensure that speed limits being proposed are appropriate and credible for local conditions.

Following the desktop assessments, proposed speed limits are sense tested. This includes informal discussions with road safety staff and engineers, site visits and assessment against other local information. Sense testing may lead to adjustments to proposed speed limits and/or adjustments to speed limit boundaries.

2.3 Consultation

Community feedback is one of the matters that must be considered when setting a speed limit. Council must consult the effected community in accordance with the Special Consultative Procedures set out in the Local Government Act 2002. To achieve this, a Statement of Proposal (SOP) is produced. The SOP identifies the proposed speed limit changes, the reasons for them and how a submission can be made.

Although any person may make a submission, consultation and community engagement is tailored to the catchment area being reviewed. Consultation includes:

- Public notification of a Statement of Proposal
- Submission process
- Community drop-in sessions where appropriate
- Hearings to enable submitters to present their view to Council and to provide additional evidence
- Consideration of all written and verbal submissions, as well as informal feedback from community drop-in sessions and other sources.

Community consultation often raises issues that are not identified in the more technical information that is relied on to propose speed limits. Feedback often provides greater clarity on how specific roads are being utilised, detailed community concerns and other aspects that are not highlighted in the more technical assessments.

2.4 Preparing Recommendations

A Recommendations Report that considers all the information that must be considered under the Setting of Speed Limits Rule 2022, including community feedback is produced. The Recommendations Report provides summary information of the feedback received and responses to that feedback.

In preparing the Recommendations Report, additional assessments are made, including, where appropriate, site visits. The focus of the Recommendations Report is on areas where community feedback indicates that the proposed speed limits may need to be further reviewed or revised. Where appropriate, the Recommendations Report also provides recommendations on future engineering solutions that may be required.

Once adopted, the Recommendations Report forms the basis for a final speed Management Plan, including detailed design (signage and physical works), procurement and implementation of the Recommended Speed Limits.

3 Road to Zero National Road Safety Strategy

From 2015 through to 2020, New Zealand, as a whole, has experienced an unprecedented rise in the number of deaths and serious injuries. Northland is one of the poorest performing regions in New Zealand with respect to road safety, road fatalities and serious injury crashes.

Nationally, we know the rate of increase in fatal and serious injury crashes is partly due to an increase of people travelling on our roads. But this isn't the only factor. The number of deaths and serious injuries are increasing at a much faster rate than can be explained by simple traffic growth.

About half the people who were harmed did not contribute to the crash. They were harmed by other people's errors in judgement, and were let down by a system that failed to protect them from those mistakes

The Road to Zero National Road Safety Strategy outlines a Strategy to guide improvements in road safety in New Zealand from 2020 to 2030. A key target set by the Strategy is to reduce deaths and serious injuries on New Zealand's roads, streets, cycleways and footpaths by 40 percent by 2030. Reaching that target would mean reducing annual road deaths to 227 and serious injuries to 1,680 by 2030. The Strategy provides a "road map" to achieving this goal.

The Road to Zero National Road Safety Strategy promotes a safe system approach to reducing fatal and serious injury crashes on New Zealand roads. The safe system is a holistic approach to road safety that is internationally recognised.

There are five key focus areas under Road to Zero Strategy, of which speed management is one component:

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

As a Road Controlling Authority, Council has varying degrees of roles and responsibilities with respect to these five focus points.

3.1 Infrastructure improvements and speed management

In its role as a Road Controlling Authority, Council has greatest influence over 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.

Given the extent of the road network in the Far North District, it is not feasible to upgrade the road network to a stage where all current speed limits are safe and appropriate. However, Council's Long-Term Plan recognises that council want to increase the level of service for roading, and better meet the expectations of communities. To enable this, the Long-Term Plan identifies significant additional funding for sealing gravel roads in the district.

Council, as a Road Controlling Authority sets speed limits on local roads. Setting speed limits enables Council to set speed limits that are safe and appropriate and match the existing road environment. Setting speed limits that match the road environment has been shown (both nationally and internationally) to reduce the top-end speed and to reduce serious injury and fatal crashes.

Council can have a significant influence on speed management within existing budgets. Ongoing monitoring of speed limits, including crash data will enable a clear assessment to be undertaken with respect to the success of speed limit changes.

Where road corridors are upgraded, for example sealed or significant safety works undertaken along a corridor, Council are able to review whether speed limits are still safe and appropriate and match the new road environment.

3.2 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.

3.3 Work-related road safety

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.

Increasingly, transport and other businesses monitor their vehicles through GPS. This includes both location information and speed information. An increasing number of businesses treat speeding as a serious health and safety issue resulting in better compliance with posted speed limits.

3.4 Road user choices

Road user choices includes, but is not limited to driver education, enforcement and general driver behaviour.

The Far North District Council have contracted Far North REAP (Rural Education Activities Programme) for the regional land transport plan funding period 2021 – 24 to deliver various road safety programmes. Far North REAP was established in 1980 to foster and facilitate Rural Education Opportunities for Te Hiku region. The Road Safety Team deliver projects, learning support, social marketing, events, courses, driving school, and overall coordination of road safety education in the Far North District. The main education focus includes reducing alcohol/drug impaired driving, safer speeds, restraints, fatigue, and distraction.

REAP's aim is to deliver education opportunities to rural communities in order to make a difference to the lives and long-term plans of rural people. Commitment to Te Tiriti o Waitangi is core to how REAP approaches its work.

The Northland Road Safety Trust and Far North REAP have strong working relationships with other road safety partners such as the New Zealand Police, ACC, Northland Regional Council (Northland Road Safety), Waka Kotahi New Zealand Transport Agency and Ministry of Social Development to provide consistent messaging across the Northland Region.

In addition, Council supports the following road safety forums and groups:

- Northland Road Safety Action Planning Group
- Northland Road Safety Forum
- Northland Freight Group
- Northland Road Safety Association

3.5 System management.

System Management is about developing a road safety management system that reflects international best practice. An effective road safety strategy requires effective system management. The road safety system is complex – involving many agencies at both national and local level. It is vital to embed Safe System thinking across all those working in road safety, and to ensure accountability and alignment of relevant decision-making and investment processes.

Council as a Road Controlling Authority is one component of the overall safe system approach.

4 Review Area

The review area incorporates all local roads to the east of State Highway 1 and north of State Highway 11 (not including Kawakawa urban area) and south of the Whangaroa Harbour, including:

- Kerikeri urban area
- Opuā
- Paihia
- Waitangi
- Haruru Falls
- Whangaroa

The review area is set out in the maps below.

Bay of Islands - Kerikeri Review Area



Figure 1: Speed Management Review Area Kerikeri Bay of Islands

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

5 Summary of Proposed Amendments

Where we are proposing a change to the speed limit on a road, we have identified the road and set out the current posted speed limit and the proposed new speed limit in tables. We have also included a map of the proposed new speed limits. It should be noted that private roads and State Highways are outside the jurisdiction of Far North District Road Controlling Authority; and are therefore not included in the table below.

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

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

Proposed speed limits outside schools reflect the new requirements of the Setting of Speed Limits Rule 2022. Category 1 Schools, where students access the road corridor as pedestrians or for school drop off and pick up will have a permanent of variable 30kph speed limit. Category 2 Schools where there is off street drop-off and pick-up, and students do not utilise the road environment to access the school will have a speed limit of 60kph or less.

In the Far North District Council’s capacity as the Road Controlling Authority (RCA), we are proposing the following amendments to the posted speed limits within the Speed Review Area as set out in the tables and maps below.

5.1 Kerikeri urban area

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

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Access Heights	50	40
Access Road	50	40
Amokura Drive	50	40
Amsharlo Drive	50	40
Ao Marama Place	50	40
Aranga Road	50	40
Augusta Place	30	30
Awhitu Road	50	40
Barrett Place	50	40

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

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Baska Voda Drive	50	40
Blacks Road	50	40
Blue Marlin Drive	50	40
Blue Marlin Drive Extension	50	40
Butler Road	30	40
Campbell Lane	50	40
Cannon Drive	50	40
Cannon Drive Extension	50	40
Charlotte Kemp Drive	50	40
Clark Road (Kerikeri)	50	30
Cobham Court	50	40
Cobham Road from Kerikeri Rd to Hobson Ave	30	30
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	50
Cobham Road Service Lane	30	30
Cochrane Drive	50	40
Darwin Road	50	40
Edkins Road (Kerikeri)	50	40
Fairway Drive Kerikeri Rd to Augusta Place	50	30
Fairway Drive from Augusta Place to Golf View Rd	30	40
Fairway Drive Service Lane 1	30	30
Fairway Drive Service Lane 2	30	30
Fieldview	50	40
Fuller Terrace (Kerikeri)	50	40
General Gates Avenue	50	40
Golf View Road	50	40
Greenway Drive	50	40
Hall Road	50	40
Hawkins Crescent	50	40
Heritage Bypass from Kerikeri Rd for first 50m	50	50

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

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

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

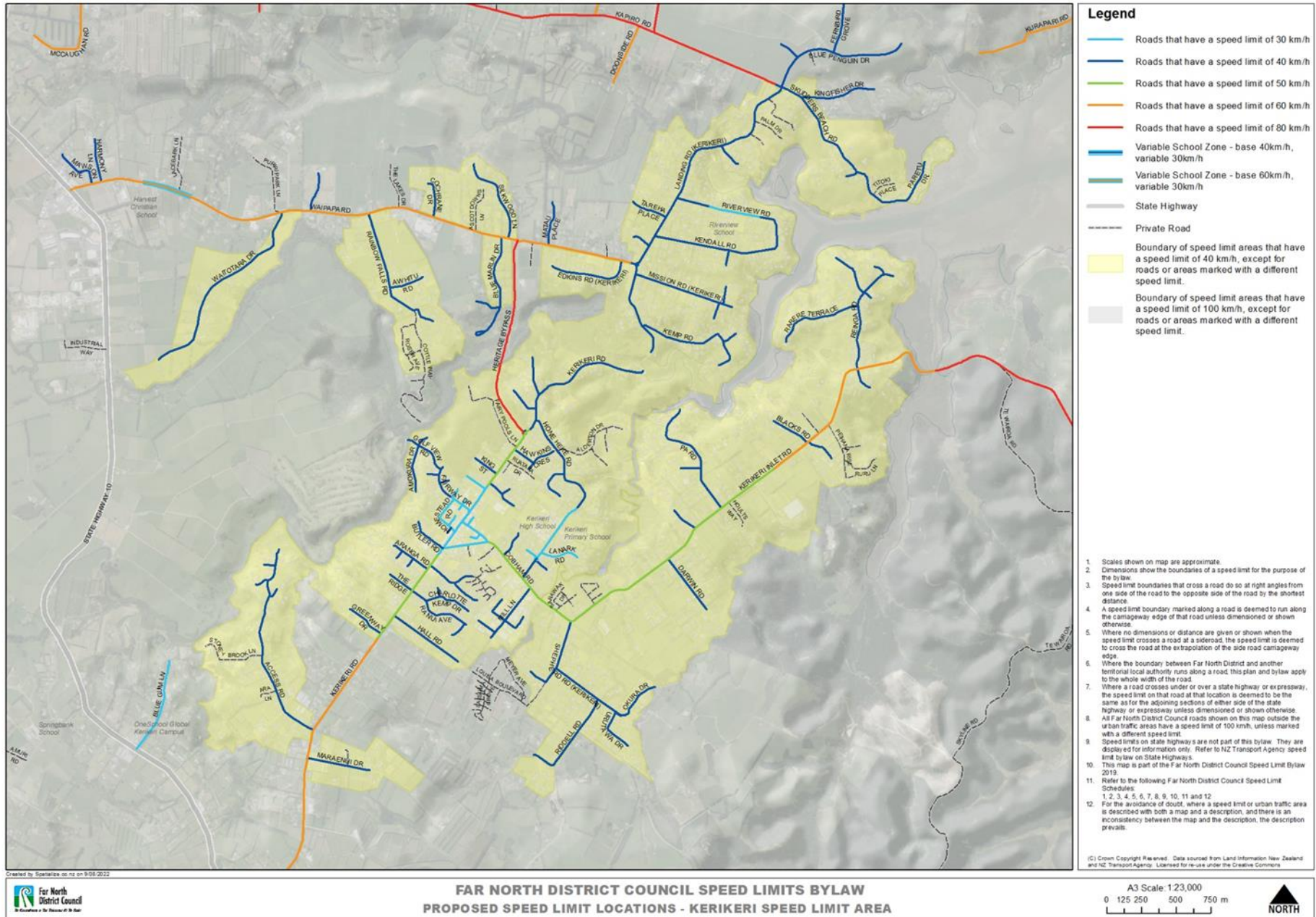
Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Kingfisher Drive	50	40
Kotare Heights	50	40
Lanark Road (School Zone)	50	30
Landing Road (Kerikeri)	50	40
Limelight Lane	50	40
Maraenui Drive	50	40
Marsden Place (Kerikeri)	50	40
Martha Clarke Lane	50	40
Masonic Lane	30	30
Mill Lane	50	40
Mission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

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

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Selwyn Place (Kerikeri)	50	40
Shepherd Road (Kerikeri)	50	40
Silkwood Lane	50	40
Skudders Beach Road	50	40
St Andrews Place	50	40
Stella Drive (East)	50	40
Stella Drive (West)	50	40
Tareha Place	50	40
Tarutaru Lane (School Zone)	50	30
Tasman Place	50	40
The Lookout	50	40
The Ridge	50	40
Totara Place (Kerikeri)	50	40
Tuatahi Place	50	40
Tui Place (Kerikeri)	50	40
Urutawa Drive	50	40
Waipapa Landing Place	50	40
Waipapa Road from SH10 to 50m before Landing Rd	80	60
Waipapa Road 50m before Landing Rd to Roundabout	50	40
Waipapa/Landing Road Rab	50	40
Waitotara Drive	50	40
Wendywood Lane	50	40
Wentworth Terrace	50	40
Woodley Place	50	40

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

Kerikeri BOI Speed Technical Report Working 21 09 22 (1)



5.2 Paihia urban area

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

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

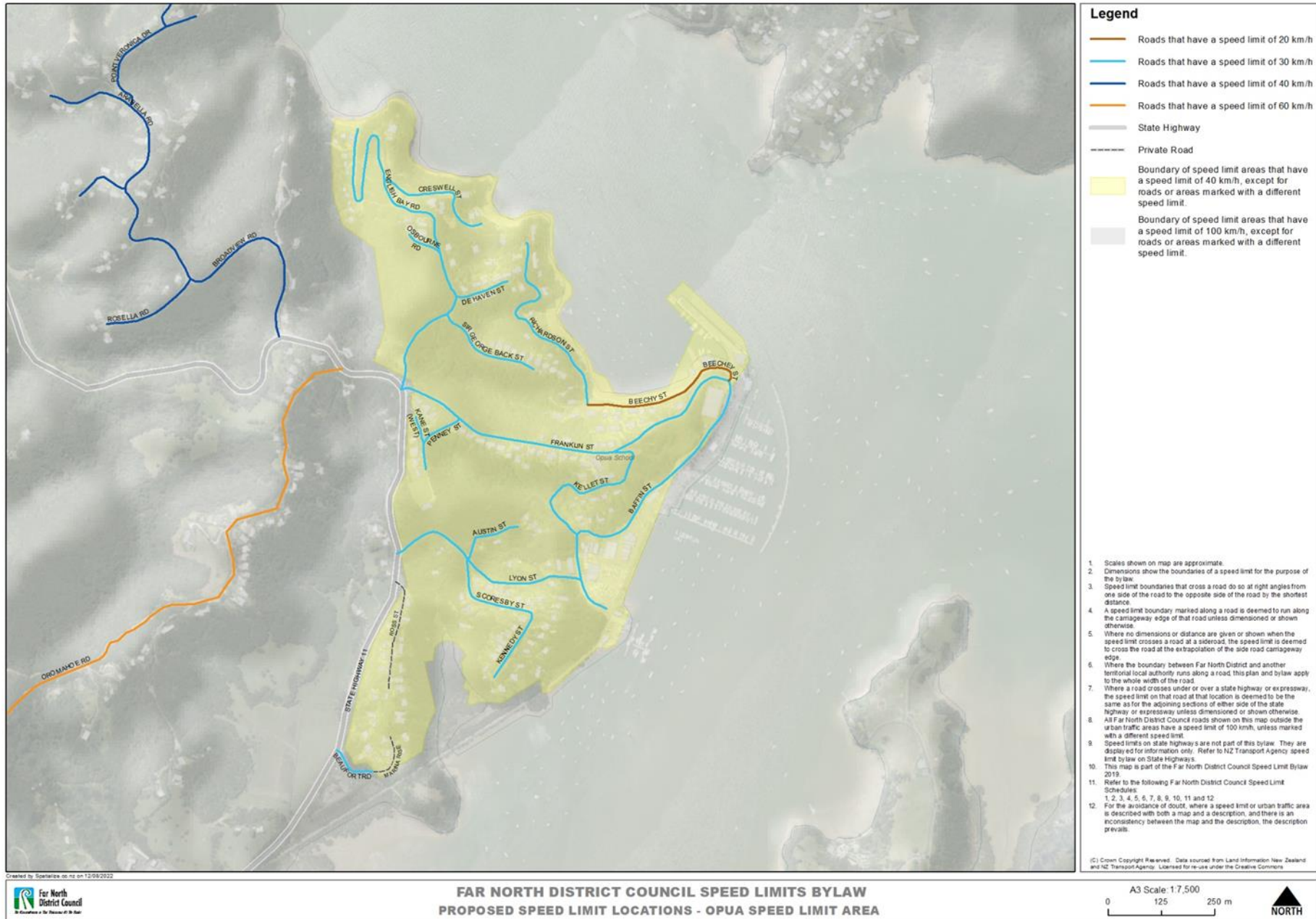
Table: Summary of proposed Speed Limit changes – Paihia urban area

5.3 Opuā urban area

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

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

Table: Summary of proposed Speed Limit changes – Opuā urban area

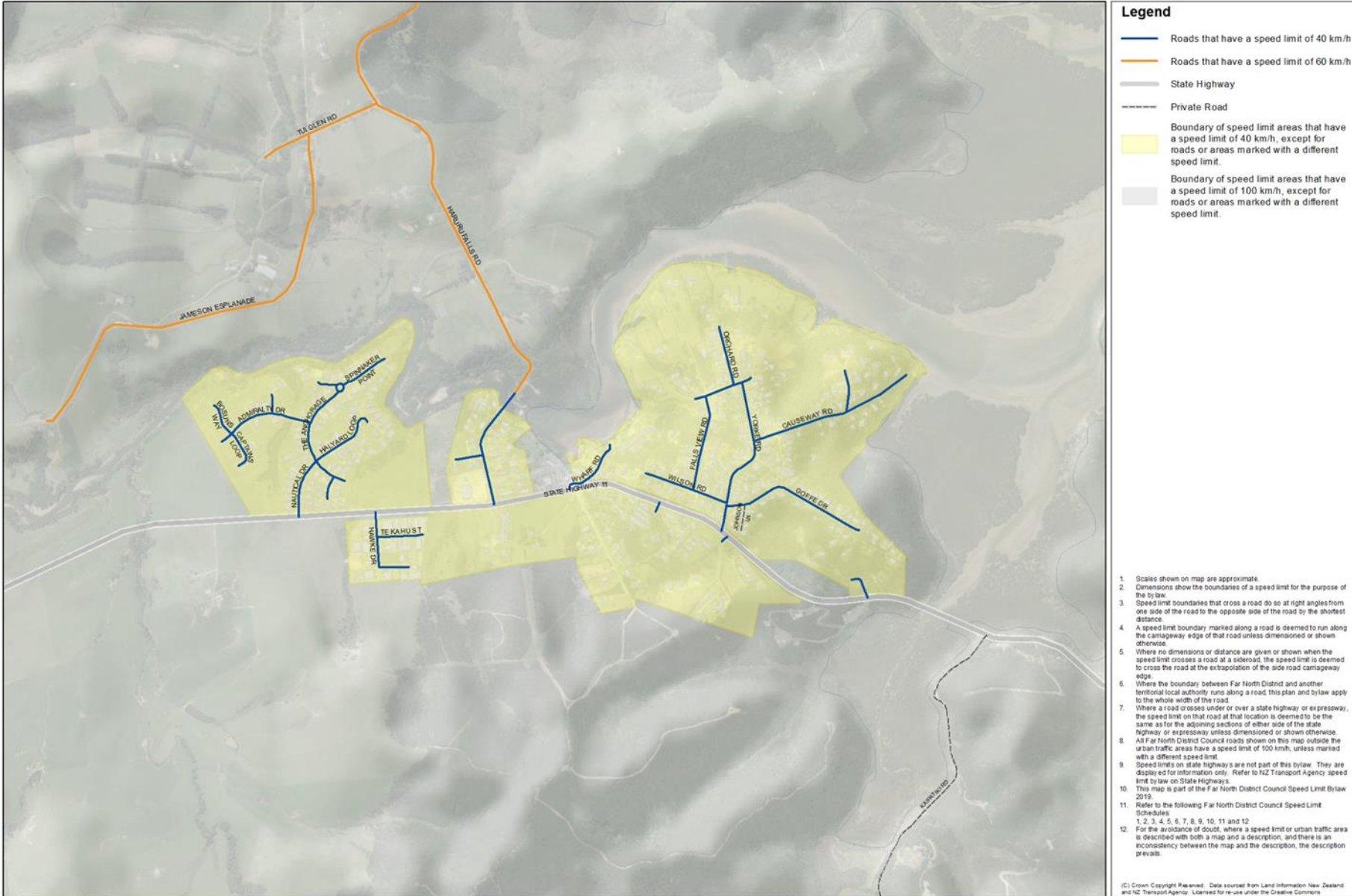


5.4 Haruru Falls urban area

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

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

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



Legend

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

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway, unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency Speed Limit Bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Schedules:
1.2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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Created by Sorathana on 12/09/2022



