



Kaipara te Oranganui

**KAIPARA
DISTRICT**

Two Oceans Two Harbours

Mangawhai - Kaiwaka Speed Limits Review Panel Agenda

Date: Thursday 25 December 2021
Time: 9.00 am
Location: Mangawhai Meeting Room
Kaipara District Council Offices
The Hub, 6/6 Molesworth Drive
Mangawhai

Members: Deputy Mayor Anna Curnow
Councillor Peter Wethey
Councillor David Wills

*For any queries regarding this meeting please contact
the Kaipara District Council on (09) 439 7059*

Thursday, 25 March, 2021

9:00 am

Kaipara District Council Offices

Ground Floor Meeting Room

The Hub, 6/6 Molesworth Drive

Mangawhai

Pages

1. Karakia
2. Opening remarks and introductions
3. Mangawhai – Kaiwaka Speed Limits Review presentation 2
4. Submissions
5. Karakia

Mangawhai – Kaiwaka Speed Limits Review

Meeting: Mangawhai – Kaiwaka Speed Limits Review Hearing Committee
Date of meeting: 09 March 2021
Reporting officer: Shawn Baker, NTA Contractor – Speed Limits Project Manager

Purpose/Ngā whāinga

To receive the submissions and feedback on proposed amendments to the Speed Limits Bylaw 2018, and in particular proposed speed limits in Mangawhai, Hakaru and Kaiwaka, incorporating Oneriri Road and Oruawharo Road; and to hear submitters that wish to be heard.

Executive summary/Whakarāpopototanga

Proposed new speed limits in the Mangawhai – Kaiwaka and Oruawharo Road areas were notified on October 28th, 2020 in accordance with the Setting of Speed Limits Rule 2017 and the Local Government Act 2002. As part of the consultative process, Council must formally receive all submissions and enable submitters the opportunity to present their views in person.

This Agenda item provides a brief overview of the matters raised by submitters that wish to be heard. The attachments to this Agenda set out, in full, all submissions received. The submissions have been divided into two volumes. The first volume (Attachment A) includes all submitters that have indicated they wish to be heard. Attachment B includes all other written submissions.

Recommendation/Ngā tūtohunga

That the Mangawhai – Kaiwaka Speed Limits Review Hearing Committee:

- a) Receives the submissions as attached in Attachment A and Attachment B.
- b) Hears the submitters who wish to be heard in support of their submissions.

Context/Horopaki

Section 22AB(1)(d) of the Land Transport Act 1998 provides for a Road Controlling Authority (Council) to make a Bylaw that sets speed limits for the safety of the public, or for the better preservation of any road.

The Governments “Road to Zero” Road Safety Strategy requires all Road Controlling Authorities to review speed limits on roads under their control. The purpose of the reviews is to set speed limits that are safe and appropriate for the road environment with the principle aim of reducing fatal and serious harm crashes. Whilst all roads will be reviewed, the initial focus is on roads where the evidence shows that the greatest benefit can be achieved through speed management.

The review area contains the following high benefit roads where a speed review is expected to result in a reduction in serious harm and fatal crashes:

- Kaiwaka-Mangawhai Road (First 5%)
- Sections of Brown Road (Second 5%)
- Sections of Tara Road (First 5%) – This section did not form part of the Tara Road speed review undertaken in late 2018.
- Hilltop Road (First 5%)
- Sections of Devich Road (First 5%)
- Wood Street (First 5%)

- Mangawhai Heads Road - West (First 5%)

It should be noted that Cove Road (Whangarei District) that connects Mangawhai with Waipu Cove is identified as a High Priority (First 5%) road.

Speed Limits are set in accordance with the Setting of Speed Limits Rule 2017. This Rule requires the Road Controlling Authority (Kaipara DC) to consider the views and feedback from the affected community. The Road Controlling Authority must consult in accordance with the Special Consultative Procedures set out in Section 83 of the Local Government Act 2002.

A full Statement of Proposal was publicly notified on 29th October 2020 and submissions closed on 18th December 2020. To promote the consultation, and encourage feedback, Council:

- Placed public notices in local newspapers, including the Mangawhai Focus
- Published information, including the Statement of Proposal, Technical Review information and Frequently Asked Questions on Council's website
- Published articles in several publications about the consultation
- Directly notified key stakeholders and statutory consultees, including the Commissioner of Police and the Automobile Association
- Held community engagement drop-in sessions at Hakaru Hall, Kaiwaka Hall, Mangawhai Library Hall and Mangawhai Heads Senior Citizens Club.

Discussion/Ngā kōrerorero

Submission Received

A total of 84 submissions were received with 19 submitters wishing to be heard in support of their submissions.

Most submissions provided feedback on specific roads within the review area. It is therefore considered mis-leading to provide raw statistics on how many submitters supported or opposed the proposed amendments generally. However, it is appropriate to note that overall, although there were submissions opposed to the overall proposed speed limits, submissions received were generally positive and either supported or partially supported the proposals.

All submissions have been reviewed and, where possible, been assigned to individual roads within the review area.

This information, along with any additional feedback provided by submitters that are being heard, and road safety engineering feedback will be presented in a detailed Recommendations Report.

Out of Scope Submissions

Some submissions raised issues that are beyond the scope of this speed limit review. The principle out-of-scope issues raised included dust and the condition (or need to maintain) roads. Both issues are related to speed but cannot be directly addressed by the Speed Limit Bylaw. However, it is appropriate that the Committee note these out-of-scope issues so that they can be addressed in other, more appropriate parts of Council's roading activities.

Submitters wishing to be heard.

All submissions received have the same weighting with respect to making recommendations on any new speed limits. The following summary of submitters wishing to be heard is intended to provide the committee with a brief reference to those submissions and the issues that may arise at the Hearing. Full copies of the submissions received are set out in Attachment 1 and 2.

Submitter Number	Name	Summary of matters raised
8	Philip Joseph Nesbit	Opposes proposed changes. Considers that there is no requirement to reduce urban speed limits below 50kph or 60kph. Considers lowering speed limits is being undertaken to lower Council's responsibility to maintain roads. Lists some key arterial routes.
10	Greg Campbell	Supports proposals in part. Primarily interested in Cames Road and Lawrence Road. Supports reduction of speed on Cames Road to 40kph – but along its entirety, except the current temporary 30kph section to be retained as 30kph permanently. Reduce Lawrence Road Speed Limit to 60kph.
21	Catharina Cornelia Maria (Tineke) Hosking	Supports proposals in part. Supports proposed changes on urban Mangawhai streets and Wood Street. Supports a reduction in speed along Molesworth Drive but considers that it should be reduced to 50kph or 40kph along its entirety. The difference in journey time is minimal.
23	Christine Gwilliam	Supports proposals in part. Most interested in Bagnal Road and seeks an additional reduction in speed limits to 50kph on this road.
24	Grant Gwilliam	Supports proposals in part. Most interested in Bagnal Road and seeks an additional reduction in speed limits to 50kph on this road.
27	Katherine Ballantyne	Supports proposals in part. Support lowering the speed limit on Settlement Rd, Hakaru, but seeks a lower 40kph speed limit near the Hakaru Hall.
28	David Medland-Slater	Supports proposals in part. Supports the majority of proposed speed limits, except Black Swamp Road where the proposed limit of 80kph and 60kph is too high. Black Swamp road should be 60kph and 40kph. Need more warnings to look out for pedestrians and about the upcoming camp site entrance.
32	Back Bay Property Committee per Catharina Hosking	Supports proposals in part. Supports proposed changes on urban Mangawhai streets and Wood Street. Supports a reduction in speed along Molesworth Drive but considers that it should be reduced to 50kph or 40kph along its entirety. The difference in journey time is minimal.
37	Chris Carey	Fully supports proposals on Oneriri Road. The unsealed section of Oneriri Road has changed from a back country road servicing farms at the end; to being a busy access road to the new and ever-increasing lifestyle blocks being developed and new houses being built. 80 kph on Oneriri Rd sealed as it is to dangerous sustain the current setting. 60 kph on Oneriri road unsealed section raising issues of Dust, Noise, Speed, Pedestrians, Potholes and corrugations.
47	Dr Moira Jackson	Supports proposals in part. Concerned about King Road and Spienkopf Road where it is proposed to increase the speed limit to 60. The unsealed section should be retained at 50kph.

54	Ashlee Radovan	Supports proposals in part. Supports a speed reduction on Lawrence Road from Kaiwaka Mangawhai Road - through to Comes Road but needs to be further lowered to 60kph.
63	Paul Wightman	Supports proposals in part. Supports the proposed speed limit on the sealed section of Devich Road. Opposes the proposed speed limits on Lawrence Road and Comes road as they are not fit for purpose. Raises concerns over subdivision increasing traffic volumes, but nothing spent on the roads.
68	Rashel Rey Hall	Supports proposals in part. Supports proposed speed limit in Wood Street. Does not support lowering part of Moir Street and Molesworth Drive to 30kph as it is an arterial route. Pebblebrook Road and Jude Road should be either 50kph or 40kph. Dust issue is also raised.
69	Alan William Preston	Supports proposals in part. Seeks a lower general speed limit of 60kph on all rural roads. Areas such as Mangawhai Village, Wood Street Centre and Mangawhai Heads surf beach should be lowered to a maximum of 30kph. Raises issues relating to signage on roads and improved road marking of speed limits.
70	Melanie Scott	Supports proposals in part. Comes Road should be 40kph for its entirety. Devich Road should be 60kph for its entirety. Lawrence Road should be 60kph for its entirety. Tara road should be 60kph from 679 Tara Road to Brown Road.
73	MCL Ltd - Mark Tollemache	Seeks a lower speed limit of 50kph along Molesworth Drive.
74	John Dickie	Supports proposals in part. Considers the proposals overall as too complicated. Supports general urban speed limit of 40kph, except the main arterial routes. Supports limited 30kph zones such as Wood Street but seeks an additional 30kph zone on Mangawhai Heads Road from Wintle Street to the camping ground. Main Route from Cove Road through Molesworth Drive, the Village and Moir Street should be a consistent 50kph.
75	Andre Venter	Seeks a reduction of the 70kph speed limit on the Waipu Road end of Mangawhai Heads Road to 50kph. Seeks a 40kph speed limit for Mangawhai Heads Road West so it is the same as Mangawhai Heads Rd East.
83	Automobile Association (Steve Westgate)	The Automobile Association has provided an extensive submission on a wide range of matters, including the technical analysis undertaken, speeds on unsealed roads, speed limits outside schools as well as potential government policy and rule changes.

Notes:

Full written submissions of those that **wish to be heard** are set out in Attachment A.

Full written submissions of those **not wishing to be heard** are set out in Attachment B.

Options

The Committee is receiving submissions and hearing submitters that wish to be heard in support of their submission. Options will be provided once the Committee has heard and considered all submissions and are required to make a recommendation on those submissions.

Policy and planning implications.

Council is receiving submissions and hearing submitters that wish to be heard in support of their submission. There are no policy and planning implications.

Financial implications

The Committee has been delegated authority by Council, in its capacity as Road Controlling Authority to receive submissions and listen to those wishing to be heard in support of their submissions. As there are no decisions being made as part of this Agenda, there are no financial or budget implications.

Risks and mitigations

There are no ongoing risks associated with receiving and hearing submissions.

Significance and engagement/Hirahira me ngā whakapāpā

The matters in this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via agenda on the website.

Next steps/E whaiake nei

A detailed Recommendations Report will be produced. This Report will contain feedback from the community and road safety engineering responses to that feedback, as well as other information that Council, in its role as Road Controlling Authority need to consider when setting speed limits.

Staff seek direction as to whether the Committee wishes to workshop the recommendations before making formal recommendations to full Council. A workshop will enable the Committee to understand the engineering implications of setting new speed limits.

Attachments/Ngā tapiritanga

	Title
A	Submitters wishing to be heard on Proposed Amendments to Speed Limits Bylaw 2018
B	Submissions on Proposed Amendments to Speed Limits Bylaw 2018
C	Statement of Proposal

Attachment A

Regional Speed Limit Reviews

Mangawhai – Hakeru and Kaiwaka (Including Oneriri and Oruawharo Roads)

Submitters Wishing to be Heard

Table of Contents

Philip Joseph Nesbit - Submitter Number: 8.....	2
Greg Campbell - Submitter Number: 10	4
Catharina Cornelia Maria (Tineke) Hosking - Submitter Number: 21.....	6
Christine Gwilliam - Submitter Number: 23.....	8
Grant Gwilliam - Submitter Number: 24.....	9
Katherine Ballantyne - Submitter Number: 27	10
David Medland-Slater - Submitter Number: 28.....	11
Back Bay Property Committee per Catharina Hosking - Submitter Number: 32.....	13
Chris Carey - Submitter Number: 37.....	14
Dr Moira Jackson - Submitter Number: 47	17
Ashlee Radovan - Submitter Number: 54	18
Paul Wightman - Submitter Number: 63	20
Rashel Rey Hall - Submitter Number: 68	21
Alan William Preston - Submitter Number: 69	22
Melanie Scott - Submitter Number: 70.....	23
MCL Ltd - Mark Tollemache - Submitter Number: 73.....	26
John Dickie - Submitter Number: 74.....	29
Andre Venter - Submitter Number: 75	30
Automobile Association (Steve Westgate) - Submitter Number: 83.....	31
Maryjane Francis - Submitter Number: 85	46
Allison Mason - Submitter Number: 86	49

Submitter details:

Submitter Number: 8	
Full name:	Philip Joseph Nesbit

Your submission:

Which road speed limit are you most interested in?	All of the Mangawhai urban traffic area
Is there a specific part of this road that is of most concern to you?	Areas where you are reducing speeds to 30 & 40kph within the Mangawhai urban area
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None
Which proposed speed reductions do you NOT support?	<p>The residents of Mangawhai understand the reason behind lowering the speeds is to reduce the council's responsibility to maintain the roads rather than consider what is best for the residents. There is no requirement to reduce the urban speed limit to below the 50 or 60 Kph limits and I therefore I strongly object to the following changes:</p> <p>Most urban streets in Mangawhai Heads and Mangawhai Township to have a 40kph speed limit, except for:</p> <p>key arterial routes.</p> <ul style="list-style-type: none">• 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• Part of Kaiwaka-Mangawhai Road from the current 50kph boundary to Garbolino Road from 100kph to 80kph.• The part of Insley Street that is currently 100kph reduced to 80kph (Note: there is also a proposed reduction of the speed

	<p>limit on Insley Street beyond the proposed Urban Traffic Area boundary).</p> <ul style="list-style-type: none"> • 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
Additional comments:	<p>I strongly suggest you do not attempt to force through the changes you are proposing.</p> <p>The residents of the Kaipara district have taken the council to task through a higher court before and will not hesitate to do so again.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 10	
Full name:	Greg Campbell

Your submission:

Which road speed limit are you most interested in?	Cames Rd, Laurence Rd
Is there a specific part of this road that is of most concern to you?	<ul style="list-style-type: none">• Cames Rd, from Kokopu Lane to Carters Rd West• Cames Rd, from Carters Rd West to the Mangawhia Rd (through Auckland also)• Laurence Rd, from Mangawhai-Kaiwaka Rd to Cames Rd
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	<p>I especially agree with the reduction of speed on Cames Rd, from Lawrence Rd to Carters Rd West, from 100 (temp 50) to 40kph - with one exception.</p> <p>Overall, I support the majority of the speed changes and commend the council for taking the initiative! I think too many roads are dominated by cars making our town very hard to traverse in any other form of transport.</p>
Which proposed speed reductions do you NOT support?	<p>In summary - I recommend the length of Cames Rd be set at 40kph, except for the narrow part between Carters Rd West and Kokopu Lane, which should be set at 30kph. Also that Laurence Rd be set at 60kph.</p> <p>Cames Rd, from Kokopu Lane to Carters Rd West. Due to the uniqueness of this particular section of Cames Rd, I believe a 30kph speed (which is currently in temporary effect) should be retained. The road has a gravel section, is narrow (single passage for the majority) with a very very steep section and a blind corner. This area needs to remain at 30kph. The high frequency of trucks due to the increased development on Cames only makes this more dangerous.</p> <p>Cames Rd, from Carters Rd West to the Mangawhia Rd (through Auckland region also). The current temporary speed of 50kph should not be increased to the proposed 60kph, rather reduced to 40kph. This area has a large amount of existing and new dwellings and the road is windy and has very steep sections and blind corners. I would suggest that 40kph along the entire length of Cames (aside from the 30kph section suggested above) would be a fantastic</p>

	<p>improvement to our local community. There are many people who want to use the road for recreational purposes (walking, running, riding etc) however due to the fear of traffic, are unable to do so. 40kph would give the entirety of Cames a sense of cohesion and calmness, rather than seeming like a shortcut or way to bypass Mangawhai Village.</p> <p>Laurence Rd, from Mangawhai-Kaiwaka Rd to Cames Rd. The proposed reduction from 100-80kph would better be suited to 60kph. Laurence Rd is an unsealed road (which should make it 60kph based on the new guidelines?) with tight corners in one part. Vehicles at 80kph already slide on the gravel (we've seen many incidences of this) and generate a lot of dust. This is only exacerbated by the quantity of trucks . The sealed area is an improvement however a lot of locals use the road for walking, running, cycling and horse riding. A 60kph speed would make the road much safer and also help reduce the sense that Cames Rd / Laurence Rd is a quick short cut to bypass Mangawhai Village.</p>
Additional comments:	Thank you KDC for your continued work on making this area amazing.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 21	
Full name:	Catharina Cornelia Maria (Tineke) Hosking

Your submission:

Which road speed limit are you most interested in?	80 kph to 60kph proposed on Molesworth Drive
Is there a specific part of this road that is of most concern to you?	Current 80kph part of Molesworth Dr but more generally all of Molesworth Dr
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	The change to urban roads in Mangawhai and the Wood St proposals
Which proposed speed reductions do you NOT support?	<p>Molesworth Drive.</p> <p>I agree to the necessary reduction in speed in the section that is currently 80kph but would submit that the reduction should be to 50 kph and even to 40kph. for the following reasons.</p> <ol style="list-style-type: none">1. When most of Mangawhai is proposed to reduce to 40kph it makes no sense to have a trip from 50 to 60 and back to 50kph along Molesworth Dr. and it will not happen in reality- either people will do the whole trip at 50 or 60kph. It allows confusion to reign and will require constant monitoring.2. Most people will already be used to 50kph or less because of 8 months and rising of construction at Mangawhai Central. In fact this change should be installed as permanent as soon as road construction is complete as people will be expecting it.3. In section 4.6 there is already a recognition that Molesworth Dr will need to go from the proposed 60 to 50kph when Mangawhai Central is complete so why subject 2 changes on the community?4. A shared path 3 metres wide has been promised along Molesworth Dr which will greatly enhance the spirit of community, the connectivity and the wish of the community for a 'slow' town by joining the Village and Heads and increasing the enjoyment of physical activity of walking or cycling along this area. The slower speed will facilitate this massively.

