

# Speed limit review - consultation

**Meeting:** Kaipara District Council  
**Date of meeting:** 30<sup>th</sup> September 2020  
**Reporting officer:** Shawn Baker, NTA Speed Limits Project Manager

## Purpose/Ngā whāinga

To seek approval to consult on proposed new speed limits in the Mangawhai-Kaiwaka and Kaiwaka West road catchment area and to approve a Hearings Committee.

## Executive summary/Whakarāpopotanga

The Speed Limits Bylaw 2018 is the statutory instrument that sets speed limits on local roads that the Kaipara District Council is responsible for. As part of the national “Road to Zero” Road Safety Strategy, Council are required to review all speed limits in the district over time, with an initial focus on high benefit, self-explaining areas. The reviews are being led by the Northland Transportation Alliance (NTA) on a regional basis to ensure consistency across the region and to achieve cost savings.

The Setting of Speed Limits Rule 2017 and the Local Government Act 2002 require Council, in its role as a Road Controlling Authority, to consult on proposed changes to speed limits. This Agenda item seeks approval from Council to consult with the community on proposed new speed limits within a defined road catchment area, which encompasses Mangawhai and Kaiwaka. The Agenda item also recommends that Council delegates authority to hear submissions to a Hearings Committee.

## Recommendation/Ngā tūhunga

That the Kaipara District Council:

- a) Adopt the attached “Statement of Proposal – Proposed Amendments to the Speed Limits Bylaw 2018” for consultation.
- b) Confirms that the submission period for the speed limit review will open on 29<sup>th</sup> October and close on 18<sup>th</sup> December, with hearings to be scheduled in February 2021.
- c) Undertakes consultation on the proposed changes to speed limits set out in the attached Statement of Proposal in accordance with the Special Consultative Procedures set out in Section 83 of the Local Government Act 2002.
- d) Agrees to establish a Speed Limit Review Panel to receive and hear submissions, and make a recommendation to the Kaipara District Council. It shall be made up of [Elected Member name], [Elected Member name], and [Elected Member name].
- e) Delegates the Chief Executive to make any necessary minor drafting or presentation amendments to the attached Statement of Proposal and to approve the final design and layout of the documents prior to final printing and publication.

## Context/Horopaki

Council, in its capacity of Road Controlling Authority is reviewing speed limits across the Kaipara District as part of central governments Road to Zero Road Safety Strategy. The review process is being led by the Northland Transportation Alliance and has a goal of setting safe and appropriate speed limits that will reduce fatal and serious injury crashes.

The decisions that Council are taking today enables staff to consult on proposed speed limit changes. The decisions do not adopt those changes until all submissions and technical

information are available and final recommendations are made. The decisions also provide delegated authority to hear submissions to a Hearings Committee.

## Discussion/Ngā kōrerorero

### Why is this area being reviewed?

The Mangawhai township has undergone consistent and ongoing development in recent years and it is necessary to review speed limits to ensure that they match the changing road environment.

The review area has been chosen because it includes seven roads that have been identified as High Benefit (top 10%) roads where a lower speed limit is expected to significantly reduce serious harm or fatal crashes. The total review area has been expanded from these core roads to include a wider catchment area that is a manageable size for the review process.

### Submission Period

The standard submission period is four weeks or 20 working days. However, it is recommended that the submission period be extended for the following reasons:

- The speed limits review is expected to have a high community interest
- Mangawhai has a high non-resident population and it is important that this community is reached
- Allows for greater flexibility to address any Covid-19 restrictions that may occur

The following submission period is therefore recommended:

- Submissions Open: 29<sup>th</sup> October 2020
- Submissions Close: 18<sup>th</sup> December 2020

It is anticipated that hearings will be held in February 2021

### Hearings Committee

In accordance with Section 83 of the Local Government Act 2002, the consultation procedure must provide an opportunity for a submitter to present their views to Council (or delegated representative) in person. It is therefore anticipated that Hearings will be required.

To facilitate Hearings, it is recommended that Council delegate the authority to a Hearings Committee and determine the membership of that Committee. In determining the membership of the Committee, the following options have been considered:

Option 1: A smaller Committee comprising representatives from the Kaiwaka-Mangawhai Ward, and a Councillor that is on the Regional Land Transport committee. If this option is used, it is recommended that the Committee have at least four Councillors. This option will provide a local focus at any hearing.

Option 2: The Committee may comprise the full Council. This option reflects the wider community interest in speed limits, and that the rolling speed review process will cover the whole District over time. This option is recommended as it will provide a District wide representation.

### Public consultation

Section 2.5 of the Setting of Speed Limits Rule 2017 identifies the groups and organisations that must be consulted before setting a new speed limit. This includes any local communities that may be affected by the proposed speed limit. Consultation must be undertaken in accordance with the provisions of Section 156 of the Local Government Act 2002.

Given the large area covered by the review; the changes proposed; and community interest; it is proposed to consult in accordance with the Special Consultative Procedures set out in Section 83 of the Local Government Act 2002. This will be given effect to by:

- Directly notifying statutory consultees as set out in Section 2.5 of the Setting of Speed Limits Rule 2017, as well as key stakeholders and local stakeholders, as identified by Council and Section 22AD (3) of the Land Transport Act 1998.

- Public notice will be placed in media with the information able to be viewed at Council service centres. This public notice will be followed up with media releases throughout the submission period.
- The Statement of Proposal, along with detailed technical review information will be made available on council's website and at relevant service centres.
- Subject to any Covid-19 Alert levels, four community drop in sessions will be planned, including at:
  - Mangawhai Heads
  - Mangawhai Village
  - Hakaru Hall
  - Kaiwaka

### **Community feedback in decision making**

The setting of speed Limits Rule 2017 identifies a range of matters that the Road Controlling Authority must consider and assess when proposing a new speed limit. This includes the wider road environment; the safe design speed of the road; adjacent land-uses; and what the road is used for. Community feedback is one aspect that must be considered.

Following the submissions and hearings process, a detailed Recommendations Report will be produced. This Report will detail the feedback received and take into consideration all the matters that must be considered under the Setting of Speed Limits Rule.

### **Options**

**Option 1:** Approve the Statement of Proposal for consultation. Approval of the Statement of Proposal provides staff the authority to seek community feedback on proposed speed limits in accordance with the Setting of Speed Limits Rule 2017 and the Local Government Act 2002. This will enable the ongoing speed limit review process to move forward.

**Option 2:** Approve the Statement of Proposal for consultation, with amendments. The proposed speed limits within the Statement of Proposal are consistent with national and regional assessment criteria. The proposals provide an evidence based starting point for community engagement and consultation. Any amendments to proposed speed limits may not appropriately address all the required assessment criteria.