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

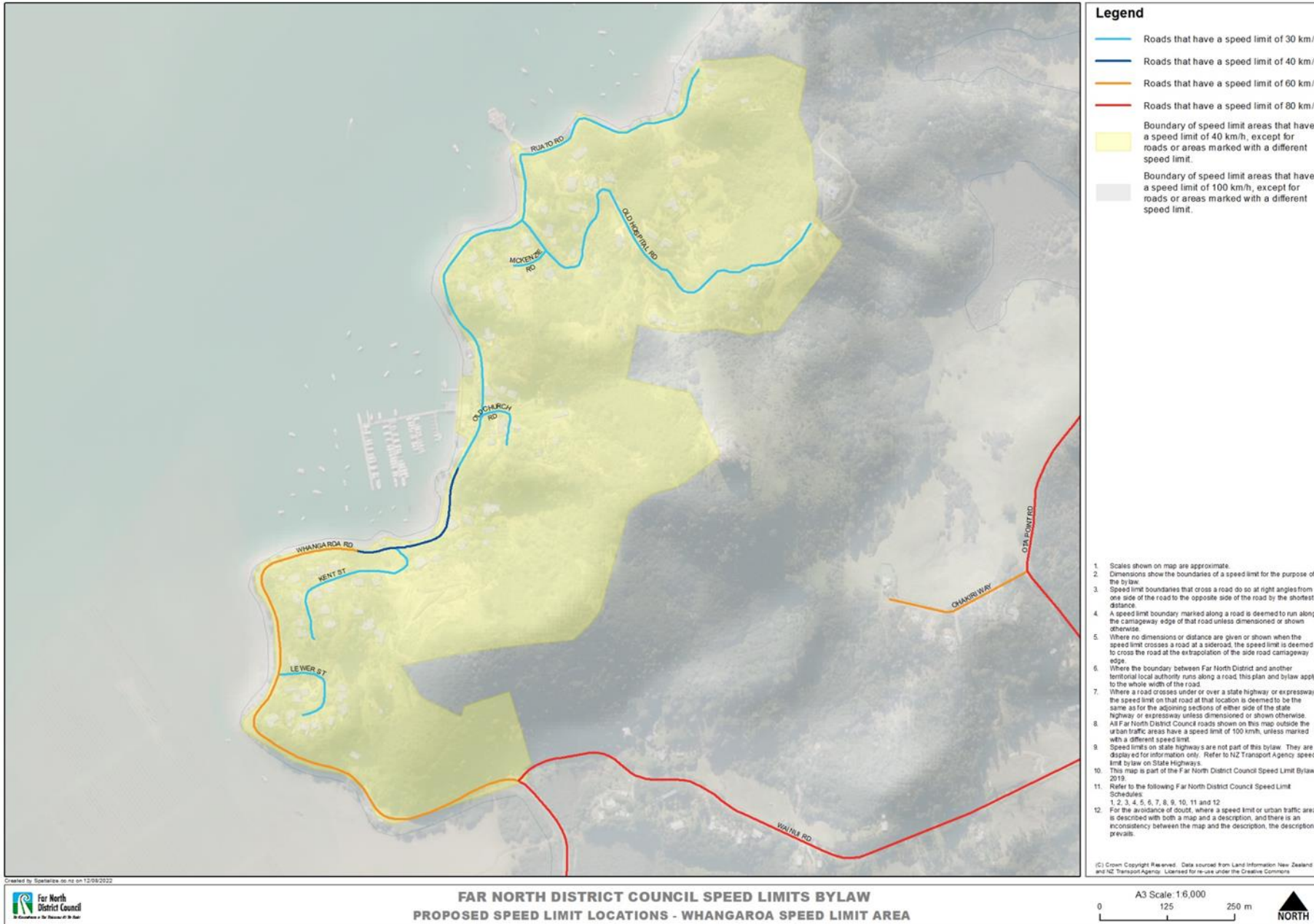


5.5 Whangaroa urban area

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

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

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



5.6 Roads that are outside of the urban areas

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

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Ake Ake Road	100	40
Amsharlo Drive	50	40
Anchorage Heights	100	40
Arabella Road	50	40
Atwell Road	100	60
Bayly Road	100	40
Beaufort Road	50	30
Bledisloe Road		20
Blue Gum Lane (school zone)	100	30
Blue Penguin Drive	50	40
Bristow Road	100	30
Broadview Road	50	40
Bush Point Road (Doves Bay)	100	40
Cavalli View Road	100	60
Conifer Lane	100	60
Cottle Hill Drive	100	60
Davis Strongman Place	100	60
Doonside Road	100	60
Doves Bay Road	100	40
Edmonds Road	100	60
Equestrian Drive	100	60
Fantail Rise	50	40
Fernbird Grove	50	40
Furness Road	100	60

Table: Summary of proposed Speed Limit changes – Roads outside urban areas

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Hansen Road (Purerua)	100	60
Harmony Lane	50	40
Haruru Falls Road from Puketona Rd to north side of bridge	50	40
Haruru Falls Road from north side of bridge to Tui Glen Rd	100	60
Haruru Falls Road from Tui Glen Rd to end	100	60
Hauriri Road	100	60
Hautapu Road	100	60
Hewitt Road (50m road leading to a carpark and Conservation estate.	100	30
Hihitahi Rise	50	40
Hikurua Road	100	60
Huia Road	100	60
Hupara Road	100	80
Hupara Road	100	60
Hupara Road (East)	100	60
Jameson Esplanade	100	60
Kapiro Road from SH10 to 50m west of roundabout	100	80
Kapiro Road from west of roundabout to end	50	40
Keri Downs Road	100	60
Kingfisher Drive	50	40
Kotuku Road	100	60
Kurapari Road	100	60
Leacock Road	100	60
Mahinepua Road	100	60
Martin Road (Kaeo)	100	60
Matangirau School Road	100	40
Matau Place	50	40
Matauri Bay Road	100	80

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

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	100	60
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	100	40
Matauri Link Road	100	60
Mawson Avenue	50	40
Mccaughan Road	100	60
Mcdonalds Road (Oromahoe)	100	60
Mcgee Road	100	60
Mcintyres Road	100	60
Mckenzie Road (Purerua)	100	60
Ngahuhu Road	100	60
Ohakiri Way	100	60
Oihi Road	100	60
Opito Bay Road to 407 Opito Bay Rd	100	80
Opito Bay Road from 407 Opito Bay Rd to end	100	40
Orangewood Road	100	60
Orchard Road (Kapiro)	100	80
Oromahoe Road	100	60
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	80
Ota Point Road from 100m before 103 Ota Point Rd to end	100	40
Otaha Road	100	60
Pathways Drive	50	40
Pinehill Road	100	60
Point Veronica Drive	50	40
Point Veronica Drive Extension	50	40
Porters Access Road	100	40

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

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

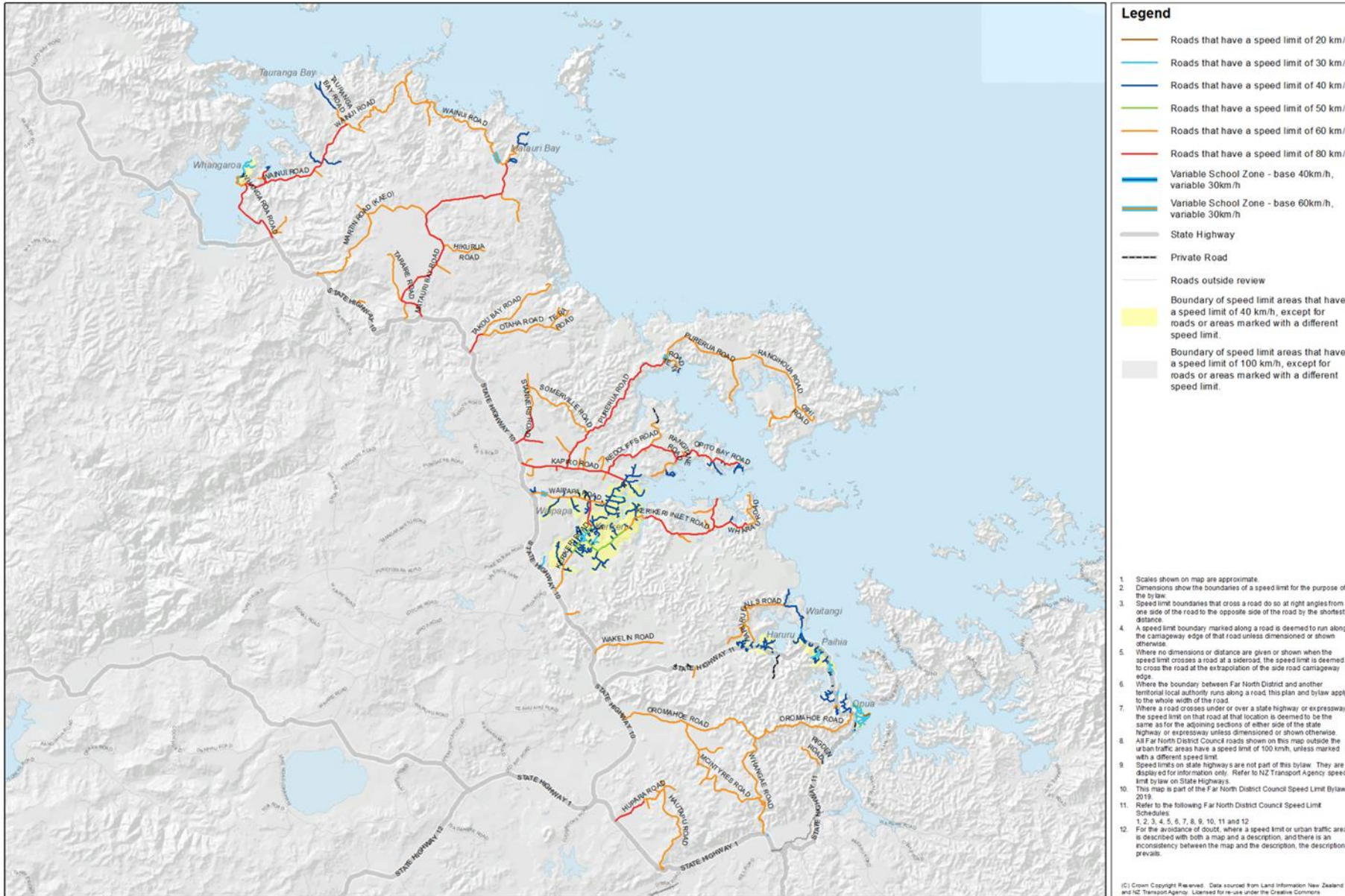
Table 6: Summary of proposed Speed Limit changes – roads outside the urban areas

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Takou Bay Road from SH10 to Otaha Rd	100	80
Takou Bay Road Otaha Rd to end	100	60
Tanikaha Lane	100	80
Taraire Road	100	60
Tau Henare Drive	50	40
Taumata Close	50	40
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	40
Tauranga Bay Beach Road from 20m before campground to end	50	30
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	40
Te Haumi Drive	50	40
Te Karuwha Parade	50	30
Te Kowhai Point Road	100	60
Te Ra Road	100	60
Te Tapui Road	100	40
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60
Te Tii Road from Te Tii Rd Extension to end	100	40
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60/30
Te Tii Road Extension	100	40
Tepene Tablelands Road	100	60
Thompsons Access	100	60
Tikorangi Road	100	40
Tui Glen Road	100	60
Tui Grove (Paihia)	50	40
Waikoura Road	100	60
Waimangaro Road	100	60

Table: Summary of proposed Speed Limit changes – Roads outside urban areas

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60
Wainui Road from Tauranga Bay Rd to Whangaroa	100	80
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100	60/30
Wainui Valley Road	100	60
Waipapa Road from SH10 for a distance of 90m	70	60
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	80	60
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	60 / 30
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	60
Waipapa Road from 20m west of Edkins Rd to end	50	40
Wairangi Road	100	60
Waitapu Creek Road	100	60
Wakelin Road	100	60
Whangae Road	100	60
Whangaroa Road from SH10 to Wainui Rd	100	80
Wharau Road from Quines Landing to end of seal	100	80
Wharau Road unsealed section	100	60
Wharengaere Road	100	60
Yacht Drive (Opito Bay)	100	40

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



Legend

- Roads that have a speed limit of 20 km/h
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Variable School Zone - base 40km/h, variable 30km/h
- Variable School Zone - base 60km/h, variable 30km/h
- State Highway
- - - Private Road
- Roads outside review
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

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12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

Created by Sorbitance on 12/09/2022



**FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
 PROPOSED BAY OF ISLANDS - KERIKERI SPEED LIMIT LOCATIONS**

A3 Scale: 1:180,000
 0 1.5 3 6 km
 NORTH

5.7 Schools

5.7.1 Opua School (Franklin Road – Opua)

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

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

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



5.7.2 Paihia School (School Road – Paihia)

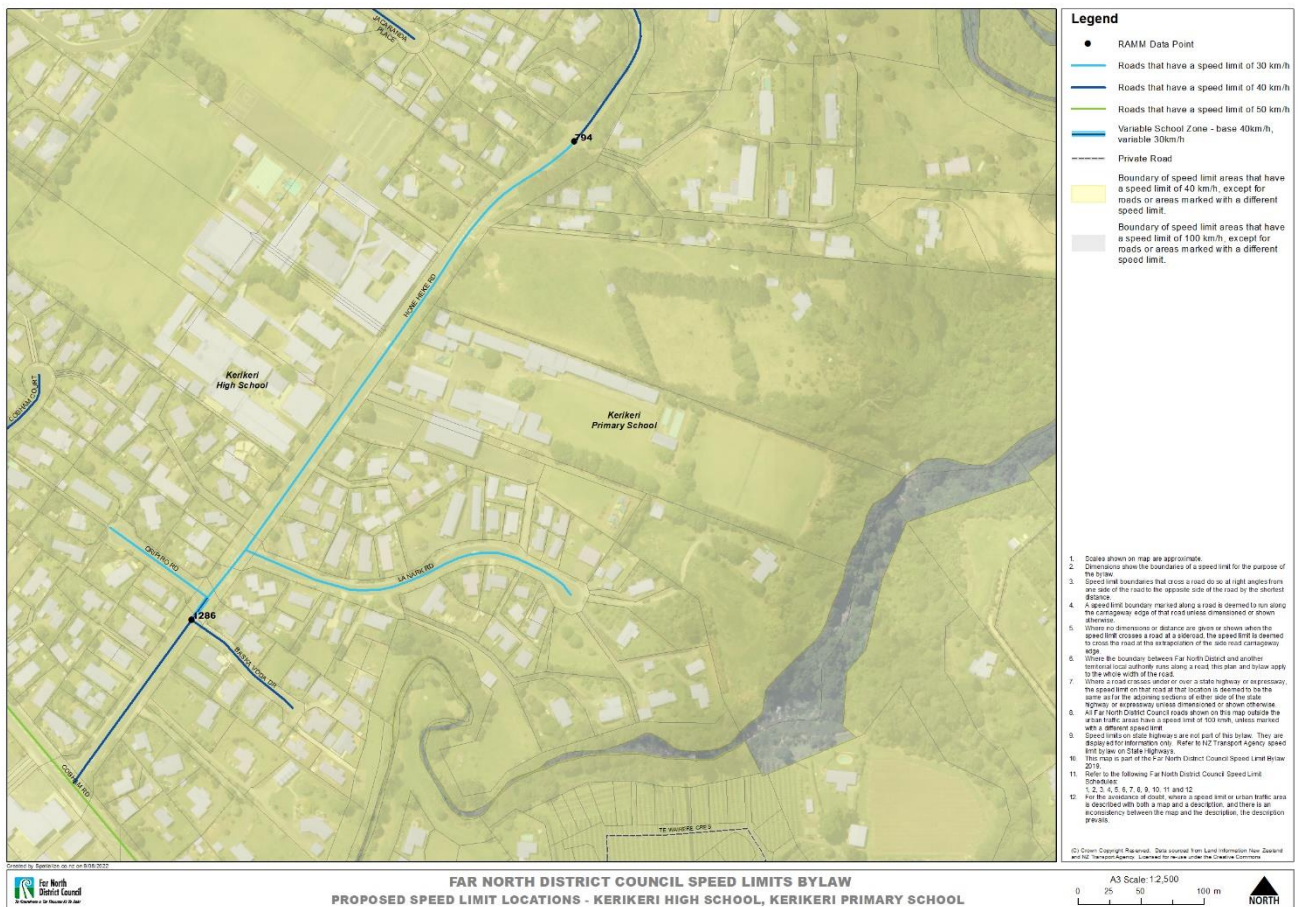
Paihia School is located near the central commercial area of Paihia. A permanent 30kph speed limit is proposed around the school, encompassing the main student walking and cycling routes to the school. The permanent 30kph zone links to the proposed 30kph zone within the central commercial area on Williams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



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

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

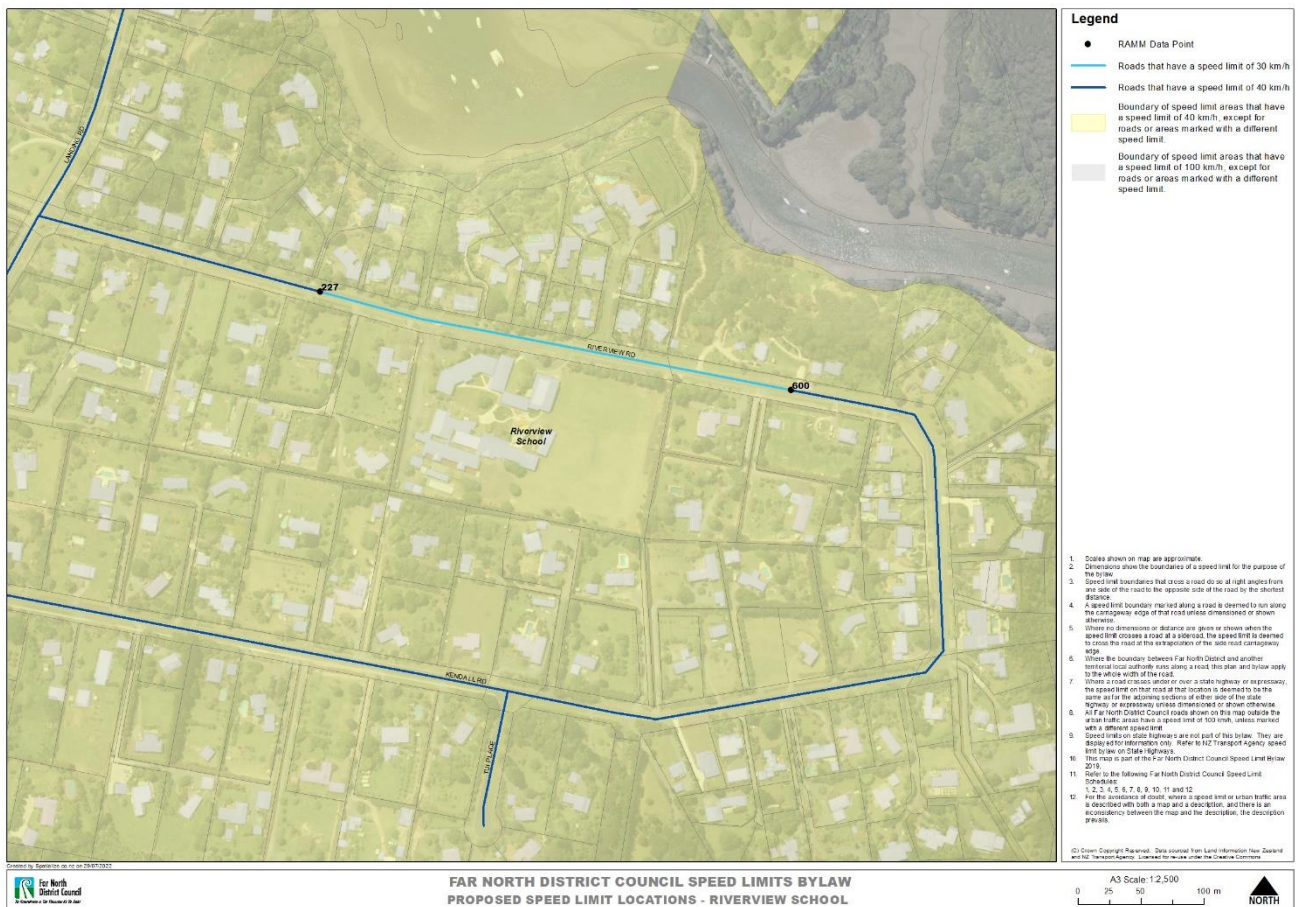
It is expected that additional physical works will be planned within the proposed 30kph area to support a slower speed.