	<p>5. In this connection the road surface of Molesworth Dr when resurfaced should be as quiet as possible to enhance the experience.</p> <p>6. There may be concern of reducing speed in terms of business trips taking longer but the times for the various speeds are minimal as seen in the following table based on a measured distance of 1.8km which is the length of Molesworth Dr currently at 80kph and a trip uninterrupted by other traffic.</p> <table><tr><td>Speed kph</td><td>80</td><td>60</td><td>50</td><td>40</td></tr><tr><td>Time for trip (sec)</td><td>81</td><td>108</td><td>130</td><td>162</td></tr><tr><td>Difference (sec)</td><td>-</td><td>27</td><td>22</td><td>32</td></tr></table>	Speed kph	80	60	50	40	Time for trip (sec)	81	108	130	162	Difference (sec)	-	27	22	32
Speed kph	80	60	50	40												
Time for trip (sec)	81	108	130	162												
Difference (sec)	-	27	22	32												
Additional comments:	<p>I would strongly recommend that road traffic time differences being minimal that we facilitate the enjoyment of an active life in Mangawhai by reducing all roads including Molesworth Dr to 40kph.</p>															

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 23	
Full name:	Christine Gwilliam

Your submission:

Which road speed limit are you most interested in?	Bagnal Rd
Is there a specific part of this road that is of most concern to you?	<p>Bagnal Rd is a "No Exit" road and its extremely dangerous at 100Ks . There are NO centre lines, there are NO footpaths. The condition of the road is third rate, full of pot-holes & corrugations.</p> <p>Letter boxes have been taken out by cars loosing control. There are children that have to walk Bagnal Rd twice a day to access the bus on Cove Rd.</p> <p>The council have put up a " Dust nuisance, "Please slow down" sign to no avail.</p> <p>As there are children that are walking twice a day in Bagnal Rd (to access the School bus) they are on an unsafe surface with No centre line or footpaths. We have witnessed vehicles that can see people on the road & do not reduce their speed off 100ks.</p> <p>The growth of Residential & Commercial in Bagnal Rd has increased substantially in the last year & has no signs of slowing. Please, a Speed reduction to 50kph would keep us all safe on Bagnal Rd.</p>
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	<p>Bagnal Rd - 60ks</p> <p>It needs to be 50Ks please to keep us safe as this road is dangerous, unsealed, uneven, has corrugations, potholes, No footpaths, No centre lines.</p>
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Grant Gwilliam - Submitter Number: 24

Submitter details:

Submitter Number: 24	
Full name:	Grant Gwilliam

Your submission:

Which road speed limit are you most interested in?	Bagnal Rd, Mangawhai
Is there a specific part of this road that is of most concern to you?	All of it, but mainly the top with residential
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	Bagnal Rd, 60kph - Needs to be 50k as a narrow, unsealed busy road
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 27	
Full name:	Katherine Ballantyne

Your submission:

Which road speed limit are you most interested in?	Settlement Rd, Kaiwaka-Mangawhai end by Hall
Is there a specific part of this road that is of most concern to you?	Yes. The part of the road from Kaiwaka-Mangawhai Rd to the RSA
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I support a lowering of speed on Settlement Rd, Hakaru.
Which proposed speed reductions do you NOT support?	I Do not support the speed being lowered to 60 kph but I do support it being lowered to 40 kph.
Additional comments:	<p>Going by the KDC guidelines for how speeds are chosen Settlement Rd speed should be set at 40 kph instead of 60 kph as we have a lot of non-traditional vehicles ie tractors and horses who use the road and it is directly outside a sporting facility.</p> <p>This portion of Settlement Rd is extremely busy with school buses picking up and dropping off school children, the bus also turns around there. It is home to Hakaru Hall which is experiencing over 6 bookings per week, it is also home to Hakaru RSA which is busy at least 3 times a week and it is home to Hakaru pony club which is used daily by riders. The Domain is used by walkers and sometimes there are weddings in the Hall and Domain. It is also home to the Hakaru Cadet Unit who meet weekly. There is a lot of pedestrians around the Hall and a lot of them are Children, I believe there has been close calls with pedestrians verses vehicles and without lowing the speed to 40 kph in this very busy area I think it is only a matter of time before there is an incident due to speed.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 28	
Full name:	David Medland-Slater

Your submission:

Which road speed limit are you most interested in?	Black Swamp Road
Is there a specific part of this road that is of most concern to you?	The unsealed section
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I support the majority of the proposed speed changes, but I think ones along Black Swamp Road are too high at 80 and then 60.
Which proposed speed reductions do you NOT support?	I think ones along Black Swamp Road are too high at 80 and then 60.
Additional comments:	<p>Black Swamp Road has a number of special feature which I think should affect the proposed speed changes.</p> <p>The whole road is used by fast moving trade and delivery vehicle going up to the golf course and returning each day and at the weekends. The amount of traffic and the heavyness of the vehicles used causes a lot of wear and dust on the unsealed sections - far more than I think would be typical for the usual unsealed road in the area.</p> <p>For the initial section from Tomarata Road I think the proposed 80 is too high because there is no area for pedestrians to walk along the fairly narrow road and also because the camp site entrance is on the corner of some of the bends on this section of road. I drive that road a few times every day and it's quite easy for drivers to go too fast and not be able to easily see walkers or slow vehicles entering or exiting the site. I think this section of road should be a 60 with more warnings to look out for pedestrians and warnings about the upcoming camp site entrance.</p> <p>From Raymond Bull road up towards Auckland, I think the proposed 60 is too high. Again, there are no safe areas for pedestrians and this road is on a tramp of national significance. We see lots of walkers going past early mornings at our place (128) and in conversation they often comment on the amount of dust thrown up</p>

	<p>by fast moving traffic. The constant dust nuisance caused by the vehicles and general wind conditions would also seem to be a health hazard to the walkers and residents. There are advisory street signs, but these are not taken account of by the majority of car drivers.</p> <p>The road is also unsealed at this point and is in poor condition for much of the year. When we get a decent amount of rain, or a regrading, it's quite easy for the trades vehicles to slide downhill on the corner outside our house and there have been accidents.</p> <p>I think this section should be a 40 to reduce the risk of injuring to walkers and drivers, to improve the visibility by reducing dust and to improve the conditions for local residents.</p>
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Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Back Bay Property Committee per Catharina Hosking - Submitter Number: 32

Submitter details:

Submitter Number: 32	
Full name:	Back Bay Property Committee per Catharina Hosking

Your submission:

Which road speed limit are you most interested in?	See below												
Is there a specific part of this road that is of most concern to you?	See below												
Do you support the proposed speed amendments?	Partially												
Which proposed speed changes do you support?	See below												
Which proposed speed reductions do you NOT support?	See below												
Additional comments:	<p>The property Committee of Back Bay (62 to 86 incl Molesworth Drive wishes to submit the same as my submission (C. Hosking) (Submitter 21)</p> <p>This includes:</p> <table><tr><td>Ray and Allyson Goodger</td><td>74 Molesworth Dr</td></tr><tr><td>Tim and Pele Gibson</td><td>62 Molesworth Dr</td></tr><tr><td>Ray and Margaret Murphy</td><td>80 Molesworth Dr</td></tr><tr><td>Evelyn Johnson</td><td>82 Molesworth Dr</td></tr><tr><td>Leanne Skeates</td><td>84 Molesworth Dr</td></tr><tr><td>Gordon Hosking</td><td>78 Molesworth Dr</td></tr></table>	Ray and Allyson Goodger	74 Molesworth Dr	Tim and Pele Gibson	62 Molesworth Dr	Ray and Margaret Murphy	80 Molesworth Dr	Evelyn Johnson	82 Molesworth Dr	Leanne Skeates	84 Molesworth Dr	Gordon Hosking	78 Molesworth Dr
Ray and Allyson Goodger	74 Molesworth Dr												
Tim and Pele Gibson	62 Molesworth Dr												
Ray and Margaret Murphy	80 Molesworth Dr												
Evelyn Johnson	82 Molesworth Dr												
Leanne Skeates	84 Molesworth Dr												
Gordon Hosking	78 Molesworth Dr												

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 37	
Full name:	Chris Carey

Your submission:

Which road speed limit are you most interested in?	<p>We fully support the suggested changes to the speed limit on both parts of Oneriri Rd. The sealed section does not have the capacity to support the current speed and it only encourages speeding in dangerous spots.</p> <p>The unsealed section must have its speed limit lowered to ensure safety of both drivers and residents and horse riders. Luckily the accidents that we have witnessed have been on the lower end of serious and so go unreported. But I won't be long before there is something more serious to occur with an ever-increasing number of new residences being built.</p>
Is there a specific part of this road that is of most concern to you?	<p>We live on the unsealed downhill section of Oneriri Road about .3km from the end of the tarseal. This section is now changed from a back country road servicing the farms at the end to being now a busy access road to the new and ever-increasing lifestyle blocks being developed and new houses being built.</p> <p>The section of road directly outside our house has a number of issues that lowering the speed limit would partially resolve.</p> <p>Dust: we have on several occasions asked council if they could supply a dust nuisance sign to be placed on the section to mitigate the horrendous dust problem, we are having with the large vehicles that pass our property at speed as they come down the hill. The dust is so bad that we have to clean our windows each week and worry about our water quality as the runoff from the roof contains considerable dust particles. On an easterly wind we hesitate to go outdoors.</p> <p>Speed: There is a tendency to flat foot it once a vehicle has passed the most dangerous corner at the top of the hill. Now that we have a horse-riding school next door there have been several near misses, as frightening to the horse riders as to the drivers as they almost lose control.</p> <p>Several vehicles have modified mufflers that speed pass at all hours of the day or night creating a noise problem for our and our neighbour's animals notwithstanding ourselves.</p> <p>Accidents: We are the go-to house when a car fails to take the corner on both sides of us as they travel at speed. Several larger trucks have had to be towed out from the side of the bank including</p>

	<p>a Broadspectrum vehicle; your own roading contractors. One truck lost a truck load of fertiliser after losing control and their colleagues who came to help just pushed it to the side of the road to wash into the waterway.</p> <p>All the residents on this part of the road have now lost pets and animals because of a few contractors who work at the station see this section as a racetrack. We know this is our responsibility to keep pets safe but the running over of an animal can be avoided if a driver takes a modicum of care. After all they can't see what is around the next corner despite thinking they can use the centre of the road at their leisure.</p> <p>Condition of the road: Due to the increased use of the road by Stock trucks, gravel and fill trucks, and other heavy machinery the road develops serious corrugations and potholes even soon after the grader has been through. We have lost a wheel to a large pothole that would have been worse if we had been travelling any faster.</p> <p>It is not uncommon to hear the screeching of brakes as two vehicles almost collide at both ends of our property as they are travelling too fast for the conditions.</p> <p>There is a belief that the road is back country as so little traffic so little of no caution is required often to their surprise and ours.</p> <p>The proposed 60Kph speed limit on the unsealed section is supported but we have no faith in how it will be policed. The bad habits of these drivers is ingrained and will not change easily. We have been threatened for suggesting they slow down with aggressive language and behaviour.</p> <p>I have requested from council that they erect just a couple of signs advising that there is a dust nuisance and that there is horse traffic but I have been told this simple exercise would have to be put to council and that they are doing a full review and it will take months.</p> <p>If you can put a dust nuisance sign on Rangiora road why not on Oneriri rd. After all it is the main road.</p> <p>I can erect them myself if the cost is too high to use a contractor.</p>
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	<p>80 kph on Oneriri Rd sealed. To dangerous sustain the current setting.</p> <p>60 kph on Oneriri rd unsealed. - See notes above. Dust, Noise, Speed, Pedestrians, Potholes and corrugations.</p> <p>We have serious concerns that this speed limit change will have no influence on the current users as it will be impossible to enforce.</p>

Which proposed speed reductions do you NOT support?	
Additional comments:	<p>Ultimately with the considerable development happening on the unsealed section of Oneriri Rd it will become increasingly more difficult to maintain as an unsealed road and will need to be sealed at least to just beyond the subdivisions.</p> <p>It is estimated that there will be up to 27 car movements per day just from Purupuru Lane alone. Three properties have already been sold within the estate.</p> <p>This doesn't count the 8 roadside properties already sold.</p> <p>Or sealing could be done for just that stretch to mitigate the terrible dust nuisance.</p> <p>I invite members of council to visit our property on a busy day when the wind is blowing east to understand the conditions we endure.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 47	
Full name:	Dr Moira Jackson

Your submission:

Which road speed limit are you most interested in?	King Road, Spienkopf Road - speed increase to 60 and unsealed roads in growing population areas
Is there a specific part of this road that is of most concern to you?	<p>Yes - where the seal ends. Should remain the same at 50km - doesn't make sense to increase speed as growing number of young families in area & no footpaths.</p> <p>Lots of vehicles use this road towing boats trailers horse trucks etc. People also walk bike & ride horses as well in King Road, so I suggest keeping to the status quo on the unsealed section</p>
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	All unsealed roads without footpaths or cycle ways in the Mangawhai semi-rural areas such as Black Swamp Road should be 80 kph max preferably lower as population increase means more foot, cycle & horse traffic - need increased protection from highspeed vehicles and then there is also dust & stones.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 54	
Full name:	Ashlee Radovan

Your submission:

Which road speed limit are you most interested in?	Lawrence Road from Kaiwaka Mangawhai Road - through to Cames Road
Is there a specific part of this road that is of most concern to you?	Lawrence Road from Kaiwaka Mangawhai Road - through to Cames Road needs to be reduced significantly.
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Lawrence Road from Kaiwaka Mangawhai Road - through to Cames Road I support that it is being proposed to be lowered but it is not low enough. 80km is still far too high!!
Which proposed speed reductions do you NOT support?	Lawrence Road from Kaiwaka Mangawhai Road - through to Cames Road The proposed speed change from 100km to 80km is still far too high. It needs to be reduced to at least 60km. It is: <ul style="list-style-type: none">• VERY DANGEROUS when vehicles are travelling at that speed - especially when driving towards an oncoming truck going at high speeds• unsealed• terrible condition with large potholes and sloping edges with loose gravel narrow in some areas• extremely high dust nuisance when both driving behind other vehicles and for residents• it is not a quiet rural street anymore - many houses and more being built• it is used as a thoroughfare for many that do not even live on this road• We have young children that cannot be outside in summer due to the high amount of dust sweeping over our house and garden
Additional comments:	We have a young family and have huge concerns for the safety of driving on the road and the wellbeing of being surrounded in constant dust makes its way into our home.

	<p>We understand we bought on a gravel road but we have owned this property for many years and it has never been such an issue as in the last year.</p> <p>The number of people that are now using the road compared to a few years ago has hugely risen. Trucks use the road daily. The speed of the vehicles is horrendous - causing danger and huge amounts of dust clouds.</p> <p>I drive this road daily and would not feel comfortable driving over 60km. I have rung both the police, council and the companies with trucks who use our road to complain about the speed - basically the answer each time is there is nothing they can do as the trucks are doing within the speed limit - this is outrageous!! and needs to change. Trucks travelling on an unsealed road at 80-90km per hour is not ok.</p> <p>The faster they go the more dust we get covering us and increases the risk of crashes with the terrible condition of the road.</p> <p>Please please look at changing our road to 60km.</p>
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Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Paul Wightman - Submitter Number: 63

Submitter details:

Submitter Number: 63	
Full name:	Paul Wightman

Your submission:

Which road speed limit are you most interested in?	Lawrence Road - Devich Road - Cames Road
Is there a specific part of this road that is of most concern to you?	All
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Devich Road - tarsealed section
Which proposed speed reductions do you NOT support?	Lawrence Road - Cames Road - not fit for purpose.
Additional comments:	The subdivision growth over the past 10 years in this area is huge, as is the traffic volume, but Council spends nothing on the roads except patchwork - eg \$180,000 spent on the metalled end of Devich Road and the section from Lawrence Road to Devich Road, which hasn't lasted two years. Reducing speed limits will make no difference to the trucks and cars who continually speed on these roads.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Rashel Rey Hall - Submitter Number: 68

Submitter details:

Submitter Number: 68	
Full name:	Rashel Rey Hall

Your submission:

Which road speed limit are you most interested in?	Pebblebrook, Jude, Moir/Molesworth, Wood Street.
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Wood Street area: need to slow down speed for shared space and make available parking so less distracted drivers and fewer passes to park. Round-a-bout & Parking & lower speed limit will help a lot.
Which proposed speed reductions do you NOT support?	Moir / Molesworth may be too low as it is our main arterial road into and through the Heads. Perhaps 40 kph would be better? Pebblebrook/Jude - ridiculous proposal - these are dead end, unsealed roads. 80kph on Jude for a dead end, unsealed, uphill road, un-helpful to road condition which is why we were put on this speed review list. We were expecting at least 40kph or 50kph at least. We fought to have our road upgraded for years and speed near these proposed limits will not preserve it at all.
Additional comments:	Dust is also a health hazard and we cannot use our road for recreation.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Alan William Preston - Submitter Number: 69

Submitter details:

Submitter Number: 69	
Full name:	Alan William Preston.

Your submission:

20201110 Submission on Speed Review from Alan Preston : Mangawhai – Kaiwaka (including Hakaru) and Kaiwaka West

Kia ora.

The current speed limit on the rural roads around Mangawhai is inappropriate and legitimises dangerous driving behaviour.

I recommend lowering the speed limit to 60kph on all rural roads.

I know that the existing driver culture will never accept this and that in the absence of enforcement, aggressive drivers will only ever be governed by the physical limits that their vehicles are subject to as they negotiate the many tight corners on our rural roads. Effectively, there is no speed limit on our rural roads and the 100kmph 'limit' seems to be regarded as the 'target' and users are expected to aspire to achieving it.

It would be more effective to have signage which recommends (as we already have at sharp corners) speeds on sections of roads.

It would be better to paint these recommended speeds directly onto the road rather than to create more visual distraction with the usual reflective yellow and black signage currently used.

I could accept a compromise of 70 kmph. But 100, (just plain crazy in most areas) or even 90 or 80 kmph are not going to reduce the risk of injuries or fatalities should accidents (that these high speeds are often the cause of) occur.

The speed limit of 50kmph for vehicles passing through busy , pedestrian /cyclist / parking vehicles /frequented urban centres such as Mangawhai Village, Wood Street centre, Mangawhai Heads surf beach is inappropriate and needs to be dropped to at most 30kmph .

Again, the vast majority of drivers will not accept this and the only way to change behaviour is to force it through the installation of traffic calming devices, either temporary or permanent, depending on the season and location.

<https://www.kaipara.govt.nz/speedreview>

<https://www.transport.govt.nz/statistics-and-insights/safety-road-deaths/>

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Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 70	
Full name:	Melanie Scott

Your submission:

Submission on Proposed Amendments to Kaipara District Speed Limit Bylaw

1. I support most of the proposed changes to the Kaipara Speed limits Bylaw 2018. However, there are some additional amendments or conditions I wish to propose.
2. I agree with the statements in the Background section, particularly in relation to design, use and access of road, and most importantly standard and maintenance of roads as they apply to safety and speed.
3. I agree that Mangawhai and the surrounding areas have grown and changed significantly and within a very brief timeframe. This has resulted in some rural roads which could barely support use by the once few residents, becoming thoroughfares used increasingly as rat runs and by far more heavy vehicle traffic including logging trucks, cement mixer trucks, whole house removal vehicles and quarry and container transporter trucks. Nowhere is the danger and damage caused by such vehicles and heavy use by rat running commuters more evident than on Cames Road.
4. It is an understatement to say "...our current speed limits do not always match the road environment."
5. "In some cases, we have a default speed limit on narrow unsealed roads.." has for too long been the excuse for doing nothing to make poorly maintained roads, which are notoriously dangerous, safer for those who have no alternative, but to use them.

Cames Road

Cames Road consists of many different types of surface, width, gradient, contour, camber, surface quality, dust level, pothole and bend. It is hard to know where to start. Frankly it is abysmal and for those of us who have no alternative but to use it, the experience entails taking our lives in our hands every time we leave home.

1. I support the speed reduction proposal from Carters Road West to Lawrence Road to 40kph. This is a cutting, rather than a road. Although some of it is sealed, its width (which is barely that of a private driveway) makes it extremely dangerous and is of very poor quality. There is a temptation to pick up speed and because there is no shoulder and a marked 'lip' of several centimetres' depth between the seal and the verge (some parts grass, some parts gravel), vehicles have rolled onto their sides when avoiding oncoming traffic.
2. The traffic mirror placed on the tightest and most sight restricted bend does little to warn of oncoming traffic.

3. After heavy rain the steepest section of this part of the road, which is unsealed, becomes a quagmire, and as it is so narrow, with deep drains forming due to absence of gutter/channeling, becomes even more dangerous than when dry.

4. I do not support the 60kph limit from Carters Road West to Mangawhai Road. This should also be 40kph. I note that part of this road is in the Auckland District. However Auckland Council must also be bound by the imperative to increase safety on its roads and therefore should enter into negotiations to cooperate with KDC on this matter.

5. The wider section of Cames Road between Carters Road and the steep concrete incline which links the original section of Cames Road (in existence before circa 2005) is an invitation to vehicles to speed. Residents of Cames Road and the residential lanes that feed off it, drive at moderate speeds. They are all well aware of the hazards such as camber and stone chips flying up, the dust and the danger to local people trying to walk along this section of road.

6. Increasingly Cames Road has attracted rat runners, avoiding the Mangawhai Village traffic and speed limits and many more drivers have discovered Cames Road since the periodic closures of the Insley St Bridge during its repair last summer.

7. These rat run commuter drivers, together with the increasingly numerous building trades vehicle drivers have no consideration for local residents, and other drivers as they speed along this portion of the road creating huge dust clouds and flying stones. The dust is a health hazard and also a hazard to visibility.

8. The dangerous high speeds are a serious danger to children waiting for school buses on Cames Road and also to the school bus where it turns around on this section of Cames Road.

9. It is a well-known fact that the amount of dust generated during dry periods (which predominate in summer), and when vehicles travel at speeds above 50kph, is exponentially higher than dust generated by vehicles travelling at speeds below 40kph.

10. I request that the speed limit for Cames Road be designated 40kph for the entire road.

Devich Road

I support the Devich Road speed of 60kph for the end of seal section up to Lawrence Road but not the 80kph limit for the sealed section. The whole of Devich Road should be 60kph, for consistency and clarity if nothing else.

1. This road is now 'suburban' and will become increasingly so. It is not safely driveable at 80kph, especially on the steep, winding approach to the one lane bridge.

2. The directives outlined in the KDC document Statement of Proposal refer to "A road principally used for access to rural residential dwellings with a narrow single land carriage way [over the one lane bridge] or a carriage way that has no centre line marking" and "A road where significant residential or other development is directly accessed, including approaches to urban areas." Provide argument for taking this course.

3. I request that the speed limit for Devich Road be designated 60kph for the entire road.

Lawrence Road

I support the Lawrence Road speed restriction of 40kph for the end of seal section by Cames Road to Valley Road but not the 80kph limit from Kaiwaka-Mangawhai Road to Cames Road.

1. Lawrence Road carries a high volume of through traffic. It has dangerous bends and cambers, is poorly maintained, very dusty and is used regularly by a number of agricultural vehicles.
2. The directives outlined in the KDC document Statement of Proposal refer to “roads that may have a higher non-traditional vehicle use (eg horses or agricultural vehicles”. Both these factors pertain to Lawrence Road.
3. For clarity and consistency the entirety of Lawrence Road should be one speed, 60kph.
4. I request that the speed limit for Lawrence Road be designated 60kph for the entire road.

Tara Road

I support the retention of 50kph for Tara Road from Kaiwaka-Mangawhai Road to Dharma Lane but not 80kph from Dharma Lane to 679 Tara Road.

1. There is an extremely dangerous but much used quasi intersection at the junction of Cove Road and Tara Road and Garbolino Road and Tara Road. When vehicles coming from Cove Road want to turn right into Garbolino Road, there is no line of sight to oncoming traffic on Tara Road travelling up the hill from Mangawhai Village.
2. I request that the speed limit for Tara Road be designated 60kph for the entire length of the road from 679 Tara Road to Brown Road.

Conclusion

1. There needs to be much more consistency and a continuity of speed limits on semi-rural roads at the perimeter of Mangawhai’s urban boundary. That boundary is continually expanding, and the volume of traffic is becoming greater.
2. There is already an increase in non-agricultural residential properties all along the roads mentioned above
3. There is a high volume of pedestrian activity and an even higher volume of recreational cyclists using these roads. I have observed both types of users being subjected to dangerous levels of risk by speeding drivers and flying stones.

In summary I would say that the recommendations of the concentrated urban areas surrounding Mangawhai Village and Mangawhai Heads seem appropriate, but much more attention needs to be applied to the semi urban/rural roads surrounding the same.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 73	
Full name:	MCL Ltd - Mark Tollemache

Introduction:

1. This is feedback on the Speed Limit Bylaw Review 2020("SLB").
2. The submitter is a landowner and/or interested party in Mangawhai and is the owner of approximately 130 hectares of land known as "Mangawhai Central" which is identified in the operative Kaipara District Plan as the Estuary Estates Structure Plan area.

MCL Development:

3. MCL support Kaipara District Council's ("KDC") endeavours to update the local speed limits to reflect the changing environment and increased population at Mangawhai.
4. MCL has obtained the following resource consents for its landholdings:

- (a) Molesworth Drive Upgrade (RM190129)

MCL has resource consent for the upgrading of Molesworth Drive to provide two roundabout and two lanes in each direction, along with 3m wide shared paths for pedestrians and cyclists on either side of the road.