**Option 3:** Do not approve the Statement of Proposal for consultation. If the Statement of Proposal is not approved for consultation, staff will be unable to carry out speed limit reviews in accordance with the national Road to Zero Road Safety Strategy and the Setting of Speed Limits Rule 2017.

The recommended option is **option 1**.

### **Policy and planning implications**

There are no policy and planning implications arising from this decision.

### **Financial implications**

There are no ongoing financial and budgetary implications of this decision. However, it should be noted that changes to speed limits will incur an initial cost for new signage, which will be met within existing budgets.

### **Risks and mitigations**

There are no ongoing risks associated with this decision.

## Significance and engagement/Hirahira me ngā whakapāpā

The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy as it provides approval for a consultative procedure to be undertaken.

## Next steps/E whaiake nei

Following the public consultation process, all submissions will be reviewed and summarised and a determination will be made as to whether a hearing will be required to enable submitters to present their views in person.

Staff will review all submissions received and make final recommendations based on all the assessment criteria set out in the Setting of Speed Limits Rule 2017, including public feedback.

If Council adopts the final recommendations, staff will prepare a programme to make appropriate changes to signage and prepare the required changes to the Speed Limits Bylaw for final adoption.

## Attachments/Ngā tapiritanga

	<b>Speed limit review</b>
A	Statement of Proposal - Mangawhai-Kaiwaka and Kaiwaka West Speed Limit Review

# Statement of Proposal Speed Limits Review – Mangawhai and Kaiwaka West Area

## Introduction

Kaipara District Council is proposing to amend our Speed Limits Bylaw 2018 as part of an ongoing programme to review speed limits on the district's roads. Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Kaipara District (except State Highways). The speed limit reviews are part of a nationwide programme under the Governments 'Road to Zero' Road Safety Strategy.

This 'Statement of Proposal' (SOP) document is a legal requirement when Council is proposing to make, amend or revoke a Bylaw. The SOP is the document that is made available to you as part of the consultation process. It contains background information on the proposal to assist you in providing your thoughts to Council on the topic.

This SOP includes some background information to help you understand how proposed changes to speed limits are arrived at, as well as a summary of the proposed speed limit changes within the Hakaru (Mangawhai-Kaiwaka) and the Kaiwaka West Speed Review Areas. In addition to the information in this SOP, Council has also provided more detailed technical information on the review process and the matters that we have considered when proposing new speed limits on our website at [www.kaipara.govt.nz/speedlimits](http://www.kaipara.govt.nz/speedlimits).

## Background

There is a need to reduce deaths and serious injuries on the road network; but also, ensure that people and goods can move around the road network efficiently. To do this we need to ensure that the speed limits on our roads are safe and appropriate for the road conditions and the purpose for which the road is used. We set the speed limits with the Kaipara Speed Limits Bylaw 2018, which is made under the Land Transport Act 1998.

All Councils are required to review speed limits on roads within their District as part of the Governments Road to Zero Strategy. Because we have so many roads, we have decided to use a staged approach to speed limit reviews, with the highest risk areas being reviewed first. This Statement of Proposal sets out the first area that we are reviewing, and includes the area bounded by:

- The Mangawhai Coast to the east
- State Highway 1 to the west
- The Brynderwyn Range to the north
- Auckland Council Boundary to the south

In addition, a small area to the west of Kaiwaka, between the Kaipara Harbour and the Auckland Council boundary is included in the review area (referred to as Kaiwaka West).

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

When changing a speed limit, we are required to consider a range of matters, including crash risk information; the design and nature of the road; and the surrounding land-uses, especially how the road is accessed from properties and what the road is used for. We are also required to consider the community views on any proposed speed limit. We are now seeking your views on the proposed speed limits.

Before finalising and setting any new speed limits, Council wants to hear your views. This Statement of Proposal provides you with the background and reasons for the proposed speed limits, as well as a summary of the statutory issues Council is required to consider when setting speed limits and where you can get more information. This Statement of Proposal also sets out the proposed changes to speed limits in the review area in map form.

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

You can also call us on 0800 727 059 or 09 439 7059 or visit one of our offices if you would like to have a copy sent to you.

## Reasons for the proposed new speed limits

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We are reviewing our speed limits as part of the governments Road to Zero Strategy; new Speed Management Guidance; and the Setting of Speed Limits Rule 2017.

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

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

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

There was a total of 7178 reported crashes in Northland between 2016 – 2020, with travel speed being the principle factor in 20% of those crashes. During the same 4½ year period, there were 39 fatal crashes involving 46 deaths and 164 serious injury crashes causing 217 serious injuries with travel speed being the principle factor. There is a real need to reduce the toll on our communities by ensuring that speed limits are safe and appropriate for the wider road environment.

This Statement of Proposal provides the overall reason for the proposed changes to the speed limits. There is more information in the detailed speed review report. This can be viewed on our website at: [www.kaipara.govt.nz/speedlimits](http://www.kaipara.govt.nz/speedlimits).

## Will it take longer to get where I am going?

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In most cases, the average driver will get to their destination in about the same time that they are now. This is because the actual speed that you drive on a road is often much slower than the posted speed limit.

People who travel at an unsafe speed, whether or not they are exceeding the speed limit, may experience a small increase in journey time, but for many journeys, this will be measured in seconds rather than minutes.

A 5km journey travelled at 100km/h will take 3 minutes, the same journey travelled at 80km/h will take just 45 seconds longer.

## Speed Environments

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

Matching the speed limit with the road environment achieves safer, more appropriate and predictable speeds and travel times. If you drive down one road, the speed limit should be similar to any other road that has the same look and feel to it.

We have provided a description of the speed limits expected in different road environments that we have used to set safe and appropriate speed limits that are consistent across Northland.

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. 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.  Most beaches
40kph	Urban areas where there are facilities that generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas, or where there are “slow street” urban design features.  Unsealed roads that are particularly narrow, torturous or are short access only roads that may have a higher non-traditional vehicle use (eg: horses or agricultural vehicles).
50kph	Urban roads that have a high residential density, but no facilities that would generate significant additional pedestrian activity such as schools, shopping centres, sports facilities, or other developed recreational areas. Note: smaller rural and coastal settlements are expected to have a lower speed limit that reflects the nature of that settlement.
60kph	Semi-urban or rural roads that meet one or more of the following criteria: <ul style="list-style-type: none"><li>• Significant industrial or commercial activity</li><li>• A road principally used for access to rural residential dwellings with a narrow single lane carriageway or a carriage way that has no centre line marking</li><li>• A road where significant residential or other development is directly accessed, including approaches to urban areas.</li><li>• Some urban arterial routes</li><li>• Unsealed roads</li></ul>

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70kph	<ul style="list-style-type: none"> <li>• Transitional roads that do not meet the 60kph semi-urban speed environments but have characteristics that an 80kph speed limit is inappropriate. In accordance with national guidance, 70kph zones will be discouraged, except where there is an existing 70kph zone.</li> </ul>
80kph	<ul style="list-style-type: none"> <li>• General rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves.</li> </ul>
100kph	<ul style="list-style-type: none"> <li>• Rural arterial routes that are of high quality with a wide carriageway, clearly marked or separated lanes, shoulder areas and include clear engineered safety features.</li> </ul>

## Statutory Considerations

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

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

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

Detailed information about the matters that Council must have regard to under Section 4.2 of the Setting of Speed Limits Rule 2017 is provided in a separate “Speed Review Technical Report” and can be viewed on our website at [www.kaipara.govt.nz/speedlimits](http://www.kaipara.govt.nz/speedlimits).