5.7.4 Riverview School (Riverview Road – Kerikeri)

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

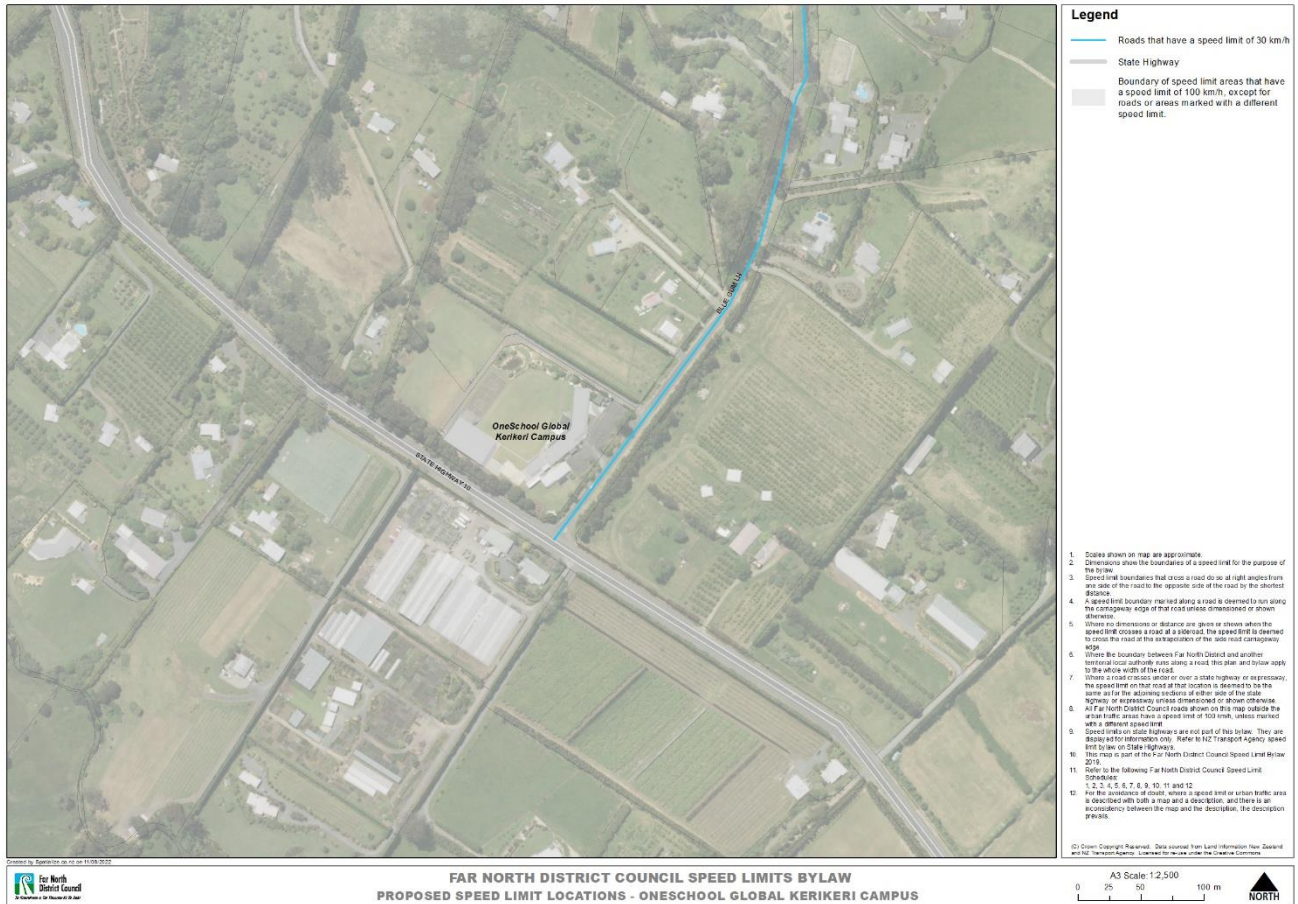
Riverview Road has a narrow carriageway with no centreline markings. It is therefore a slow speed road. We are therefore considering extending the 30kph speed limit to encompass the full length of Riverview Road.



5.7.5 One School Global Campus Kerikeri (Blue Gum Lane)

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

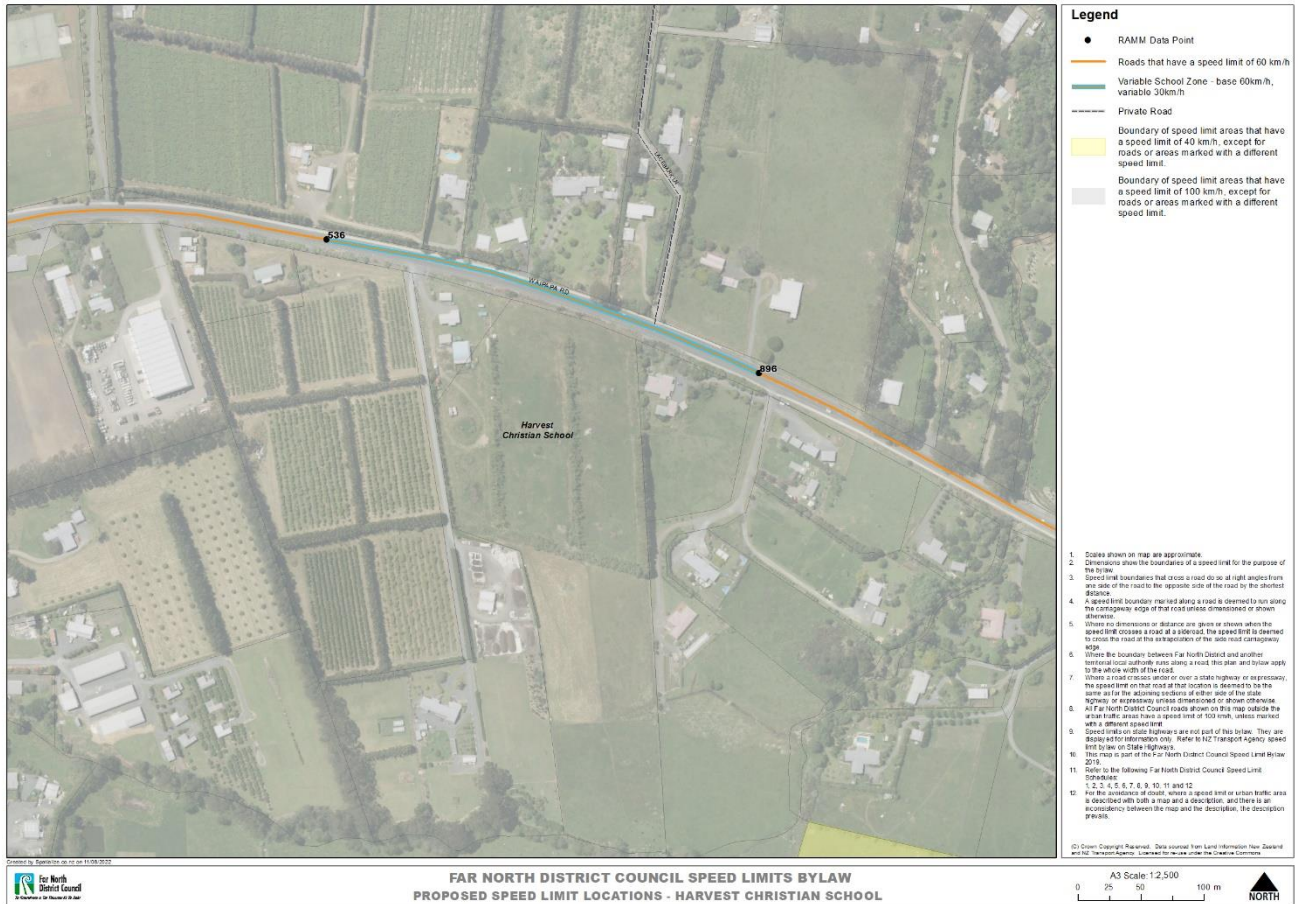
Although there are no pedestrian facilities, a 30kph permanent speed limit is proposed. It is proposed to extend the 30kph speed limit along the length of Blue Gum Lane and Manako Place. The extended 30kph zone reflects the very narrow carriageway along most of Blue Gum Lane and Manako Place, along with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



5.7.6 Harvest School Waipapa (361 Waipapa Road)

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

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

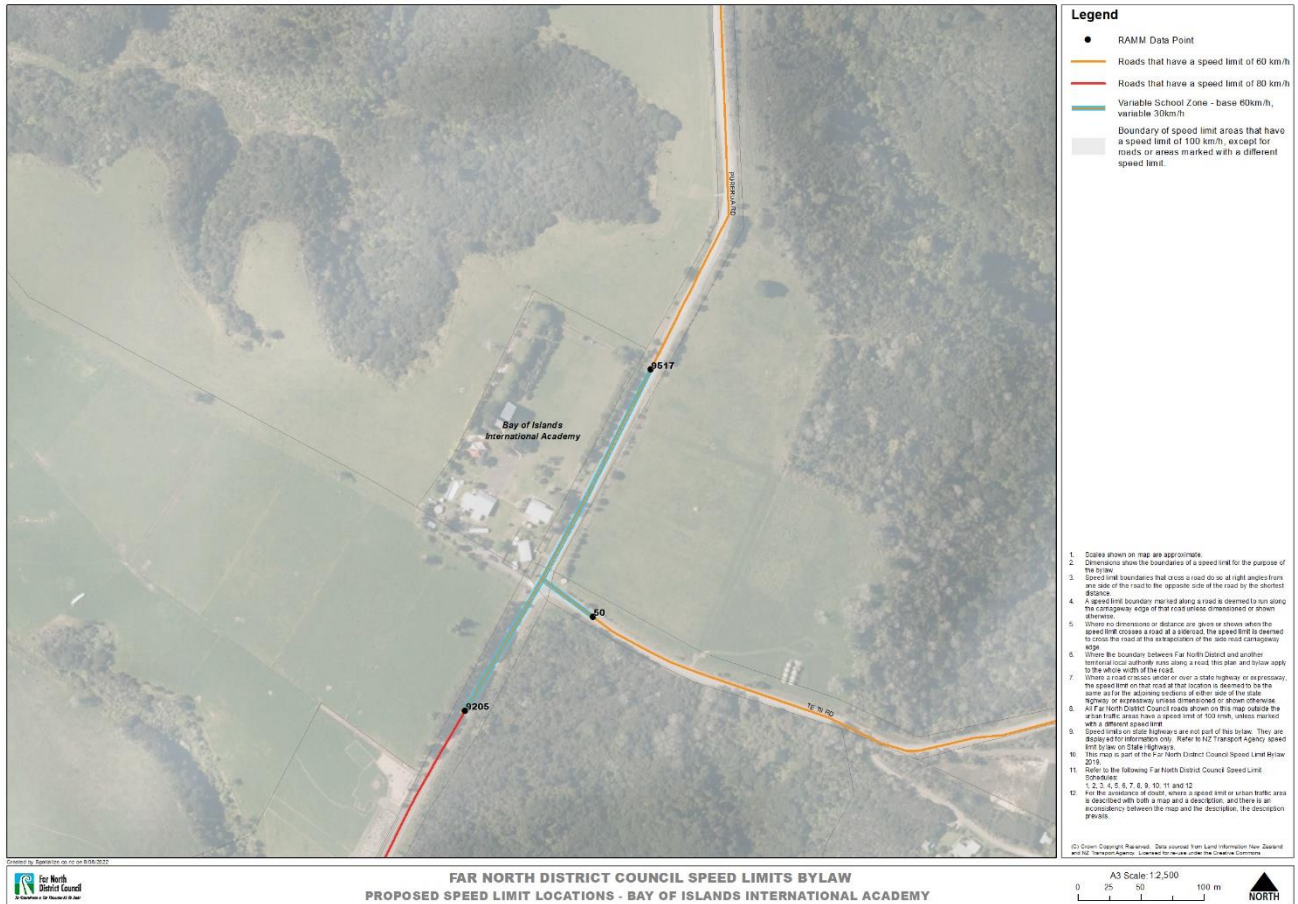


5.7.7 Bay of Islands International Academy (Purerua Road – Te Tii)

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

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

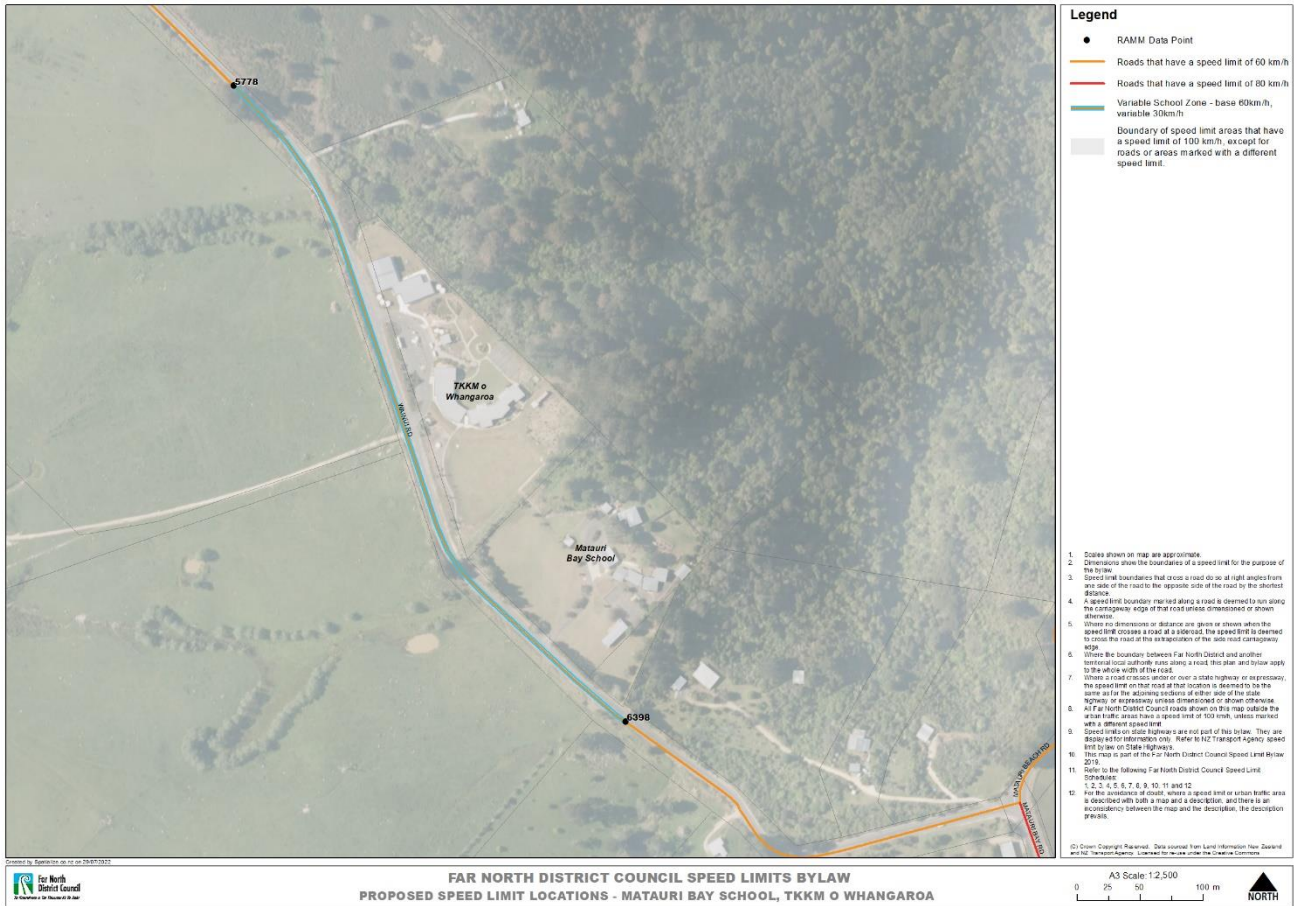
The proposed speed limits around the Academy reflect the requirements of the new Setting of Speed Limits Rule and associated guidance, as well as speed related complaints around the school.



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

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

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



6 Reasons for Change

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

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

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

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

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

The tables below set out the individual roads within the review area and include the speed limit options considered and principal reason for the preferred option.

6.1 Unsealed roads generally

Unsealed roads are unsuitable for driving at higher speeds as the condition of the road can change overnight in response to weather conditions or other factors. Unsealed roads provide limited and variable traction and do not have any lane markings to guide the driver.

In most instances, the current speed driven on an unsealed road varies between 50kph (or lower depending on conditions) to about 70kph if the road is freshly swept. Although a speed of higher than 60kph can be attained on some unsealed roads, maintaining such a speed can be dangerous

for both the driver and other road users. A 60kph maximum speed limit is therefore considered appropriate.

6.2 Sealed roads generally

Our sealed roads are generally narrow and often have many curves. Although on some roads, 100kph is attainable, the actual operating speed (speed that most drivers go) is much lower than 100kph.

Our local sealed roads have few safety features designed into them. The probability and consequences of a crash are much higher than for roads where safety features such as wide shoulders, improved alignment or safety barriers have been designed into the road. A speed limit lower than 100kph is therefore appropriate.

6.3 Roads in coastal and harbourside communities

Our coastal and harbourside communities, for example, Whangaroa and Paihia, are small and often dominated by holiday homes and beach activities. These communities are heavily reliant on tourism and a good holiday feel and vibe to them. A slower speed limit in these areas reflect the mixed use of the road, particularly pedestrians that are accessing beach areas or, in some cases, services.

A slower speed limit improves the safety for all road users and improves the overall liveability of the community.