Works have begun to implement this consent.

- (b) Mangawhai Central Town Centre – Mainstreet and Supermarket Development (RM190282)

MCL has resource consent for a pedestrian oriented mainstreet and town centre development. Buildings are consented on either side of the new north-south mainstreet road. The centre is split into six blocks, each separated by either the main street, or lane/accessway and additional parking areas. The blocks are consented to contain a mix of retail, commercial, medical and food and

beverage activities which equates to a total of 2,475m² of retail space, and 785m² for food and beverage/restaurants.

A 2,965m² supermarket (retail, mezzanine, loading bay) is consented on the western side of the main street, proposed to be sleeved by a strip of retail units that will front the main street.

A subdivision consent vests the roads which includes mainstreet and the first 350m of the collector road which is designed with 2.5m shared paths on either berm for pedestrian and cycle activity.

(c) Local Service Subdivision (RM190283)

MCL has resource consent to undertake a 15 lot fee simple subdivision of the Service 7 Sub-Zone land.

The subdivision establishes the first 520m of the Ring Road which is designed with a planted central median and 2.5m shared paths on either berm for pedestrian and cycle activity.

5. As identified in the summary of consents, the road network and emerging urban environment have been designed with an emphasis and focus on walking and cycling which will connect to areas outside of the MCL site, and through the MCL site as development continues.
6. Spatial planning within the MCL site identifies key pedestrian and cycling linkages, including to Tara Creek and through the site's wetland features. These facilities also intersect with the ring road and Collector Road facilities (and the Molesworth Drive roundabout connections) outlined above.

Speed Limit Bylaw

7. MCL is concerned with the proposed 60km p/h speed limit to Molesworth Drive (that portion between Old Waipu Road and Estuary Views Road).
8. MCL seek that the speed limit be reduced to 50km.
9. The reasons for this reduction are:
 - (a) 50km is consistent with the other segments of Molesworth Drive south of the Old Waipu Road intersection and north of the Estuary Views Road intersection. There is no justification to have this section at a different speed limit.
 - (b) The consents obtained by MCL for the Molesworth Drive roundabouts and upgrade promote a slow speed environment due to the placement and sizing of the roundabouts and encourage high volumes of pedestrian and cyclists through the incorporation of shared paths which link to Mangawhai's town centre.
 - (c) This section of Molesworth Drive will provide direct access to the already consented town centre, supermarket and employment area, existing recreation trails and future trails. All of these features ensure that the MCL site (and area adjacent to the consented Molesworth Drive upgrades) will be key destinations for pedestrians and cyclists who will utilise Molesworth Drive to gain entry to the MCL site.

10. The Technical Report notified with the SLB specifically identifies at sections 4.6 and 5.9 that a 60km would need to be reduced to 50km once Mangawhai Central is developed. MCL consider that there is sufficient consented development and works underway to give effect to these that it would be more efficient for Council to impose the 50km now (rather than in the future). This will have immediate benefits in terms of reducing the risk of and potential for accidents and injury.
11. MCL consider that a 50km p/h speed limit along Molesworth Drive is better suited to the planned urban environment.

Hearings:

12. MCL would welcome the opportunity to present the submission in person.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 74	
Full name:	John Dickie

NOTE: Late submission – Accepted via Email

I realise I am late with this, but request that it be considered.

I went to a public meeting in Mangawhai regarding this, and studied documents there (and online), talked with the KDC representatives at the meeting, have followed community comments via direct discussions and Facebook. I have a civil engineering and Environmental Science Degree, 40+ years of professional experience (now retired) and Mangawhai Heads has been my principal residence (when in New Zealand) since about 2001.

My specific comments on the proposal are:

1. It is overall "too complicated" with many variations throughout the built up areas of Mangawhai. In particular I note the multiple changes in proposed speeds as one enters Mangawhai from the south and progresses through the Village, Mangawhai Central, Mangawhai Heads and then northwards out through Cove Road. I suggest a simpler standard 50km/hr for this main route, perhaps with small transitions at the south over the Causeway near the school and at the north.
2. I agree with the general proposal for 40 km/hr speeds throughout almost all roads apart from the main through route (as per 1 above).
3. I agree with a limited number of slower speed areas such as the Wood Street shops, and would include a 30km/hr on that short section of Mangawhai Heads Road extending from the Wintle Street intersection down to the main camping ground (I live just beyond this segment, and am very aware of the pedestrian-traffic problems here, plus the number of towed vehicles).

Whilst not strictly within the Speed Review as noted by me at the Public Consultation meeting I would like to see a much more rational use (ie. fewer restricted) areas of "No Parking" alongside the golf course / The Club" on Molesworth Road, and proper signage where there absolutely needs to be "No Parking".

Although probably outside the current Speed Review scope I draw attention to the very poor use of temporary speed restriction and associated signage around Mangawhai (my experience mostly at Mangawhai Heads). Examples of this include temporary road carriageway reduction caused by signage placed on Molesworth for possible (not even always there) roadworks well back down sideroads, sometimes reduced speed boards but no speeds displayed at end of roadworks (and vice versa).

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Andre Venter - Submitter Number: 75

Submitter details:

Submitter Number: 75	
Full name:	Andre Venter

Your submission:

Could you PLEASE!!! review the 70KM/hr speed limit at the Waipu rd end of Mangawhai Heads Rd west and make this 50km/h. The problem is that people coming off Waipu Rd into Mangawhai Heads Road read 70Km/h and continue that speed to the roundabout, either not seeing the 50km/h or assuming 70 is ok.

High speeds and engine braking is common when industrial vehicle are approaching the roundabout, which is uncomfortably noisy and dangerous for children who ride bikes in this area.

Could you please consider making Mangawhai Heads Rd West also 40km - the same as Mangawhai Heads Rd East. The tendency is for traffic to accelerate down the hill. Whilst it appears most car traffic do obey the 50Km/hr quite often the commercial/industrial vehicles are accelerating down the hill, changing gears in the process. Children are often walking, skateboarding and using bikes up this sidewalk, barely 1.5m from these accelerating machines.

What would really help to reduce the noise these heavy vehicles are creating is to put a smoother seal down and to slow them down.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 83	
Full name:	Automobile Association (Steve Westgate)

Your submission:

Please find attached submission from the Northland District Council of the NZ Automobile Association on the Kaipara District Council's STATEMENT OF PROPOSAL: Speed Limits Review – Mangawhai and Kaiwaka West Area.

Submission on Kaipara District Council's STATEMENT OF PROPOSAL: Speed Limits Review – Mangawhai and Kaiwaka West Area

From: Northland District Council of the NZ Automobile Association

Please note that we would like an opportunity to present our submission in person:

INTRODUCTION

The Northland District Council of the NZ Automobile Association represents over 48,000 AA Members who live in Northland. The AA Northland District Council welcomes the opportunity to submit on the Statement of Proposal ('SOP') for proposed speed limit changes in the Mangawhai and Kaiwaka West areas.

In this submission, we shall first offer some general comments on speed limits and speed limit changes, and comments on specific aspects of the proposed changes, including references to various government announcements and stated policies, the process adopted by NTA, and procedures adopted by other RCAs (e.g. Auckland and Queenstown Lakes). Particular references are made to:

- the Setting of Speed Limits Rule 2017,
- a proposed New Setting of Speed Limits Rule,
- the Tackling Unsafe Speeds Programme,
- statements by MoT and NZTA and announcements by Ministers.

We shall then comment on various statements made in the pre-amble to the Statement of Proposal.

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

1. GENERAL COMMENTS ON PROPOSED SPEED LIMIT CHANGES

1.1 We readily acknowledge that lower speeds result in fewer crashes of less severity. We support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements.

1.2 We acknowledge that 100 kph is not a safe and appropriate speed for the majority of rural roads that are not state highways. AA policy is that we support focusing on the highest risk roads – the top 10% - but also engineering up where appropriate in order to maintain their function (e.g. arterial roads). We also support the use of 90km/h if that is self-explaining.

1.3 We acknowledge that 100 kph is neither a safe nor appropriate speed on unsealed roads but we do not support a blanket reduction on unsealed roads from 100 to either 60 kph or 40. We support a 70 kph speed limit which is more appropriate and more likely to be complied with. Under the imminent Setting of Speed Limits Rule change, we expect 70 kph to be a more readily available option for some roads. Drivers are at all times required to “drive to the conditions.” The posted speed limit is never a target.

1.4 There are far too many proposed speed limit changes and there is limited consistency. Urban streets are variously 30, 40 and 50 kph. Urban arterial routes are variously 30, 40, 50 and 60 kph. Collector roads are 40 and 50. Motorists will not be able to keep up with the rapid number of changes and the inconsistency.

1.5 The Statement of Proposal describes the 50 kph speed environment as “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.” This statement appears to conflict with the proposal to adopt a general default speed limit of 40 kph in residential areas.

1.6 Mega Maps show no history of DSIs since 2000 in Kaiwaka’s urban streets where 40 kph limits are now proposed. Consequently, we do not consider that a default speed of 40 kph is justified. We acknowledge that 40 kph is an appropriate speed limit in High Pedestrian Activity Areas (HPAAs).

1.7 For roads that have a mean operating speed no more than 10% above the proposed speed limit, the AA Northland Council supports the proposed changes.

2. GENERAL PRINCIPLES RELATING TO SPEED LIMIT CHANGES

2.1. Summarising the above:

- we support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements for roads.
- we acknowledge that 100 kph is not a safe and appropriate speed on Northland’s unsealed roads.
- we acknowledge that 100 kph is not a safe and appropriate speed on the majority of Northland’s sealed roads that are not state highways.

2.2. The vast majority of drivers drive to the conditions, and don’t crash. High-risk drivers ignore existing speed limits and will continue to do so. Distracted drivers will continue to crash. Speeds that are not ‘self-explaining’ or are set below what drivers feel to be ‘safe and appropriate’ are likely to result in frustration and dangerous overtaking.

2.3. Speed management is much broader than speed limit changes, and includes engineering roads to be safe at current travel speeds. It also includes other engineering changes to roads,

which can naturally calm traffic and reduce travel speeds. This is done by making a road feel like a slower, more self-explaining speed environment.¹

2.4. Reducing speed limits is not on its own a panacea to the road toll. Overseas experiences on congested city roads such as in New York, Bristol and London (which can hardly be compared with Mangawhai and Kaiwaka) confirms that engineering features such as speed limit signs at entry/exit points, engineering methods to improve junctions such as pavement markings, traffic calming, pedestrian refuge and kerb extension, median barriers, roundabouts, speed tables and extra lighting, along with awareness campaigns and speed limit enforcement, all have an important role to play in bringing about crash reductions.

2.5 New South Wales (Australia) – 40km/h permanent speed limits have been implemented in high pedestrian activity areas (HPAA) since 2003. “A 2017 evaluation concluded that a 38 per cent reduction in casualty crashes had been observed since the HPAA program was introduced. This was mostly related to speed limit reduction but there were other features such as pavement markings, traffic calming, pedestrian refuge and kerb extension that supported this outcome. (See <https://at.govt.nz/media/1981261/summary-of-local-board-and-stakeholder-feedback-speed-limits-bylaw-2019.pdf>)

2.6. While we acknowledge the general principles involved with the description of the Speed Environments, the descriptions are likely to change in 2021 with the new Setting of Speed Limits Rule and we question the proposed application of the current speed environment descriptions in the SOP.

2.7. We acknowledge that speed limits need to be reviewed to address ongoing urban development and urban sprawl that has occurred and is planned.

2.8. The *Road to Zero* strategy aims to reduce deaths and serious injuries by 40% by 2030. The focus in this SOP appears to be on minor injuries.

Comments: We see no evidence of consideration given to safe engineering upgrades, other than the installation of new speed limit signs. For example:

- What consideration has been given to constructing a roundabout at the inherently unsafe junction of Molesworth Drive, Moir Street and the entrance to the adjacent shopping centre car park?
- It is inherently unsafe to have cars reversing from in front of the Four Square supermarket in Mangawhai village onto the highway next to a T-junction, or exiting onto the T-junction.
- Has consideration been given to installing a “Slow Down. 50 kph at 400 metres” sign on Molesworth Drive approaching Mangawhai village?

3. SETTING OF SPEED LIMIT RULES

3.1. We note that the procedures being followed are not consistent with the Speed Management Guide nor with the Setting of Speed Limits Rule 2017. The Setting of Speed Limit Rule is likely to change in the near future, with the New Rule expected to be released for public consultation at any time following initial input from selected stakeholders. Major changes to speed limits set out in the SOP - such as proposed new de facto default speed limits - should await the release of the new Rule to ensure national and regional consistency.

¹ <https://www.transport.govt.nz/assets/Uploads/Report/Speed-outcomes-report.pdf>

- 3.2. NZTA notes that a speed review starts with a technical assessment of the road “*to find out information like crash history, average speed vehicles are travelling on the road, number of vehicles a day using the road, what is happening around the road (changes in housing, urban development, businesses etc) and other activity on the road. This helps to understand whether the current limit is safe and appropriate for the road.*”

Comment: We can see no evidence to indicate that this process has been followed, other than in part.

4. NZTA’s MEGA MAPS

- 5.1. In particular, we note that most of the urban roads proposed for a lower speed limit of 40 kph have no history of SDIs since 2000 according to NZTA’s Mega Maps. Within Waipu Cove, Langa Beach, Mangawhai Heads and Mangawhai, there have been no deaths and only 3 serious injuries at Mangawhai Heads, none of which were within the main commercial area where 30 kph is now proposed. The proposed changes are inconsistent with the requirement to have regard to NZTA’s data on crash history.
- 5.2. The Mega Maps tool uses a range of factors such as crash history, road conditions, surrounding land use and traffic volumes to calculate the theoretical ideal speed. It is designed as a planning tool, not a blanket speed limit recommendation, and the Automobile Association has previously questioned whether councils are using it correctly.
- 5.3. NZTA’s Nic Johansson, who is part of the NZTA team working to improve safety through speed management, is reported as follows:
- “He says that while the mapping tool indicates that about 80% of New Zealand roads don’t currently match the calculated ‘safe and appropriate’ limit, the tool is based on desktop data which needs to be checked and verified by local authorities in the real world. Just because the mapping tool gives a recommended ‘safe and appropriate’ speed doesn’t mean the authorities should immediately go out and change the limit.
- Johansson says it’s vital that authorities engage in genuine consultation with communities to understand how a road is being used and what people perceive its risks to be. This could show that options other than a lower speed limit are the way to go.”

5. SAFE AND APPROPRIATE SPEEDS

- 5.1. Other RCAs in NZ have acknowledged that the Rule requires councils to set speed limits that are not just ‘safe’ but ‘safe and appropriate’. Consideration is given to both safety and economic productivity.
- 5.2. Safe and appropriate operating speeds are those deemed appropriate for the road function, design, safety and use (i.e. both safety and efficiency are considered).
- 5.3. Are the proposed changes justified, and right for the roads involved, having regard in particular to the crash history and the roads’ purposes? Are the proposed speed limits self-explaining? If not, the proposed limits are unlikely to be adhered to by drivers.

- 5.4. Are ‘engineering up’ measures such as traffic calming proposed either as an alternative to speed limit reductions or in order to maximise any benefit of speed reductions?
- 5.5. Do the proposed new speed limits support the safe and efficient movement of goods and people?
- 5.6. Once a view is formed as to the safe and appropriate speed to be adopted, five things need to happen.
 - (i) Firstly, the new speed limits should be “sense tested” as noted in the Speed Management Guide. A report by Professor Sam Charlton for LTNZ in 2006 noted: After the project was begun, the National Road Safety Committee and the Ministry of Transport articulated a National Speed Management Initiative which stated:
“The emphasis is not just on speed limit enforcement, it includes perceptual measures that influence the speed that a driver feels is appropriate for the section of road upon which they are driving – in effect the ‘self-explaining road.’”
 - (ii) Secondly, the ‘new’ speed zones need to be fully and properly signposted and marked. Even though there may be a huge cost involved in installing adequate signage, it is essential from the motorists’ perspective that they are fully informed of speed zones. It might mean then that the changes need to be staggered, due to the costs involved.
 - (iii) Thirdly, there needs to be an education programme (i.e. publicity) to explain to the community why the changes are justified. The education program is needed to supplement the signage so you achieve greater buy in from the motorists. Simply imposing a lower speed limit, if it is not understood and accepted by the community, will not be effective.
 - (iv) Finally, there should be a review of the lowered speed limits 24 months following their introduction. This process should be robust and transparent – if they haven’t worked, then they should be re-assessed. It is acknowledged that for those locations where there is no DSI history or very low DSIs as shown on NZTA’s Mega Maps, this will present a real problem.

6. MoT’s ‘TACKLING UNSAFE SPEEDS PROGRAMME’ (The ‘Programme’)

It is noted that the Tackling Unsafe Speeds programme was agreed by Cabinet in November 2019 and is a key action in the Road to Zero Action Plan. The Cabinet papers include the following notes on Speed Management Plans and blanket speed reductions.

(a) Regional Speed Management Plans.

“4.5 road controlling authorities determine their input to their Regional Speed Management Plan, which will include proposed speed management reviews and speed limit changes for local roads;

4.6 regional transport committees collate the inputs of individual road controlling authorities to develop Regional Speed Management Plans and consult on those Plans (similar to the land transport planning process);

4.7 the NZTA reviews Regional Speed Management Plans prior to their finalisation;”

(b) No blanket Reduction of Speed Limits

An MoT paper on the Programme includes the following:

(ref: <https://www.transport.govt.nz/area-of-interest/safety/tackling-unsafe-speeds/>)

“The programme has no blanket reductions to speed limits

Speed management reviews will focus on high risk roads and roads where communities have expressed strong support for safer speeds. In these areas, RCAs must consider if engineering improvements or speed limit adjustments make the most sense.

Under the Tackling Unsafe Speeds programme there will be no change to default speed limits on the network, although there will be new requirements for safer speed limits outside all schools.”

Comment: The proposed blanket speed reductions appear to be inconsistent with this stated policy of the Tackling Unsafe Speeds Programme. We see no evidence of consideration of engineering improvements.

7. SPEED LIMITS AROUND SCHOOLS

7.1. The MoT paper referred to above states:

“The programme aims to lower speed limits around schools to improve safety and enable more children to walk or cycle to school.

While crashes tend to be relatively low around schools, they still occur. Reducing the speed limit encourages drivers to travel at safe speeds past schools, particularly during peak hours in the morning and afternoon.”

Comment: The Programme’s focus is quite clearly on safer speeds during peak hours when children are walking or cycling to school.

7.2. Currently, NZTA Traffic Note 37, Revision 2 notes that:

“40km/h variable speed limits in school zones have been operating successfully in New Zealand since they were first installed on a trial basis in Christchurch in January 2000.” The Traffic Note sets out the criteria for variable speed limits around schools.

“5.1 Times of operation The Christchurch trials showed variable speed limits in school zones are effective in reducing speeds, but have the support of drivers only if there are children present when they are operating. Therefore, the times they are activated must be tightly controlled to match, as closely as possible, the times children are crossing the road or are gathered on the roadside.”

“The signs may operate for a maximum period of:

- 35 minutes before the start of school until the start of school
- 20 minutes at the end of school commencing no earlier than five minutes before the end of school

- 10 minutes at any other time of day when children cross the road or enter or leave vehicles at the roadside.

Unless the signs are manually turned off earlier, they must turn off automatically when the maximum period has elapsed.”

7.3. In regard to the SOP’s proposed 30 kph speed limits around schools:

- a. In November 2019, the Associate Minister of Transport released a press statement which included: *“Kids should feel safe walking or biking to school, the Associate Transport Minister said this morning as she announced blanket speed limit cuts around schools across the country.*

Under the new rules a 40km/h speed limit will apply when driving past all urban schools, and 60km/h passing rural schools - although it could take up to 10 years for the changes to be rolled out in some areas.”

- b. The SOP school speed environment description states:

“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.”

Comments:

- (i) AA policy supports variable school speeds, as set out in Traffic Note 37..
- (ii) 1 hour per day, 5 days a week, 40 weeks a year equates to about 200 hours per year of variable speed operation being required for safety. The proposal to set a lowered speed limit 24/7 (168 hours per week) for 365 days a year would appear to be unwarranted and inconsistent with the rule. It clearly exceeds, the Road to Zero Road Safety Strategy guidelines, unless the school falls within a lower speed zone because of other factors..
- (iii) The above reference in the SOP to 30 kph permanent speed limits does not appear to be consistent with variable 40 kph limits referred to in either the Minister’s statement, NZTA Traffic Note 37 or the MoT paper.
- (iv) We are not aware of any DSIs occurring outside schools within the Whangarei or Kaipara districts where there is currently a 40 kph variable speed limit with flashing signs.
- (v) If the latter has been shown to be effective, and the MoT paper notes that *“crashes tend to be relatively low around schools”*, why propose lower 24/7 speeds of 30 kph that are not consistent with government policy and will not be understood by motorists as being appropriate?

8. SPEED LIMITS THROUGH URBAN SHOPPING CENTRES

- 8.1. In regard to proposed 30 kph zones through urban shopping centres (Mangawhai), the speed zone environment for 40 kph states: “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.”

- 8.2. The SOP states that: “key urban arterial routes that will remain at 50kph or higher.” This has been applied at Mangawhai Heads but at Mangawhai, an extended zone of 30 kph over about 600 metres, in order to embrace a pre-school and school, has been proposed,
- 8.3. It is not acceptable for private early childhood centres to be established on arterial routes without adequate provision for pick-up and drop-off, in an expectation that RCAs will subsequently lower speed limits 24/7 (note comments in technical report regarding “Before 6 Early Childhood Centre” on Molesworth Drive).
- 8.4. “Roads within the [Kaipara] District have been classified under a Road Hierarchy by their priority in terms of function. For example, the highest classification rate relates to major arterial routes such as the State Highways discussed above and the lowest classification includes local roads. Each classification assigns preferential use to either through traffic or local access. Roads can be classified in the following manner:
- State Highways - Roads managed by NZ Transport Agency;
 - Arterial Roads - Traffic function is dominant; (*Kaipara District Plan*)

Comments:

- (i) 30 kph may be applicable to town and city CBDs (i.e. financial and commercial centres) but we are of the opinion that the Mangawhai does not constitute a major shopping precinct.
- (ii) The proposed extended 30 kph zone in Mangawhai village is inconsistent with the Kaipara District Plan and with the SOP statement regarding arterial roads. Where there is a proven area of high risk on an arterial route, ‘engineering up’ options should be explored to enable the existing speed environment to be maintained.