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

## Proposed Changes

The proposed changes to speed limits are set out in both maps and tables. The Review Area Maps identify the entire area that we are reviewing.

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.

Where we are proposing changes to an Urban Traffic Area, we have provided a map of the new area. Each map identifies the roads within the Urban Traffic Area, and which roads or streets are proposed to be 30kph, 40kph or 50kph.

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. On many of these roads, you will find that your journey time will not increase significantly because it is not possible to safely travel at a higher speed. The proposed speed limits on unsealed roads will be generally lower than that of a sealed road.

On a few roads, we are proposing a much lower speed limit. This is because these roads, either have a shared use purpose or are particularly narrow and unsealed. These roads are generally used for local access purposes.

### School Speed Zones

The governments Road to Zero Road Safety Strategy prioritises lower speed limits around schools and educational institutions. Generally, these lower speed limits are 60kph outside rural schools and between 30 and 40 kph outside urban schools.

The permanent speed limits that we are proposing outside schools and educational institutions meet the road to Zero Road Safety Strategy priorities; as such, we are not proposing any Variable School Speed Zones within this review area. However, if a higher speed limit is set following community feedback, it may be necessary to set a Variable School Speed Zone as a consequence.

Variable School Speed Zones are a speed limit that introduces a lower speed limit of 30kph, 40kph or 60kph (Rural Schools only) outside schools for a period 35 minutes before school starts and 20 minutes at the end of the school day. At other times, the normal speed limit applies.

Schools and educational facilities in the review area are:

- Mangawhai Beach School – Insley Street, Mangawhai
- Mangawhai Kindergarten – Insley Street, Mangawhai
- Before 6 Early childhood Centre – Molesworth Drive, Mangawhai
- Kaiwaka School – Kaiwaka-Mangawhai Road, Kaiwaka
- Small Pukeko's Early Learning Centre - Kaiwaka-Mangawhai Road, Kaiwaka
- Te Kura Kaupapa Maori O Ngaringaomatariki – Oruawharo School Road, Kaiwaka West

## **Hakaru (Mangawhai-Kaiwaka) and Kaiwaka West Speed Review Area**

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The review areas are identified in the maps below. The first area is described as the Hakaru Review Area (Mangawhai-Kaiwaka) and incorporates an area to the east of State Highway 1 from the Auckland Council Boundary in the south to the Whangarei District Boundary in the north. The area includes Mangawhai Township, Mangawhai Heads and Kaiwaka (excluding State Highway 1).

The review area also includes a closed catchment area to the west of Kaiwaka between State Highway 1 and the Kaipara Harbour. This area is referred to as the Kaiwaka West Review Area (refer maps below).



Figure 1: Speed Management Review Area – Hakaru (Mangawhai-Kaiwaka)