6.4 Reason for change road by road and options considered

The following tables provide an outline of each road, the options considered and the principal reasons for the option recommended. In some cases, the road environment, coupled with the function and use of the road, crash history and other factors result in only one appropriate option. In these cases, multiple options are not provided

6.5 Kerikeri Urban Area

6.5.1.1 Roads within the Kerikeri Urban Area with proposed 30kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Augusta Place	30	30	<p>Option 1: 40kph Option 2: 30kph Option 3: 20kph Preferred Option: Permanent 30kph Reason: These roads are generally in or very near to the Central Business District (CBD) of Kerikeri. Within this area there are large vehicle movements, particularly parking and manoeuvring. In addition, the roads within this area are more pedestrianised with a focus on semi-shared space arrangements. There are also traffic calming and one-way systems to slow vehicle traffic.</p> <p>Increasing the speed limit from the current 30kph to 40kph is not considered appropriate. A lower 20kph speed limit is also not considered appropriate as the road carriageway is not a true shared space, where a 10kph or 20kph speed limit would be appropriate.</p> <p>Most of these roads have a current 30kph speed limit. The proposals therefore do not change those speed limits.</p>
Butler Road	30	30	
Clark Road (Kerikeri)	50	30	
Cobham Road from Kerikeri Rd to Hobson Ave	30	30	
Cobham Road Service Lane	30	30	
Fairway Drive Kerikeri Rd to Augusta Place	50	30	
Fairway Drive Service Lane 1	30	30	
Fairway Drive Service Lane 2	30	30	
Hobson Avenue (Kerikeri)	30	30	
Homestead Road	30	30	
Homestead Road Service Lane	30	30	
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd	30	30	
Masonic Lane	30	30	

6.5.2 Roads within the Kerikeri Urban Area with proposed 30kph speed limit and are in a school zone

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	50	30	<p> Option 1: Variable 30kph Option 2: Permanent 30kph Preferred Option: Permanent 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. Additional information about school zones is provided in Section 3.6 of this Report. </p>
Lanark Road (School Zone)	50	30	
Riverview Road from 20 Riverview Rd to 45 Riverview Rd (School Zone)	50	30	
Tarutaru Lane (School Zone)	50	30	

6.5.3 Roads within the Kerikeri Urban Area with proposed 40kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Access Heights	50	40	<p>Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses.</p> <p>The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.</p> <p>The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms.</p> <p>A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p>A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance.</p>
Access Road	50	40	
Amokura Drive	50	40	
Amsharlo Drive	50	40	
Ao Marama Place	50	40	
Aranga Road	50	40	
Awhitu Road	50	40	
Barrett Place	50	40	
Baska Voda Drive	50	40	
Blacks Road	50	40	
Blue Marlin Drive	50	40	
Blue Marlin Drive Extension	50	40	
Campbell Lane	50	40	
Cannon Drive	50	40	
Cannon Drive Extension	50	40	

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Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Charlotte Kemp Drive	50	40	<p>Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses.</p> <p>The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.</p> <p>The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms.</p> <p>A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p>A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance.</p>
Cobham Court	50	40	
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	40	
Cochrane Drive	50	40	
Darwin Road	50	40	
Edkins Road (Kerikeri)	50	40	
Fairway Drive from Augusta Place to Golf View Rd	30	40	
Fieldview	50	40	
Fuller Terrace (Kerikeri)	50	40	
General Gates Avenue	50	40	
Golf View Road	50	40	
Greenway Drive	50	40	
Hall Road	50	40	
Hawkins Crescent	50	40	
Heron Hill	50	40	
Hone Heke Road from Cobham Dr to Baska Voda Dr	50	40	
Hone Heke Road from 65 Hone Heke Rd to Kerikeri Rd	50	40	
Jacaranda Place	50	40	
James Kemp Place	50	40	

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Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Okura Drive	50	40	<p>Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses.</p> <p>The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.</p> <p>The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms.</p> <p>A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p>A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance.</p>
Oripiro Road	50	40	
Pa Road	50	40	
Paretu Drive	50	40	
Peacock Garden Drive	50	40	
Pickmere Lane	50	40	
Rainbow Falls Road	50	40	
Ranui Avenue	50	40	
Rarere Terrace	50	40	
Reinga Road	50	40	
Riddell Road	50	40	
Riverbank Drive - Through Road	50	40	
Riverstone Lane	50	40	
Riverview Road from Landing Rd to 20 Riverview Rd	50	40	
Riverview Road from 45 Riverview Rd to end	50	40	
Sammaree Place	50	40	
Selwyn Place (Kerikeri)	50	40	
Shepherd Road (Kerikeri)	50	40	
Silkwood Lane	50	40	

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Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Skudders Beach Road	50	40	<p>Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: All roads with a proposed speed limit of 40kph are within the Kerikeri urban environment that is dominated by residential land uses.</p> <p>The roads with a proposed 40kph speed limit are a combination of both local and activity streets, providing access residential activities, but also shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.</p> <p>The carriageways are uniformly wide and have clear pedestrian footpaths that are separated from the road carriageway by berms.</p> <p>A 30kph speed limit could be considered. However, the wide carriageways would result in a 30kph speed limit being difficult to maintain without significant "slow street" physical works.</p> <p>A 50kph speed limit within an urban residential area is not considered appropriate in the current Road to Zero Speed Management Guidance.</p>
St Andrews Place	50	40	
Stella Drive (East)	50	40	
Stella Drive (West)	50	40	
Tareha Place	50	40	
Tasman Place	50	40	
The Lookout	50	40	
The Ridge	50	40	
Totara Place (Kerikeri)	50	40	
Tuatahi Place	50	40	
Tui Place (Kerikeri)	50	40	
Urutawa Drive	50	40	
Waipapa Landing Place	50	40	
Waipapa Road 50m before Landing Rd to Roundabout	50	40	
Waipapa/Landing Road Rab	50	40	
Waitotara Drive	50	40	
Wendywood Lane	50	40	
Wentworth Terrace	50	40	
Woodley Place	50	40	

6.5.4 Roads within the Kerikeri Urban Area with proposed 50kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Cobham Road from Hobson Ave to Kerikeri Inlet Rd	50	50	<p> Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: The roads with a proposed 50kph speed limit are Urban Connector Roads (or main arterial routes) for the Kerikeri urban area. These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. The carriageway is wide and a 50kph speed limit is more self-explaining than 40kph. </p> <p> In the case of Cobham Road, this is the main arterial route from outside the CBD toward Kerikeri Inlet. </p> <p> It is proposed to extend the current 50kph speed limit on Kerikeri Inlet Road to address the expanded urban / semi urban area. </p>
Heritage Bypass from Kerikeri Rd for first 50m	50	50	
Kerikeri Inlet Road from Cobham Rd to 300m past Houltts Way	50/80	50	
Kerikeri Road from 40m south of Greenway Dr to 50m south of Butler Rd	50	50	
Kerikeri Road from 50m north of Clark Rd to Heritage Bypass roundabout	50	50	

6.5.5 Roads within the Kerikeri Urban Area with proposed 60kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Kerikeri Inlet Road from 300m past Hoult's Way to 50m north of One Lane Bridge (approx. 313 Kerikeri Inlet Rd)	80/100	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 60kph</p> <p>Reason: These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations</p> <p>These roads are located on the outskirts of the urban area (Peri-urban Roads) where there is a change in the wider road environment from urban to rural residential and/or low-density commercial land uses. An 80kph speed limit is considered to high, particularly on Kerikeri Road from SH10 to Greenway Drive, where there have been consistent community requests for a lower speed limit.</p>
Kerikeri Road from SH10 to 50m south of Greenway Dr	80	60	
Waipapa Road from SH10 to 50m before Landing Rd	80	60	

6.5.6 Roads within the Kerikeri Urban Area with proposed 80kph speed limit

Road Name	Current Speed Limit	Proposed Speed Limit	Reason for Change
Heritage Bypass	80	80	<p> Option 1: 60kph Option 2: 80kph Preferred Option: 80kph </p> <p> Reason: The Heritage Bypass is an Urban Transit Road that provides for the fast and efficient long-distance movement of people and goods within the urban realm. </p> <p> Heritage Bypass is a specially designed road that provides a connecting route to separate parts of the Kerikeri community, bypassing residential areas. This route is a main commuter route out of the main Kerikeri township. </p> <p> There are no residential dwellings or accesses that gain access to the carriageway. The current 80kph speed limit is considered appropriate. </p>

6.6 *Paihia urban area*

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Bayview Road (Paihia)	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: This road is part of the central section of Pahia and is characterised by motels and other accommodation providers.
Bedgood Close	50	40	40	Option 1: 40kph Option 2: 50kph Option 3: 30kph Preferred Option: 40kph Reason: This is a short "no exit" road providing access to residential dwellings. The preferred speed limit is the same as MacMurray Road where access is gained.
Binnie Street	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Preferred option: 30kph. This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring.
Coutts Avenue	50	40	30	Option 1: 40 kph Option 2: 30 kph Preferred Option: 30kph Reason: Coutts Avenue is a very short road connecting to Veronica Street. The carriageway is very narrow and there is no pedestrian facilities. The road provides "no-exit access for residential dwellings.

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Davis Crescent (Paihia)	50	40	40	<p>Option 1: 40 kph Option 2: 30 kph Preferred Option: 40kph Reason: Davis Crescent is primarily residential. However, there are a higher number of holiday rentals and bed and breakfast style businesses on this street. This is expected to generate greater pedestrian traffic, particularly over the summer months.</p>
Greys Lane	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is a very narrow access lane that provides access to residential dwellings, motels and backpackers. The road is a short walk from the beach and commercial area. Any pedestrians using this lane would need to utilise the carriageway. The presence of carparks gives this road the "feel" of a shared space.</p>
Joyces Road from School Road to Williams Road	50	40	30	<p>Option 1: 30kph School Variable Option 2: 30kph permanent Preferred Option: 30kph permanent Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. This section of Joyce Road is adjacent to Paihia School, with the section of road forming part of the school zone under the One Network Framework guidance. There is a carpark and entrance into the school on this road. In addition to the School, the Paihia Ex-Servicemen's Association is located on this road. Given that Joyce Road connects to Williams Street, which incorporates part of the Paihia CBD, there is a strong case for a permanent 30kph speed limit.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Joyces Road from Williams Road to end	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: Reason: This section of Joyces Road is very narrow with a single lane sealed carriageway and is a "no-exit" Road. The road environment supports a 30kph speed limit. Given that Joyces Road connects to Williams Street, which incorporates part of the Paihia CBD, there is a strong case for a permanent 30kph speed limit. The permanent speed limit on the remainder of Joyces Road should be the same speed limit that applies to this section of the road.</p>
Kings Road	50	40	40	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: The road environment includes accommodation businesses and a small commercial area. There are well established pedestrian facilities on both sides of the road. The road is not a "shared space and as such, a 30kph speed limit is not considered appropriate. A 40kph speed limit is consistent with coastal urban settings.</p>
Kowhai Crescent (Paihia)	50	40	40	<p>Option 1: 40kph Preferred Option: 40kph Reason: Consistent with similar urban streets, including Tohitapu Road, that Kowhai Crescent connects to.</p>
Macmurray Road	50	40	40	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: The road environment includes accommodation businesses. There are well established pedestrian facilities on both sides of the road. The road is not a "shared space and as such, a 30kph speed limit is not considered appropriate. A 40kph speed limit is consistent with coastal urban settings.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Mako Lane (Paihia)	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with similar urban streets, including Tohitapu Road, that Mako Lane connects to.
School Road from Marsden Road to Joyces Rd	50	50	30	Option 1: 40kph Option 2: 30kph Option 3: Variable 30kph Preferred Option: 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. There is access to a significant carpark from School Road, although this is not the main entrance to the carpark. School Road then passes the school playing fields, which are fenced off. A main entrance to the school is also located on School Road, although this entrance is principally to an administrative block. The main car park and entry to the school is located on Joyces Road. There is a current 40kph Variable School Speed Limit on this section of School Road, although signage is static, rather than electronic.
School Road from Joyces Rd to end	50	50	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: A 30kph speed limit is only recommended if the balance of School Road has a permanent base speed limit of 30kph.
Seaview Heights Road	50	40	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This is a very narrow access road where 40kph is not safely attainable.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Selwyn Road (Paihia)	50	50	30	<p> Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: Selwyn Avenue (Williams Street end) incorporates part of the Pahia CBD. The remainder of Selwyn Avenue is characterised by accommodation suppliers on both sides of the road. The Pahia Fire Brigade is also located on this road. It is expected that the land uses on this road will generate significant pedestrians, using the pedestrian facilities on both sides of the road and crossing the road. A slower 30kph speed limit is therefore recommended, consistent with part of the CBD area. </p>
Selwyn Road Service Lane	50	50	20	<p> Option 1: 50kph Option 2: 20kph Preferred Option: Reason: This is a small road that provides vehicle access to service businesses within the CBD. The Service Lane also provides a convenient pedestrian access from Selwyn Road to the main Pahia Beach. In effect this Service Lane is an informal shared space zone. A significantly slower speed is therefore appropriate. </p>
Sullivans Road	50	40	30	<p> Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is very narrow and slow speed, with no centre lines and no pedestrian facilities. Access onto the carriageway has limited visibility and room for manoeuvring. </p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Tahuna Road (Paihia)	50	40	40	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road has a campground located in it. A slower 30kph has been considered with respect to the campground area. However, the campground is well fenced from the road and there is a wide berm area with pedestrian facilities. A 40kph speed limit is consistent with other similar urban streets.</p>
Te Karuwha Parade from SH11 to Bridge	50	40	40	<p>Option 1: 30kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other urban coastal communities.</p>
Te Karuwha Parade from Bridge to Tau Henare Dr	30	30	30	<p>Option 1: 30kph Option 2: 40kph Preferred Option: 30kph Reason: This section of Te Karuwha Pde is a single lane bridge with a passing bay in the middle. The current speed limit on the bridge is 30kph. Although a 30kph speed limit creates a short, lower speed between two 40kph speed limits, the unique issue of the single lane bridge makes this speed limit appropriate. A 40kph speed limit is not appropriate for this bridge. The main pedestrian and front entrance to the Waitangi Marae is located approximately 150m south of the Waitangi Bridge. Extending the 30kph speed limit to a point south of the main entry to the Marae is recommended.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Te Kemara Avenue	50	40	40	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: The northern section of this road incorporates the vehicle access to the Waitangi Marae, as well as car parking for the Sugarboat Restaurant (currently closed). Given the recommended 30kph speed limit over the Waitangi Bridge, it is considered appropriate to move that change of speed limit to south of the intersection between Te Kemara Ave and Te Karuwha Pde and incorporate the Sugarboat parking area, as this is expected to be an informal shared space. The remainder of Te Kemara Avenue, a 40kph speed limit is recommended.</p>
Tohitapu Road	50	40	40	<p>Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: Consistent with similar urban streets, including Mako Lane connects to Tohitapu Road.</p>
Veronica Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Option 3: 50kph Preferred Option: 30kph Reason: The carriageway is very narrow and there is no pedestrian facilities. The road provides "no-exit access for residential dwellings. Preferred option is 30kph due to the narrow carriageway with no centreline marking. Access is gained from Coutts Street, which is recommended as 30kph.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Williams Road	50	40	30	<p> Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Williams Street is part of the CBD area of Paihia. From Marsden Road to Selwyn Road, Williams Road is a busy shopping area and the road is effectively an informal shared space. The remainder of Williams Road incorporates a maon off-road car parking area, which is expected to generate significant pedestrian traffic into the CBD area and adjacent shops. The school sports fields are also adjacent to Williams Road, however, there is no direct access to the road from the sports fields. The road is characterised by a variety of accommodation providers and St John Ambulance. It is expected that the land uses on this road will generate significant pedestrians, using the pedestrian facilities on both sides of the road and crossing the road. A slower 30kph speed limit is therefore recommended, consistent with part of the CBD area. </p>

6.7 Opuā urban area

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Austin Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road could sustain a 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opuā.</p>
Baffin Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Baffin Street provides extensive carparking and access to the Opuā Marina. Although not a formal shared space, this road does have significant movement of trailer boats, and pedestrians, with a variety of marine related businesses located along the road. It is therefore recommended that the 30kph zone on Beachy Street and the last 50m of Franklin road be extended along Baffin Road.</p>
Beechey Street	50	40	20	<p>Option 1: 20kph Option 2: 30kph Option 2: 40kph Preferred Option: 20kph Reason: This is a very narrow no-exit road that incorporates the Opuā Ferry and small commercial area near the ferry. The road travels along the beachfront with parking and access for the Opuā Community Hall. There is very limited room for manoeuvring.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Creswell Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Option 3: 20kph Preferred Option: 30kph Reason: This road is a very narrow unsealed "no-exit" road providing access to residential swellings. A very low speed limit is self-explaining, and it is unlikely that 40kph would be attained on the road. Consistent with other smaller coastal urban areas. This road could sustain a 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opuā.</p>
De Haven Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road could sustain a 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opuā.</p>
English Bay Road	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road could sustain a 30kph speed limit as part of a wider area 30kph speed limit incorporating a number of interconnecting narrow, winding residential streets and roads in this part of Opuā.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Franklin Street (School Zone)	50	50	30	<p> Option 1: 40kph Option 2: 30kph School Variable Option 3: 30kph Permanent Preferred Option: Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. The lower part of Franklin road is subject to queuing for the Russell Vehicle Ferry and leads into a semi-pedestrianised area near the wharfs. Extending the 30kph beyond the school to the end of Franklin Road is considered appropriate. </p>
Kane Street (East)	50	40	30	<p> Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Kayne Street (East) is a very short "no exit" street that intersects with Penney Street. A 30kph speed limit is recommended to maintain consistency with Penney street and the section of Franklin Road that these streets access. </p>
Kane Street (West)	50	40	30	<p> Option 1: 30kph Option 2: 40kph Preferred Option: 30kph Reason: Kayne Street (West) is a very short "no exit" street that intersects with Penney Street. A 30kph speed limit is recommended to maintain consistency with Penney street and the section of Franklin Road that these streets access. </p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Kellet Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set unless the school is classed as a Category 2 School. 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> <p>Kellet Street links Baffin Street near the Opuia Marina to Franklin Street. Kellet Street runs alongside the Opuia School, which is a high priority (top 40%) for speed management. There is an existing static school speed zone sign (40kph) on the approaches to the school. The school is approached via a sharp corner with very little visibility. Kellet Road is narrow and steep where a 40kph speed is unlikely to be safely achieved. A slower speed limit of 30kph, consistent with Baffin Street is therefore recommended.</p>
Kennedy Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opuia Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Lyon Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opuia Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.</p>
Osbourne Road	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opuia Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Penney Street (Opua)	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. Penney Street is accessed off franklin Road, which has a recommended 30kph speed limit. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.</p>
Richardson Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Option 3: 20kph Preferred Option: 30kph Reason: This is a very narrow no-exit road. The road travels along the beachfront with parking and access for the Opua Community Hall. There is very limited room for manoeuvring. A slow speed is considered appropriate.</p>
Scoresby Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Sir George Back Street	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is part of a group of roads bounded by State Highway 11, Franklin Road and the Opua Marina. These roads provide access to residential dwellings and are very narrow with no road markings and little or no shoulder area. Most of the roads in this grouping have no exit. These roads are all very slow speed roads, reflected in the low free flow speeds recorded of less than 30kph. A 40kph speed limit is therefore not considered appropriate when considering the overall road environment. 30kph is therefore recommended.</p>

6.8 Haruru Falls urban area

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Admiralty Drive	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>
Ash Grove Circle	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>
Bosuns Way	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>
Captains Loop	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Causeway Road	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>
Falls View Road	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Although classed as a Secondary Collector Road, this road is relatively short and is typical of a smaller community road. There is a footpath on one side of the road and there are no centreline markings. Recommend 40kph as this is consistent with other similar small coastal and rural communities.</p>
Goffe Drive	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with urban areas in smaller coastal and rural communities.</p>
Halyard Loop	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Haruru Falls Road from SH11 to northern side of bridge	50	40	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with other urban streets within Haururu Falls community. The 40kph speed limit should be extended to a point 150m north of the Haururu Falls Bridge to encompass the approaches to the Haururu Falls and Waitangi Track Carpark.</p>
Hawke Drive	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Hawke Drive provides access to the Haruru commercial and light industrial area. The road is short and "no exit". A 40kph speed limit is considered appropriate.</p>
Kaipatiki Rise	50	50	40	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: The carriageway is narrow and in places very narrow with little or no shoulder width. There is no centre line marking and the road environment does not support a 50kph speed limit. 40kph is consistent with other roads within the Haruru Urban traffic Area. It should be noted that a 30kph speed limit could also be supported on this road. However, although the carriageway is narrow the roads geographical location is not expected to generate significant pedestrian activity. This road is a public road for the first 80m.</p>
Mooring Close	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Nautical Drive	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>
Orchard Road (Haruru Falls)	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: Reason: Orchard Road is a very narrow single lane access road. A significantly slower speed limit is appropriate and 30kph is considered self-explaining on this road. However, given that the road provides access to local residents and vehicles are unlikely to be travelling over 30kph, a 40kph speed limit, consistent with Yorke Road can be considered and recommended. (with no specific signage onto Orchard Road).</p>
Riverglen Drive	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Skippers Close (Watea)	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>
Spinnaker Point	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>
Te Kahu Street	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru.</p>
The Anchorage	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
The Anchorage East	50	50	40	<p>Option 1: 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: This road is part of an extended Haruru Urban Traffic Area and is a new subdivision area with wide carriageways and pedestrian facilities. 40kph is consistent with similar subdivisions throughout Northland.</p>
Waterview Place	50	50	40	<p>Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: Consistent with the recommended speed limit on Causeway Road where access is gained. Note: Causeway Drive could support either a 30kph or a 40kph speed limit, as such, the speed limit on Waterview Place will remain consistent with Causeway Road.</p>
Wharf Road (Haruru Falls)	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Old wharf Road is part of the Haruru Urban traffic area. 40kph is consistent with other urban roads in this area.</p>
Wilson Road	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru.</p>
Yorke Road	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Yorke Road (East)	50	50	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other small communities and the recommended speed limit in other parts of Haruru.</p>

6.9 Whangaroa urban area

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Kent Street (Whangaroa)	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Lewer Street	100	60	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.</p>
Mckenzie Road (Whangaroa)	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Old Church Rd Service Lane	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.</p>
Old Church Road (Whangaroa)	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Old Hospital Road	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.</p>
Ruato Road	50	50	30	<p>Option 1: 40kph Option 2: 30kph Option 3: 50kph Preferred Option: 30kph Reason: Roads within the Whangaroa settlement are characterised by being very narrow, steep, with little or no shoulder width. The carriageways are single lane with no road marking. The roads are generally very short and "no exit". It is expected that pedestrians will utilise the road carriageway as it is only a short distance to access the harbour area and other facilities. The free flow speed suggests that 40kph is not currently being achieved. It is recommended that a 30kph apply to all side roads within the Whangaroa community.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Whangaroa Road from Wainui Rd to 75m west of Kent St	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This section of Whangaroa Road is tortuous and winds around the harbour. A slower 60kph speed limit is appropriate.
Whangaroa Road from 75m west of Kent St to 100m south of Old Church Rd	50	50	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: A 40kph speed limit recognises the entry into the Whangaroa Community and increase in the number of pedestrians.
Whangaroa Road from 100m south of Old Church Rd to end	50	50	30	Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This part of Whangaroa Road is an informal shared space with significant pedestrian activity, coupled with vehicle movements, and towed boats. A 30kph speed limit recognises that this are is central to the community. It is recommended that Gateway Signage be utilised at the 40kph/30kph Boundary to designate the hub of the community.