9. SPEED LIMITS ON UNSEALED ROADS

- 9.1. In the experience of some of our councillors who drive frequently on unsealed roads, we regard a safe speed as totally dependent on the current state of the road. On a recently graded road with copious loose gravel, a maximum speed of 50 k/h may be appropriate, but on a well-swept road with minimal loose gravel, we would regard speeds of 70 k/h as safe. For city drivers unfamiliar with unsealed roads, signage showing a lowered speed limit would provide an appropriate warning but again, we would not want to see over-zealous enforcement.
- 9.2. Some unsealed roads are narrow and winding while others are wider and straight. We will continue to advocate that on unsealed roads, there should be a maximum speed limit of 70 kph. On narrow, winding unsealed roads, 50 kph may be appropriate. However, at all times, it is the driver’s responsibility to drive to the conditions. The posted speed limit is never a ‘target.’
- 9.3. Queenstown Lakes DC reports in their summary of speed limit change submissions: “*At the 2018 summit [of the International Transport Forum], a recommendation that rural unsealed roads should be reduced to 70km/h worldwide was discussed in detail.*”

This approach was formally supported by Federated Farmers in New Zealand as reported nationally in April 2018.”

- 9.4. It appears likely that following the introduction of the proposed New Setting of Speed Limits Rule, RCAs will be able to set limits of 70 kph without seeking NZTA approval.

10. GENERAL COMMENTS ON SOP PREAMBLE TO PROPOSED SPEED LIMIT CHANGES

In this section, consideration is given to various aspects addressed in the pre-ambles to the SOP's proposed changes.

10.1 Reasons for the proposed new speed limits

“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.”

- (i) **Comments:** In NZ, speed as reported in crash analysis statistics generally involves inappropriate speed for the conditions, - the majority of speed-related crashes occur at or below the posted speed limit. Loss of control on bends is a major factor. Northland Road Safety Issues: 2014-2018 Crash Data (WSP 2019) reports that: on local roads, 67% of crashes involve ‘bend loss of control/head on crashes’ compared with 33% ‘travelling at speed.’ ‘There are approximately 2.5 times as many bend loss of control/head on crashes than the next highest crash movement.’
- (ii) High-risk drivers who deliberately flout the existing speed limits are no more likely to adhere to lowered limits than to the current ones.
- (iii) A lower speed will always be a ‘safer’ speed, right down to walking speed in an environment where pedestrians are present. The focus needs to be on “safe and appropriate”, not just “safe.”

10.2 Speed Environments

“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.

- *In accordance with national guidance, 70kph zones will be discouraged, except where there is an existing 70kph zone.”*

Comment: A new speed limit rule is currently out for consultation. We understand that the initial proposals are to make 70 km/h and 90 km/h zones more readily applied,

without NZTA approval. It is premature to accept this present discouragement of 70 km/h zones.

AA supports the use of 70 and 90 as these may make more sense to road users on some roads that self-explain at these speeds vs. 60/80km/h.

10.3 Matters to be Considered

“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*
- etc*
- ...*

Comments:

There is no evidence that consideration has been given to NZTA’s Mega Maps data pertaining to crash history and recommended safe and appropriate speeds, or to the function of the road. This is a key document that should be taken into account. In particular, Mega Maps do not show 30 kph to be the safe and appropriate speed for any urban road within the area under review.

Reference is also made to section 4.4(2)(c) of the Rule which requires operating speeds to be no more than 10% above the proposed limit. No information is provided regarding the current operating speeds.

10.4 Pedestrian Crash Risk Curves

It is not disputed that higher speeds result in higher crash rates and higher severity.

However, the **Wramborg** crash risk curves used by NTA are unsubstantiated and therefore somewhat misleading. Subsequent reports have been unable to ascertain the basis of Wramborg’s predictions. Note: *“The Wramborg (2005) conference paper did not provide any research references or sources of information for the impact speed curves.”* [Chris Jurewicz et al./ Transportation Research Procedia 14 (2016)].

‘**Mackie 2018** – Speed/Injury Risk Curves’ qualified the Wramborg 2005 curves by stating that the pedestrian curves approximated to *“an appropriate speed/fatality risk profile curve follows a profile that is relevant for older people and where heavy vehicles are involved.”* Mackie 2018 refers to Rosen *et al* 2011 which shows the average (children, adults, elderly) pedestrian fatality risk at 50 kph to be approximately 20% and at 40 kph, 10%.

(Mackie 2018:) *“A review of the literature confirmed that more recent studies (e.g. Figure 2 below) have risk curves that are generally less steep and inflect at higher speeds.*

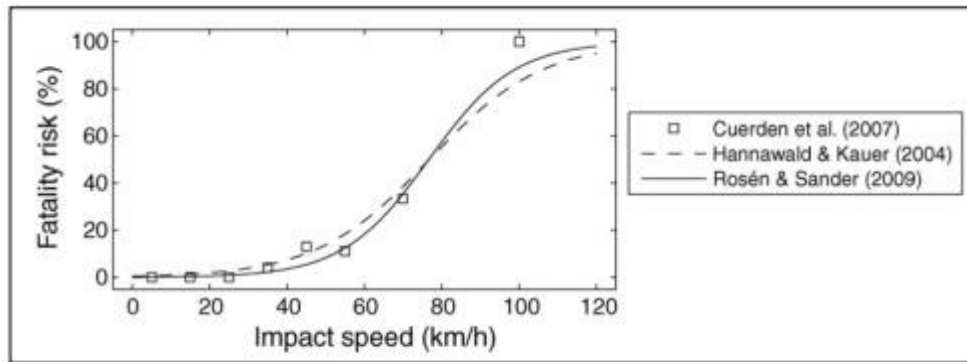


Figure 1. The fatality rate of pedestrians in crashes with passenger cars as function of the collision speed (from Rosén et al., 2011).

For example, the pedestrian fatality risk curve does not increase sharply until impact speeds reach 60 km/h, yet in New Zealand we know that pedestrians have been killed by buses at approximately 30 km/h.

The literature suggests that survivability has improved over time for any given speed, which poses a challenge when it comes to communicating the benefits of safer or lower speeds.”

Ashton & Mackay have calculated: “This figure shows that the estimated risk of a pedestrian being killed is approximately 9% if they are hit at a speed of 30 mph [48 kph]. The risk at an impact speed of 40 mph [64 kph] is much higher, at approximately 50%.”

Wramborg 2005 by comparison, and as quoted by NTA, shows a fatality risk of 50% at 40 kph and 90% at 50 kph.

Comment: At 50 kph, we have three possible fatality rates: 9%, 20% and an unsubstantiated 90%. NTA has provided no justification for adopting the unsupported highest value data, and ignoring more recent research.

Stephen L Westgate: for
Northland District Council,
NZ Automobile Association

APPENDIX I: Comments on Specific Speed Limit Changes.

The SOP considers speed limit changes in the following areas:

1. The Mangawhai Urban Traffic Area, including: Wood Street (Mangawhai Heads) Commercial Area, and Moir Street / Mangawhai Township (Figures 3, 4 & 5).
2. Proposed Kaiwaka Urban Traffic Area (new) (Figure 6)
3. Hakaru (Mangawhai-Kaiwaka) Catchment Review Area (Figure 7).
4. Kaiwaka West (Figure 8).

1. The 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.

Comments:

- (i) We do not support a blanket reduction of urban streets from 50 to 40 kph. Urban streets vary in their function – they may be primary collector, secondary collector or access routes. Consideration needs to be given to the respective function and use of each road, as required by the Setting of Speed Limits Rule 2017.
 - (ii) Mega Maps show no DSI history within the commercial areas of Mangawhai and Mangawhai Heads. The default speed should remain at 50 kph.
- The part of Molesworth Drive that is currently 80kph reduced to 60kph
- Comment:** We support this. We recognise the proposed development of Mangawhai Central and the effect that roading changes associated with this development will have on traffic and traffic flow.
- 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.

Comment: It appears that the current speed limit on Estuary Drive is 50 kph (Mega Maps and Google Earth). If 50 kph is considered to be safe and appropriate for part of Estuary Drive, the speed limit should be consistent along its length. Motorists will drive to the conditions.

- 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.

Comment: We do not support this. 40 kph is not a default speed for unsealed roads. There is a need for reasonable consistency, in this instance, 50 kph. Too many speed limit changes will be confusing for motorists who will drive to the conditions..

- The part of Moir Point Road that is currently 70kph reduced to 50kph.

Comment: It appears from Mega Maps that the current speed limit is 50 kph. Moir Point Road is a significant collector road and we support 50 kph..

- The part of Mangawhai Heads Road that is currently 70kph reduced to 60kph through to Cove Road.

Comment: We support this. We acknowledge the subdivision and housing development that has occurred along here.

- Jack Boyd Drive reduced from 70kph to 40kph

Comment: We do not support this. We acknowledge that a reduced speed limit is appropriate, but only to the current urban default speed of 50 kph, as recommended by MegaMaps.

- 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).

Comment: We support this.

- The current 50kph speed limit on Tara Road retained.

Comment: We support this.

- 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).

Comment: We support a speed limit of 80 kph on the majority of non-state highway arterial routes, subject to sense-testing.

- The current 50kph speed limit on Moir Street from the Mangawhai Chocolate Factory toward Tara Road to be retained.

Comment: We support this.

- 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).

Comment: We support this reduction to 80 kph.

- 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).

Comment: We support this.

- Atkin Road from 100kph to 60kph

Comment: We support this.

- Alamar Crescent from 50kph to 30kph

Comment: We do not support this. This is a ‘no exit’ road leading to a boat ramp. Speeds will be self-regulating to a large extent, and should be consistent with other urban streets in the vicinity. Too many speed limit changes will be confusing. Motorists may not know which zone they are driving in.

- 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.

Comments:

(i) We do not support the proposed 30 kph zones for the following reasons.

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

(ii) We can see no justification for a permanent speed limit of 30 kph in the Wood Street area to cater for peak holiday traffic and pedestrian movement, when traffic speeds at such times will be largely self-regulating due to congestion. We note that most minor crashes are the result of manoeuvring movements.

Figure 5. Proposed Moir Street / Mangawhai Township Speed Limits

(iii) Molesworth Drive and Moir Street is a key arterial route through Mangawhai township.

(iv) The proposed 30 kph limit is inconsistent with the SOP’s basic premise that: *“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.”*

(v) Mega Maps show 60 kph on Molesworth Drive and 40 kph on Moir Street between Isley Street and Molesworth Drive to be safe and appropriate speeds. We would support these speeds until such time as the vehicle crossings adjacent to the intersections are upgraded to comply with standard engineering designs of vehicle crossings near to intersections (not closer than 75m for arterial routes, 55m for collector roads). We do not support 30 kph.

APPENDIX I (cont^d):

2. 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:

.....[etc]”

Comments: MegaMaps show the safe and appropriate speed in Kaiwaka’s urban streets to be 50 kph. Given the absence of any DSI’s since 2000, we do not support a lower limit of 40 kph within the urban traffic area.

APPENDIX I (cont^d):

3. Hakaru (Mangawhai-Kaiwaka) Catchment Review Area

Arterial Routes: We support the proposed reductions from 100 to 80 kph on the three arterial routes:- Kaiwaka – Mangawhai Road, Mangawhai Road and Tomorata Road, as these are in the top 10% of highest risk roads.

Regarding the roads as listed from Bagnall Road to Valley Road, we acknowledge that the current speed limits are neither safe nor appropriate, and should be lowered.

Subject to our previous comments about 70/50 kph rather than 60/40 kph being appropriate on unsealed roads, we support the current 100 kph limit being lowered.

APPENDIX I (cont^d):

4. Kaiwaka West Speed Review Area

Subject to our previous comments about 70/50 kph rather than 60/40 kph being appropriate in certain situations, we support the current 100 kph limit being lowered.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Maryjane Francis - Submitter Number: 85

Submitter details:

Submitter Number: 85	
Full name:	Maryjane Francis

Your submission:

Speed Limit Review submission 18 Dec 2020

My submission relates to Lawrence Road, from Kaiwaka/Mangawhai Road to Devich/ Cames Roads.

Most houses are along this part of the road, approx 35 households including working farms. There are a number of new blocks for sale and housing development is likely to continue.

I do not support the KDC proposed 80kph speed limit Kaiwaka Road to Devich / Cames Road . I believe that safety on Lawrence Road will only be possible if the limit is reduced to **40kph** .

The main factor being the current poor condition and lack of maintenance on Lawrence Road.

I believe that the NTA assessment (5.5.9) of the 60 kph safe speed for Lawrence Road contains too many riders:

"Majority of Lawrence Road can be driven (*in ideal conditions*) between 50/70kph with a few areas where a *slower speed is necessary*.....hill limits visibility. A safe and appropriate speedis 60kph, which is consistent with many unsealed roads.

I live on this road and 60kph can often be too fast.

Whilst the One Road Network Classification aims to provide consistency, there are many roads in Kaipara which cannot be safely classified under this scheme and it is important that NTA and KDC focus on bringing these roads to modern day standards so that the classification scheme can be confidently applied.

That is not possible now with Lawrence Road.

Reasons for my opposition to proposed speed limits:

- Lawrence Road was not built for the use it now experiences
- The road is now more than a residents' access road and has been experiencing year on year growth in through and bypass traffic.
- HGV traffic and local and holiday traffic continues to increase along Lawrence Road
- As I write this submission heavy goods trucks, concrete trucks, earthmoving trucks have barrelled along the road- around one every 15 minutes.
- Work completed on Lawrence Road end 2019 has resulted in a worse surface than previously.
- This road surface yields more dust than before the 2019 work. A higher speed limit yields more dust, especially from trucks. This affects our lifestyle and health.
- Apart from temporary pothole fixes there is no maintenance.
- Residents have been raising the lack of maintenance with the Council for years, with no success.
- Lawrence Road was last maintained end 2019 and the road is fast becoming unfit for purpose and significantly dangerous.
- I have been told by NTA that the road surface is performing as expected, but I have not experienced such a poor road surface, variable lane width or dangerous shoulder in 47 years of driving on unsealed roads.

As one example, approx 500m in from Kaiwaka-Mangawhai Road, there is a short, steep hill, currently badly rutted with corrugations and watercourses. Traffic travelling around the bend and down the hill have little chance of stopping safely because of the road surface, narrowing of the road and heavy metal pile up on the roadsides.

At the bottom of the hill is Wainikau Lane which serves about 10 homes.

There have been two near misses at this point since June 2020.

Traffic travelling up the hill towards Kaiwaka-Mangawhai Road is met with an uneven rutted surface, metal pile up on the "shoulder" and constantly forming potholes. This reduces the road width at a potentially unsafe juncture- on the corner at the top of the hill.

Lawrence Road traffic regularly drives to avoid the corrugations and potholes and this creates potential danger on a number of bends and sections where Lawrence Road narrows. I have experienced turning in from Kaiwaka-Mangawhai Road to be faced with a car drifting towards me as the driver attempted to brake on the corrugations, but instead drifted, out of control.

Road comparisons

Please consider, Lawrence Road is :

Unsealed and unmarked

A School Bus route

Poorly maintained

Variable width- narrow in susceptible areas

Without drainage or stable shoulders

Access from more than 30 driveways

Home to number of good sized farms

Used by large farm machinery and stock carriers throughout the year

Used by locals and visitors for leisure activities, especially walking during lockdown.

An alternative route North and South when SH1 closes and Insley St closed 2019/2020

A bypass for Heavy Goods Traffic

A regular route for Heavy Goods Traffic e.g servicing construction.

In Rodney and Franklin comparable use rural roads are now at 50km/h or 60km/h, and many are sealed with vastly better road surfaces than Lawrence Road..

Inland Road near Helensville is a heavily populated loop road with farms and lifestyle blocks, partially sealed, a similar length to Lawrence Road .

Inland Road has regular gradings and maintenance and with a 60kph limit is a vastly better maintained road than Lawrence Road and with less HGV traffic.

High use sealed roads, such as Riverhead-Coatesville, Taupaki Roads are at 60kph and do not present the poor quality road surface risks of Lawrence Road.

Peak Road, part of the alternate, sealed route North is 80km/h and Lawrence Road cannot be classed as comparable to this road.

Summary

Like other Lawrence Road residents , I am used to living and driving on unsealed roads. I have driven 4WD and tractors for decades and I have seen the traffic increase in all rural areas.

Like most rural people, I have been used to driving 100kph along unsealed roads, but traffic has increased, maintenance decreased and driving fast is living dangerously,

My concern is that the unsafe condition of Lawrence Road will continue to be ignored by Council and we will have an 80 or 60 kph speed limit imposed on us to whose advantage?

Haulage Companies? Tourists towing boats and caravans? Traffic when SH1 closes?

Lawrence Road has an unsafe road surface, no maintenance and constantly increasing heavy traffic.

A review to either 60kph or 80kph denies this ratepaying community the safe driving and living environment which is sponsored by the speed limit review.

I would support a strictly enforced speed limit of 40kph based on the current state of the road .

Maryjane Francis

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Submitter details:

Submitter Number: 86	
Full name:	Allison Mason

Your submission:

Lawrence Road is not a sealed road nor does it have a clearly marked centre line or shoulder's so under your recommendation should not have been put forward as an 80kph zone.

Lawrence Road is a metal road which is very poorly maintained, and parts of the road are subsiding. There are no drains whatever in the first kilometre which makes driving very slippery and dangerous after rain. Very heavy trucks loaded with heavy machinery are using this road all day, every day, which do not have a hope in hell of stopping at 80kph. The road also has two very bad blind spots for residents turning onto Lawrence Road. This has caused accidents and near misses; luckily this has caused no fatalities, but this will happen. The school bus is also of great concern. The road also has groups of people walking, cyclists and people riding horses.

I recommend that the speed be reduced to 40kph which hopefully would alleviate the above problems, reduce the atrocious dust problems which we have to endure whenever the road is even a little bit dry and maybe save lives in the future. This is a horrendous dust problem which the Kaipara District Council should be thoroughly ashamed of. The residents (ratepayers) cannot sit outside, have to waterblast their houses regularly, very hard to do when there is a drought and water restrictions are in place, spouting's get blocked by the dust and then the bacteria from this goes into our drinking water via our water tanks. Small children cannot or should not play outside because this a big health issue for them and the elderly. The Mayor, Dr Jason Smith, himself admitted that the metal used was of a very substandard quality. If there is accident on a main arterial road Lawrence Road is often used as a by-pass.

More houses are being built which the Council approves every year creating more vehicle use, most residents (ratepayers) have at the very least 2 to 3 cars per household.

SO ONCE AGAIN I WOULD LIKE TO STRONGLY RECOMMEND THAT THE SPEED LIMIT FOR LAWRENCE ROAD (FROM KAIWAKA-MANGAWHAI ROAD TO CAMES ROAD) BE REDUCED TO 40 KPH.