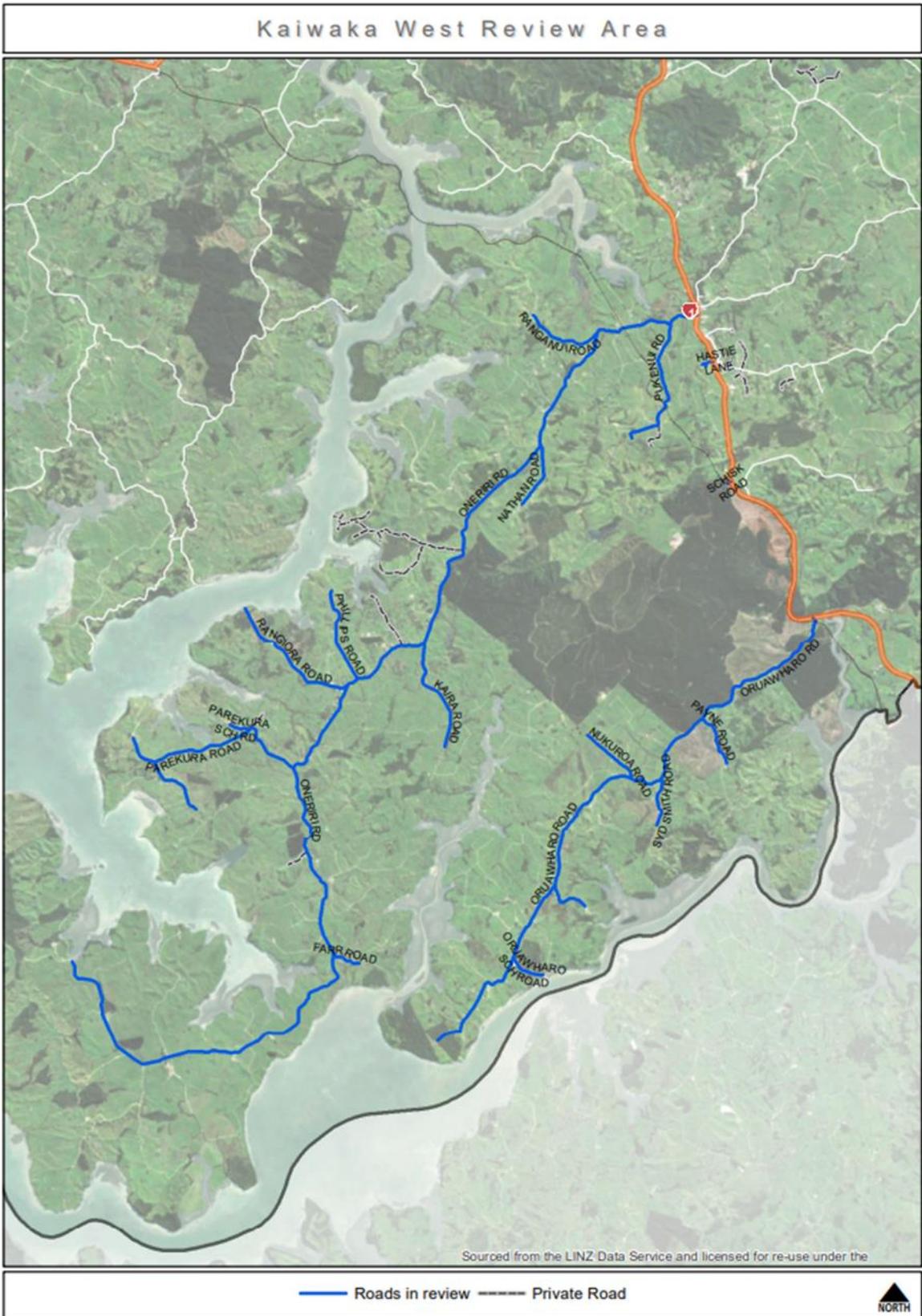


Figure 2: Speed Management Review Area – Kaiwaka West

## Proposed Speed Limit Changes

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

### Mangawhai Urban Traffic Area

The proposed changes to the Mangawhai Urban Traffic Area are intended to reflect current and future development that is occurring in both Mangawhai Township and Mangawhai Heads. The proposed changes will consolidate three separate Urban Traffic Areas into a single Mangawhai Urban Traffic Area by:

- Combining the existing Urban Traffic Areas into a single consolidated area
- Expanding the Urban Traffic Area to encompass new development including Mangawhai Central, as well as proposed future urban development

In addition, it is proposed to make most urban residential streets within the Urban Traffic Area 40kph with some exceptions for key urban arterial routes that will remain at 50kph or higher.

The key proposed changes are set out below:

- Most urban streets in Mangawhai Heads and Mangawhai Township to have a 40kph speed limit, except for key arterial routes.
- The part of Molesworth Drive that is currently 80kph reduced to 60kph
- Estuary Drive from Molesworth Drive to the intersection with Moir Point Road, reduced from 70kph to 50kph and the remainder of Estuary Drive (east of Moir Point Road) from 70kph to 40kph.
- Old Waipu Road from Molesworth Drive to end of seal at 89 Old Waipu Road to remain 50kph, with the unsealed section to reduce to 40kph.
- The part of Moir Point Road that is currently 70kph reduced to 50kph.
- The part of Mangawhai Heads Road that is currently 70kph reduced to 60kph through to Cove Road.
- Jack Boyd Drive reduced from 70kph to 40kph
- Part of Tara Road from the current 50kph boundary to Garbolino Road reduced from 100kph to 80kph (Note: there is also a proposed reduction of the speed limit on Tara Road beyond the proposed Urban Traffic Area boundary).
- The current 50kph speed limit on Tara Road retained.
- Part of Kaiwaka-Mangawhai Road from the current 50kph boundary to Garbolino Road from 100kph to 80kph. (Note: there is also a proposed reduction of the speed limit on Kaiwaka-Mangawhai Road beyond the proposed Urban Traffic Area boundary).
- The current 50kph speed limit on Moir Street from the Mangawhai Chocolate Factory toward Tara Road to be retained.
- The part of Insley Street that is currently 100kph reduced to 80kph (Note: there is also a proposed reduction of the speed limit on Insley Street beyond the proposed Urban Traffic Area boundary).
- Cove Road, along the boundary of the Urban Traffic Area from 100kph to 80kph (Note: this is part of a proposed wider reduction in the speed limit along the length of Cove Road).
- Atkin Road from 100kph to 60kph
- Alamar Crescent from 50kph to 30kph

We are also proposing to reduce the speed limit within the Wood Street commercial area and the Moir Street commercial area to 30kph in recognition of the high pedestrian numbers, particularly during the summer months.

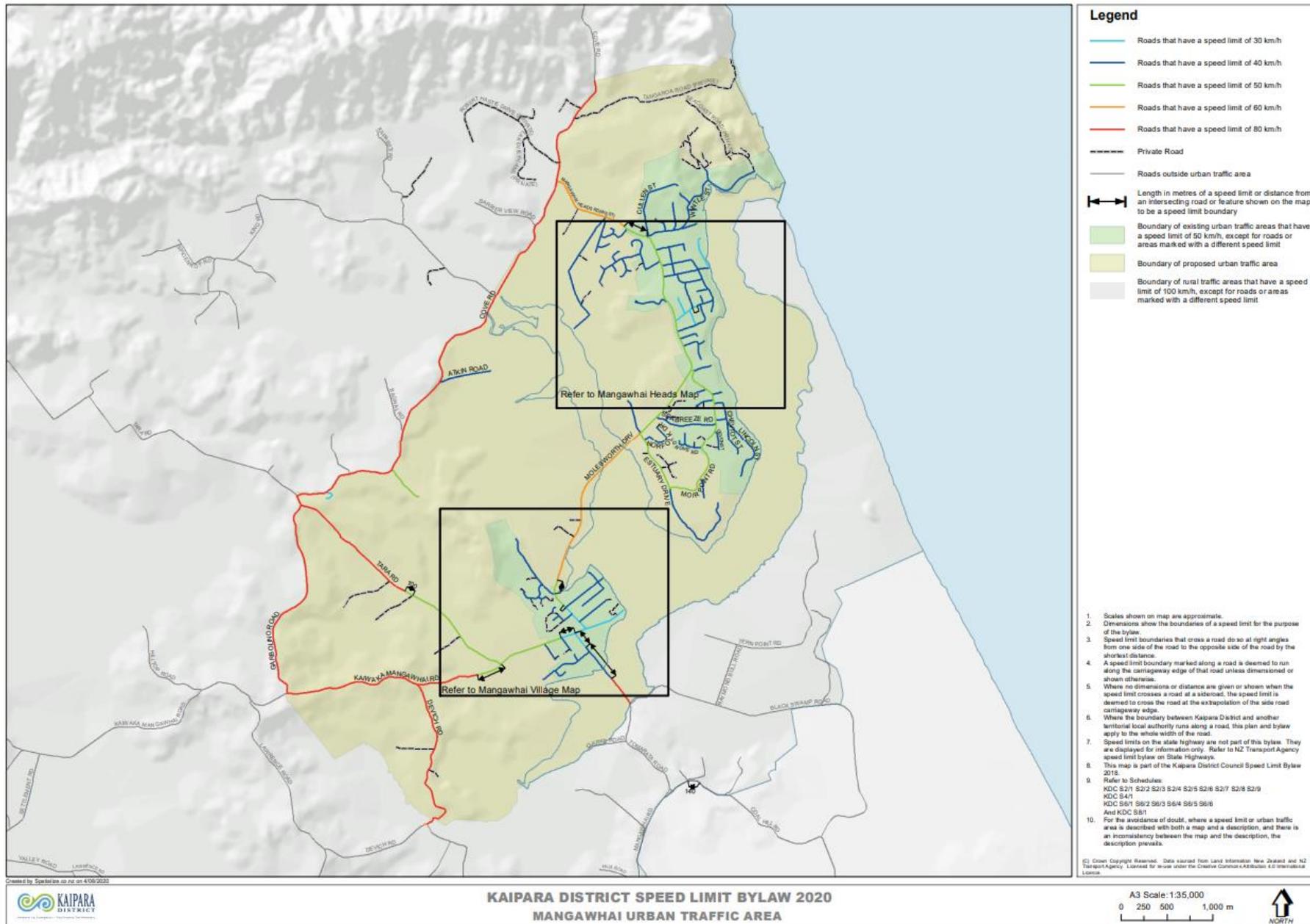


Figure 3: Proposed Mangawhai Urban traffic Area (consolidated)