6.10 Roads that are outside of the urban areas

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Ake Ake Road	100	50	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Opito Bay is a small rural coastal settlement where the recommended speed limit for Opito Road (where it intersects with Ake Ake Road) is 40kph. A 60kph or 50kph is therefore not considered appropriate for this road. A 40kph speed limit is consistent with small urban coastal settlements.
Amsharlo Drive	50		40	
Anchorage Heights	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Anchorage Heights is a short "no-exit" road providing access to a small number of rural residential dwellings. A 40kph speed limit is appropriate.
Arabella Road	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is a narrow single lane road with pull over bays and constructed off-street parking facilities. A 30kph speed limit would be consistent with the carriageway. However, access is gained off Broadwood road where a 40kph speed limit is recommended as the carriageway is wider and has centre line markings. It is considered appropriate to maintain a consistent speed limit off the few "no exit" roads that come off Broadview Road. 40kph is therefore recommended.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Atwell Road	100	60	60	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: This road is straight but has a very narrow carriageway that is unsealed. Although the road supports a 40kph speed limit, it is considered that there would be no additional safety benefits over a 60kph speed limit, based on low useage and low risk.</p>
Bayly Road	100		40	
Beaufort Road	50	40	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Very narrow, short, unsealed road that gives access to a very narrow single carriageway private road. 30kph is considered appropriate.</p>
Bledisloe Road	50	N/A	20	<p>Option 1: 40kph Option 2: 20kph Preferred Option: 20kph Reason: This is a very short road providing access to Bledisloe Park, with a strong shared space element.</p>
Blue Gum Lane (school zone)	100	60	30	<p>Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In the case of Blue Gum Lane, it has been determined that Blue Gum Lane is a straight access road that provides access to rural residential properties and a school. There is no centre line marking and the carriageway is narrow. A permanent 30kph zone is therefore appropriate and can be extended to the entire Lane.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Blue Penguin Drive	50	40	40	<p>Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: This is consistent with other similar urban / semi urban areas. The area is subject to ongoing development and may be incorporated into the Kerikeri Urban Traffic Area.</p>
Bristow Road	100		30	<p>Option 1: 30kph Preferred Option: 30kph Reason: This is a very short and very narrow access road off SH 11. Although a 30kph speed limit is recommended, signage may not be appropriate as it has potential to conflict with SH11 curve advisory signs.</p>
Broadview Road	50	40	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Broadview Road winds up through bush with semi-rural residencies along the length of the road. The access density is significantly lower than an urban area and is similar to a medium density rural area. However, most access points have limited visibility and the carriageway and shoulder are narrow. A slower speed of 40kph is appropriate for this no-exit access road.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Bush Point Road (Doves Bay)	100	80	40	<p>Option 1: 80kph Option 2: 60kph Option 3: 40kph Preferred Option: 40kph Reason: Bush Point Road provides "no-exit" access for approximately 12 dwellings. The shoulder is very narrow with a bush margin. There are no pedestrian facilities. Although dwelling and access density indicates a remote rural setting, this area is actually a medium density rural residential area. An 80kph speed limit is considered inappropriate. Given that Bush road intersects with Doves Bay Road, which supports a small coastal community (recommended speed limit 40kph), a consistent 40kph is recommended for Bush Point Road.</p>
Cavalli View Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Preferred Option: 60kph is consistent with other unsealed roads.</p>
Conifer Lane	100	60	60	<p>Option 1: 60kph Option 2: 80kph Option 3: 40kph Preferred Option: 60kph Reason: Conifer Lane is a short "no exit" road with a narrow carriageway and no centreline markings. The road is characterised by medium density rural residential with horticultural activities. The narrow single lane carriageway does not support a higher 80kph speed limit. Given the low-density dwellings and rural land uses, a 40kph speed limit is not supported. Preferred option: 60kph.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Cottle Hill Drive	100	60	60	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Cottle Hill Drive is a narrow "no-exit" road that provides access to rural residential and a vineyard. The carriageway is narrow with no marked centreline. A speed limit higher than 60kph would be inconsistent with the intersecting Kerikeri Road. The limited number of dwellings on this road does not support a 40kph speed limit.</p>
Davis Strongman Place	100	60	60	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: This is a "no exit" road that provides access to rural residential properties. There is no centreline marking on the carriageway and no pedestrian facilities. The road is a self-explaining lower speed and either 60kph or 40kph could be considered.</p>
Doonside Road	100	60	60	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Consistent with other rural unsealed roads. Residential dwellings are medium density and do not give rise to a need for a 40kph speed limit.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Doves Bay Road	100	60	40	<p>Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Doves Bay Road is a no exit road, approximately half of which has a medium-high density rural residential landuse. With the other half being the Doves Bay community, which has an urban density. The carriageway is narrow and there is no pedestrian facilities. Although the current speed limit is 100kph, there is an informal 50kph sign on the approaches to the community. Dividing the road into 60kph and 40kph zones is not desirable. Recommend 40kph for full length of road.</p>
Edmonds Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: This road is a "no exit" narrow carriageway with no centreline marking. The road changes to an unsealed road approximately halfway along its length. A 60kph speed limit along the length of the road provides consistency in the speed limit and reflects the overall road environment.</p>
Equestrian Drive	100	80	60	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Equestrian Drive has a narrow carriageway with no centreline markings. Opposing vehicles need to slow to pass each other on the carriageway. The road is characterised by horticultural landuse and low density rural residential.</p>
Fantail Rise	50	Unavailable	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Fantail Rise is part of a new subdivision area. 40kph is consistent with other residential areas.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Fernbird Grove	50	Unavailable	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Fernbird Grove is part of a new subdivision area. 40kph is consistent with other residential areas.
Hansen Road (Purerua)	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Harmony Lane	50	40	40	Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: Harmony Lane is a "no exit" road that provides access to a variety of sports facilities. The sports fields are fenced with controlled access. There are significant parking areas along the road. A 40kph speed limit is considered appropriate.
Haruru Falls Road from Puketona Rd to north side of bridge	50	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: Reason: This section of Haruru Falls Road exits the Haruru Falls urban area, and includes the car park to the Haruru Falls walkway.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Haruru Falls Road from north side of bridge to Tui Glen Rd	100	60	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This section of road is 1km in length, and fits within the minimum distance for an 80kph speed limit. However, this is a relatively short distance for an 80kph that drops to a proposed 60kph on the unsealed section of the road. A consistent 60kph is considered appropriate.</p>
Haruru Falls Road from Tui Glen Rd to end	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: This section of the road is unsealed. 60kph is consistent with other similar unsealed roads.</p>
Hauriri Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: This road is unsealed. 60kph is consistent with other similar unsealed roads.</p>
Hautapu Road	100	60	60	<p>Option 1: 60kph Option 2: 40kph for first 500m then 60kph Preferred Option: 60kph Reason: There is a short 500m section of road at the State Highway 1 end of the road that is tortuous. The road then opens out into a more curved alignment. The road is consistent with other unsealed roads in Northland.</p>
Hewitt Road (50m road leading to a carpark and Conservation estate.	100		30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Hewitt Road is an approximate 50m road that leads to a carpark and walking track. A shared space speed limit is appropriate.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Hihitahi Rise	50	40	40	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: 40kph is consistent with other residential streets that have medium width carriageways and for smaller communities. There is a pedestrian footpath. 30kph could be considered, however, the carriageway width is medium and does not form an informal shared space.</p>
Hikurua Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads</p>
Huia Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads</p>
Hupara Road	100	80	80	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on other similar sealed roads</p>
Hupara Road (East)	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Jameson Esplanade	100	60	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: Reason: This road is sealed but has a single carriageway and is "no exit". The road has no centreline markings and in places has a very narrow shoulder. The Road environment is a significant step down from a typical 80kph speed environment and therefore 80kph is not recommended. A slower 60kph speed limit is appropriate and consistent with Wakelins road, which is very similar.</p>
Kapiro Road from SH10 to 50m west of roundabout	100	80	80	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: There has been a strong pre-speed review community desire to lower the speed limit on Kapiro Road. The area is subject to extensive recent development, including rural residential and other commercial activities. The road carriageway supports an 80kph speed limit. However, the ongoing development along Kapiro Road indicates that a slower 60kph speed limit should be considered. Most of the new development does not have direct access onto Kapiro Road. In addition, its status as a Primary collector indicates that a 60kph speed limit may not be appropriate. Given the medium Collective Risk and Infrastructure Risk, and the Medium High Personal Risk, it is considered that an 80kph speed limit would be appropriate.</p>
Kapiro Road from west of roundabout to end	50	80	40	<p>Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This short section of Kapiro Road leads into a round-a-bout, beyond which is a more urbanised area and proposed 40kph roads.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Keri Downs Road	100	80	60	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Although sealed and straight, this road has a narrow carriageway with no centreline marking. The road environment is of significantly lower standard than Purerua Road, to which this "no exit" road connects.</p>
Kingfisher Drive	50	30	40	<p>Option 1: 30kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with other similar roads in residential areas.</p>
Kotuku Road	100	60	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This road is a single lane sealed carriageway with no road markings. The road provides access to rural residential and is "no exit". A 60kph speed limit is considered appropriate. The recorded free flow speed supports a 60kph speed limit.</p>
Kurapari Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads</p>
Leacock Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads</p>
Mahinepua Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Martin Road	100	60	60	<p>Option 1: 80kph for sealed section, 60kph for unsealed section Option 2: 60kph Preferred Option: 60kph Reason: Categorised as tortuous, the sealed section of the road has several sharp bends interspersed with straights. This suggests that an 80kph speed limit could be supported. However, the lack of shoulder width and rural residential on the first section of the road supports a 60kph speed limit. A 60kph speed limit is also consistent for the unsealed section of the road.</p>
Matangirau School Road	100	60	40	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: 60kph is consistent with other sealed roads. However, Matangirau School Road has an extremely narrow carriageway and it is unlikely that 60kph would be achieved. A 40kph speed limit that better reflects the road environment and carriageway is considered more appropriate.</p>
Matau Place	50	40	40	<p>Option 1: 40kph Preferred Option: 40kph Reason: Consistent with other similar roads in residential areas.</p>
Matauri Bay Road	100	80	80	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on similar two lane undivided sealed roads.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Matauri Beach Road alignment is tortuous as it descends into Matauri Bay. There are a number of corner advisory signs indicating a speed of 35kph. Although sealed with two lanes and centre line marking, the tortuous nature of this road does not support an 80kph speed limit. 60kph is therefore recommended.
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Although undeveloped, this subdivision area has the potential to become a coastal community. A 40kph speed limit is consistent with the general coastal park and residential access nature of the road.
Matauri Link Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Mawson Avenue	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: 40kph is consistent with other similar urban residential roads. There is a footpath on one side of the road only.
McCaughan Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: McCaughan Road is a sealed road providing access to medium density rural residential properties. The road is "no-exit". The carriageway is sealed but has no centreline or other road markings. There is some existing gateway planting and landscaping at the entry to the road. The carriageway does not support 80kph. As a rural residential area, a 60kph speed limit is considered appropriate.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
McDonalds Road (Oromahoe)	100		60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Mcgee Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: McGee Road is a short "no exit" road with a very narrow carriageway that provides access to several residential dwellings and farmland. 60kph is consistent with other unsealed roads.
Mcintyres Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Although tortuous on some sections, there are also long straight sections and curved or winding sections, similar to many unsealed roads. 60kph is consistent with similar unsealed roads.
Mckenzie Road (Purerua)	100	60	60	Option 1: 40kph Option 2: 60kph Preferred Option: 60kph Reason: 40kph has been considered because of the very narrow carriageway. However, it is noted that access to McKenzie Road is via Purerua Road, which is also unsealed, but has a wider carriageway. Given the low personal and collective risk, it is considered that setting a 40kph speed limit would not give rise to significant safety benefits for the relatively few residents located on McKenzie Road. A 40kph speed limit is therefore not recommended. A 60kph speed limit, consistent with Purerua Road is considered appropriate.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Ngahuhu Road	100	60	60	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: The carriageway is narrow with a very narrow shoulder. The lower speed limit of 40kph has not been recommended as the road has a low collective and personal risk. A 40kph speed limit would not deliver any additional safety benefits. 60kph is consistent with other unsealed roads.</p>
Ohakiri Way	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: This road is a short unsealed "no exit" road that provides access to rural residential housing. 60kph is consistent with other unsealed roads.</p>
Oihi Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other unsealed roads.</p>
Opito Bay Road to 407 Opito Bay Rd	100	60	80	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Although classified as tortuous (Megamaps) this road is winding in nature. The road is a good quality sealed road with centre lane markings. Given that this road is also a Secondary Collector Road with low medium or medium collective and personal risk, it is considered that 80kph is appropriate, consistent with similar sealed roads.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Opito Bay Road from 407 Opito Bay Rd to end	100	60	40	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Opito Bay Road, at 407 Opito Bay road has a significant change in road environment. The carriageway narrows, there is no centre line marking and the alignment becomes more tortuous as it descends to the bay. A reduced speed is therefore self-explaining. The road leads directly into the Opito Bay Community where a 40kph speed limit is recommended. To avoid multiple speed limit changes (80 - 60 - 40) a 40kph speed limit is recommended. Gateway signage is recommended to reinforce the 40kph speed limit.</p>
Orangewood Road	100	80	60	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: This road is a sealed road with no centre line marking. The no exit road provides access to horticultural activities and some rural residential activities. Access is off Kapiro Road, which is recommended to have an 80kph speed limit. Orangewood Road is a lower standard of road, with a change in overall road environment. 60kph is therefore recommended.</p>
Orchard Road (Kapiro)	100	80	80	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: Orchard Road is a straight, sealed "no exit" road with no centre line markings. The principle surrounding land use is horticulture with few residential dwellings. The carriageway supports a slower 60kph speed limit. However, the low collective and personal risk indicate that a 60kph speed limit would not give rise to additional safety benefits. A speed limit of 80kph, consistent with Stanners Road is recommended. It is also recommended that no specific speed limit signage is utilised on Orchard Road.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Oromahoe Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Whilst tortuous and narrow in sections, particularly where it winds through the forested area, there are significant portions of the road that have a wider carriageway and shoulder, typical of an unsealed road in Northland. 60kph is recommended.</p>
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	100	60	80	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Although classified as tortuous (Megamaps), there is one short tortuous section at the Wainui road end as the road rises up a steep, but short hill. The remainder of the road is best described as curved to winding. Ota Point Road provides access to a small community at Ota Point.</p>
Ota Point Road from 100m before 103 Ota Point Rd to end	100	60	40	<p>Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: This section of Ota Point Road forms part of the Ota Point community. There is no direct beach access from the road, although there are short accessways to provide boat and dinghy access to the beach area. 40kph is consistent with small coastal communities.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Otaha Road	100	60	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: The sealed section is approximately 850m in length and passes a cluster of rural residential houses. Although the sealed section can support an 80kph speed limit, the short length of the sealed section, coupled with the rural residential houses does not support increasing the speed limit over this section of the road. A 60kph speed limit is recommended to maintain consistency along the full length of the road.</p>
Pathways Drive	50	60	40	<p>Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Pathways Drive is a short "no exit" street providing access for a low-density urban subdivision. There is no centre line marking. A 40kph speed limit is consistent with small residential areas.</p>
Pinehill Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>
Point Veronica Drive	50	40	40	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is a narrow single lane road with pull over bays and constructed off-street parking facilities. A 30kph speed limit would be consistent with the carriageway. However, access is gained off Broadwood road where a 40kph speed limit is recommended as the carriageway is wider and has centre line markings. It is considered appropriate to maintain a consistent speed limit off the few "no exit" roads that come off Broadview Road. 40kph is therefore recommended.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Point Veronica Drive Extension	50	40	40	Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: This road is a narrow single lane road with pull over bays and constructed off-street parking facilities. A 30kph speed limit would be consistent with the carriageway. However, access is gained off Broadwood road where a 40kph speed limit is recommended as the carriageway is wider and has centre line markings. It is considered appropriate to maintain a consistent speed limit off the few "no exit" roads that come off Broadview Road. 40kph is therefore recommended.
Porters Access Road	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. 40kph is recommended.
Porters Access Road Extension	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This road is a very narrow unsealed "no exit" road where 60kph is unlikely to be achieved. Given its location near the Marae and Urupa, and the expectation that a lower speed limit (potentially variable) may be in place for the marae and events, a slower speed limit is appropriate. 40kph is recommended.
Pounamu Place	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits within other small rural and coastal settlements.