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Attachment B

Regional Speed Limit Reviews

***Mangawhai – Hakaru and
Kaiwaka (Including Oneriri and
Oruawharo Roads)***

All Other Submissions

Table of Contents

Lara Angelina Callachan - Submitter Number: 1.....	3
Ian Callachan - Submitter Number: 2.....	5
Mark Williams - Submitter Number: 3.....	6
Ben Statham - Submitter Number: 4	7
John Seward - Submitter Number: 5.....	9
Thea Simays - Submitter Number: 6	10
Bruce & Gayle Pedersen - Submitter Number: 7	11
Courtney - Submitter Number: 9	12
Andrew Campbell Rae - Submitter Number: 11	14
Jean Elizabeth Guttery - Submitter Number:.....	15
Jackie Waymouth - Submitter Number: 13	16
Rachael Williams - Submitter Number: 14.....	17
Dennis Thompson - Submitter Number: 15.....	19
Suzanne Clayton - Submitter Number: 16	20
Marisa Garau - Submitter Number: 17	21
Christine den Hartogh - Submitter Number:	22
Gabrielle Carruthers - Submitter Number: 19	23
Penelope Arthur - Submitter Number: 20	24
Kevin Corles - Submitter Number: 22	25
Raymond John Murphy - Submitter Number: 25	26
Leanne Skeates - Submitter Number: 26	27
Carole Edwards - Submitter Number: 29.....	28
Garrett Hall - Submitter Number: 30	29
Philippa Muller- Submitter Number: 31	30
Abby Meagher - Submitter Number: 33	31
Trudy Barnett - Submitter Number: 34.....	33
Maria Rodriguez - Submitter Number: 35	34
Heather Joy Ferguson - Submitter Number: 36.....	35
Jill Moore - Submitter Number: 38	36
Allen and Pam Collinge - Submitter Number: 39.....	37
Philip Lathrope - Submitter Number: 40.....	39
Natasha Fickling - Submitter Number: 41.....	40

Alison Cox - Submitter Number: 42	41
Glen Real - Submitter Number: 43.....	42
Corinne Callinan - Submitter Number: 44.....	43
Karen Munro - Submitter Number: 45.....	45
Wayne & Leanne Willcox - Submitter Number: 46.....	46
Lynette Allott - Submitter Number: 48	47
Georgina Hackett - Submitter Number: 49.....	48
Marilyn Davies - Submitter Number: 50	49
Allan & Karen Dowson - Submitter Number: 51	50
Heather Crosbie - Submitter Number: 52.....	51
Alex Flavell Johnson - Submitter Number: 53.....	52
Leroy Brown - Submitter Number: 55.....	53
Carla Hood - Submitter Number: 56	54
Ethel Leota Whittaker - Submitter Number: 57.....	55
Kahui Aitken - Submitter Number: 58.....	56
Heath Brunton - Submitter Number: 59	57
Vicky Gillespie - Submitter Number: 60	58
Cara Shields - Submitter Number: 61	60
Michaela - Submitter Number: 62	62
Rod Tysoe - Submitter Number: 64	63
Mrs Linda Tysoe- Submitter Number: 65.....	64
Marijke Lindgreen - Submitter Number: 66.....	65
Karen Bennett - Submitter Number: 67.....	66
Jenner Zimmermann - Submitter Number: 71.....	67
Auckland Transport (Bryan Sherritt)- Submitter Number: 72	68
Jan Quinn- Submitter Number: 76.....	69
Jon E Clist - Submitter Number: 77	70
Jessica Whiting - Submitter Number: 78	71
Waka Kotahi NZTA Glen Bunting - Submitter Number: 79.....	72
Allyson Goodger - Submitter Number: 80	74
Lukas Kendall - Submitter Number: 81	76
Jonathon Larson - Submitter Number: 82	77
Hakaru Community Hall and Domain Society (Dennis Reeve) - Submitter Number: 84	78

Lara Angelina Callachan - Submitter Number: 1

Submitter details:

Submitter Number: 1	
Full name:	Lara Angelina Callachan

Your submission:

Which road speed limit are you most interested in?	<p>That Raymond Bull reduces to 60km as the dust is a massive nuisance. Too many people live on the road and It is too busy for 100km. Dangerous for children or anyone walking on the road. No footpath. Significant residential development at the end of the road. Raymond Bull is the arterial road for Tern point developments. Your own council regulations say an unsealed rural road should be 60km.</p> <p>Black swamp rd should be reduced to 60km. Dust so bad when workers travel in mornings and afternoon the clouds of dust obscure all vision. Very dangerous. It is part of the Te Araroa Trail and they have to walk on the road - super dangerous. Also people from the camping ground walk to village over the causeway and its really difficult when people are flying over the narrow causeway at full speed.</p>
Is there a specific part of this road that is of most concern to you?	All of Raymond Bull. All of black swamp.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	<p>Raymond Bull</p> <p>Black swamp Road</p> <p>To bring the gravel rural roads into compliance with Kaipara District council guidelines. That Raymond Bull reduces to 60km as the dust is a massive nuisance. Too many people live on the road and It is too busy for 100km. Dangerous for children or anyone walking on the road. No footpath. Significant residential development at the end of the road. Raymond Bull is the arterial road for Tern point developments. Your own council regulations say an unsealed rural road should be 60km.</p> <p>Black swamp rd should be reduced to 60km. Dust so bad when workers travel in mornings and afternoon the clouds of dust obscure all vision. Very dangerous. It is part of the Te Araroa Trail and they have to walk on the road - super dangerous. Also people from the camping ground walk to village over the causeway and its</p>

	really difficult when people are flying over the narrow causeway at full speed.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Ian Callachan - Submitter Number: 2

Submitter details:

Submitter Number: 2	
Full name:	Callachan Ian

Your submission:

Which road speed limit are you most interested in?	Raymond Bull and Black Swamp Rd
Is there a specific part of this road that is of most concern to you?	The Kaipara sections
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	<p>The 2 named roads named above are now high-volume roads for short periods early morning and late afternoon. Current speed limits mean visibility is much less than the safe stopping distance.</p> <p>Black swamp is of national significance as part of the Te Araroa Trail. The lack of footpath and high speeds mean a fatality is when not if. To not reduce the speed limit would be grossly negligent on the part of KDC. If the speeds are not changed the engineer who signs this off needs to be well documented in terms of why non reduction is safe.</p>
Which proposed speed reductions do you NOT support?	
Additional comments:	Great to see KDC taking this initiative. Well done

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Mark Williams - Submitter Number: 3

Submitter details:

Submitter Number: 3	
Full name:	Mark Williams

Your submission:

Which road speed limit are you most interested in?	Brown road and surrounding rural roads
Is there a specific part of this road that is of most concern to you?	main road
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None of them
Which proposed speed reductions do you NOT support?	Comments redacted
Additional comments:	Comments redacted

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Ben Statham - Submitter Number: 4

Submitter details:

Submitter Number: 4	
Full name:	Ben Statham

Your submission:

Which road speed limit are you most interested in?	Baldrock Rd
Is there a specific part of this road that is of most concern to you?	School bus stop opposite Pakeho Rd
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	<p>I support lowering the speed limit on Baldrock Rd to 80km/h however would suggest that certain sections of the Rd require a lower limit as the speed of traffic, even when reduced to 80km/h, represent a significant risk to children crossing the Rd to access School Bus Stops and in particular the Bus Stop opposite Pakeho Rd.</p> <p>Traffic heading from SH 1 via Baldrock Rd to the Kaiwaka Mangawhai Highway, in effect using Baldrock Rd to "cut the corner", which consists of a substantial number of heavy vehicles, have been naturally restricted in their speed by the twisting nature of the Rd up until the point that they pass Gibbons Rd. At this point traffic begins accelerating prior to the turn opposite Pakeho Rd. This corner is effectively blind with the nature of the terrain and vegetation making it impossible to "see around". School children cross Baldrock Rd just past this point to reach the Bus Stop. I have frequently observed near misses and a fatality whereby a heavy vehicle travelling, even at 80km/h, collides with a child would be a certainty. As such I recommend that traffic speeds be reduced to 50km/h from between Gibbons Rd and, approximately, 457 Baldrock Rd. Whilst this particular Bus Stop is one I am familiar with I would imagine that similar situations exist around the region and should all be addressed as part of the review.</p>
Which proposed speed reductions do you NOT support?	.
Additional comments:	Baldrock Rd as I understand it is the responsibility of KDC. As such and as a ratepayer who is interested in minimising expenditure. I suggest that the most significant damage done to Baldrock Rd on an

	<p>annual basis is done by heavy vehicles looking to "cut the corner" between State Highway 1 and the Kaiwaka Mangawhai Highway. From both a safety and cost perspective it is better that these vehicles remain on the State Highway for as large a percentage as possible. Therefore I recommend that the council encourage as much heavy traffic to utilise SH1 rather than Baldrock Rd. The Council has several means by which to encourage this heavy traffic including the current speed review however in addition to this, the soundness and longevity of the bridges which are located at the SH1 end of Baldrock could be "reviewed" with a view to limiting the weight of vehicles using them thereby in effect making Baldrock Rd off limits to all heavy traffic. This would have no impact on heavy vehicles delivering goods along the road as vehicles can enter from the Laiwake Mangawhai highway end of Baldrock Rd to enable deliveries. This solution would improve Rd Safety and have the added benefit to Council of substantially less damage being done to Baldrock Rd and hence substantially reduced maintenance costs.</p>
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Presenting Submission:

I would like an opportunity to present my submission in person:	No
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John Seward - Submitter Number: 5

Submitter details:

Submitter Number: 5	
Full name:	John Seward

Your submission:

Which road speed limit are you most interested in?	Raymond Bull Rd & Black Swamp Rd
Is there a specific part of this road that is of most concern to you?	The full length of both of these roads
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	<p>Raymond Bull Rd, I would fully support the change to 50km/h on this road. The road is straight and unsealed. Currently cars speed down this road and it is dangerous for pedestrians to use it. My wife rides a horse down this road, and she feels unsafe. The dust nuisance is also an issue.</p> <p>Black Swamp Rd, I would fully support the change to 60km/h on this Rd. Same reasons as above.</p>
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Thea Simays - Submitter Number: 6

Submitter details:

Submitter Number: 6	
Full name:	Thea Simays

Your submission:

Which road speed limit are you most interested in?	Kaiwaka/Mangawhai Road
Is there a specific part of this road that is of most concern to you?	Single lane bridge / but most of that road is very winding
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Kaiwaka/Mangawhai Road is very windy and there are not many places where it is safe to pass another vehicle which increases the risk of accidents.
Which proposed speed reductions do you NOT support?	N/A
Additional comments:	Great waiting for a review of speed limits in my area of the woods (Pahi)

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Bruce & Gayle Pedersen - Submitter Number: 7

Submitter details:

Submitter Number: 7	
Full name:	Bruce & Gayle Pedersen

Your submission:

Which road speed limit are you most interested in?	Devich Road proposals
Is there a specific part of this road that is of most concern to you?	The Upper half
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	<p>We support all the speed changes but particularly for Devich Road, Lawrence Road and Comes Road.</p> <p>It is dangerous coming out of our drive on Devich Road when cars are hurtling past at 100kmph, we regularly walk these roads and there are no footpaths, and health hazard from the dust which is made 10 times worse with speed.</p>
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>We would like the speed reductions proposed for Devich Rd reduced further.</p> <p>Lower Devich Road to 60 (windy Rd with a one lane bridge) and upper Devich to 45 because of the added health hazard of dust.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Courtney - Submitter Number: 9

Submitter details:

Submitter Number: 9	
Full name:	Courtney

Your submission:

Which road speed limit are you most interested in?	Raymond Bull Road and Black Swamp
Is there a specific part of this road that is of most concern to you?	<p>Raymond Bull - The whole road is a concern. It is gravel which causes a dust nuisance. Cars travel very fast at the current no speed limit. I have gone to pull out of my driveway and nearly been hit by a passing car. This is a rural road yet there is a huge amount of subdivisions going on in Tern Point. However, the road remains gravel and more and more people are building at Tern Point. The road isn't fit for purpose and the no speed limit means cars use it as a race-track.</p> <p>Black Swamp - This road is extremely dangerous from where it meets Raymond Bull and heading towards the school. There are blind corners so if you wish to walk down this road you are likely to get hit by a car going 100kmh. There is no school bus route from Raymond Bull Road, I would like to be able to bike or walk but this isn't an option due to the speed that cars travel along Black Swamp.</p>
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	<p>Yes - I support the proposed speed amendments, however I think they should be lower than the proposed:</p> <ul style="list-style-type: none"> • Raymond Bull should be 50km. • Black Swamp should be 60km.
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>I am pleased that our roads are being looked at for reduced speed, not only are we living in a high dust zone with increasing traffic. There seems to be no money taken from people who are currently subdividing in Tern Point to support Raymond Bull being tar-sealed. Cars use the road as a race-track. It's dangerous. Black Swamp Road has increased traffic from the construction at Tara Iti and it's too dangerous to even walk along especially with children. Would like these speeds lowered.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Andrew Campbell Rae - Submitter Number: 11

Submitter details:

Submitter Number: 11	
Full name:	Andrew Campbell Rae

Your submission:

Which road speed limit are you most interested in?	I am commenting on the general changes outlined on the plans.
Is there a specific part of this road that is of most concern to you?	No.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	I am happy with all of the proposed changes and feel that the great majority of drivers, already drive at the speeds, proposed by these changes. There will always be the idiots who ignore speed limits and no matter what limits are imposed, they will flout them.
Which proposed speed reductions do you NOT support?	None.
Additional comments:	The only concern I have, is the proposal to physically alter some of the roads, to encourage drivers to stick to the speed limits. The roads in and around Mangawhai and the Heads, are already of a size that dictate a lower speed. Why spend money on changing their shape/look (speed bumps, islands, etc) when posted speed limits should be more than enough?

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Jean Elizabeth Guttery - Submitter Number:

Submitter details:

Submitter Number: 12	
Full name:	Jean Elizabeth Guttery

Your submission:

Which road speed limit are you most interested in?	Mainly the speed limits on Oneriri and Kaiwaka-Mangawhai Roads.
Is there a specific part of this road that is of most concern to you?	No
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Oneriri Road to 80 kph. Too many corners and other blind spots. Also in some places the road is not in good condition. The same applies to the Kaiwaka-Mangawhai Road.
Which proposed speed reductions do you NOT support?	I think 40 at the beginning of Oneriri Road would not make a huge difference. Would be more than happy for it to stay at 50.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Jackie Waymouth - Submitter Number: 13

Submitter details:

Submitter Number: 13	
Full name:	Jackie Waymouth

Your submission:

Which road speed limit are you most interested in?	60km - semi urban <ul style="list-style-type: none"> • 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 • A road where significant residential or other development is directly accessed, including approaches to urban areas. • Some urban arterial routes • Unsealed roads
Is there a specific part of this road that is of most concern to you?	<p>Semi urban areas have dwellings and families that may need to, or enjoy, travelling by foot, bike, horse or other along these roads. There are no footpaths to separate a car and pedestrian. I feel 60km is still too fast on semi urban roads especially when the road is not sealed and driver control isn't assured.</p> <p>Mangawhai is growing, and this growth will extend further into the semi urban areas.</p> <p>As well, we have an issue with dust therefore the slower and more controlled the speed, the less dust billowed. By travelling more slowly the road may stay in a better condition for a longer period.</p>
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	All are good it's just the category above which I feel needs to move for semi urban.
Which proposed speed reductions do you NOT support?	Blacks Swamp Road, Raymond Bull Road, Coal Hill Road, Comes Road, Devich Road, Settlement Road, Mountain Road These roads I've travelled on and feel they should be at 50km maximum as they are main route roads, population is growing, no footpaths, lots of dust.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Rachael Williams - Submitter Number: 14

Submitter details:

Submitter Number: 14	
Full name:	Rachael Williams

Your submission:

Which road speed limit are you most interested in?	COVE RD. One of my major concerns is the one-way bridge south of King Road. Visually it is a blank spot and heading north towards the bridge you have no way of seeing what is coming the other way. More road markings and signs to highlight the upcoming bridge would be of benefit. Earthworks to take off the corner to the left of the road would allow for increased visuals, this is usually covered with Woolly Knight Shade and weed plants. Lowering Cove Rd to 80kms will hopefully take some of the risk out of this crossing, but extra signage would make this bridge safer in my opinion.
Is there a specific part of this road that is of most concern to you?	See above.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	I support the lowering of speed through shopping areas and areas of high use/parking. Moir St (Village Shops) and Wood St 30km definitely needed, 50km too fast. 40km for urban streets, 50km for feeder streets and 80km for Cove Road are all necessary and long overdue. We have a lot of narrow streets with footpaths close to the road and speed must be lowered to allow pedestrians and cyclists to move around safely. If we are to encourage the public to walk or cycle to the shops, lessening the parking congestion we have to have lower speeds to keep them safe. To some 50km is 70km and I've seen children nearly get wiped out trying to cross near the maz park because of dangerous speeds along Molesworth Drive. This feeds into the shared path needing to be made safe as soon as possible. Even if a safety barrier is place along it before the busy summer season.
Which proposed speed reductions do you NOT support?	I had queried the lower end of Tara Rd remaining at 50km. I had thought an increase to 60km would be good. On attending the drop in on Tues night and speaking to KDC staff I understand the reasoning of keeping it at 50km.
Additional comments:	I think the review is timely and will make our roads safer hopefully. The level of speeding and dangerous driving has always been an

	<p>issue in Mangawhai, with little to no policing of speed, drink driving or dangerous driving on a regular basis.</p> <p>Having been concerned about the level of speeding and reckless driving in the town, dodging many potential head ons and my daughter becoming a learner driver I fully support the speed initiatives and look forward to them being implemented as soon as possible in the District.</p> <p>Thank you.</p>
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Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Dennis Thompson - Submitter Number: 15

Submitter details:

Submitter Number: 15	
Full name:	Dennis Thompson

Your submission:

Which road speed limit are you most interested in?	Insley Street Mangawhai Beach School Speed Zone.
Is there a specific part of this road that is of most concern to you?	<p>The School Speed Zone. I would suggest that there needs to be a sign that shows the hours when the normal 50 kph Speed limit is reduced - I.e. the commencement hours at the start of the day and the school leaving time in the afternoon. Currently there is nothing there at all with that information displayed. I do believe that the LED signs that are there do change their settings to reflect the hours I am mentioning but I believe that is not sufficient, especially if someone forgets to flick the switch to the reduced speed setting.</p> <p>This is the sign I am referring to which I believe could be attached to the standards that hold up the current LED speed limit lightning - https://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/view/795?category=%26subcategory1%3D%26subcategory2%3D%26subcategory3%3D%26term%3D&start=600</p> <p>Could I also suggest that school buses in our district have LED flashing signs which display the 20 kph speed limit that vehicles must adhere to when passing a school bus that has children coming and going on school buses. Here is the sign that I am referring to which other jurisdictions in NZ already require - http://www.stuff.co.nz/the-press/news/9669409/Bid-to-cut-speeds-by-school-buses</p> <p>https://www.livingstreets.org.nz/sites/default/files/School%20bus%20sign%20evaluation%2026Oct11%23FINAL%20doc.pdf</p>
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Suzanne Clayton - Submitter Number: 16

Submitter details:

Submitter Number: 16	
Full name:	Suzanne Clayton

Your submission:

Which road speed limit are you most interested in?	Cames Rd Mangawhai
Is there a specific part of this road that is of most concern to you?	The whole road
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I support the 40km proposed limit
Which proposed speed reductions do you NOT support?	I do not support the 60km limit. I think the complete road should have a 40km limit. Splitting the limits just adds confusion and the road is always in a state of extreme disrepair that 40km is the appropriate speed
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Marisa Garau - Submitter Number: 17

Submitter details:

Submitter Number: 17	
Full name:	Marisa Garau

Your submission:

Which road speed limit are you most interested in?	40 km on Cames Road
Is there a specific part of this road that is of most concern to you?	The whole of Cames Road. The sealed parts are incredibly narrow, and the unsealed parts are so damaged with potholes that it is has become a very dangerous adventure to drive over it, I'm really frightened to use the road (but I have to, I live there). I don't mind the road being unsealed; I quite like it. But it needs to be maintained.
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I understand the rules set by the government. But the council should use their own brains and make all unsealed roads 40km, since they're so dangerously unmaintained. Also, keep one speed per road, don't change speed limits on a tiny bit that is sealed. Why confuse the public? Again, I understand Wellington rules, but the council should consider the local situation and be sensible about it.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Christine den Hartogh - Submitter Number:

Submitter details:

Submitter Number: 18	
Full name:	Christine den Hartogh

Your submission:

Which road speed limit are you most interested in?	Cames Road Mangawhai
Is there a specific part of this road that is of most concern to you?	The whole road is bad, full of potholes. The area around no 350, going down the hill and around the corner is especially dangerous and should be broadened and sealed.
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	I would like to see 40 km on the whole of Cames Road.
Which proposed speed reductions do you NOT support?	
Additional comments:	Cames Road is in a terrible state and never gets any proper work done other than bad quality patch ups. The road has gotten a lot busier now that there are more houses and this will only get worse with the new subdivision. Instead of resealing Cove Road AGAIN (this was only done last year and is being done again, while there is nothing wrong with that road) focus should go to improve Cames Road and make it safe.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Gabrielle Carruthers - Submitter Number: 19

Submitter details:

Submitter Number: 19	
Full name:	Gabrielle Carruthers

Your submission:

Which road speed limit are you most interested in?	Cames Road 40 k
Is there a specific part of this road that is of most concern to you?	All of it. Today I drove very slow as there are potholes and sometimes big trucks. We have had logging trucks recently. There was a big cow running around on the road today. I also worry about pets and children. There are no footpaths and there have been more houses built recently
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Just concerned about Cames.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Penelope Arthur - Submitter Number: 20

Submitter details:

Submitter Number: 20	
Full name:	Penelope Arthur

Your submission:

Which road speed limit are you most interested in?	<p>Speed limits on gravel roads: I hope you proceed with reducing these, and that this will set a precedent for other gravel roads in the districts (such as Mountain Road where I live) when you review them.</p> <p>Many people drive dangerously fast on Mountain Road and there are often near misses. The dust nuisance in summer is a real hazard to health now that there is a higher traffic volume. The two areas where there were slips approximately two years ago which have never been repaired are particularly hazardous. (Could these please be repaired!)</p>
Is there a specific part of this road that is of most concern to you?	The narrowed areas where slips have never been repaired.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	all
Which proposed speed reductions do you NOT support?	n/a
Additional comments:	I see there has been testing of the air quality on some rural roads in the Kaiwaka area. It would be great if this could also be done on Mountain Road, as we often have clouds of dust hanging around.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Kevin Corles - Submitter Number: 22

Submitter details:

Submitter Number: 22	
Full name:	Kevin Corles

Your submission:

Which road speed limit are you most interested in?	Bagnal Road
Is there a specific part of this road that is of most concern to you?	<p>The 100kph speed limit for Bagnal Road is too high. By the Councils own definition Bagnal Road should be 60kph.</p> <p>It has significant industrial or commercial activity (for a road only 600m in length), it has significant residential development (approx 20 dwellings in 600m) and it is unsealed.</p> <p>There is significant truck activity during the work-day with both Mangawhai Transport and Limitless Scaffolding having several truck movements every day. There is also a private gymnasium at the bottom of the road which attracts a lot of vehicle traffic</p>
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	<p>Bagnal Road, for reasons above.</p> <p>Cove Road reduction to 80kph - traffic density is increasing and there are more and more property accesses and driveways being created along Cove Road</p>
Which proposed speed reductions do you NOT support?	
Additional comments:	Bagnal Road does not seem to be included in the proposal. It needs to be.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Raymond John Murphy - Submitter Number: 25

Submitter details:

Submitter Number: 25	
Full name:	Raymond John Murphy

Your submission:

Which road speed limit are you most interested in?	Molesworth Drive Mangawhai
Is there a specific part of this road that is of most concern to you?	Yes, from the Hub to the Heads
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	That the speed limit be reduced to 50Kph for Molesworth Drive from the Hub to the Heads
Which proposed speed reductions do you NOT support?	the proposal to have a 60Kph speed limit on Molesworth Drive from the Hub to the Heads
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Leanne Skeates - Submitter Number: 26

Submitter details:

Submitter Number: 26	
Full name:	Leanne Skeates

Your submission:

Which road speed limit are you most interested in?	Molesworth development Mangawhai
Is there a specific part of this road that is of most concern to you?	The section from Pearson Street to the Causeway Bridge
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	I support all the reduced speed limits. The section I have stated above Molesworth Drive believe is being reduced from 80kph to 60kph. I would even think it could be 50kph.
Which proposed speed reductions do you NOT support?	N A
Additional comments:	<p>It is dangerous trying to get out of my driveway on Molesworth drive with cars traveling both ways often at speeds over the 80kph speed limit. I'd like to see it permanently reduced to 50kph.</p> <p>In Mangawhai we have short distances to travel in our small community, so time should not be a major issue, just leave earlier. Let's all be safer and slow it down for good.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Carole Edwards - Submitter Number: 29

Submitter details:

Submitter Number: 29	
Full name:	Carole Edwards

Your submission:

Which road speed limit are you most interested in?	Banal Road
Is there a specific part of this road that is of most concern to you?	Top half
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	30 kph
Which proposed speed reductions do you NOT support?	Banal Road should be 30km. Not the proposed 60km.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Garrett Hall - Submitter Number: 30

Submitter details:

Submitter Number: 30	
Full name:	Garrett Hall

Your submission:

Which road speed limit are you most interested in?	Jack Boyd Dr, Mangawhai, but also other roads throughout Mangawhai.
Is there a specific part of this road that is of most concern to you?	All of it.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Jack Boyd Dr (70km is way too fast at the moment and presents a risk to pedestrians). There are too many houses on this road now for this limit to be safe. The footpath also needs to be extended to make the road safer. Similar comment on other roads in Mangawhai except arterials.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Philippa Muller- Submitter Number: 31

Submitter details:

Submitter Number: 31	
Full name:	Philippa Muller

Your submission:

Which road speed limit are you most interested in?	<p>Black Swamp Road - Mangawhai, the start of at the village end.</p> <p>I support reducing speed to 60km further along the road but argue it should all be 60 km/hr from the start. The proposed 80km is too fast and too dangerous given -</p> <p>Various corners that can't be taken at speed also have limited visibility.</p> <p>Walkers of Te Araroa trail walk this road, there is no safety belt or safe area from cars. Walkers from the riverside camp walk this road - many families. Same issues as above.</p> <p>There is now a large amount of traffic including trucks and construction vehicles that go too fast. 60 km much safer. Makes sense for the limit to consistently stay same instead of increasing then decreasing leading to confusion and distraction.</p>
Is there a specific part of this road that is of most concern to you?	Main thought above. All if it but especially the start up to Tern Point
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	See above Q1
Which proposed speed reductions do you NOT support?	
Additional comments:	See above Q1

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Abby Meagher - Submitter Number: 33

Submitter details:

Submitter Number: 33	
Full name:	Abby Meagher

Your submission:

Which road speed limit are you most interested in?	Black Swamp Road, Mangawhai
Is there a specific part of this road that is of most concern to you?	The section before the intersection with Raymond Bull Road
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Black Swamp Road AFTER Raymond Bull Road I also support the lowering of the speed limit throughout Black Swamp Road but I believe that the proposed speed limit before Raymond Bull Road does not go low enough.
Which proposed speed reductions do you NOT support?	Black Swamp Road prior to Raymond Bull Road. This road is currently 100km and the proposal is to take it down to 80km. As per your fact sheet the criteria for an 80km Road is that it is a General rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves. The beginning section of this road does not meet this criteria and the road does not meet it until approx 500m further down the road from 45 Black Swamp. It has no shoulder areas and there are significant blind corners. In addition to the specifics of the road there are also an increasing amount of road users both in cars and out of cars using this stretch of road to access Mangawhai Village this includes school children walking and biking and the significant amount of visitors who stay at Riverside Campground and walk this windy narrow roadway day and night. The number of cars and trucks travelling past has also increased dramatically over the last 5 years with the number of people employed at Tara Iti Golf Course and its surrounding substantial construction sites.