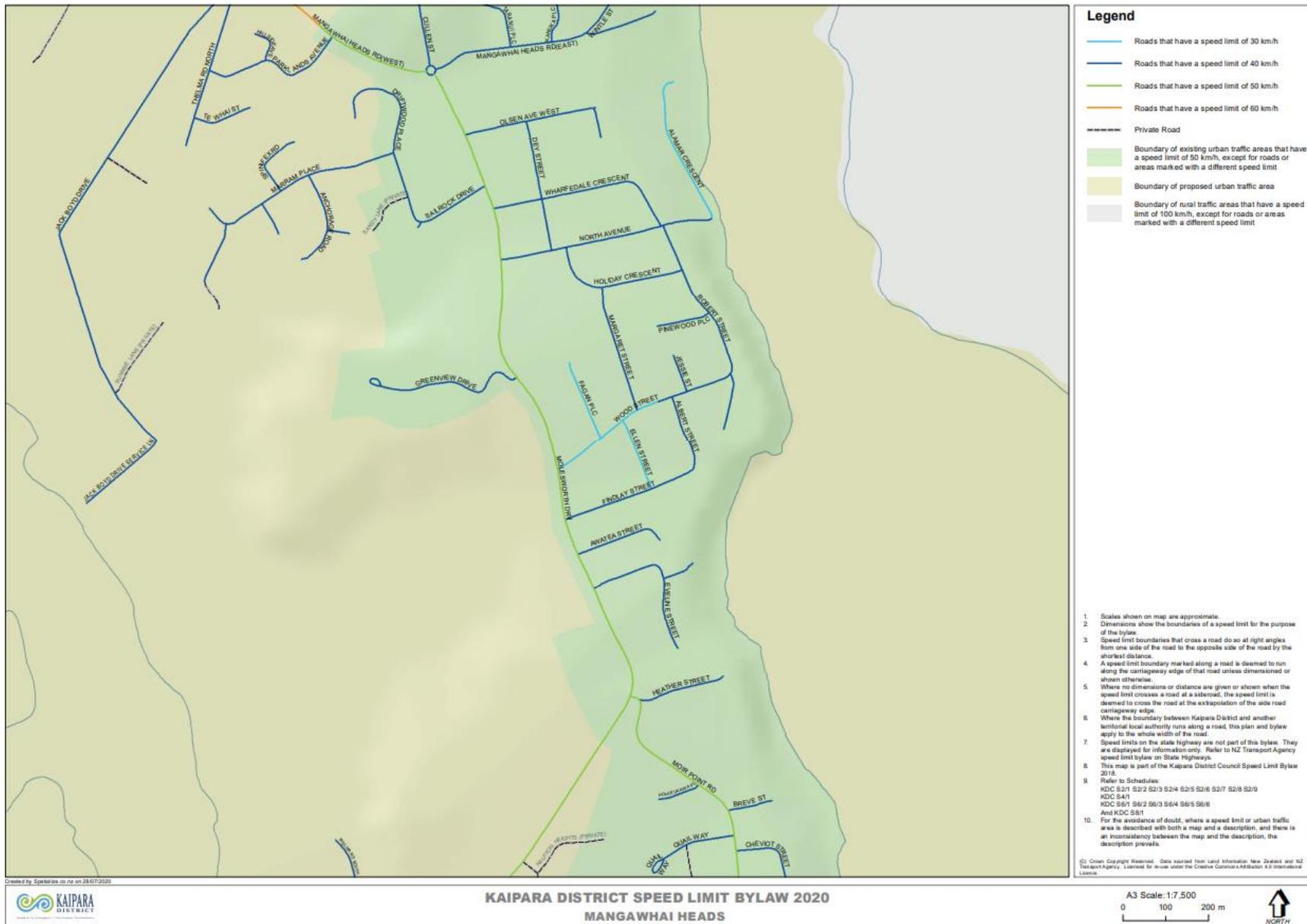


Figure 4: Proposed Wood Street (Mangawhai Heads) Commercial Area Speed Limits

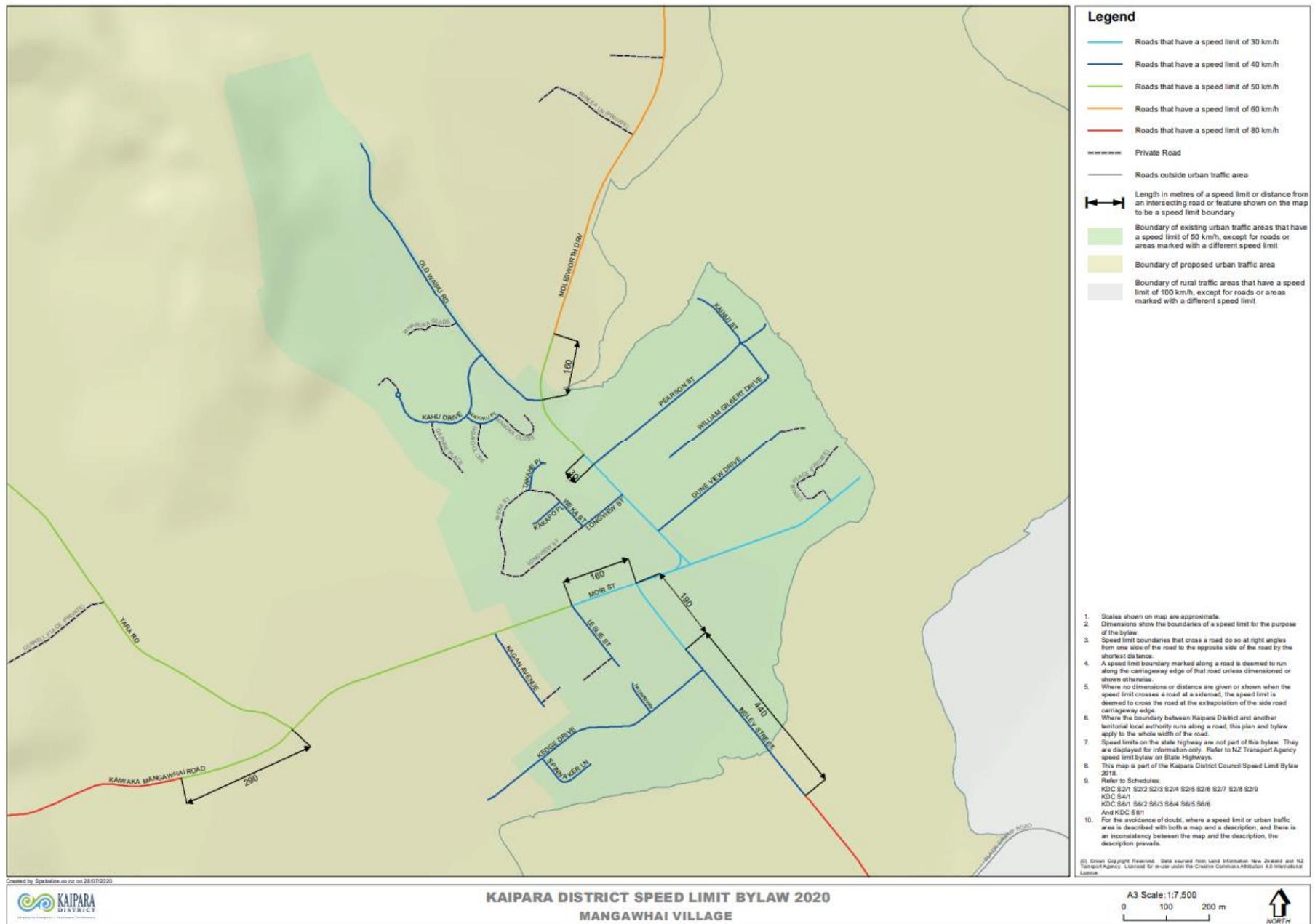


Figure 5: Proposed Moir Street/ Mangawhai Township Speed Limits

## Proposed Kaiwaka Urban Traffic Area (new)

The proposed Kaiwaka Urban Traffic Area is new. The Proposed Urban Traffic Area encompasses the urban residential area of Kaiwaka (Figure 6). All roads within the Urban Traffic Area have a speed limit of 40kph, except:

- State Highway 1, which has a speed limit of 60kph within the Urban Traffic Area.
- Gibbons Road from 50m north of the entrance to Kaiwaka Domain, which has a proposed speed limit of 60kph (reduced from 100kph)