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Puketiro Place	50	40	40	Option 1: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits within other small rural and coastal settlements.
Purerua Road from to 110m before Te Tii Rd	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: 80kph is consistent with other similar sealed roads in Northland. There are few curve advisory signs on this road, indicating that the alignment is at the lower end of the "winding" category.
Purerua Road from 110m before Te Tii Rd to end	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with other similar unsealed roads. The unsealed section of this road marks a significant and self-explaining change in the road environment.
Purerua Road Variable School Zone from proposed 80 / 60 kph boundary to 200m past Te Tii Rd intersection	100	60	Variable 30	Option 1: Variable 30kph Option 2: Permanent 30kph Preferred Option: Variable 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In this case. The school is very rural and outside the "variable speed" times, pedestrian use of the road is not expected. School bus drop off and pick up occurs within the road environment and some students are required to walk a distance from the school bus drop off point to the school. The school is therefore classed as a Category 1 School, requiring a 30kph speed limit. Council has received complaints about speed when students are accessing the school.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Quinces Landing	100	60	40	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This is a very narrow unsealed lans that provides access to rural residential land uses. The road is "no exit". Given the carriageway width and the rural residential land uses, 60kph is not recommended. 40kph is recommended.</p>
Rangihoua Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>
Rangitane Loop Road	50	40	40	<p>Option 1: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in small rural and coastal settlements.</p>
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	100	50	80	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: 50kph has not been considered for this part of Rangitane Road as it is a rural setting with few residential dwellings. The carriageway supports an 80kph speed limit, which is consistent with the road status as a rural secondary collector road. A 60kph speed limit is unlikely to be complied with as there are few visual clues for a slower speed limit and the road is not tortuous.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	100	50	60	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: From 177 Rangitane Road; the wider road environment changes from rural to a medium density rural residential environment. From 177 Rangitane Road to the end is approximately 800m which meets the requirements of the Setting of Speed Limits Rule. A 40kph speed limit could be considered, however the overall road environment is not consistent with a more urban environment. Compliance with a 40kph speed limit is unlikely.</p>
Redcliffs Road from Kapiro Rd to Rangitane Rd	100	60	80	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: The sealed section of Redcliffs Road is a primary collector with a low and low-medium collective and personal risk. Although classed as "winding" there are few sharp curves that have curve advisory signage and there are significant areas of straight road interspersed between curves. A 60kph speed limit is expected to have low compliance. If Redcliffs Road is determined to be 60kph, then Rangitane will also need to be 60kph.</p>
Redcliffs Road from Rangitane Rd to end	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: The unsealed part of Redcliffs Road transitions from a curved alignment to a tortuous environment approximately halfway along its length. 60kph speed limit is consistent with other unsealed roads.</p>
Retreat Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Rigden Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
River Drive Road	100	60	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: River Drive is a very narrow, single lane road with no lane marking.
Riwhi Way	50	60	30	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: Riwhi Way is a very short road that provides access to residential dwellings in the Te Ngaere Bay coastal community. 60kph is inappropriate in an urban coastal setting. It is recommended that Wainui Road, where it connects with Riwhi Way is 40kph. As such, to maintain consistency, a 40kph speed limit has been recommended. however, this road can support a slower 30kph speed limit as it is anticipated that pedestrians will share the carriageway when accessing the beach area.
Rosella Road	50	40	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This road is a narrow single lane road. A 30kph speed limit would be consistent with the carriageway. However, access is gained off Broadwood road where a 40kph speed limit is recommended as the carriageway is wider and has centre line markings. It is considered appropriate to maintain a consistent speed limit off the few "no exit" roads that come off Broadview Road. 40kph is therefore recommended.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Rowsell Lane	100	60	40	<p>Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 40kph Reason: Rowsell Lane is accessed off Opito Bay Road at the Opito Bay community. At this point, it is recommended that Opito Bay Road have a speed limit of 40kph. As such, it is appropriate that Rowsell Lane has a similar or lower speed limit. The carriageway is very narrow with limited turning and would support a 30kph speed limit. However, a 30kph speed limit is unlikely to achieve any additional road safety benefits on this road.</p>
Scoresby Street	50	30	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: Consistent with other similar streets in the area.</p>
Smeath Road (Hupara)	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>
Smith Camp Road	80	60	30	<p>Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: Smiths Camp Road is a narrow, unsealed road that provides access to a Department of Conservation campground. The road is no exit. A slow speed limit recognising the potential for pedestrians generated by the campground supports a significantly slower speed limit.</p>
Somerville Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Spoonbill Drive	50	40	40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: Spoonbill Drive is part of a new subdivision area. 40kph is consistent with other residential areas.
Stanners Road from SH10 to end of seal	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on other similar sealed roads.
Stanners Road from end of seal to end	100	60	60	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Takou Bay Road from SH10 to Otaha Rd	100	60	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: This road is a good quality sealed road with centre lane marking. Although classed as winding, the majority of the road is made up of moderately long straights with curves. A speed limit of 60kph is unlikely to achieve a high level of compliance. An 80kph speed limit, consistent with similar roads is recommended.
Takou Bay Road Otaha Rd to end	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Consistent with other similar unsealed roads. The change from sealed to unsealed provides a significant change in road environment from 80kph to 60kph.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Tanikaha Lane	100	80	80	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: This is a short "no-exit road that provides access to some rural residential dwellings and horticultural activities. The road environment including a narrow, unmarked carriageway supports a 60kph speed limit of 60kph. However, it is recommended that the speed limit be the same as Kapiro Road (80kph).</p>
Taraire Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>
Tau Henare Drive	50	40	40	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 40kph Reason: Tau Henare Drive provides access to and through the Waitangi Treaty Grounds. The environment is characterised by park and reserve land and roadside carparks. Although the road bisects open reserve land, is not a formal shared space. During peak events, for example, Waitangi Day, specific traffic management is employed. A 40kp speed limit is considered appropriate, with temporary speed limits utilised during specific events.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Taumata Close	50	40	40	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with similar urban roads and streets, as well as Te Haumi Dr, where access is gained.</p>
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	50	60	40	<p>Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Tauranga Bay Beach Road provides access to the small coastal community of Tauranga Bay, including beach access. The current posted speed limit is 50kph, and it is considered inappropriate to raise this speed limit to 60kph. The small coastal community is expected to generate significant pedestrian traffic from residential dwellings to access the beach area. Although there are no pedestrian facilities, there is a wide berm, and as such the carriageway does not create a formal or informal shared space. A 40kph speed limit is consistent with small rural and coastal settlements.</p>
Tauranga Bay Beach Road from 20m before campground to end	50	60	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: The road environment transitions into an informal shared space environment from approximately 20m prior to the campground. The carriageway transits through a reserve and beach access area, which provides informal parking off the main carriageway. A slower 30kph speed limit is appropriate to recognise the informal shared space of this area.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	100	60	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Tauranga Bay Road is accessed off Wainui Road. The intersection marks the start of the tortuous section of Wainui Road (between Tauranga Bay Road and Matauri Bay) where it is recommended that the speed limit be 60kph. Tauranga Bay Road, although sealed, is narrower than Wainui Road. To maintain consistency with Wainui Road, a 60kph speed limit is recommended.</p>
Tauranga Bay Road from Tauranga Bay Beach Rd to end	50	60	40	<p>Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: This section of Tauranga Bay Road is narrow and unsealed. It provides a no exit access to residential dwellings but does not provide beach access. It is recommended that this section of the road be consistent with Tauranga Bay Beach Road. The current posted speed limit is 50kph, and it is considered inappropriate to raise this speed limit to 60kph. A 40kph speed limit is consistent with small rural and coastal settlements.</p>
Te Haumi Drive	50	30	40	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with similar urban roads and streets.</p>
Te Karuwaha Parade	50	30	30	<p>Option 1: 40kph Option 2: 30kph Preferred Option: 30kph Reason: This road is a Stopping Place and also has a Marae located on it.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Te Kowhai Point Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other unsealed roads and the section of Redcliffes road where access is gained.
Te Ra Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other unsealed roads.
Te Tapui Road	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This road provides residential community, which includes a church and a marae. A 40kph speed limit is consistent with small rural communities.
Te Tii Road from Purerua Rd to Te Tii Rd Extension	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads.
Te Tii Road from Te Tii Rd Extension to end	100	80	40	Option 1: 80kph Option 2: 60kph Option 3: 40kph Preferred Option: 40kph Reason: An 80kph speed limit is inappropriate in a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Te Tii Road Variable School Zone from Purerua Rd for 50m	100	60	60/30	<p>Option 1: 30kph permanent Option 2: 30kph variable Preferred Option: 30kph variable Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. 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>
Te Tii Road Extension	100	80	40	<p>Option 1: 80kph Option 2: 60kph Option 3: 40kph Preferred Option: 40kph Reason: An 80kph speed limit is inappropriate is a coastal or rural settlement. A continuation of the recommended 60kph speed limit for the remainder of Te Tii Road is not considered appropriate as the road is very narrow with no formal pedestrian facilities. A 40kph speed limit is consistent with small coastal and rural urban settlements.</p>
Tepene Tablelands Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>
Thompsons Access	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Tikorangi Road	100	60	40	<p>Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: Opito Bay is a small rural coastal settlement where the recommended speed limit for Opito Road (where it intersects with Tikorangi Road) is 40kph. A 60kph or 50kph is therefore not considered appropriate for this road. A 40kph speed limit is consistent with small urban coastal settlements.</p>
Tui Glen Road	100	60	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Tui Glen Road is a short "no exit" road. Although the carriageway is sealed, it is narrow and has no centreline markings. Tui Glen Road is of significantly lower standard than Hauru Road where access is gained. An 80kph speed limit is therefore considered inappropriate.</p>
Tui Grove (Paihia)	50	40	40	<p>Option 1: 40kph Option 2: 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in similar urban communities.</p>
Waikoura Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.</p>
Waimangaro Road	100	30	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads. This road is narrow and is a no exit road with low density residential swellings. A slower 30kph speed limit is not considered appropriate.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	100	60	60	<p> Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Wainui Road connects Matauri Bay with Whangaroa Harbour. Much of the road is tortuous and therefore a 60kph speed limit is appropriate. The road transitions between tortuous and winding near the intersection with Tauranga Bay Road (Tortuous from Matauri Bay to Tauranga Bay Road and winding from Tauranga Bay Road to Whangaroa). Karangahape Marae, a church and urupa is located approximately 3km on the Whangaroa side of Tauranga Bay Road intersection (near Porters Access Road). The Marae is currently being rebuilt, and it is understood that the completion date is approximately 2025. A 60kph speed limit is appropriate from Matauri Bay to Tauranga Bay Road, primarily due to the tortuous nature of the road. Speeds higher than 60kph can only be safely achieved on very short sections of this road. From Tauranga Bay Road to Whangaroa, an appropriate speed is 80kph as the road is consistent with similar 80kph roads. The options for the location of the recommended 80kph / 60kph boundary is 100m on the Whangaroa side of Tauranga Bay Road, or 50m on the Whangaroa side of Porters Access Road to incorporate Karangahape Marae and the urupa. This second option would result in a 3km stretch of 60kph speed limit that is not self-explaining. A further option is to investigate temporary speed limits near the urupa and Marae for events, once the Marae is completed. Preferred Option 60kph from Matauri Bay to 100m south of Tauranga Bay Road intersection and 80kph for the remainder of the road. </p>

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Wainui Road from Tauranga Bay Rd to Whangaroa	100	60	80	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: The part of Wainui road from Tauranga Bay Road to Whangaroa has a distinctly different road environment from the section between Tauranga Bay Road and Matauri Bay. The road is significantly less tortuous and an 80kph speed limit is consistent with other similar sealed roads.</p>
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	100		60/30	<p>Option 1: Permanent 30kph Option 2: Variable 30kph Preferred Option: Variable 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In this case the semi-rural nature of Wainui Road makes permanent 30kph speed limit inappropriate.</p>
Wainui Valley Road	100	60	60	<p>Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads.</p>
Waipapa Road from SH10 for a distance of 90m	70	40	60	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. A 60kph speed limit is therefore considered appropriate,</p>
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	80	40	60	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. A 60kph speed limit is therefore considered appropriate.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	80	40	60 / 30	<p>Option 1: Variable 30kph Option 2: Permanent 30kph Preferred Option: Variable 30kph Reason: The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set, unless the school is classed as a Category 2 School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In this instance, the school is not yet completed. The need for a permanent 30kph zone will be assessed once travel patterns are identified.</p>
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	80	40	60	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Waipapa Road has been the subject of significant and ongoing rural residential and commercial development. A 60kph speed limit is therefore considered appropriate.</p>
Waipapa Road from 20m west of Edkins Rd to end	50	40	40	<p>Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This is a short section of Waipapa Road that leads into a round-a-bout and then residential areas. A short 40kph speed limit is appropriate.</p>
Wairangi Road	100	60	60	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Wairangi Road is a short, "no-exit" road. The first section (100m) has a medium carriageway with curb and channeling and a crash barrier. The road then narrows to a sealed carriageway with no centre line markings and limited shoulder areas before reverting to a narrow unsealed road. 80kph is therefore considered inappropriate.</p>

Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Waitapu Creek Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: The public road section is very short (150m) with a one lane bridge (that has weight limits). A 60kph speed limit is considered appropriate, given the low volume of traffic.
Wakelin Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This road is sealed but has a single carriageway and is not a "through road". Wakelin road provides access to several other no exit roads that have a similar road environment. The road has no centreline markings and in places has a very narrow shoulder. The Road environment is a significant step down from a typical 80kph speed environment and therefore 80kph is not recommended. A slower 60kph speed limit is therefore appropriate.
Whangae Road	100		60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Whangaroa Road from SH10 to Wainui Rd	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with similar sealed roads, including the part of Wainui Road that Whangaroa Road intersects.

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Road Name	Current Speed Limit	Megamaps Safe and Appropriate speed	Proposed Speed Limit	Reason for Change
Wharau Road from Quines Landing to end of seal	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: This section of Wharau Road is classified as tortuous, although it is closer to the winding end of the spectrum. One option to bring the 60kph zone (recommended for the unsealed section) to Quinces Landing. However, there is no significant change in the road environment that would signify a self-explaining lower 60kph speed limit at this point. The other, preferred option is to continue the recommended 80kph speed limit through to the end of seal where there is a clear, self-explaining change in road environment. The low personal and collective risk on this section of road supports the 80kph speed limit.
Wharau Road unsealed section	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with other similar unsealed roads. A 60kph speed limit on this section of Wharau Rd reflects the significant change in road environment from sealed to unsealed and the increase in personal and collective risk (low to low medium and low to medium high respectfully).
Wharengaere Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Yacht Drive (Opito Bay)	100		40	Option 1: 50kph Option 2: 40kph Preferred Option: 40kph Reason: This is a short no-exit road with moderate density residential land-uses.

7 Engineering treatments

The focus of speed management, whether it is speed limits or engineering treatments, is the reduction of serious harm and fatal crashes. Reducing serious harm and fatal crashes will have the added benefit of reducing other less serious injury and non-injury crashes.

Engineering treatments can be wide ranging in their nature, depending on the road environment where they are employed. Large scale engineering treatments, for example curve treatments or general upgrading of a road are costly. As a result, it is often necessary to balance the cost to the community with other speed management solutions, such as speed limits.

Funding for large scale engineering solutions need to be planned as part of Councils LTP (Long Term Plan) process.

It should be clearly noted that a lower speed limit does not imply that Council will maintain a road to a lower standard, or simply defer much needed upgrades to a road.

7.1 Signage

The Setting of Speed Limits Rule sets out the minimum requirements and standards for a speed limit signage. Wherever existing signage that does not meet current design standards is discovered within the review area, these signs will be upgraded. In addition, Council in its capacity as an RCA has the option of incorporating additional signage treatments to encourage a higher level of compliance and to reinforce a particular speed limit.

The options are set out below, including the circumstances where they are expected to be utilised.

7.2 Threshold Treatments

Threshold treatments include signage with a large backing and messaging denoting the community that the driver is entering. The large signage is supported with red road painting at the threshold and, where appropriate, curb and channelling to denote an urbanised environment.

Threshold treatments are intended to provide a clear visual clue that the road environment has changed and there is a slower speed limit. This visual clue leads to improved compliance with an urban community speed limit, for example 40kph. Improved compliance includes a gradual slowing toward the lower speed limit, before the threshold is reached and a more rapid change to the new speed limit, at or near the threshold.

Once a vehicle is travelling at or near the lower urban community speed limit, it is more likely that the vehicle will maintain that speed.

When will this treatment be used? Threshold treatments will be utilised for entry into a community or where the speed limit drops to an urban speed limit. Depending on the community, this may include a drop to a speed limit of 60kph, 50kph or 40kph.

7.2.1 Repeater Signs

Repeater signs are utilised to remind the driver of the speed limit on a longer road. The Setting of Speed Limits Rule identifies the frequency of these signs and the standard that they must meet. The Rule does allow for fewer repeater signs where the road environment is similar over a longer distance.

The use of repeater signage will be assessed and implemented as part of the detailed design process once Council has agreed recommended speed limits.

When will this treatment be used? The use of repeater signs will be consistent with the requirements of the Setting of Speed Limits Rule.

7.2.2 Roundel signage on the carriageway

Roundel signage on the carriageway are road markings denoting the speed limit. From a legal perspective, these do not provide an enforceable speed limit, but can reinforce a particular speed limit. Road speed markings on the carriageway are discouraged on open roads, except in exceptional circumstances. However, they can be utilised in slower speed environments to reinforce a speed limit, particularly where high compliance levels are not being reached.

Roundel signage on the carriageway is most effective in areas where there are high numbers of pedestrians, for example in shared spaces or where there is a higher informal pedestrian use of a road carriageway.

When will this treatment be used? The use of roundel signage on carriageways will generally only be used in slow speed environments within smaller coastal communities and urban areas. These road markings will be used sparingly in other circumstances.

7.2.3 Engineering up

Engineering up is the term used to describe more substantive engineering solution to raise a road environment to meet a safe higher speed environment. There are a range of engineering up solutions available, and these may include, but are not limited to:

- Median barriers, for example post and wire barriers
- Widening or improvement of the carriageway
- Curve treatments, including cambers, crash barriers and other substantive treatments

Engineering up is a substantive and costly exercise in most situations. Often only small very high-risk sections of road can be treated at one time. However, there may be circumstances where an entire road is identified as a strategic corridor, where, over time, engineering up can be undertaken so that a further review of the speed limit can be undertake with a view to increasing the speed limit.

Engineering up will normally be signalled through the LTP (Long Term Plan) process because of the cost involved. This speed limit review may recommend areas of road where, engineering up is both feasible and will result in clear safety benefits, or where a higher speed limit than the current road environment supports is desirable.

It should be noted that it may be necessary to match the speed limit with the current road environment until it can be engineered up to maintain safe and appropriate speeds.

When will this treatment be used? This speed limit review will only recommend the consideration of engineering up treatments because such treatments require significant planned budgets and implementation time. Circumstances where this will be recommended will be where a higher speed limit is appropriate (having considered all factors) but the current road environment will not fully support that speed limit. An example of where this may occur is where the road environment only supports a 60kph safe and appropriate speed, but other more strategic or long-term factors mean that an 80kph speed limit would be preferable.

7.3 Engineering down

Engineering down is the term used for engineering treatments that will make a current or recommended speed limit more self-explaining to the driver. A self-explaining speed limit leads to

better compliance with that speed limit. Engineering down is normally used to support a slower speed limit.

Engineering down does not mean lowering the quality of the road.

Engineering down may include any of the following treatments, but is not limited to those treatments:

- Curb and channelling
- Construction of footpaths, raised pedestrian crossings or pedestrian refuges
- Street furniture within areas that are identified as shared space
- Chicanes or plantings

Many of the engineering down treatments can be undertaken within existing budgets, or by bringing forward some existing funding. Due to the overall lower cost, engineering down treatments may also be included within the Annual Plan process as part of the three-yearly LTP cycle.

When will this treatment be used? Engineering down will most often be used in slower urban community environments to promote better compliance with speed limits that are focussed on making the community safer for residents and/or visitors.

7.4 Other Treatments

There are a range of other engineering treatments that can be utilised, for example, intersection improvements, or ensuring that direct access to the road carriageway is of a high Standard. All of these treatments contribute to road safety but require different mechanisms to implement.

Physical treatments such as intersection rehabilitation are normally planned through the Annual Plan and LTP budgetary process. An outcome of a speed limit review may be the prioritisation of specific treatments in the respective budgetary processes.

Access to the carriageway is controlled through Council Engineering Standards and other planning processes. The engineering Standard and density of carriageway access is dependent on the speed environment in that particular location.

8 Setting of Speed Limits Rule considerations

In May 2022, a new Setting of Speed Limit Rule (2022) came into force. This new Rule set new requirements for reviewing new speed limits, including specified speed limits near schools. In proposing new speed limits council has had regard to the matters identified in new Rule and in the associated National Speed Management Guidance and National Road Safety Strategy (Road to Zero).

The objective of the Setting of Speed Limits Rule 2022 is to contribute to road safety by:

- a. Providing for a whole-of-network approach where speed management is considered alongside investment in safety infrastructure; and
- b. Empowering or requiring road controlling authorities to set speed limits for roads under their control; and
- c. Setting out requirements road controlling authorities must comply with when setting speed limits.

Section 3.15(2) of the Setting of Speed Limits Rule 2022 requires Council as a Road Controlling Authority, to have regard to when reviewing and setting a speed limit. The following sets out the matters which Council has had regard to in setting the proposed speed limit within the review area.

- a. The function and use of the road
- b. Crash and injury risks for all road users
- c. The characteristics of the road and roadsides
- d. Adjacent land use
- e. The number of intersections and property accessways
- f. Traffic volume
- g. Any planned physical changes to the road and its infrastructure
- h. The mean operating speed for the road
- i. The principles and outcomes of any Government road safety strategy
- j. Any other matter the Agency considers appropriate

In proposing new speed limits, Council has had regard to the above matters, as well as:

- The Road to Zero National Road Safety Strategy
- Speed Management Guidance 2022
- Feedback previously received from the community

8.1 Speed Management Guidance

Waka Kotahi (NZTA) provides guidance within *the National Speed Management Guide 2022*. The Speed Management Rule 2022 provides the process for reviewing speed limits across the district and any mandatory aspects that must be undertaken or implemented. The Speed Management Guidance 2022 document has provided the basis for the assessments and processes (including consultation processes) utilised in this speed management review.

The 2022 Rule and the Speed Management Guidance 2022 promotes larger, catchment wide reviews. This Speed Review focusses on the catchment area that encompasses local roads to the north of State Highway 11, east of State Highway 10 from Kawaka to Whangaroa Harbour.

The catchment area has been identified for a speed review for the following reasons:

- It has been identified as having high benefit (speed) roads within the catchment area
- The catchment area is well defined and will lead to consistency in speed limits
- The catchment area enables consideration of speed limits on adjacent roads and minimises the potential for anomalies in speed limits on adjacent roads.
- There has been significant and ongoing development in the Kerikeri urban area and Kerikeri fringes, particularly between Kerikeri and Waipapa.
- There is a strong community perception that current speed limits are too high

8.2 Function and Use of the Road

The 2022 Speed Management Guidance and Setting of Speed Limit Rule introduces the One Network Framework (ONF) to identifying the function and use of a road. Although a departure from the previous One Network Road Classification (ONRC), there are similarities between the two systems.

The newer ONF introduces more detail into determining the function of a road. The Framework combines the purpose of the road, for example, an urban connector road, with a sense of place, for example, stopping places or civic spaces. In effect, the Framework considers both movement and place.

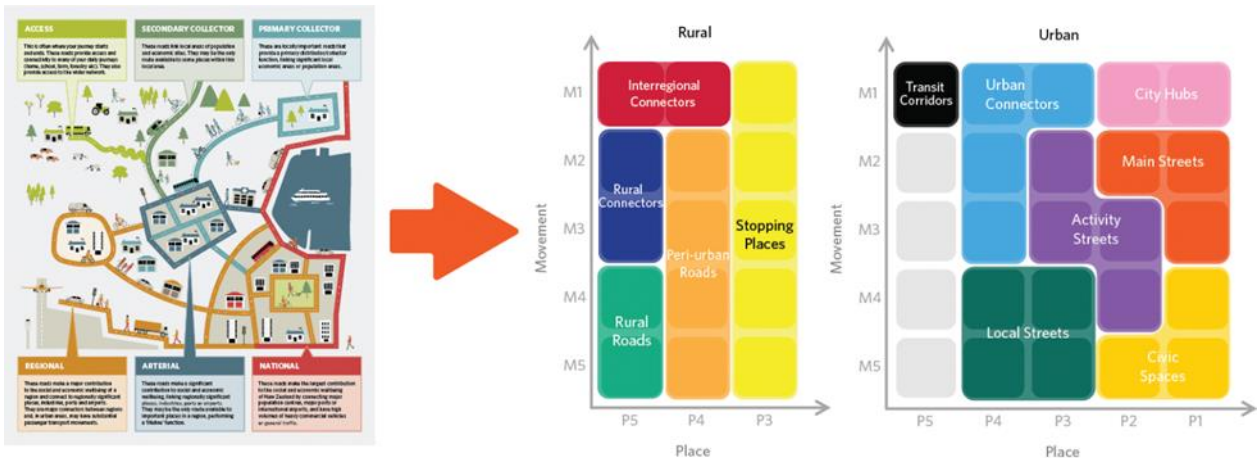


Figure: One Network Framework
Source: Waka Kotahi Speed Management Guidance 2022

The new One Network Framework acknowledges the transport network has a ‘Place’ function. This means roads and streets are destinations for people, as well as transport corridors. The Framework recognises that there is a difference between urban and rural streets and roads.