	<p>I have had a conversation with the local police regarding the driving on this stretch of road and he absolutely agreed with me that people use it far too fast but unfortunately his hands were tied as they were not going about 100km.</p> <p>In my opinion I would like to see this section - the first 1km of Black Swamp reduced to 50km.</p>
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Trudy Barnett - Submitter Number: 34

Submitter details:

Submitter Number: 34	
Full name:	Trudy Barnett

Your submission:

Which road speed limit are you most interested in?	The 100k limit is Tara Road
Is there a specific part of this road that is of most concern to you?	From the 50k zone onwards up Tara. There are multiple commercial orchards up this road of which we are one. We have large trucks turning in and out of the orchard as well as machinery moving up the road. 100k is a dangerous speed limit in this road. It is a matter of time before a speeding car comes up the road and collided with a turning truck. My sister has lost 2 much loved pets to speeding cars in the last 12 months. The limit should be 70 in my view. This road urgently needs to be included in you review.
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Maria Rodriguez - Submitter Number: 35

Submitter details:

Submitter Number: 35	
Full name:	Maria Rodriguez

Your submission:

Which road speed limit are you most interested in?	60km
Is there a specific part of this road that is of most concern to you?	The piece by kingfisher Ln down is very narrow
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Only to lower the speed limit on dirt roads, Cames Rd, Laurence Rd and Devich Rd to 60km
Which proposed speed reductions do you NOT support?	40km is too slow for a day commute, it means that now all the good of being close to work will take more than half hour of travel time each way.
Additional comments:	Only new property owners are complaining about dust and speed and also drive too fast as they aren't used to the calm of the countryside, never-the-less the insistence of walking along the road side instead of exploring all the walking tracks and beaches that Mangawhai has to offer!

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Heather Joy Ferguson - Submitter Number: 36

Submitter details:

Submitter Number: 36	
Full name:	Heather Joy Ferguson

Your submission:

Which road speed limit are you most interested in?	100km reducing to 80kmh in Oneriri Road
Is there a specific part of this road that is of most concern to you?	The long straight on which I live in Oneriri Road
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Oruawharo Road is always in such poor condition. I support reduction to 80kmh Oneriri Road: currently 100kmh. This could go down to 80kmh. but there is no point in changing speed unless it will be monitored regularly. I see vehicles driving way in excess of 100k on the straight where I live and overtaking at high speed.
Which proposed speed reductions do you NOT support?	I do not support roads being reduced from 50kmh to 40kmh in Kaiwaka and Mangawhai
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Jill Moore - Submitter Number: 38

Submitter details:

Submitter Number: 38	
Full name:	Jill Moore

Your submission:

Which road speed limit are you most interested in?	50 km. Raymond Bull Road. Mangawhai
Is there a specific part of this road that is of most concern to you?	Raymond Bull road (from Black Swamp Rd) up to Tern Point intersection.
Do you support the proposed speed amendments?	
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	Have no idea of other speed limits. I am more concerned with Raymond Bull Road. There is no speed signage at all for this road. Drivers speed along it, spraying dust everywhere with no regard to residents here. The dust is incredible. As Tern Point is subdividing sections, there is a very big increase in traffic of trucks, tradesmen, people etc - all speed and increase dust! I really would like signage for dust nuisance as well. Something has to be done regarding this issue for safety and health reasons. I am a ratepayer, surely a bit of signage is not too much to ask

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Allen and Pam Collinge - Submitter Number: 39

Submitter details:

Submitter Number: 39	
Full name:	Allen and Pam Collinge

Your submission:

Which road speed limit are you most interested in?	Black Swamp Road, Mangawhai.
Is there a specific part of this road that is of most concern to you?	The whole road, but particularly from Insley Street to Raymond Bull Road.
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	Black Swamp Road Raymond Bull Road to Coal Hill Road. Reduce to 60kmh. A significant dust nuisance, badly maintained sometimes narrow gravel road. Increased traffic generated for reasons stated below.
Which proposed speed reductions do you NOT support?	<p>Black Swamp Road Insley Street to Raymond Bull Road.</p> <p>The proposed reduction of speed from 100km to 80km is still too fast. There are several sharp bends at the end of the road, and frequent pedestrians coming from the Riverside Campgrounds, the orchard blocks, and our own house at 56.</p> <p>This whole road also forms part of the Te Araroa Trail, with many long-distance walkers, no footpaths and no safe shoulder area. The bridge near the Insley Street end of the road has no room for pedestrians and cars.</p> <p>In recent years there is a large amount of heavy traffic, trucks, builders and tradesmen's vehicles generated from Mangawhai Engineering, Tara Iti golf club, new residential building construction, and sometimes logging trucks. This traffic speeds at 100kmph right up to the sharp bends, and is particularly busy from 7am to 9am, and 3pm to 5pm.</p>
Additional comments:	The speed limit for the whole of Black Swamp Road to Coal Hill Road should in my view be reduced to at least 60kmph, 50kmph would be better still, without speed variation which can be confusing for drivers. 60km would also be better to reduce the dust nuisance from Raymond Bull Road to Coal Hill Road.

	<p>This would meet the council criteria for 60km roads for many reasons:</p> <ul style="list-style-type: none"> • 60kph Semi-urban or rural roads that meet one or more of the following criteria: • Significant industrial or commercial activity • A road principally used for access to rural residential dwellings with a narrow single lane carriageway or a carriage way that has 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
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Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Philip Lathrope - Submitter Number: 40

Submitter details:

Submitter Number: 40	
Full name:	Philip Lathrope

Your submission:

Which road speed limit are you most interested in?	Black Swamp Road, Mangawhai
Is there a specific part of this road that is of most concern to you?	Tight corners, no shoulders, many pedestrians day and night, school traffic, increased traffic to Tara Iti subdivisions, increased trucks. Existing speed too high, proposed speed too high.
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	60km on Black Swamp Road past Raymond Bull Road
Which proposed speed reductions do you NOT support?	Black Swamp Road from Insley St until Raymond Bull Road should be proposed down to 50km not 80km Mangawhai Village down to 30km. It could maybe be 40km but 30 is far too slow and people just won't do it and you get to distracted from the road at that speed. It will also congest an already very congested area.
Additional comments:	Please speed reviews are going on in this area. Thank you

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Natasha Fickling - Submitter Number: 41

Submitter details:

Submitter Number: 41	
Full name:	Natasha Fickling

Your submission:

Which road speed limit are you most interested in?	Black swamp Rd
Is there a specific part of this road that is of most concern to you?	Insley to Raymond Bull
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Moles worth Drive 60kph -safer for cars to pull out of Sunlea and children and adults to cross here.
Which proposed speed reductions do you NOT support?	Support the lowering of black swamp BUT it should be 60kph for the full Rd especially near Insley Street as this is where kids would walk or bike to school - but currently cars are going much too fast for it to be safe!
Additional comments:	Access for kids to walk and bike to school within the 3.5km from the schools should all be lowered as these kids cannot catch the bus, but often the speeds of cars make it unsafe to walk or bike. Suitable footpaths from black swamp Rd and along Insley Street bridge is also a MUST!!

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Alison Cox - Submitter Number: 42

Submitter details:

Submitter Number: 42	
Full name:	Alison Cox

Your submission:

Which road speed limit are you most interested in?	Cove Road at 80kph
Is there a specific part of this road that is of most concern to you?	I think all of Cove Road from Tara Rd to the intersection at Mangawhai Heads Rd should be 80kph
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Cove Road to be 80kph from Tara Rd intersection to Mangawhai Heads Rd intersection. This area has been hugely developed in the past 20 years I have lived here, with more subdivisions underway. There has been a tremendous increase in traffic with many more vehicle crossings, some in obscured or hidden places. Of particular concern to me are the speeding cars heading east from Tara Rd. They come flying over the rise in the road beyond Bagnal Rd at 100kph (often more) unaware there could be vehicles exiting their driveways.
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Glen Real - Submitter Number: 43

Submitter details:

Submitter Number: 43	
Full name:	Glen Real

Your submission:

Which road speed limit are you most interested in?	All of them but primarily the changes to the speed limit on unsealed roads. Sealed roads speed limits should remain the same as they are currently, excepting the 50 kph speed limit at the Mangawhai/Kaiwaka end of Tara Rd which should be increased to 80kph.
Is there a specific part of this road that is of most concern to you?	I think that reducing speed limits on unsealed roads should be to a maximum of 20kph, so those currently at 100kph should reduce to 80kph.
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None of them.
Which proposed speed reductions do you NOT support?	All of them.
Additional comments:	The reductions in speed limits are unnecessarily restrictive. I agree that unsealed roads should have a reduced speed limit but disagree with the almost blanket reduction of 100kmh down to 60kmh on these roads. There should be no reduction in speed limits on sealed roads.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Corinne Callinan - Submitter Number: 44

Submitter details:

Submitter Number: 44	
Full name:	Corinne Callinan

Your submission:

Which road speed limit are you most interested in?	<p>Cames rd (lawerence to carter). should be 60. not 40.</p> <p>Brown Road. should be 60. not 40.</p> <p>Carter and Carter west. should be 60. not 40.</p> <p>Clarke Road. should be 60. not 40.</p> <p>Gibbons Road (near kaiwaka domain) should be 60. not 40.</p> <p>Lawerence Road (from Cames to valley) should be 60. not 40.</p> <p>old Waipu Road north. should be 60. not 50.</p> <p>Rua Road. should be 60. not 40</p> <p>Tara Road (west of Dharma) should be 60. not 50.</p> <p>Tawa Ave. should be 60. not 40.</p>
Is there a specific part of this road that is of most concern to you?	<p>I am in support of the speed changes overall but opposed to 40km and 50km areas. They will 'catch' people out. cause unnecessary confusion. excess/specific signage.</p> <p>If the rationale is the poor quality of road, requiring the lower speed level, then improve the rd, don't implement distinct low speed levels.</p>
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Most - I have specifically objected to some roads above.
Which proposed speed reductions do you NOT support?	<p>I am in support of the speed changes overall but opposed to 40km and 50km speed limits. Most other limits are 60km. these minimal 'low speed' areas will 'catch' people out. creating unnecessary confusion and fines for ratepayers.</p> <p>* you will also waste council money on both excess/specific 'low speed' signage and also policing (in minimal and small areas).</p> <p>If the rationale is the poor quality of road, requiring the lower speed level, then improve the road, don't implement distinct low speed levels.</p>

	<p>Cames rd (lawerence to carter). should be 60. not 40.</p> <p>Brown Road. should be 60. not 40.</p> <p>Carter and Carter west. should be 60. not 40.</p> <p>Clarke Road. should be 60. not 40.</p> <p>Gibbons Road (near kaiwaka domain) should be 60. not 40.</p> <p>Lawerence Road (from Cames to valley) should be 60. not 40.</p> <p>old Waipu Road north. should be 60. not 50.</p> <p>Rua Road. should be 60. not 40</p> <p>Tara Road (west of Dharma) should be 60. not 50.</p> <p>Tawa Ave. should be 60. not 40.</p>
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Karen Munro - Submitter Number: 45

Submitter details:

Submitter Number: 45	
Full name:	Karen Munro

Your submission:

Which road speed limit are you most interested in?	Cames Road
Is there a specific part of this road that is of most concern to you?	Carters Road to Mangawhai Road. The unsealed part is the most dangerous so why is this proposed to increase to 60 while the sealed part is reduced to 40? Makes no sense
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	Cames Road
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Wayne & Leanne Willcox - Submitter Number: 46

Submitter details:

Submitter Number: 46	
Full name:	Wayne & Leanne Willcox

Your submission:

Which road speed limit are you most interested in?	Lawrence Road as that is where we live.
Is there a specific part of this road that is of most concern to you?	The beginning of Lawrence Road, from Mangawhai-Kaiwaka Road to the tarseal just before Devich Road.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	<p>I'm not entirely sure what the proposed changes are but would like to see the speed limit on gravel roads (namely Lawrence Road, Devich Road & Comes Road) that are highly populated to be reduced 60 kmph. This is for both a safety issue, as not many cars or their drivers can safely drive at 100kmph on our hugely dusty, rutted roads, and secondly a health issue.</p> <p>People drive on the straights in excess of 100kmph, causing an enormous amount of dust which then settles on residents' rooftops (among other things) which then washes into their tanks. This means they then need to install filters etc to make their drinking water safe, but the filters need changing 4 times more regularly than residents that don't live on 100 kmph dusty roads. If people drove slower that would equal less dust (& near misses) along with happier & healthier residents.</p>
Which proposed speed reductions do you NOT support?	None
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Lynette Allott - Submitter Number: 48

Submitter details:

Submitter Number: 48	
Full name:	Lynette Allott

Your submission:

Which road speed limit are you most interested in?	Tara Road
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	Tara road because it's not a residential area and shouldn't have speed restrictions.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Georgina Hackett - Submitter Number: 49

Submitter details:

Submitter Number: 49	
Full name:	Georgina Hackett

Your submission:

Which road speed limit are you most interested in?	All the roads in Mangawhai and Mangawhai Heads.
Is there a specific part of this road that is of most concern to you?	No
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None
Which proposed speed reductions do you NOT support?	I do not believe that any roads in Mangawhai or Mangawhai Heads need a reduction in speed. Mangawhai does not have an issue with speeding any more than any other town or city in NZ. It seems absurd and over the top to lower the speed in a small town like ours.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Marilyn Davies - Submitter Number: 50

Submitter details:

Submitter Number: 50	
Full name:	Marilyn Davies

Your submission:

Which road speed limit are you most interested in?	Molesworth Road
Is there a specific part of this road that is of most concern to you?	No, all of it really
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	<p>Propose an addition of Molesworth Road to all at 40kph due to the amount of traffic, the ridiculous speeds they go at (ignore the 50 and tend to continue to do 80 after the Mangawhai Central development) and they don't slow down.</p> <p>My concern is for the children and older / disabled people trying to cross this road as there is not even a crossing anywhere along that road and a huge children's play park on one side so a magnet for the children of Mangawhai.</p>
Which proposed speed reductions do you NOT support?	All roads are travelled on at a very high speed and its not patrolled.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Allan & Karen Dowson - Submitter Number: 51

Submitter details:

Submitter Number: 51	
Full name:	Allan & Karen Dowson

Your submission:

Which road speed limit are you most interested in?	Brown Road, Kaiwaka
Is there a specific part of this road that is of most concern to you?	Our house is situated close to the road and the traffic has increased immensely, the road is also used by alot of heavy trucks, the dust is horrendous and traffic speeds on the road, there are no dust nuisance signs either. What used to be a quiet rural road has become a shortcut for heavy trucks and with development traffic has increased alot, nothing is done to compensate for this, the road is hammered and very little maintenance, dust is a nuisance.
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Brown Road, Kaiwaka
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Heather Crosbie - Submitter Number: 52

Submitter details:

Submitter Number: 52	
Full name:	Heather Crosbie

Your submission:

Which road speed limit are you most interested in?	Black Swamp Road Raymond Bull Road
Is there a specific part of this road that is of most concern to you?	All of Raymond Bull Road All of Black Swamp Road
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Both the proposed speed limit changes
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Alex Flavell Johnson - Submitter Number: 53

Submitter details:

Submitter Number: 53	
Full name:	Alex Flavell Johnson

Your submission:

Which road speed limit are you most interested in?	<p>In general I opposed the vast majority of these speed limit changes and see it as a waste of resources. Many on the changes from 100 to 80kmph are rather pointless (I.e. Tern Point Road - is so short one is unlikely to reach 100km).</p> <p>I strongly oppose any changes of more than 20kmph. Changes of more than 20 seem outrageously unnecessary. This would also set drivers up for failure as sticking to such stupidly low speed limits would be onerously impractical.</p> <p>I strongly oppose changes to Coal Hill and Blackswanp roads, and I especially oppose changes on main roads such as Mangawhai / Tomorata / Kaiwaka.</p>
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	<p>In general I oppose the vast majority of these speed limit changes and see it as a waste of resources. Many on the changes from 100 to 80kmph are rather pointless (I.e. Tern Point Road - is so short one is unlikely to reach 100km).</p> <p>I strongly oppose any changes of more than 20kmph. Changes of more than 20 seem outrageously unnecessary. This would also set drivers up for failure as sticking to such stupidly low speed limits would be onerously impractical.</p> <p>I strongly oppose changes to Coal Hill and Blackswanp roads, and I Especially oppose changes on main roads such as Mangawhai /tomorata / kaiwaka.</p>
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Leroy Brown - Submitter Number: 55

Submitter details:

Submitter Number: 55	
Full name:	Leroy Brown

Your submission:

Which road speed limit are you most interested in?	Tara Road, Browns Road, Cove Road, Black Swamp Road, Comes Road, all of the roads in the Kaipara Council that the council themselves have put forth as a part of their miraculous initiative of reducing the speed limits rather than investing in safer, better quality, lower maintenance roading. This is yet another cop out from a council that seems to have forgotten it is elected to serve residents rather than sit around eating Lamingtons and scheming up ways to further hinder and frustrate its constituents.
Is there a specific part of this road that is of most concern to you?	Yes the lack of the forethought the council seems to have in regards to the quality of our roads rather than restricting residents and providing further potential opportunities of revenue gathering speed cameras and the like. I wonder if there is any point for people of the Kaipara District to return home from work with the additional time it will now take them to get there and the overtime they will need to work to pay your extravagant imposed rates.
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	I support open road speeds through the majority of the roads through the Kaipara district and treating the residents of the Kaipara district as though they are sensible adults that can drive a motor vehicle sensibly without the draconian speed regulations the KDC now wish to impose. I support improving the quality of the roads and providing adequate clear signage.
Which proposed speed reductions do you NOT support?	All roads listed, because as stated above the council needs to be focused on creating better infrastructure for the district and not hampering its constituents movements in an attempt to remove itself from this responsibility. You charge everybody enough to live here, maybe stop paying all the local papers to print your feel good propaganda and actually spend some money on the roads.
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Carla Hood - Submitter Number: 56

Submitter details:

Submitter Number: 56	
Full name:	Carla Hood

Your submission:

Which road speed limit are you most interested in?	Hakuru district - all of them pretty much
Is there a specific part of this road that is of most concern to you?	The control freak aspect of it concerns me greatly. i do not see anywhere any data to support the proposals. I would expect analysis indicating for example extensive accidents etc. But there's nothing, because there is nothing to report. If you sacked the department, you would not only save us ratepayers the costs of the department, but also ensure that idle hands don't get into make-work projects.
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	40 by the schools.
Which proposed speed reductions do you NOT support?	None of them. Eg Sailrock Drive 40 - why? What harm has ever or will ever happen at 50?
Additional comments:	Ridiculous. Poorly thought out, poorly argued, an insult to the intelligence of the people who pay your salaries.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Ethel Leota Whittaker - Submitter Number: 57

Submitter details:

Submitter Number: 57	
Full name:	Ethel Leota Whittaker

Your submission:

Which road speed limit are you most interested in?	Garbolino Road
Is there a specific part of this road that is of most concern to you?	Tara Road end where the Road bends
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Garbolino Road from 100 to 60 or 80 When exiting the driveway trucks are going to fast. Its hard to judge if a truck or car is approaching. During school drop offs the Bus often has traffic traveling to fast
Which proposed speed reductions do you NOT support?	I support any decisions the locals have made
Additional comments:	Thank you for making adjustments for the saftey of the community and holiday makers