- Settlement Road from 50m east of Wattle Lane, which has a proposed speed limit of 60kph for a distance of 500m.

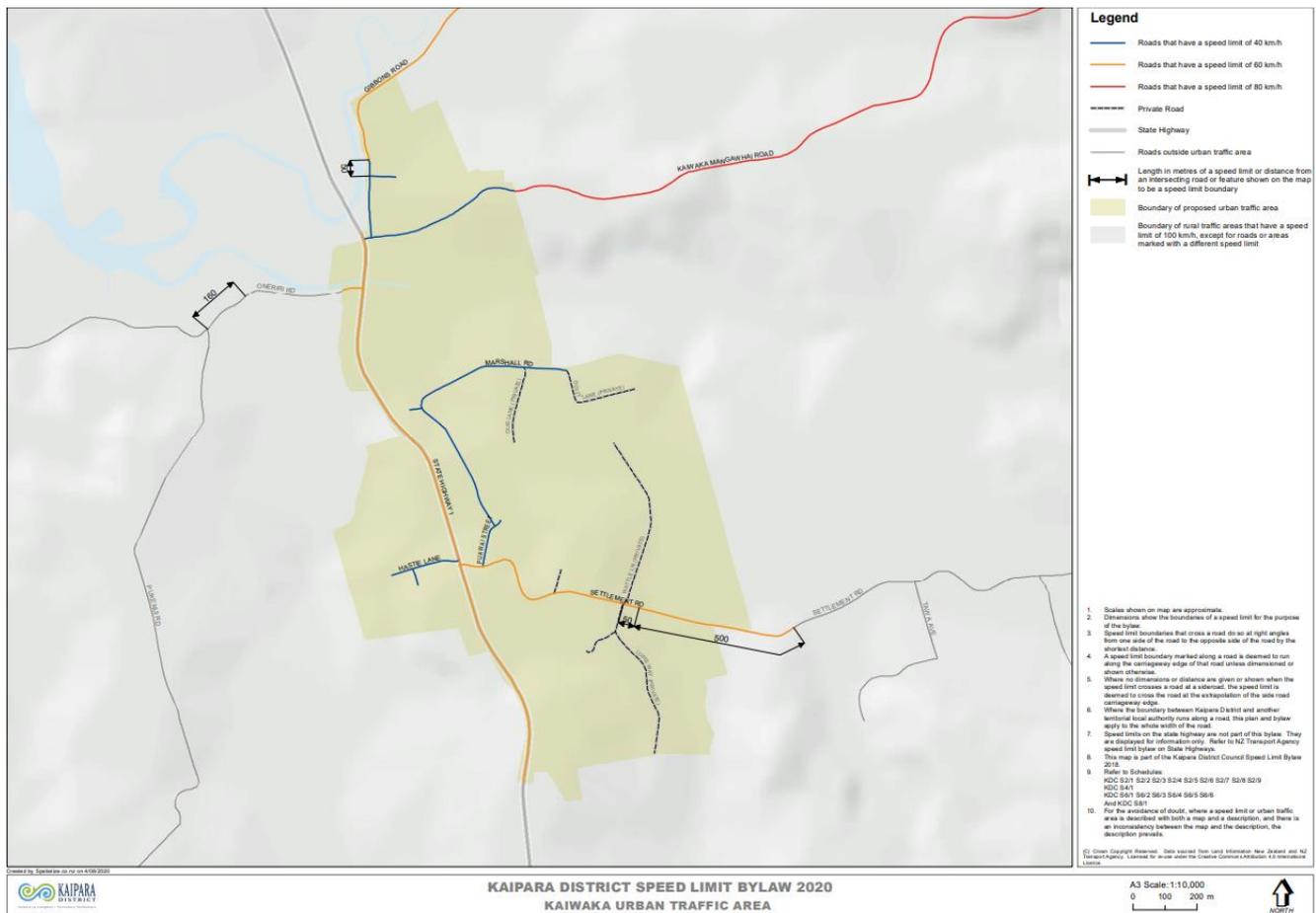


Figure 6: Proposed Kaiwaka Urban Traffic Area

## Hakaru (Mangawhai-Kaiwaka) Catchment Review Area

The Hakaru Catchment Review Area encompasses all roads to the east of State Highway 1 as identified in Figure 1 and includes two proposed Urban Traffic Areas. It should be noted that private roads are outside the jurisdiction of the Kaipara District Road Controlling Authority; and are therefore not included in the table below.