Urban safe and appropriate speed limit ranges

For urban areas, safe and appropriate speed limits align with survivable safe system limits, including for people outside vehicles (who are considered vulnerable road users). The safe and acceptable speed limit can increase where additional safety infrastructure to manage speeds to safe levels for people outside vehicles is provided (for example, raised crossings or separated cycling facilities). The safe and appropriate speed limits always link to the ONF street categories.

Rural safe and appropriate speed limit ranges

For rural areas, safe and appropriate speed limits align with survivable safe system limits and key risk factors. The safe and appropriate speed limit can increase where additional primary Safe System treatments (for example median barriers) reduce the risk of particular crash types. The safe and appropriate speed limits always link to the ONF street categories.

It should be noted that safe and appropriate speed limits above 80km/h require design and infrastructure criteria to be met to avoid the possibility of head-on collisions.

ONRC Classification System

The previous One Network Road Classification (ONRC) was a framework that provided a consistent system for the classification of roads throughout New Zealand. The ONRC considered the needs of all road users, be they motorists, cyclists or pedestrians, but did not accurately reflect a sense of place as part of the classification system.

The ONRC is a useful tool in providing an initial starting point for identifying an appropriate speed limit. The system is coarser than the new ONF. Within the context of this assessment, the ONRC has been utilised as an initial tool to identify an overall starting point for a speed limit. The speed limit has then been further refined using the ONF system to introduce a sense of place.

Classification	Straight open road /urban motorways	Curved open road	Winding open road	Urban (not motorway)
Class 1 High volume national	100-110km/h⁴ Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds			
Class 2 National, Regional, Arterial	80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds		60-80km/h	50km/h 60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 3 Primary and secondary collector				30-50km/h
Class 4 Access and low-volume access All winding/tortuous	60-80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

Figure: Recommended safe and appropriate speed ranges for road classes:

Source: NZTA - NZ Speed Management Guidance, 2016

In proposing new speed limits, Council has utilised both classification systems. It should be noted that the ONRC classification system primarily considers vehicle movements. This can result in a higher or lower classification, that may not reflect the overall road environment. It should also be noted that the ONF system is largely a national desk top classification system. Additional site investigations have been undertaken is determining an appropriate speed limit. Both classification systems are set out In the tables below:

8.2.1 Roads within the Kerikeri Urban Area with proposed 30kph speed limit

Road Name	ONRC Type of Road	ONF
Butler Road	ONRC 4 (Access).	Activity Street.
Clark Road (Kerikeri)	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for an Activity Street is 30kph – 40kph.
Cobham Road from Kerikeri Rd to Hobson Ave		
Cobham Road Service Lane		
Fairway Drive Kerikeri Rd to Augusta Place		
Fairway Drive Service Lane 1		
Fairway Drive Service Lane 2		

Road Name	ONRC Type of Road	ONF
Hobson Avenue (Kerikeri)	ONRC 4 (Access).	Activity Street.
Homestead Road	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for an Activity Street is 30kph – 40kph.
Homestead Road Service Lane		
Kerikeri Road from 50m south of Butler Rd to 50m north of Clark Rd		
Augusta Place		Local Street
Masonic Lane		Recommended speed limit 30kph
Lanark Road (School Zone)		Local Street / School Zone
Riverview Road from 20 Riverview Rd to 45 Riverview Rd (School Zone)		Setting of Speed Limits Rule 2022 requires a 30kph speed limit.
Tarutaru Lane (School Zone)		
Hone Heke Road from Baska Voda Dr to 65 Hone Heke Rd (School Zone)	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Urban Connector / School zone Setting of Speed Limits Rule 2022 requires a 30kph speed limit.

8.2.2 Roads within the Kerikeri Urban Area with proposed 40kph speed limit

Road Name	ONRC Type of Road	ONF
Access Heights	ONRC 4 (Access).	Local Street
Access Road	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph.
Amokura Drive		
Amsharlo Drive		
Ao Marama Place		
Aranga Road		
Awhitu Road		
Barrett Place		
Baska Voda Drive		

Road Name	ONRC Type of Road	ONF
Karaka Drive	ONRC 4 (Access).	Local Streets
Kemp Road	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph.
Kendall Road		
Keridale Lane		
Kerikeri Grove		
Kerikeri Road from Heritage Bypass roundabout to end		
	The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	The recommended speed limit range for a Local Street is 30kph
Kilountain Place	ONRC 4 (Access).	Local Streets
King Street	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph.
Kingfisher Drive		
Kotare Heights		
Landing Road (Kerikeri)		
Limelight Lane		
Maraenui Drive		
Marsden Place (Kerikeri)		
Martha Clarke Lane		
Mill Lane		
Mission Road (Kerikeri)		
Norfolk Place		
Oakridge Drive		
Okura Drive		
Oripiro Road		
Pa Road		
Paretu Drive		
Peacock Garden Drive		
Pickmere Lane		
Rainbow Falls Road	Secondary Collector	Local Streets
	The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	The recommended speed limit range for a Local Street is 30kph.

Road Name	ONRC Type of Road	ONF
Ranui Avenue	ONRC 4 (Access).	Local Streets
Rarere Terrace	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph.
Reinga Road		
Riddell Road		
Riverbank Drive		
Riverstone Lane		
Riverview Road from Landing Rd to 20 Riverview Rd		
Riverview Road from 45 Riverview Rd to end		
Sammaree Place		
Selwyn Place (Kerikeri)		
Shepherd Road (Kerikeri)		
	The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	The recommended speed limit range for a Local Street is 30kph.
Silkwood Lane	ONRC 4 (Access).	Local Streets
	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph
Skudders Beach Road	Secondary Collector	Local Streets
	The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	The recommended speed limit range for a Local Street is 30kph
St Andrews Place	ONRC 4 (Access).	Local Streets
Stella Drive (East)	The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	The recommended speed limit range for a Local Street is 30kph
Stella Drive (West)		
Tareha Place		
Tasman Place		
The Lookout		
The Ridge		
Totara Place (Kerikeri)		

Road Name	ONRC Type of Road	ONF
School Road from Marsden Road to Joyces Rd	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Urban connector The recommended speed limit range for an Urban Connector Road is 30kph to 60kph
School Road from Joyces Rd to end	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph
Seaview Heights Road	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Selwyn Road (Paihia)	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Activity Street. The recommended speed limit range for an Activity Street is 30kph – 40kph.
Selwyn Road Service Lane	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Sullivans Road		
Tahuna Road (Paihia)		
Te Karuwha Parade from SH11 to Bridge	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Activity Street. The recommended speed limit range for an Activity Street is 30kph – 40kph.
Te Karuwha Parade from Bridge to Tau Henare Dr		

Road Name	ONRC Type of Road	ONF
Te Kemara Avenue	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph
Tohitapu Road	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Veronica Street		
Williams Road	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Activity Street. The recommended speed limit range for an Activity Street is 30kph – 40kph.

8.2.7 Opua urban area

Road Name	ONRC Type of Road	ONF
Austin Street	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Baffin Street		Urban Connectors The recommended speed limit range for an Urban Connector Road is 30kph to 60kph.
Beechey Street from Franklin St to Ferry		
Beechey Street from Ferry to end		Local Streets The recommended speed limit range for a Local Street is 30kph
Creswell Street		
De Haven Street		
English Bay Road		
Franklin Street (School Zone)	Primary Collector The recommended speed limit range for an ONRC 3 (Primary Collector) urban road is between 30kph and 50kph	Urban connector Setting of Speed Limits Rule 2022 requires a 30kph speed limit.

Road Name	ONRC Type of Road	ONF
Kane Street (East)	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Kane Street (West)		
Kellet Street		
Kennedy Street		
Lyon Street		
Osbourne Road		
Penney Street (Opua)		
Richardson Street		
Scoresby Street		
Sir George Back Street		

8.2.8 Haruru Falls urban area

Road Name	ONRC Type of Road	ONF
Admiralty Drive	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Ash Grove Circle		
Bosuns Way		
Captains Loop		
Causeway Road		
Falls View Road		
Goffe Drive		
Halyard Loop		
Haruru Falls Road from SH11 to northern side of bridge	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Local Streets The recommended speed limit range for a Local Street is 30kph
Hawke Drive	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Kaipatiki Rise		
Mooring Close		
Nautical Drive		
Orchard Road (Haruru Falls)		
Riverglen Drive		
Skippers Close (Watea)		
Spinnaker Point		
Te Kahu Street		
The Anchorage		
The Anchorage East		

Road Name	ONRC Type of Road	ONF
Waterview Place	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Wharf Road (Haruru Falls)		
Wilson Road		
Yorke Road		
Yorke Road (East)		

8.2.9 Whangaroa urban area

Road Name	ONRC Type of Road	ONF
Kent Street (Whangaroa)	ONRC 4 (Access). The recommended speed limit range for an ONRC 4 (Access) urban road is between 30kph and 50kph, with a 30kph or below speed limit for roads with a high pedestrian and cyclist volume or shared spaces (10kph).	Local Streets The recommended speed limit range for a Local Street is 30kph
Lewer Street		
Mckenzie Road (Whangaroa)		
Old Church Rd Service Lane		
Old Church Road (Whangaroa)		
Old Hospital Road		
Ruato Road	Secondary Collector The recommended speed limit range for an ONRC 3 (secondary Collector) urban road is between 30kph and 50kph	Rural Connectors
Whangaroa Road from Wainui Rd to 75m west of Kent St		Local Streets The recommended speed limit range for a Local Street is 30kph
Whangaroa Road from 75m west of Kent St to 100m south of Old Church Rd		
Whangaroa Road from 100m south of Old Church Rd to end		

8.2.10 Roads that are outside of the urban areas

Road Name	ONRC Type of Road	ONF
Ake Ake Road	Access	Local Street
Amsharlo Drive	Access	Local Street
Anchorage Heights	Access	Local Street
Arabella Road	Access	Local Street
Atwell Road	Access	Rural Roads
Bayly Road	Access	Rural Roads
Beaufort Road	Access	Local Street
Bledisloe Road	Access	Local Street

Road Name	ONRC Type of Road	ONF
Kurapari Road	Secondary Collector	Rural Roads
Leacock Road	Access	Rural Roads
Mahinepua Road	Access	Rural Roads
Martin Road	Access	Rural Roads
Matangirau School Road	Access	Rural Roads
Matau Place	Access	Urban Connectors
Matauri Bay Road	Secondary Collector	Rural Connectors
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	Secondary Collector	Rural Connectors
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	Access	Rural Connectors
Matauri Link Road	Access	Rural Roads
Mawson Avenue	Access	Local Streets
Mccaughan Road	Access	Rural Roads
Mcgee Road	Access	Rural Roads
Mcintyres Road	Access	Rural Roads
Mckenzie Road (Purerua)	Access	Rural Roads
Ngahuhu Road	Access	Rural Roads
Ohakiri Way	Access	Rural Roads
Oihi Road	Access	Rural Roads
Opito Bay Road to 407 Opito Bay Rd	Secondary Collector	Rural Connectors
Opito Bay Road from 407 Opito Bay Rd to end	Access	Local Streets
Orangewood Road	Access	Rural Roads
Orchard Road (Kapiro)	Secondary Collector	Rural Connectors
Oromahoe Road	Secondary Collector	Rural Connectors
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	Access	Rural Roads
Ota Point Road from 100m before 103 Ota Point Rd to end	Access	Rural Roads
Otaha Road	Secondary Collector	Rural Connectors
Pathways Drive	Access	Rural Roads
Pinehill Road	Access	Rural Roads
Point Veronica Drive	Access	Local Streets
Point Veronica Drive Extension	Access	Local Streets
Porters Access Road	Access	Rural Roads
Porters Access Road Extension	Access	Rural Roads

Road Name	ONRC Type of Road	ONF
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	Access	Peri-urban Roads
Tauranga Bay Beach Road from 20m before campground to end	Access	Stopping Places
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	Secondary Collector	Peri-urban Road
Tauranga Bay Road from Tauranga Bay Beach Rd to end	Access	Peri-urban Road
Te Haumi Drive	Access	Local Streets
Te Kowhai Point Road	Primary Collector	Rural Roads
Te Ra Road	Access	Rural Roads
Te Tapui Road	Access	Rural Roads
Te Tii Road from Purerua Rd to Te Tii Rd Extension	Secondary Collector	Rural Connectors
Te Tii Road from Te Tii Rd Extension to end	Secondary Collector	Rural Connectors
Te Tii Road Variable School Zone from Purerua Rd for 50m	Secondary Collector	Rural Connectors
Te Tii Road Extension	Access	Rural Connectors
Tepene Tablelands Road	Access	Rural Roads
Thompsons Access	Access	Rural Roads
Tikorangi Road	Access	Local Streets
Tui Glen Road	Access	Rural Roads
Tui Grove (Paihia)	Access	Local Streets
Waikoura Road	Access	Rural Roads
Waimangaro Road	Access	Local Streets
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	Secondary Collector	Rural Connectors
Wainui Road from Tauranga Bay Rd to Whangaroa	Secondary Collector	Rural Connectors
Wainui Road (Whakarara Rd - Variable School Zone) from 350m from Matauri Bay Rd for a distance of 620m	Secondary Collector	Rural Connectors
Wainui Valley Road	Access	Rural Roads
Waipapa Road from SH10 for a distance of 90m	Primary Collector	Urban Connectors
Waipapa Road from 90m east of SH10 to 372 Waipapa Rd	Primary Collector	Urban Connectors
Waipapa Road from 372 Waipapa Rd to 331 Waipapa Rd (School zone)	Primary Collector	Urban Connectors
Waipapa Road from 331 Waipapa Rd to 20m west of Edkins Rd	Primary Collector	Urban Connectors
Waipapa Road from 20m west of Edkins Rd to end	Primary Collector	Urban Connectors
Wairangi Road	Access	
Waitapu Creek Road	Access	Rural Roads
Wakelin Road	Secondary Collector	Rural Connectors

Road Name	ONRC Type of Road	ONF
Whangae Road	Access	Rural Roads
Whangaroa Road from SH10 to Wainui Rd	Secondary Collector	Rural Connectors
Wharau Road from Quines Landing to end of seal	Secondary Collector	Rural Roads
Wharau Road unsealed section	Access	Rural Roads
Wharengaere Road	Access	Rural Roads
Yacht Drive (Opito Bay)	Access	Local Streets

The tables below set out the typical safe and appropriate speed ranges for the different classifications under the ONF system. It should be noted that the safe and appropriate speed limit will typically be at the lower end of the range unless design and infrastructure criteria are met to justify a higher speed limit.

One Network Framework urban street categories and safe speed limit ranges

Category	Description	Safe and appropriate speed limit*
Civic spaces	These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.	10-20km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.	30km/h
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
City hubs	These are dense and vibrant places that have a high demand for people movement.	30-40km/h
Urban connectors	These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Transit corridors	These streets provide for the fast and efficient long-distance movement of people and goods within the urban realm. They include motorways and urban expressways.	80-100km/h

Source: Waka Kotahi Speed Management Guidance 2022 - One Network Framework

One Network Framework rural street categories and safe speed limit ranges

Category	Description	Safe and appropriate speed limit*
Interregional connectors	These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres in a rural context.	60-110km/h
Rural connectors	These roads provide the link between rural roads and interregional connectors.	60-100km/h
Rural roads	These roads primarily provide access to rural land for people who live there and support the land-use activity being undertaken.	60-80km/h
Peri-urban roads	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50-80km/h
Stopping places	These are where people gather in a rural setting. Adjacent land use generates on-street activity, and people are likely to be crossing the road.	40-80km/h

Source: Waka Kotahi Speed Management Guidance 2022 - One Network Framework

9 Crash Risk

Crash data is primarily sourced from data that is reported to NZTA from the NZ Police, and often does not report minor, non-injury crashes or near misses. The overall crash data provides a current personal and collective risk rating for the specified road, which are set out in the table below.

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Ake Ake Road	Low	Low	High
Amsharlo Drive	Low	Low	Medium
Anchorage Heights	Low	Low	High
Arabella Road	Low	Low	Medium
Atwell Road	Low	Low	Medium High
Bayly Road	Low	Low	Medium
Beaufort Road	Low	Low	High
Bledisloe Road	Unknown	Unknown	Unknown
Blue Gum Lane (school zone)	Low	Low	Medium High
Blue Penguin Drive	Low	Low	Medium
Bristow Road	Unknown	Unknown	Unknown
Broadview Road	Low	Low	Medium
Bush Point Road (Doves Bay)	Low	Low	Medium
Cavalli View Road	Low	Low	Medium High
Conifer Lane	Low	Low	Medium High
Cottle Hill Drive	Low	Low	Medium High
Davis Strongman Place	Medium	Medium	Medium High
Doonside Road	Low	Low	High
Doves Bay Road	Low	Low	Medium High
Edmonds Road	Low	Low	Medium High
Equestrian Drive	Low	Low	Medium
Fantail Rise	Unknown	Unknown	Unknown
Fernbird Grove	Unknown	Unknown	Unknown

Table: Summary of crash risk– roads outside the urban areas

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Hansen Road (Purerua)	Low	Low	High
Harmony Lane	Low	Low	Low Medium
Haruru Falls Road from Puketona Rd to north side of bridge	Low	Low	Medium
Haruru Falls Road from north side of bridge to Tui Glen Rd	Low	Medium	High
Haruru Falls Road from Tui Glen Rd to end	Low	Low	Medium High
Hauriri Road	Low	Low	Medium High
Hautapu Road	Low Medium	Medium High	High
Hihitahi Rise	Low	Low	Medium
Hikurua Road	Low	Low	High
Huia Road	Low	Low	High
Hupara Road	Low	Low	High
Hupara Road (East)	Low	Low	High
Jameson Esplanade	Low	Low	Medium High
Kapiro Road from SH10 to 50m west of roundabout	Medium	Medium High	Medium
Kapiro Road from west of roundabout to end	Medium	Medium High	Medium
Keri Downs Road	Low	Low	Medium
Kingfisher Drive	Low	Low	Low Medium
Kotuku Road	Low	Low	Medium High
Kurapari Road	Low	Low	High
Leacock Road	Low	Low	Medium High
Mahinepua Road	Low	Low	High
Martin Road (Kaeo)	Low	Low	High
Matangirau School Road	Low	Low	High
Matau Place	Low	Low	Medium
Matauri Bay Road	Low Medium	Medium High	Medium

Table: Summary of crash risk– roads outside the urban areas

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Matsuri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	Low Medium	Medium	Medium High
Matauri Beach Road from 1581 Matauri Beach Rd to end (including all subdivision)	Low Medium	Medium	Medium High
Matauri Link Road	Low	Low	High
Mawson Avenue	Low	Low	Low Medium
Mccaughan Road	Low	Low	Medium High
Mcgee Road	Low	Low	High
Mcintyres Road	Low	Low	High
Mckenzie Road (Purerua)	Low	Low	High
Ngahuhu Road	Low	Low	High
Ohakiri Way	Low	Low	Medium High
Oihi Road	Low	Low	High
Opito Bay Road to 407 Opito Bay Rd	Low Medium	Medium	High
Opito Bay Road from 407 Opito Bay Rd to end	Low	Low	High
Orangewood Road	Low	Low	Medium
Orchard Road (Kapiro)	Low	Low	Medium
Oromahoe Road	Low	Low	High
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	Low	Low	High
Ota Point Road from 100m before 103 Ota Point Rd to end	Low	Low	High
Otaha Road	Low	Low	Medium High
Pathways Drive	Low	Low	Medium High
Pinehill Road	Low	Low	High
Point Veronica Drive	Low	Low	Medium
Point Veronica Drive Extension	Low	Low	Medium
Porters Access Road	Low	Low	High