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Kahui Aitken - Submitter Number: 58

Submitter details:

Submitter Number: 58	
Full name:	Kahui Aitken

Your submission:

Which road speed limit are you most interested in?	Baldrock Road
Is there a specific part of this road that is of most concern to you?	All of it. The road is a shambles and needs to be fixed properly.
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	None. The roads are fine at normal speeds. Its the road maintenance that is the issue. Council have failed to maintain the roads to a national standard.
Which proposed speed reductions do you NOT support?	All of them. Fix the roads properly and they will be safe. The speed is not the issue its road maintenance. The roads are a disgrace.
Additional comments:	Get better road crews to fix the roads.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Heath Brunton - Submitter Number: 59

Submitter details:

Submitter Number: 59	
Full name:	Heath Brunton

Your submission:

Which road speed limit are you most interested in?	Oneriri Road
Is there a specific part of this road that is of most concern to you?	Unsealed section
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Both, to limit dust and make it safe for pedestrians and horses
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Vicky Gillespie - Submitter Number: 60

Submitter details:

Submitter Number: 60	
Full name:	Vicky Gillespie

Your submission:

Which road speed limit are you most interested in?	BAGNAL Road - Mangawhai Cove Road - Mangawhai
Is there a specific part of this road that is of most concern to you?	All of Bagnal Road All of Cove Road
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	<p>1). Bagnal road mangawhai i support a lower speed. Proposed speed is 60 It SHOULD be 50.</p> <ul style="list-style-type: none"> • Gravel road, rural residential with more houses being built now and in the very near future • No foot paths or anywhere for people to safely walk off the road • No street lighting • Safety is the key • Low risk is the key • Proposed speed should be 50. <p>2) . Cove Road Should be lowered to 70 (proposed is 80)</p> <p>Cove road has a single one lane bridge very close to a blind corner, that is not within stopping distance at a speed of 80 if entering from the blind corner of Cove road. This same single lane bridge is constantly under repair to fill a deep wide pothole that is constant when it rains. A pothole on a single lane bridge on a blind corner in a high-speed zone is not good risk management.</p> <p>I propose a 70speed limit for Lower risk. Higher safety to human life</p> <p>Also Cove road is experiencing massive residential builds of family homes this will lead to more people using Cove Road walking, bicycle riders, slow scooters as well as light and heavy vehicles. No foot paths or any-where for people to safely walk off the road.</p> <p>Single lanes with no sides to expand.</p>

	<p>These same residential family homes will be travelling across the single one lane bridge.</p> <p>Lower the speed limit to 70 (not 80 as proposed)</p>
Which proposed speed reductions do you NOT support?	
Additional comments:	<p>Please note a preferred lower speed to 50, verse 60 as proposed on Bagnal Road.</p> <p>Please note ..a preferred lower speed limit to 70, verses 80 as proposed on Cove road.</p>

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Cara Shields - Submitter Number: 61

Submitter details:

Submitter Number: 61	
Full name:	Cara Shields

Your submission:

Which road speed limit are you most interested in?	King Road (From Spioenkop Road to Bush Lane) 50 - 60
Is there a specific part of this road that is of most concern to you?	King Road (From Spioenkop Road to Bush Lane) 50 - 60
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	<p>King Road (From Spioenkop Road to Bush Lane) 50 - 60</p> <p>This is the only section of road in the Statement of Proposal (Hakaru (Mangawhai-Kaiwaka) Catchment Review Area) where it is proposed to increase the speed.</p> <p>I Strongly Oppose this speed increase because it does not reduce risk; it increases it.</p> <p>The SOP states "The speed limit should reflect these changes as well, so that we reduce the risk"</p> <p>Increasing the speed limit surely increases the risk.</p> <p>There are two other roads that are currently listed as 50km zones and both of these are either remaining 50 or reducing to 40. I believe the unsealed section of King Rd should also remain at 50 or reduce to 40 but should not be increased.</p> <p>The SOP also describes the following:</p> <p>“40kph... 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).</p> <p>This section of King Rd is unsealed (and at times extremely rutted), the dust nuisance is torturous enough at 50km and would be worse with increased speed (although not increasing the risk of crash/harm it does increase risk to my families health in other ways). Although the road is not particularly narrow (compared to other metal roads) there are substantial blind corners with</p>

	<p>increasing numbers of access ways (some ON or at least VERY near the corners) making this stretch of metal increasingly more torturous/dangerous. This stretch of road also does have increasing higher non-traditional vehicle use: including horses, dogs, pedestrians, cyclists (increasing number of resident children using road), quads/kuboto? farm vehicles, motorbikes, trailers.</p> <p>I would also consider this to be short access as this is a dead-end road with no through access.</p> <p>I believe keeping the road at 50km would at least not increase the risk and is reasonable but I consider a speed increase to be an increase in risk and unreasonable.</p>
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Michaela - Submitter Number: 62

Submitter details:

Submitter Number: 62	
Full name:	Michaela

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	
Do you support the proposed speed amendments?	Not at all
Which proposed speed changes do you support?	
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Rod Tysoe - Submitter Number: 64

Submitter details:

Submitter Number: 64	
Full name:	Rod Tysoe

Your submission:

Which road speed limit are you most interested in?	Settlement Road
Is there a specific part of this road that is of most concern to you?	Between Lara Lane and Bridge
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	60kph on all secondary roads - reduce dust and noise.
Which proposed speed reductions do you NOT support?	
Additional comments:	Time frame for this to occur is too long.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Mrs Linda Tysoe- Submitter Number: 65

Submitter details:

Submitter Number: 65	
Full name:	Mrs Linda Tysoe

Your submission:

Which road speed limit are you most interested in?	Settlement Road
Is there a specific part of this road that is of most concern to you?	All
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Change to 60kph
Which proposed speed reductions do you NOT support?	
Additional comments:	

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Marijke Lindgreen - Submitter Number: 66

Submitter details:

Submitter Number: 66	
Full name:	Marijke Lindgreen

Your submission:

Which road speed limit are you most interested in?	
Is there a specific part of this road that is of most concern to you?	Yes Settlement Road
Do you support the proposed speed amendments?	Partially
Which proposed speed changes do you support?	Kaiwaka Mangawhai road to 80kph
Which proposed speed reductions do you NOT support?	Settlement Road, Lawrence Road, Valley road, Pritchard Road, Cames Road, Devich road etc, Browns Road all to 80kph except as set out below.
Additional comments:	Settlement Road needs to be 50kph at both ends and 80kph for the rest of it. Make change from 50 to 80 on straight past the pony club, before the corner. Village end Tara Road 50kph & 60kph closer to interstaction. Molesworth Drive past Mangawhai Central not 50 kph should be 60-70kph.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Karen Bennett - Submitter Number: 67

Submitter details:

Submitter Number: 67	
Full name:	Karen Bennett

Your submission:

Which road speed limit are you most interested in?	Valley road and Settlement Road, Hakaru
Is there a specific part of this road that is of most concern to you?	Valley Road (Settlement Road to Lawrence)
Do you support the proposed speed amendments?	Fully
Which proposed speed changes do you support?	Valley Rd (Settlement to Lawrence). I would like to see the proposed change drop to 60kph. The church and cemetery are on this road. We see visitors to the cemetery every day. Milk Tankers are on the road daily.
Which proposed speed reductions do you NOT support?	Speed reduction should be on all our rural roads.
Additional comments:	Settlement Road should be 60kph. Valley Road should be 60 because there are two, one lane bridges, the road is narrow, road often floods, lots of stock trucks and farming vehicles.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Jenner Zimmermann - Submitter Number: 71

Submitter details:

Submitter Number: 71	
Full name:	Jenner Zimmermann

Your submission:

Hi,

As a resident of Kaiwaka I would like to express my strong support for the proposed speed limit of 40 km/h on Highway 1 in the Kaiwaka urban area, particularly around the area of Spice Lounge Restaurant/ NZ Post/ Italian Bakery, and further the road bridge/ Cafe Eutopia /Cheese Shop plus the turn off to Hakaru and Mangawhai.

With a speed limit of 40 km, the heavy traffic of the big trucks would not pose such a danger to other road users and the pedestrians; it would also reduce traffic noise nuisance.

I am aware that the Council cannot change the speed limit on Highway 1, but wouldn't it be possible to make a proposal to the NZTA to that effect? Kaiwaka needs a lower speed limit, and that is obviously possible, like on Highway 1 through Wellsford with 50 km.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Auckland Transport (Bryan Sherritt)- Submitter Number: 72



20 Viaduct Harbour Avenue, Auckland 1010
 Private Bag 92250, Auckland 1142, New Zealand
 Phone 09 355 3553 Website www.AT.govt.nz

16 December 2020

Kaipara Speed Limit Bylaw
 Kaipara District Council
 Private Bag 1001
 Dargaville 0340

Dear Sir/Madam

Submission on proposed changes to speed limits in Kaipara District

Auckland Transport (AT) is a Council Controlled Organisation under Auckland Council. AT carries out the functions of a Road Controlling Authority for public roads (excluding State Highways) within the boundaries of Auckland Council. This includes the setting of speed limits under the Auckland Transport Speed Limits Bylaw 2019. In 2019 AT led the development of the Vision Zero for Tāmaki Makaurau Transport Safety Strategy, setting Vision Zero as the guiding strategic context for safety on our transport network.

AT welcomes this opportunity to provide feedback on the proposed speed limit changes in the part of Kaipara District immediately north of the Auckland Council boundary.

We note the proposed changes appear well aligned with national speed management guidance and commend your effort in preparing these changes. The approach taken is consistent with AT's recent changes in the area east of Warkworth. It is also likely to align well with future changes in the part of the AT network immediately south of the Kaipara District boundary.

We note that the proposal includes changes to speed limits on a number of sections of shared boundary road and on a few sections of road that extend beyond the boundary with Auckland Council. The Auckland Transport Speed Limit Bylaw 2019 will need to be amended to give effect to these parts of the proposal. We ask that Kaipara District Council staff contact us to discuss how we can coordinate our work and incorporate appropriate changes into our next bylaw review. In the first instance please contact Dayal Pituwala Withana, Road Safety Engineering Team Leader at Dayal.PituwalaWithana@at.govt.nz.

Thank you for the opportunity to give feedback on this proposal.

Yours faithfully



Bryan Sherritt
 Executive General Manager, Safety



Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Jan Quinn- Submitter Number: 76

Submitter details:

Submitter Number: 76	
Full name:	Jan Quinn

Your submission:

I would like to submit a request to alter the speed limit on Bagnal Road, Mangawhaito be reduced from 100k to 50k.

It is residential, and children walk along this road to catch the school bus.

Thank you

Jan Quinn

Waipu Road,
Mangawhai.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Jon E Clist - Submitter Number: 77

Submitter details:

Submitter Number: 77	
Full name:	Jon E Clist

Your submission:

Hilltop Road

I think it should be 60 as it is only 1km long, a dead-end and there are plenty of houses close to road and therefore a major dust nuisance...

Many thanks

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Jessica Whiting - Submitter Number: 78

Submitter details:

Submitter Number: 78	
Full name:	Jessica Whiting

Your submission:

Hello,

I've just seen the new proposed speed reviews for lots of the roads around Mangawhai and think these are fantastic!!!

The population in the area has grown and there are more people around, not all of whom have extensive experience with country roads, and there are more driveways to navigate as you come around corners. These reductions are one of the best ideas I've seen come out of council - and we are a family of drivers that enjoy zipping around quickly.

Full support!!

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Waka Kotahi NZTA Glen Bunting - Submitter Number: 79

Submitter details:

Submitter Number: 79	
Full name:	Waka Kotahi NZTA Glen Bunting

Your submission:

Hi Shawn - this email is Waka Kotahi's formal response to the Statement of Proposal for Community Feedback for Kaipara District Council: Mangawhai – Kaiwaka and Kaiwaka West Speed Limit Review.

Waka Kotahi congratulates Council on the network wide approach the proposals take, and agrees that the proposals for the urban traffic areas for Mangawhai Heads, Mangawhai Village and Kaiwaka align with the requirements of the Setting of Speed Limits Rule and the intent of the Speed Management Guide.

However, Waka Kotahi **disagrees** that the following 80km/h proposals reflect the safe and appropriate speeds for the network, as their IRR values are well higher than the 1.6 that allows 80km/h to be a safe speed limit. This is also reflected in the low mean operating speeds on these roads which do not justify 80km/h speed limits:

- Baldrock Road (IRR 1.82; mean operating speed 37km/h)
- Black Swamp Road (rural residential; mean operating speed 44km/h)
- Coal Hill Road (IRR 2.02; mean operating speed 39km/h)
- Cove Road (IRR 2.03; mean operating speed 63km/h)
- Devich Road (IRR 2.06; mean operating speed 47km/h)
- Garbolino Road (IRR 1.82; mean operating speed 62km/h)
- Kaiwaka-Mangawhai Road (IRR 1.97; mean operating speed 68km/h (under the current 100km/h speed limit))
- King Road - (IRR 1.92; mean operating speed 48km/h)
- Lawrence Road (IRR 2.37; mean operating speed 38km/h)
- Mangawhai Road - no record found
- Tomarata Road (IRR 2.07; mean operating speed 71km/h (under the current 100km/h speed limit))
- Oneriri Road from Rangiora to Parekura (IRR 1.88; mean operating speed 61km/h)

Waka Kotahi recommends these roads all be set at 60km/h to meet the requirements of the Rule and intent of the Guide.

A further observation is that speed limit entrance/exit signage in the area does not meet the requirements of clause 9.5 of the Rule: *The design, format, shape, colour, and size of a speed limit sign must comply with requirements for signs in Land Transport Rule: Traffic Control Devices 2004*, which invalidates the legality of these speed limits. Here is an example - the (legally correct) speed limit should be at the top and only the destination name should be at the bottom (alternatively with the words WELCOME TO).



**Glenn Bunting / Manager Network Safety
 Safety, Health and Environment
 Te Roopu Waeture-Regulatory Services**

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Allyson Goodger - Submitter Number: 80

Submitter details:

Submitter Number: 80	
Full name:	Allyson Goodger

Your submission:

My submission is in regards to this section in the Current Submission

" 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 "

Referencing the Speed Environments recommendation in your own website.

*" 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."*

My submission is that

- The 80Km/h stretch on Molesworth be reduced to 50Kphs rather than 60Km/h; and that
- the whole stretch between Wood St and Mangawhai Village be a consistent 50km/hr.

why?

The current 80km/hour section of the road is not even a kilometre and it travels past the new Mangawhai Central that is under development.

Mangawhai Central will be a major shopping centre and has been consented by yourselves for a significant number of new houses.

<https://www.kaipara.govt.nz/central>

Mangawhai Central , Kaipara District Council

Mangawhai Central is a planned large-scale development that includes commercial, retail and residential centres c Mangawhai village and Heads.

www.kaipara.govt.nz

So in less than a year it will meet your own 50kph speed recommendation. Additionally have you considered:

If you were to implement your current submission as it stands - Vehicles travelling from the Mangawhai Village to the Heads (Wood Street) will go from:

- a speed limit of 40Kph,

- then suddenly up to 80Kph
- then drop -back to 60Kph at the Causeway.
- then drop to 50Km/h at Wood Street.

that whole stretch is barely a kilometre.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Lukas Kendall - Submitter Number: 81

Submitter details:

Submitter Number: 81	
Full name:	Lukas Kendall

Your submission:

To whom it may concern,

I am a resident and lifetime local of Mangawhai, think that there is no need for a speed reduction of the Mangawhai-Kaiwaka road.

People drive slow enough of this stretch of road as it is.

I do not think dropping the speed limit will have the desired effect that you are looking for, as drivers will continue to drive the same speed limit as it is now, and slow drivers will drop their speed yet again. Causing people to dangerously overtake and risk other people's lives at the same time.

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Jonathon Larson - Submitter Number: 82

Submitter details:

Submitter Number: 82	
Full name:	Jonathon Larson

Your submission:

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

...Otioro Rd.....

Is there a specific part of this road that is of most concern to you?

.....

Do you support the proposed speed amendments? ☐ ~~Fully~~ ☐ Partially ☐ ~~Not at all~~

Which proposed speed changes do you support? (please name the roads and why?)

Otioro Rd is a very well built and maintained road with a very low traffic volume serving only five households. Its horizontal geometry is moderate and it has excellent pavement width for the level of usage.

The road is classified as suitable for a 60 to 80 km/h speed limit under the One Road Network Classification (ONRC) System (page of the Regional Speed Limit Reviews Kaiwaka Mangawhai Catchment Technical Report). While the road is moderately winding in two sections the low volume of traffic and pavement width provide mitigation in this regard as reflected in the low accident record for the road even with the current 100 km/h speed limit.

I support the speed limit being reduced to 80 km/h but a reduction to 60km/h for the whole length is too drastic and unlikely to be observed.

The first section of the road from State Highway One ch. 0 to 500m is steeper with a moderate radius. For traffic using this uphill in an easterly direction they have just slowed to exit State Highway One and are accelerating up hill and around a corner. In this direction driver speed is limited naturally by the gradient, alignment and the necessity to slow to enter the road from the state highway. Similarly when travelling in a westerly direction towards State Highway One, the gradient, alignment and the fact that a driver must stop at the upcoming intersection with the state highway collectively result in driver speed being naturally reduced. On this basis a reduction of the speed limit for this section below the upper range of the ONRC speed of 80km/h is considered unnecessary.

Beyond this section there are only three households using the road.

Outcome sought-

1. Reduce the speed limit of Otioro Rd to 80km/h (not the proposed 60km/h); or
2. If Council is not of a mind to reduce the full length to 80km/h, then reduce the first section (ch. 0 – 500m to 60km/h, with the rest of the road reduced to 80km/h

.....

Presenting Submission:

I would like an opportunity to present my submission in person:	No
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Hakaru Community Hall and Domain Society (Dennis Reeve) - Submitter Number: 84

Submitter details:

Submitter Number: 84	
Full name:	Hakaru Community Hall and Domain Society (Dennis Reeve)

**Hakaru Community Hall
 and Domain Society Inc.,**

09/11/19

To Whom it concerns;

We are writing on behalf of the entire Hakaru Hall committee, to underline our concerns regarding the condition of Settlement Road, Hakaru, as it relates to the immediate impact on hall users and others living in the district.

At our recent AGM, and also at our November general meeting, serious concerns were expressed by several local residents regarding the recent reporting of dust monitoring carried out by KDC over a trial period during summer 2020, and the general state of the road.

Several of our committee members are directly affected by the continuing dust nuisance throughout the summer period, as the traffic density is significantly increasing, with more of the local rural subdivision blocks being occupied and built on, and with through-traffic continuing to increase in volume and intensity.

Further animated discussion ensued, relating to a strong request/demand/suggestion that vehicle speed limits be significantly reduced through the Hall parking area and past the pony club entrance, RSA carpark entrance and beyond, providing safer access for the many properties now being occupied in the immediate vicinity of the Hakaru Hall and Domain. The suggestion was that a minimum reduction to 50km/hr be instituted between the intersection with Kaiwaka Mangawhai Road, and the junction further south with Valley Road.

At the present time, apart from local vehicle traffic, heavy traffic including construction vehicles, milk tanker trailer units and stock truck and trailer units are now a regular feature in the neighbourhood. Apart from the obvious creation of dust resulting from this traffic, there is also a significant danger to persons using the local amenities. This road is also an alternative route for diversions from State Highway One when accidents or incidents close the main highway. I've been resident here for 4 years, and in that time, diversions have been used on at least five different occasions.

The Hakaru Hall has shown increasing community use over the past 2-3 years, with significant upgrades and improved facilities, we are now in almost constant use 7 days a week: afternoon dance classes with many children crossing the road to car parking pickup, elder groups using the hall for exercise and line dancing, we have a puppy training group as well as a regular play group for pre-schoolers and rehearsal space for several music groups. Regular community events are now becoming the norm.

School Bus pick-up & drop-off area. Cadet Training
 It was noted that a temporary 30km/hr restriction was in place at the main road single lane bridge to protect the integrity of the bridge structure and was implemented with little or no local consultation, compared with the danger to life and the dust nuisance affecting locals respiratory health in Settlement, Road with a speed limit at 80km/hr through a car parking area and a LSZ beyond (up to 100km/hr !!). It is inevitable that there will be a serious injury accident to one of our hall users or community locals if this situation continues.

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 Hakeru (Mangawhai-Kaiwaka) and the Kaiwaka West (Oneriri and Oruawharo) 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/haveyoursay.

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 (Oneriri and Oruawharo) located 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/haveyoursay

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/haveyoursay 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

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/haveyoursay.

Will it take longer to get where I am going?

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

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	<p>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.</p> <p>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.</p> <p>Most beaches</p>
40kph	<p>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.</p> <p>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).</p>
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	<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 a carriage way that has 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	<ul style="list-style-type: none"> 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.
80kph	<ul style="list-style-type: none"> General rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves.
100kph	<ul style="list-style-type: none"> 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.

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/haveyoursay.

*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

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).