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

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Bagnal Road	100	60
Baldrock Road	100	80
Barrier View Drive	100	60
Black Swamp Road (Insley street to Raymond Bull Road)	100	80
Black Swamp Road (Raymond Bull Road to Coal Hill Road)	100	60
Brown Road (North end branch to Tara Road)	100	40
Brown Road (Tara Road to Kaiwaka-Mangawhai Road)	100	60
Cames Road (from Lawrence Rd to Carters Rd)	100 (temporary 50)	40
Cames Road (from Carters Rd to Mangawhai Rd): <b>Note part of this road is within Auckland District</b>	100 (temporary 50)	60
Carter Road	100	40
Carters West Road	100	40
Cemetery Access Road (Mangawhai)	-	30
Clarke Road	100	40
Coal Hill Road (Tomarata Road to end of seal)	100	80
Coal Hill Road (End of seal to Te Arai Point Road)	100	60
Cove Road	100	80
Devich Road from Kaiwaka-Mangawhai Road to end of seal	100	80
Devich Road from end of seal to Lawrence Road	100	60
Echo Valley Road	100	60
Garbolino Road	100	80
Gibbons Road (State Highway 1 to 50m north of the entrance to Kaiwaka Domain)	100	40
Gibbons Road (From 50m north of the entrance to Kaiwaka Domain to one lane bridge at 247 Gibbons Road)	100	60
Gibbons Road (From one lane bridge at 247 Gibbons Road to 30m North of 285 Gibbons Road – current 100kph sign)	100	40
Gibbons Road (From 30m North of 285 Gibbons Road – current 100kph sign to Baldrock Road)	100	60
Hilltop Road	100	60
Insley Street (From 440m south-east of existing 50kph sign to end)	100	80
Jude Road	100	60

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Kiawaka-Mangawhai Road (Garbolino Road to Kaiwaka)	100	80
Kapawiti Road	100	60
King Road (From Cove Road to Spioenkop Road)	100	80
King Road (From Spioenkop Road to Bush Lane)	50	60
Lawrence Road (From Kaiwaka-Mangawhai Road to Games Road)	100	80
Lawrence Road (From Games Rd To Valley Rd)	100	40
Mangawhai Road	100	80
Old Waipu Road North	100	50
Otioro Road	100	60
Pakeho Road	100	60
Paul Road	100	60
Pebblebrook Road	100	60
Pritchard Road (note: joins with Ryan Road at Council Boundary)	100	60
Raymond Bull Road	100	60
Rua Road	50	40
Settlement Road	100	60
Spioenkop Road	100	60
Stewart Road	100	60
Tara Road (from Kaiwaka-Mangawhai Road to 100m west of Dharma Lane)	50	50
Tara Road (100m west of Dharma Lane to 679 Tara road)	100	80
Tara Road (from 679 Tara Road to Brown Road)	100	60
Tawa Avenue	100	40
Tern Point Road	100	60
Tomarata Road	100	80
Valley Road (Settlement Road to Lawrence Road)	100	80
Valley Road (Lawrence Road to end)	100	60

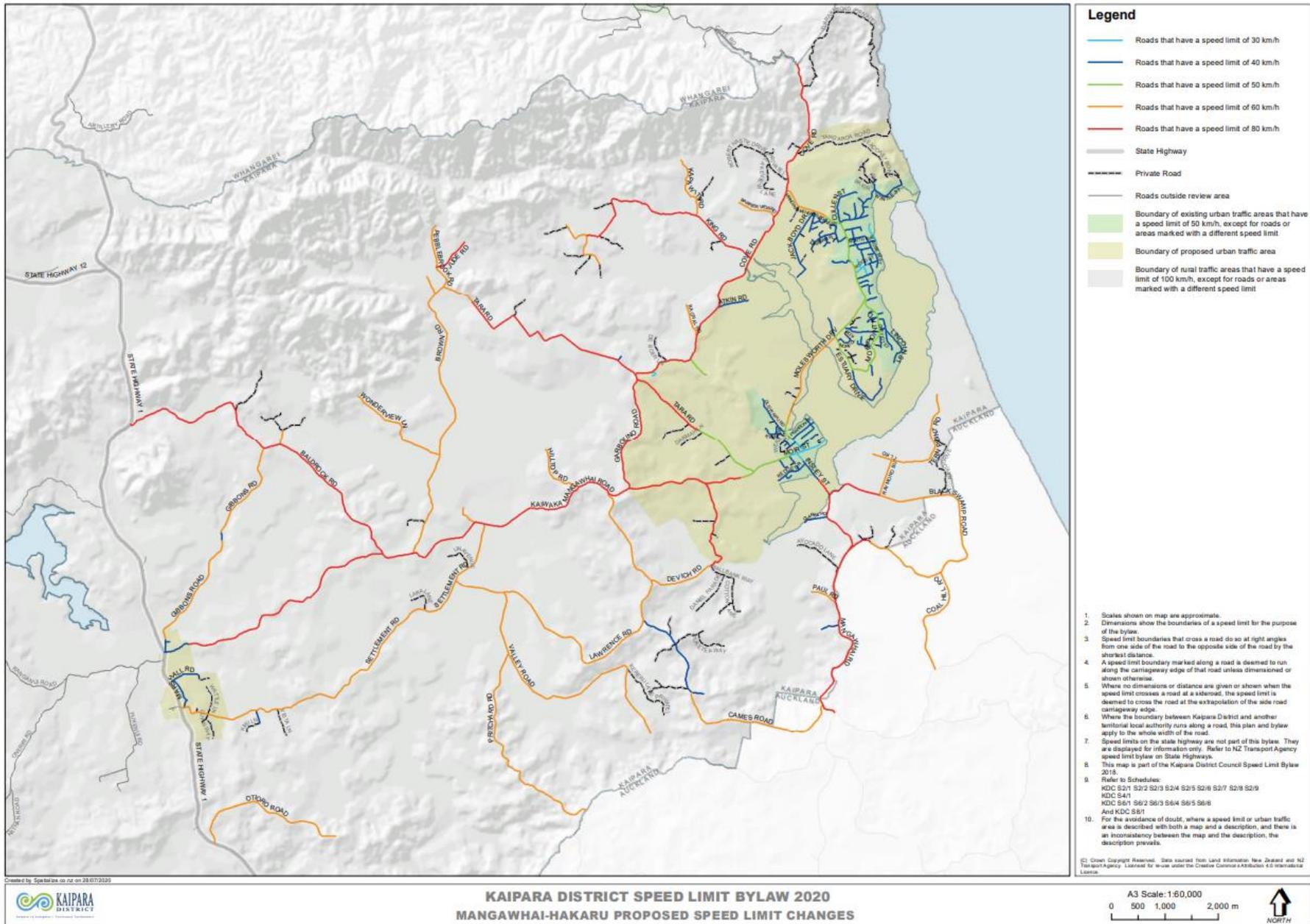


Figure 7: Hakaru review Area Proposed Speed Limit Changes

## Kaiwaka West

The Kaiwaka West Review Area encompasses all roads to the west of State Highway 1 near Kaiwaka as identified in Figure 2; and not within the Proposed Kaiwaka Urban Traffic Area. It should be noted that private roads are outside the jurisdiction of the Kaipara District Road Controlling Authority; and are therefore not included in the table below.