Table: Summary of crash risk– roads outside the urban areas

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Porters Access Road Extension	Low	Low	Low
Pounamu Place	Low	Low	Low Medium
Puketiro Place	Low	Low	Medium
Purerua Road from to 110m before Te Tii Rd	Low	Low Medium	Medium High
Purerua Road from 110m before Te Tii Rd to end	Medium	Medium	High
Quinces Landing	Low	Low	High
Rangihoua Road	Low	Low	High
Rangitane Loop Road	Low	Low	Low Medium
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	Low	Medium	Medium
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	Low	Medium	Medium
Redcliffs Road from Kapiro Rd to Rangitane Rd	Low	Low Medium	Medium High
Redcliffs Road from Rangitane Rd to end	Low	Low	High
Retreat Road	Low	Low	Medium High
Rigden Road	Low	Low	High
Riwhi Way	Low	Low	Medium High
Rosella Road	Low	Low	Medium High
Rowsell Lane	Low	Low	High
Scoresby Street	Low	Low	Medium
Smeath Road (Hupara)	Low	Low	High
Smith Camp Road	Low	Low	Medium High
Somerville Road	Low	Low	High
Spoonbill Drive	Unknown	Unknown	Unknown
Stanners Road from SH10 to end of seal	Low Medium	Medium	Medium
Stanners Road from end of seal to end	Low	Low	High

Table: Summary of crash risk– roads outside the urban areas

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Takou Bay Road from SH10 to Otaha Rd	Low	Low	Medium High
Takou Bay Road Otaha Rd to end	Low Medium	Medium	High
Tanikaha Lane	Low	Low	Medium
Taraire Road	Low	Low	High
Tau Henare Drive	Low	Medium	Medium
Taumata Close	Low	Low	Medium High
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	Low	Low	Medium High
Tauranga Bay Beach Road from 20m before campground to end	Low	Low	Medium High
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	Medium	Medium	Medium High
Tauranga Bay Road from Tauranga Bay Beach Rd to end	Low	Low	High
Te Haumi Drive	Low	Low	Medium
Te Karuwha Parade	Low	Low	Medium
Te Kowhai Point Road	Low	Low	High
Te Ra Road	Low	Low	High
Te Tapui Road	Low	Low	Medium High
Te Tii Road from Purerua Rd to Te Tii Rd Extension	Medium High	Medium	High
Te Tii Road from Te Tii Rd Extension to end	Low	Low	Medium
Te Tii Road Extension	Low	Low	Medium
Tepene Tablelands Road	Low Medium	Medium	High
Thompsons Access	Low	Low	High
Tikorangi Road	Low	Low	Medium High
Tui Glen Road	Low	Low	Medium High
Tui Grove (Paihia)	Low	Low	Low Medium
Waikoura Road	Low Medium	Medium	High
Waimangaro Road	Low	Low	Medium High

Table: Summary of crash risk– roads outside the urban areas

Road Name	Collective Risk	Personal Risk	Infrastructure Risk
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	Low	Medium High	High
Wainui Road from Tauranga Bay Rd to Whangaroa	Low	Medium High	High
Wainui Valley Road	Low	Low	High
Waipapa Road from SH10 to Rainbow Falls Rd	Medium	Low Medium	Medium
Waipapa Road from Rainbow Falls Rd to Landing rd	Low	Low	Low Medium
Wairangi Road	Low	Low	Medium High
Waitapu Creek Road	Low	Low	High
Wakelin Road	Low	Low	High
Whangae Road	Low	Low	High
Whangaroa Road from SH10 to Wainui Rd	Low Medium	Medium	Medium
Wharau Road from Quines Landing to end of seal	Low	Low	High
Wharau Road unsealed section	Low Medium	Medium High	High
Wharengaere Road	Low	Low	High
Yacht Drive (Opito Bay)	Low	Low	Medium High

Table: Summary of crash risk– roads outside the urban areas

Notes:

1. **Collective Risk** is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. **Collective risk does not take account of the volume of traffic on the road**
2. **Personal Risk** is a measure of the danger to each individual using a road. **Personal risk takes into account the traffic volumes on the section of road.**
3. **Infrastructure Risk** utilises a road assessment methodology designed to assess road safety risk based on eight key design and Infrastructure features.
4. **Unknown Risk** indicates that there is insufficient data available to determine the specific risk factor, or the road is does not have data available as it is a new road.

Road	Road Character	Lane Width	Alignment	Shoulder
Kapiro Road from west of roundabout to end	Two Lane Undivided	Medium	Straight	Narrow
Keri Downs Road	Single Lane Sealed	Medium	Straight	Very Narrow
Kingfisher Drive				
Kotuku Road	Single Lane Sealed	Medium	Curved	Very Narrow
Kurapari Road	Unsealed	Narrow	Winding	Very Narrow
Leacock Road	Unsealed	Narrow	Straight	Very Narrow
Mahinepua Road	Unsealed	Narrow	Torturous	Very Narrow
Martin Road (Kaeo) from SH10 to end of seal	Two Lane Undivided	Medium	Torturous	Very Narrow
Martin Road (Kaeo) from end of seal to 446 Martin Rd	Unsealed	Narrow	Winding	Very Narrow
Martin Road (Kaeo) from 446 Martine Rd to end	Unsealed	Narrow	Curved	Very Narrow
Matangirau School Road	Unsealed	Narrow	Winding	Very Narrow
Matauri Bay Road	Two Lane Undivided	Medium	Curved	Very Narrow
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	Two Lane Undivided	Medium	Torturous	Very Narrow
Matauri Link Road	Unsealed	Narrow	Winding	Very Narrow
Mawson Avenue	Two Lane Undivided	Medium	Curved	Wide
McCaughan Road	Single Lane Sealed	Narrow	Winding	Very Narrow
Mcgee Road	Unsealed	Narrow	Curved	Very Narrow
Mcintyres Road	Unsealed	Narrow	Torturous	Very Narrow
Mckenzie Road (Purerua)	Unsealed	Narrow	Winding	Very Narrow
Ngahuhu Road	Unsealed	Narrow	Winding	Very Narrow
Ohakiri Way	Unsealed	Narrow	Curved	Very Narrow
Oihi Road	Unsealed	Narrow	Winding	Very Narrow
Opito Bay Road to 407 Opito Bay Rd	Two Lane Undivided	Medium	Torturous	Very Narrow
Opito Bay Road from 407 Opito Bay Rd to end	Two Lane Undivided	Medium	Torturous	Narrow
Orangewood Road	Two Lane Undivided	Medium	Straight	Narrow
Orchard Road (Kapiro)	Two Lane Undivided	Narrow	Curved	Very Narrow
Oromahoe Road	Unsealed	Narrow	Torturous	Very Narrow
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	Two Lane Undivided	Medium	Torturous	Very Narrow
Ota Point Road from 100m before 103 Ota Point Rd to end	Unsealed	Medium	Curved	Very Narrow
Otaha Road from 289 Otaha Road to end of seal	Two Lane Undivided	Medium	Curved	Very Narrow
Otaha Road from end of seal to end of road	Unsealed	Medium	Curved	Very Narrow
Pathways Drive	Two Lane Undivided	Medium	Curved	Very Narrow
Pinehill Road	Unsealed	Narrow	Curved	Very Narrow
Point Veronica Drive	Single Lane Sealed	Narrow	Winding	Very Narrow
Point Veronica Drive Extension	Single Lane Sealed	Narrow	Winding	Very Narrow

Table: Summary of road characteristics– roads outside the urban areas

Road	Road Character	Lane Width	Alignment	Shoulder
Porters Access Road	Unsealed	Narrow	Torturous	Very Narrow
Porters Access Road Extension	Unsealed	Narrow	Torturous	Very Narrow
Pounamu Place	Two Lane Undivided	Medium	Curved	Very Narrow
Puketiro Place	Two Lane Undivided	Medium	Curved	Very Narrow
Purerua Road from to 110m before Te Tii Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Purerua Road from 110m before Te Tii Rd to end	Unsealed	Narrow	Curved	Very Narrow
Quinces Landing	Unsealed	Narrow	Curved	Very Narrow
Rangihoua Road	Unsealed	Narrow	Curved	Very Narrow
Rangitane Loop Road	Two Lane Undivided	Medium	Curved	Very Narrow
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Redcliffs Road from Kapiro Rd to Rangitane Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Redcliffs Road from Rangitane Rd to end	Unsealed	Narrow	Curved	Very Narrow
Retreat Road	Unsealed	Narrow	Straight	Very Narrow
Rigden Road	Unsealed	Narrow	Torturous	Very Narrow
Riwhi Way	Two Lane Undivided	Medium	Curved	Very Narrow
Rosella Road	Single Lane Sealed	Narrow	Winding	Very Narrow
Rowsell Lane	Unsealed	Narrow	Curved	Very Narrow
Scoresby Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Smeath Road (Hupara)	Unsealed	Narrow	Curved	Very Narrow
Smith Camp Road	Unsealed	Medium	Curved	Very Narrow
Somerville Road	Unsealed	Medium	Winding	Very Narrow
Spoonbill Drive	Unknown	Unknown	Unknown	Unknown
Stanners Road from SH10 to end of seal	Two Lane Undivided	Medium	Curved	Very Narrow
Stanners Road from end of seal to end	Unsealed	Medium	Winding	Very Narrow
Takou Bay Road from SH10 to Otaha Rd	Two Lane Undivided	Medium	Winding	Very Narrow
Takou Bay Road Otaha Rd to end	Unsealed	Narrow	Winding	Very Narrow
Tanikaha Lane	Two Lane Undivided	Medium	Straight	Very Narrow
Taraire Road	Unsealed	Narrow	Winding	Very Narrow
Tau Henare Drive	Two Lane Undivided	Medium	Curved	Very Narrow
Taumata Close	Two Lane Undivided	Medium	Curved	Very Narrow
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	Two Lane Undivided	Narrow	Curved	Very Narrow

Table: Summary of road characteristics– roads outside the urban areas

11 Adjacent Land-use

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

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

Land-use within the review area ranges from the urban area of Kerikeri, Paihia, Opuā and Haruru Falls, through to rural in much of the review area. The speed limit review has taken account of the development that has occurred and the ongoing development pressures in the Kerikeri peri-urban area, particularly:

- Kerikeri Road
- Waipapa Road and Waipapa generally
- Kapiro Road
- Kerikeri Inlet

These areas in particular have been the subject of significant rural residential and commercial development. Development is promoted in these specific areas with enabling zoning within the Operative Far North District Plan.

12 Intersections and Property Access

The density of property access onto the main carriageway has a direct influence on the number of vehicles turning on and off the road, affecting crash risk in the following ways:

- Increased risk of side impact crashes where vehicles access the carriageway and fail to give way to an oncoming vehicle.
- Vehicles travelling along the road have a higher risk of encountering Stationary vehicles on the carriageway; or vehicles travelling at a significantly lower speed.

In both instances, the risk of a crash increases where the carriageway width is limited, or there is limited visibility. Higher densities of property access also indicate more potential for pedestrian and cycle activity on or near the carriageway. As property access density increases, the safe and appropriate speed on a given road should decrease.

Property access density is indicative of the following:

- Urban areas: 20 or more per km
- Urban transition areas: 10 to 20 per km
- Rural residential: 5 to 15 per km
- General Rural: 2 to 5 per km
- Remote rural: Less than 2 per km

Intersection density provides a measure of the frequency that vehicles may be crossing the carriageway, slowing to make a turn, or accelerating after having made a turn. It is assumed that roads within urban areas will have urban characteristics in terms of property access, intersection density and vehicle movements. The Tables below therefore only provide aspecific data for roads outside the main urban areas.

Road	Property Access / Km	Intersections / km	Traffic Volume*
Kapiro Road from west of roundabout to end	2 <5	2 <3	2159
Keri Downs Road	2 <5	<1	146
Kingfisher Drive	10 <20	1 <2	108
Kotuku Road	2 <5	3 <5	150
Kurapari Road	2 <5	1 <2	500
Leacock Road	2 <5	2 <3	60
Mahinepua Road	2 <5	1 <2	100
Martin Road (Kaeo) from SH10 to end of seal	5 <10	<1	166
Martin Road (Kaeo) from end of seal to 446 Martin Rd	2 <5	<1	130
Martin Road (Kaeo) from 446 Martine Rd to end	2 <5	<1	130
Matangirau School Road	2 <5	<1	50
Matauri Bay Road	2 <5	<1	536
Matauri Beach Road from Matauri Bay Rd to 1581 Matauri Beach Rd	1 <2	<1	419
Matauri Link Road	2 <5	1 <2	130
Mawson Avenue	10 <20	2 <3	371
McCaughan Road	2 <5	1 <2	193
Mcgee Road	2 <5	1 <2	30
Mcintyres Road	2 <5	>1	100
Mckenzie Road (Purerua)	2 <5	<1	20
Ngahuhu Road	2 <5	1 <2	45
Ohakiri Way	1 <2	3 <5	25
Oihi Road	2 <5	<1	50
Opito Bay Road to 407 Opito Bay Rd	2 <5	1 <2	822
Opito Bay Road from 407 Opito Bay Rd to end	2 <5	5 <10	349
Orangewood Road	2 <5	1 <2	90
Orchard Road (Kapiro)	2 <5	<1	233
Oromahoe Road	2 <5	<1	300
Ota Point Road from Wainui Rd to 100m before 103 Ota Point Rd	1 <2	1 <2	87
Ota Point Road from 100m before 103 Ota Point Rd to end	20+	1 <2	87
Otaha Road from 289 Otaha Road to end of seal	2 <5	<1	130
Otaha Road from end of seal to end of road	2 <5	1 <2	200
Pathways Drive	5 <10	3 <5	100
Pinehill Road	2 <5	2 <3	40
Point Veronica Drive	20+	<1	131
Point Veronica Drive Extension	20+	<1	131
Porters Access Road	2 <5	<1	30
Porters Access Road Extension	2 <5	<1	30
Pounamu Place	10 <20	<1	300
Puketiro Place	20+	3 <5	300
Purerua Road to end of seal	2 <5	<1	500
Purerua Road from end of seal to end	2 <5	<1	100
Quinces Landing	2 <5	2 <3	100
Rangihoua Road	2 <5	<1	50
Rangitane Loop Road	10 <20	<1	300
Rangitane Road from Redcliffs Rd to 177 Rangitane Rd	5 <10	1 <2	1089
Rangitane Road from 177 Rangitane Rd to Rangitane Loop Rd	5 <10	1 <2	1089
Redcliffs Road from Kapiro Rd to Rangitane Rd	2 <5	<1	1379

Table: Summary of intersections and property access – roads outside the urban areas

Road	Property Access / Km	Intersections / km	Traffic Volume
Redcliffs Road from Rangitane Rd to end	2 <5	2 <3	1220
Retreat Road	2 <5	1 <2	50
Rigden Road	2 <5	<1	100
Riwhi Way	5 <10	5 <10	100
Rosella Road	20+	2 <3	131
Rowell Lane	2 <5	3 <5	100
Scoresby Street	20+	2 <3	71
Smeath Road (Hupara)	2 <5	3 <5	40
Smith Camp Road	2 <5	<1	100
Somerville Road	2 <5	<1	120
Stanners Road from SH10 to end of seal	2 <5	<1	500
Stanners Road from end of seal to end	2 <5	<1	105
Takou Bay Road from SH10 to Otaha Rd	2 <5	1 <2	384
Takou Bay Road Otaha Rd to end	2 <5	<1	250
Tanikaha Lane	2 <5	3 <5	140
Tarairae Road	2 <5	<1	20
Tau Henare Drive	10 <20	<1	500
Taumata Close	20+	5 <10	100
Tauranga Bay Beach Road from Tauranga Bay Rd to 20m before campground	5 <10	1 <2	200
Tauranga Bay Beach Road from 20m before campground to end	5 <10	1 <2	200
Tauranga Bay Road from Wainui Rd to Tauranga Bay Beach Rd	2 <5	<1	168
Tauranga Bay Road from Tauranga Bay Beach Rd to end	5 <10	2 <3	170
Te Haumi Drive	10 <20	5 <10	1139
Te Karuwha Parade	20+	3 <5	1745
Te Kowhai Point Road	2 <5	<1	50
Te Ra Road	1 <2	1 <2	100
Te Tapui Road	2 <5	<1	200
Te Tii Road from Purerua Rd to Te Tii Rd Extension	1 <2	<1	200
Te Tii Road from Te Tii Rd Extension to end	1 <2	2 <5	200
Te Tii Road Extension	1 <2	2 <5	
Tepene Tablelands Road	2 <5	<1	100
Thompsons Access	2 <5	2 <3	40
Tikorangi Road	2 <5	5 <10	120
Tui Glen Road	2 <5	5 <10	50
Tui Grove (Paihia)	20+	3 <5	250
Waikoura Road	2 <5	1 <2	20
Waimangaro Road	10 <20	3 <5	31
Wainui Road from Matauri Bay Rd to Tauranga Bay Rd	2 <5	<1	307
Wainui Road from Tauranga Bay Rd to Whangaroa	2 <5	<1	307
Wainui Valley Road	2 <5	<1	100
Waipapa Road	2 <5	3 <5	7211
Wairangi Road	2 <5	5 <10	50

Table: Summary of intersections and property access – roads outside the urban areas

The Key Stakeholder Group is directly notified for feedback on specific speed reviews. The feedback received is incorporated into the final decision-making process for Council.

A consultation process, consistent with the requirements of the Setting of Speed Limits Rule 2022 is being undertaken. This process enables Council to obtain the views of the wider community before any final decision is taken. Feedback from this process is incorporated into the final recommendations and decisions report.

15 Options Analysis

In assessing the options, a range of matters were considered, including the matters required by the Setting of Speed Limits Rule 2022 (refer above), and future development within, and adjacent to the review area.

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

Option A: No change to the current speed environment

Option B: Amend the speed limit as proposed

Option C: Engineer the road to meet the current speed limits

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

15.1 Option A - No change to the current speed environment

Having assessed all the matters that must be considered under the Setting of Speed Limits Rule 2022 and set out in this Report; Option A is not being pursued for the following reasons:

- There are parts of the review area where the existing posted speed limit does not reflect the overall road environment, including adjacent land-uses and planned development.
- Roads within the Review Area have been identified as high benefit areas. A reduction of the speed limit is expected to have significant safety outcomes on these roads.
- Prior to undertaking a review of speed limits, Council has received significant feedback from communities seeking a lower speed limit, particularly on Kerikeri Road, Kapiro Road and Waipapa Road.

15.2 Option B - Amend the speed limit as proposed

Having assessed all matters that must be considered under the Setting of Speed Limits Rule 2022 and set out in this Report, it has been determined that reducing the speed limit as proposed is the preferred option for the following principal reasons:

- The proposed speed limits reflect an appropriate speed environment for roads within the review area, based on the current road environment, including adjacent land-uses and planned development.
- The reduction in speed will have significant safety benefits:
- The slower speed limits proposed will have an insignificant effect on travel times.
- The proposed speed limits are consistent with Waka Kotahi Speed Management Guidance 2022 and the governments Road to Zero Road Safety Strategy.

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

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

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

- Council has a Strategic plan for maintaining and upgrading roads on a district wide basis that considers population projections and other long-term planning aspects.
- Engineering all roads to meet posted speed limits in the short-term is cost prohibitive.
- As roads are improved as part of an ongoing strategic plan, speed limits can be reviewed so that they match new engineered road environments.

Engineering solutions may be undertaken to support any proposed speed limit changes. This can include gateway treatments, curb and channelling or road marking.

15.4 Option Conclusion

Following an assessment of the options available with respect to the proposed amendments to the speed environment in the identified review area; and having considered the matters set out the Setting of Speed Limits Rule 2022; it is recommended that Option B is adopted by Council for consultation.

16 Consultation Process

Consultation is undertaken in accordance with the requirements of the Setting of Speed Limits Rule 2022.

16.1 Local Government Act Requirements

Council has produced a Statement of Proposal that is publicly available. The Statement of Proposal includes details of how interested persons can present their views to Council by making a submission and when submissions can be made.

This Report is intended to provide additional detailed information, including the information that must be considered in accordance with the Setting of Speed Limits Rule 2022.

16.2 Setting of Speed Limits Rule Requirements

Section 3.9 and 3.10 of the Setting of Speed Limits Rule 2022 sets out the consultation requirements when setting a speed limit. Including making opportunity for Māori to contribute to the Plan.

16.3 Giving Effect to Consultation Requirements

The consultation requirements of the Setting of Speed Limits Rule 2022 will be given effect to using a variety of processes, including public notification, local drop-in information sessions, media releases and information on Council's website. In addition, key stakeholders and iwi groups will also be directly notified. Direct notification will include:

- A summary of the proposed amendments
- Where further information is available
- How to present your views to Council (Having your say)

A public notice will be placed in appropriate media across the district with the information able to be viewed at Council service centres. Public notice and information will be posted as practicable on community notice boards.

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

17 Making a Submission

Council encourages any person or organisation with an interest in this speed limit review to give feedback. Submissions can be made **between 28th October and 05 December 2022**. To make a submission you can:

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

17.1 Timeline for considering the proposed speed limit changes

Submissions Period: **28th October until 4.30pm 5th December 2022**

Hearings (if required): **To be advised**

Any amendments come into force **To be advised**

Any person or organisation can make a submission on the proposed amendments to speed limits.

Submissions should:

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

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