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

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Dowson Place (Urban Traffic Area)	50	40
Farr Road	100	40
Hastie Lane (Urban Traffic Area)	50	40
Kaira Road	100	60
Nathan Road	100	60
Nukuroa Road	100	60
Oneriri Road (From current 50kph/100kph boundary sign to Parekura Road – end of seal)	100	80
Oneriri Road (From Parekura Road to end.)	100	60
Oruawharo Road (From SH 1 to Payne Road)	100	80
Oruawharo Road (From Payne Road to end)	100	60
Oruawharo School Road	100	40
Otara Road	100	60
Parekura Road	100	60
Parekura School Road	100	60
Payne Road	100	40
Phillips Road	100	60
Pukenui Road	100	60
Ranganui Road	100	60
Rangiora Road	100	60
Syd Smith Road	100	60
Wiki Brown Road	100	40

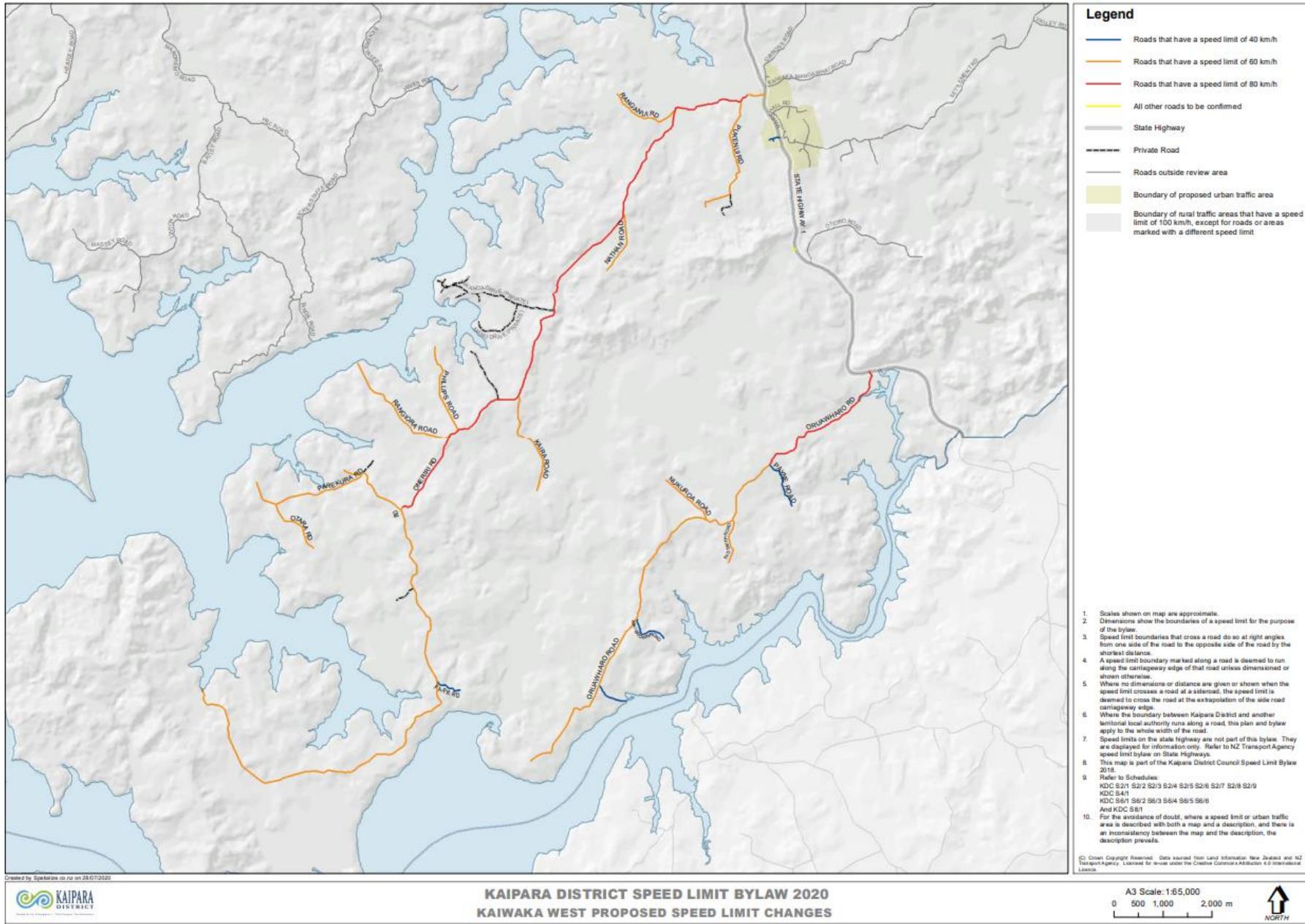


Figure 8: Kaiwaka West review area Proposed Speed Limit Changes

## How to have your say

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Your views on the proposed new speed limits are important to us, but we need your feedback by **5pm on 27<sup>th</sup> November**.

There are several ways you can have your say. You can download a submission form from our Website and email, post or deliver it to us. You can also make a submission online.

Please ensure that you state in your submission if you want to present your submission in person at a Council hearing.

## How to make a submission

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Council encourages any person or organisation with an interest in the Speed Limits Bylaw 2018 to give feedback. Submissions can be made between **29<sup>th</sup> October and 27<sup>th</sup> November**. To make a submission you can:

- submit online <https://www.kaipara.govt.nz/haveyoursay>
- email your comments to [speedreview@kaipara.govt.nz](mailto:speedreview@kaipara.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.

## Timeline for considering the proposed speed limit changes

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Submissions Period:	<b>29<sup>th</sup> October – 18<sup>th</sup> December</b>
Hearings (if required):	<b>February 2021</b>
Council amends Bylaw:	<b>To be advised</b>
Any amendments come into force	<b>To be advised</b>