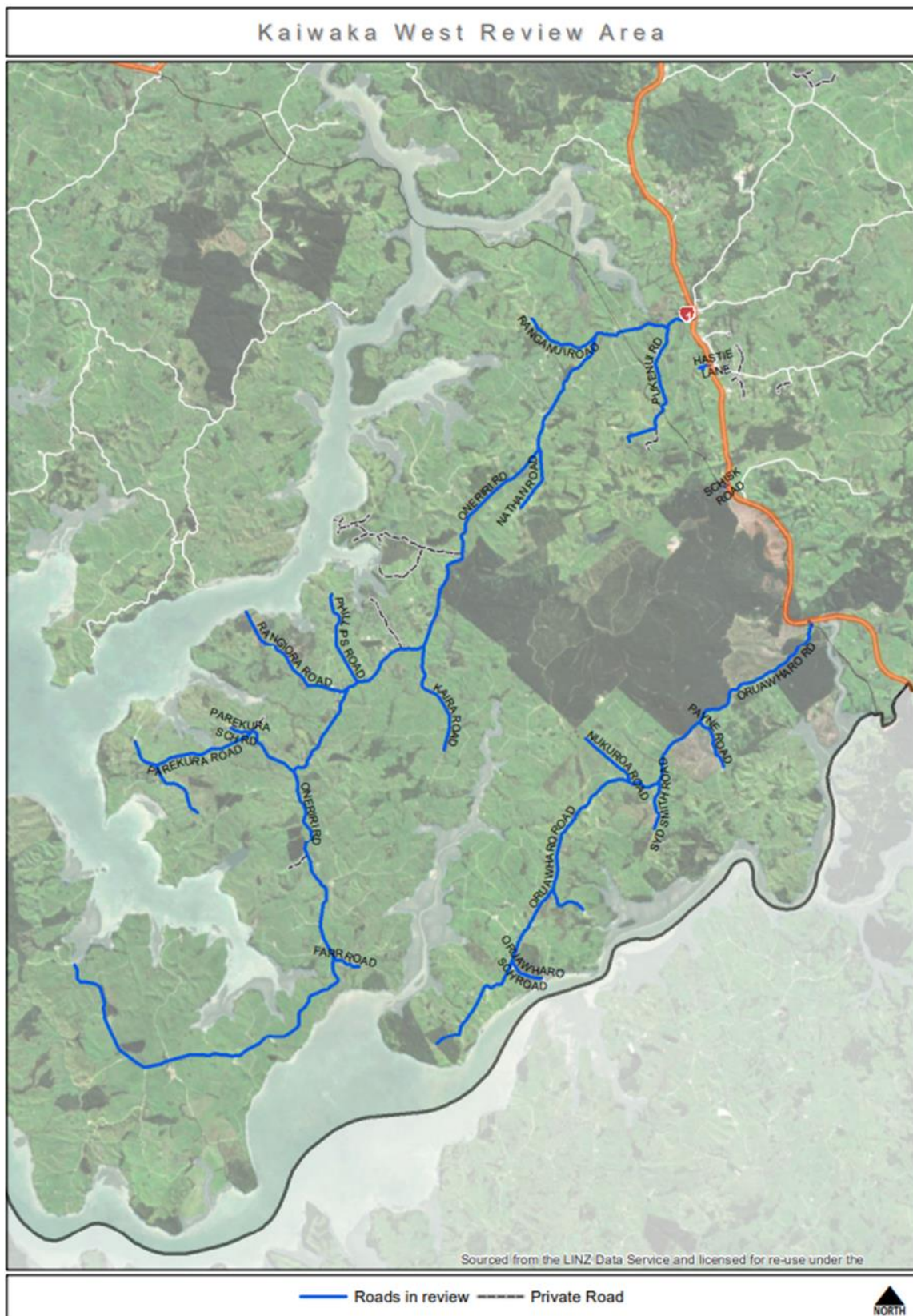


Figure 2: Speed Management Review Area – Kaiwaka West

Proposed Speed Limit Changes

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.

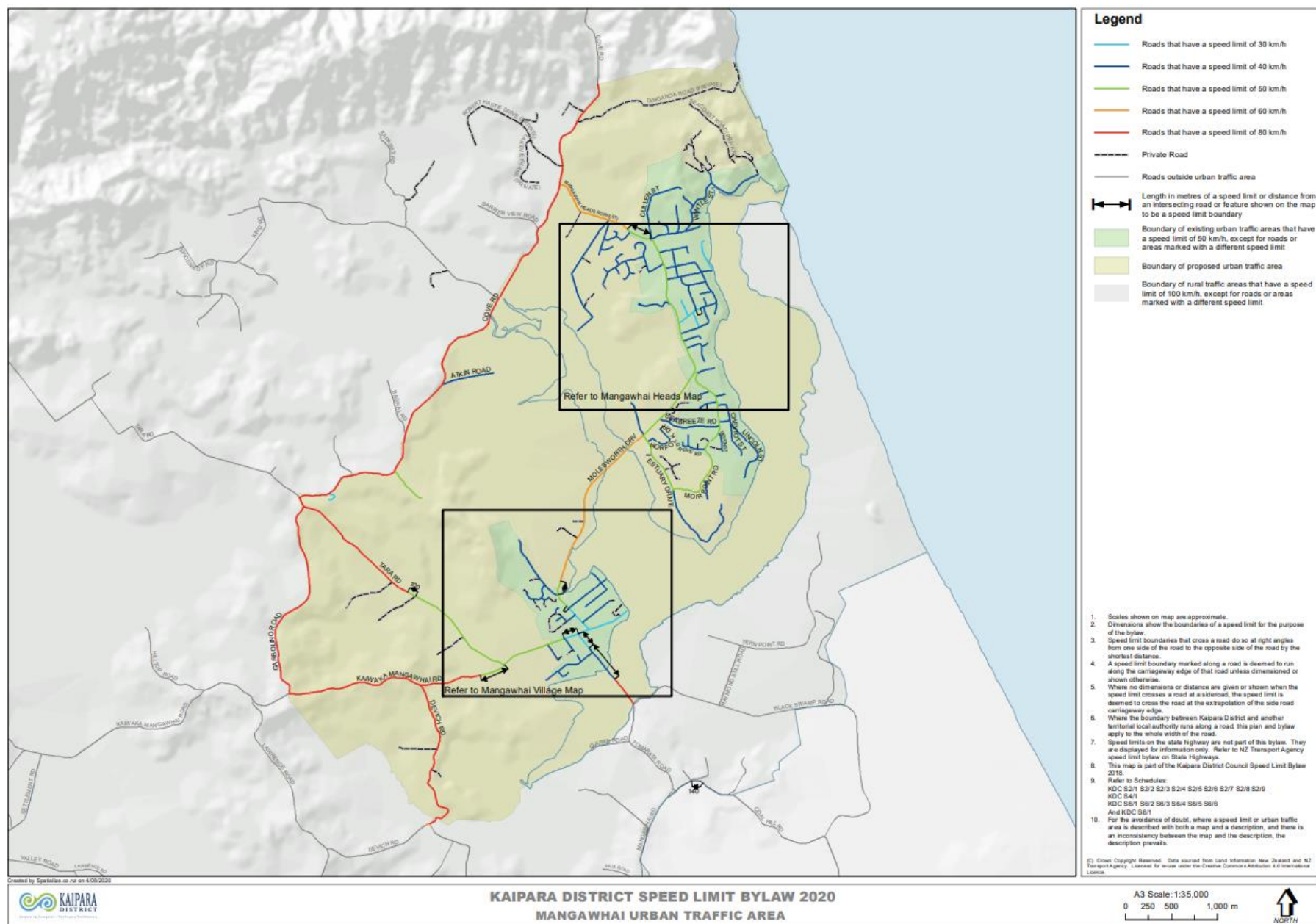


Figure 3: Proposed Mangawhai Urban traffic Area (consolidated)

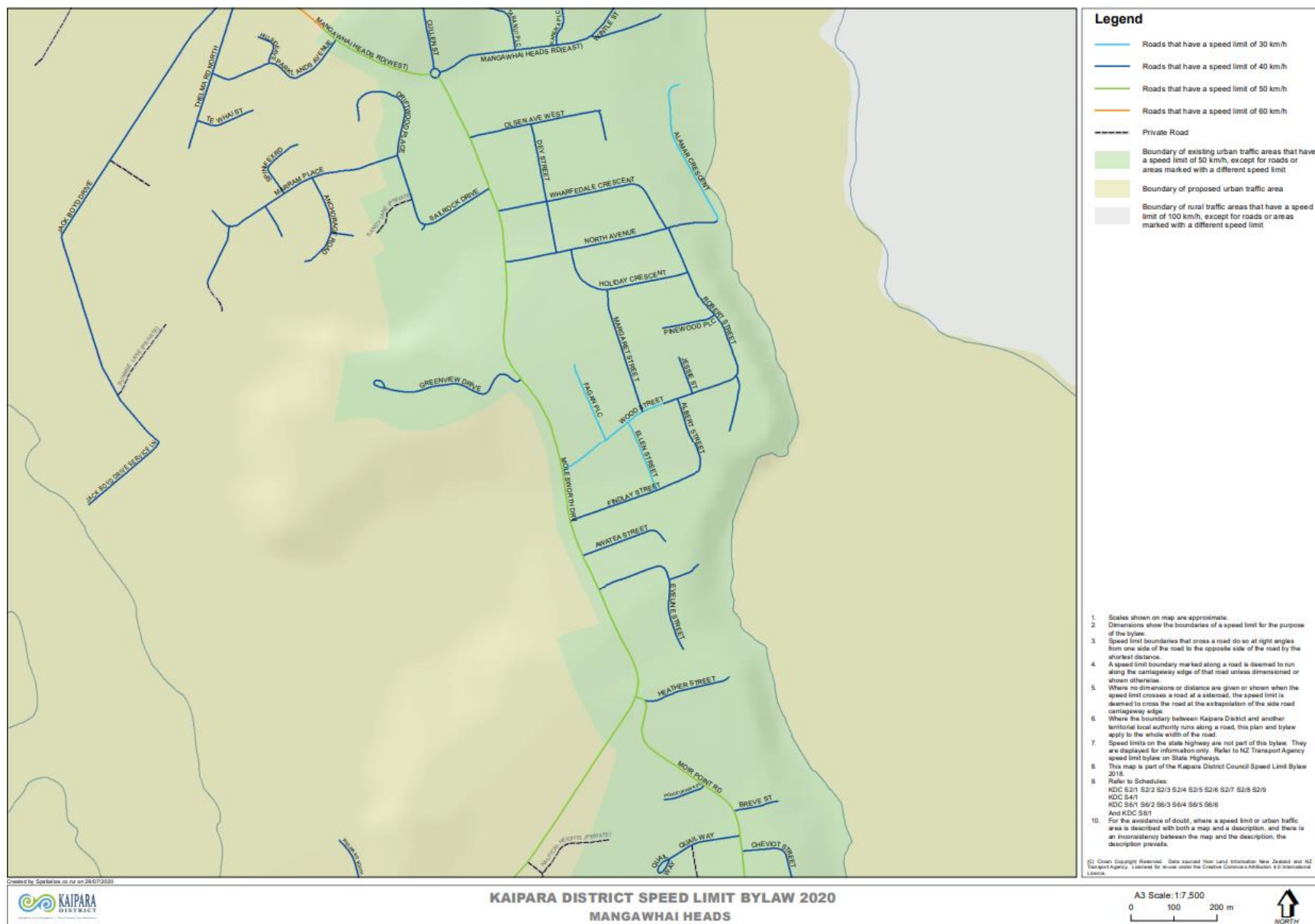


Figure 4: Proposed Wood Street (Mangawhai Heads) Commercial Area Speed Limits

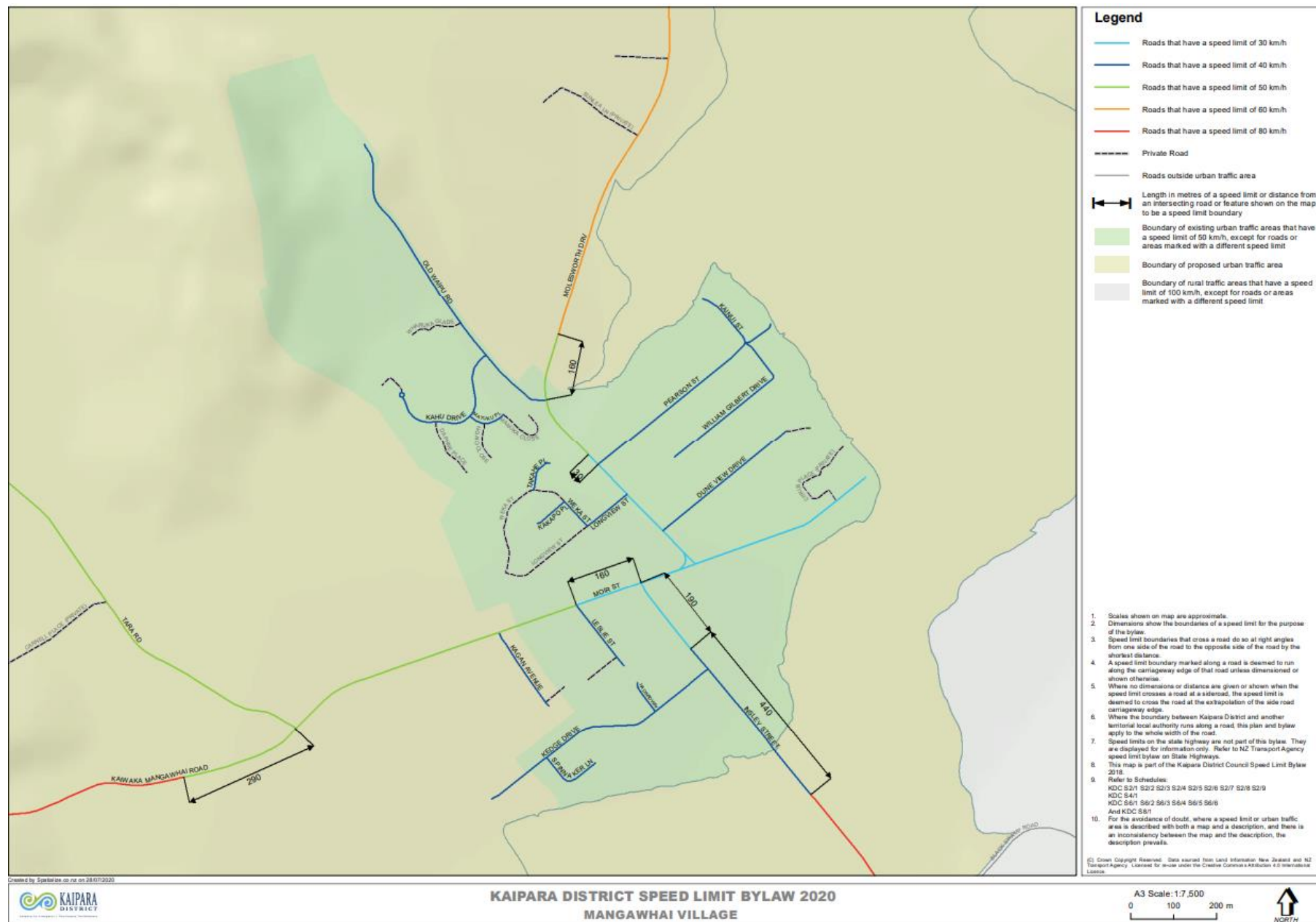


Figure 5: Proposed Moir Street / Mangawhai Township Speed Limits

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.

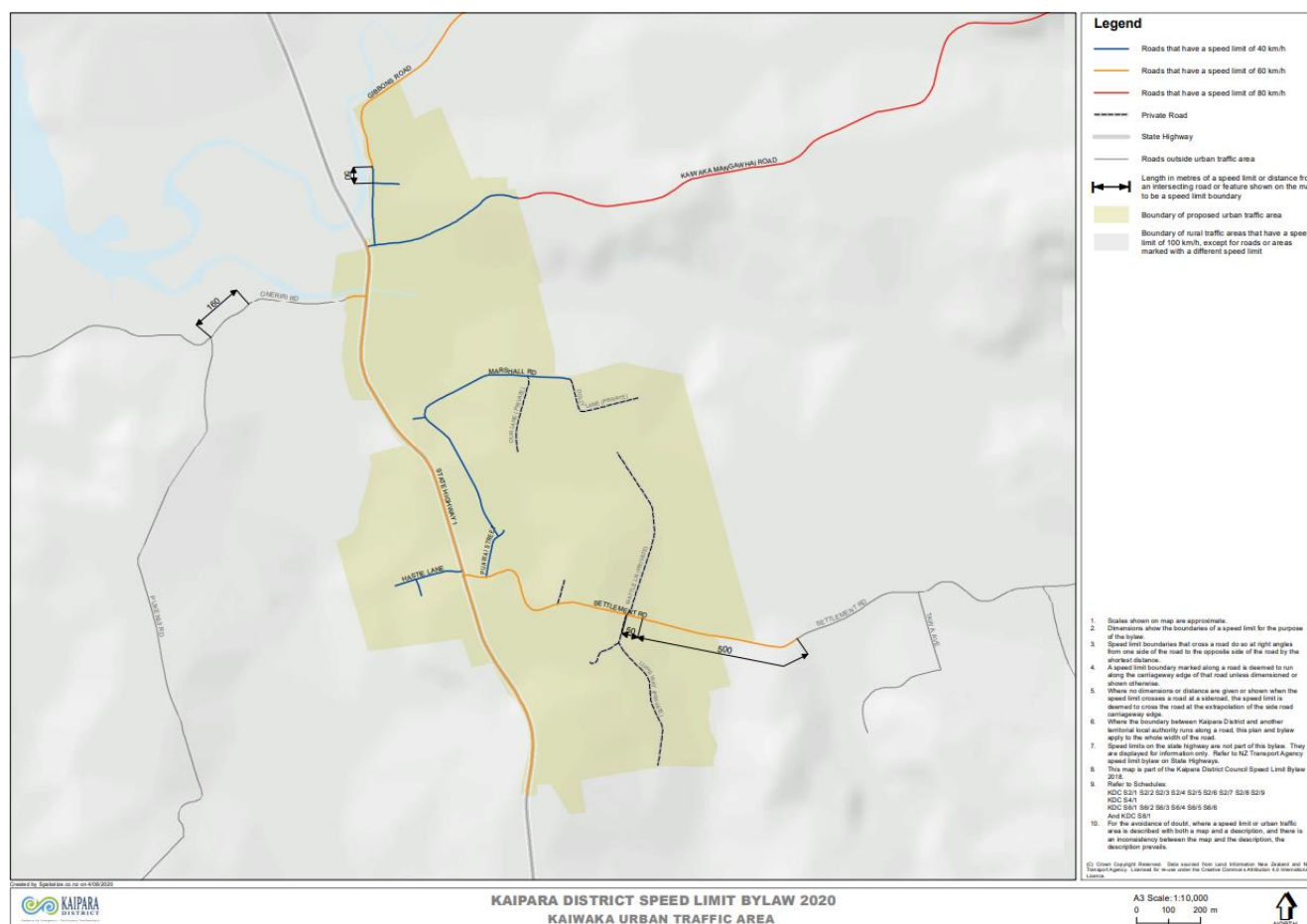


Figure 6: Proposed Kaiwaka Urban Traffic Area

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): <i>Note part of this road is within Auckland District</i>	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 Cames Road)	100	80
Lawrence Road (From Cames 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

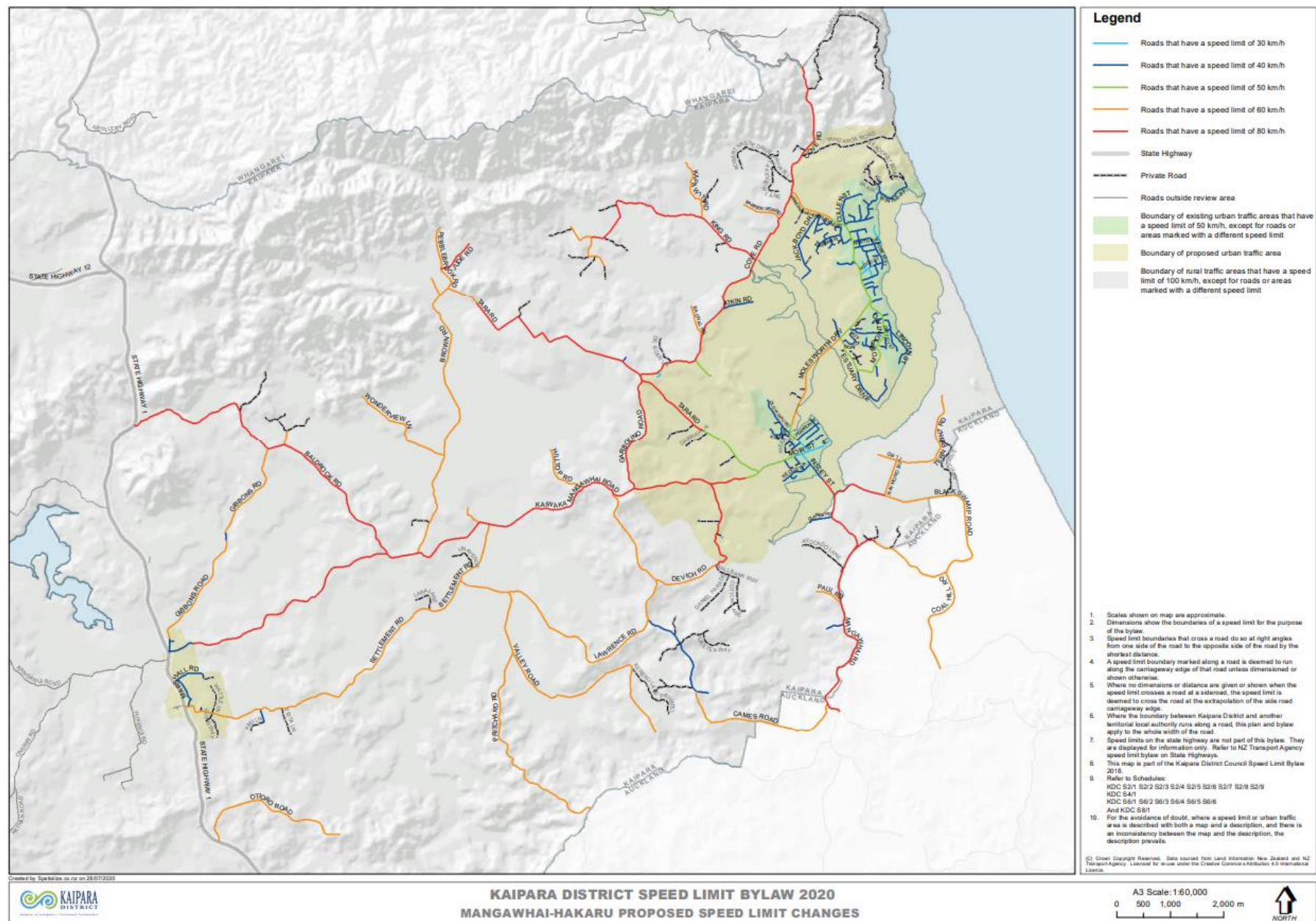


Figure 7: Hakaru review Area Proposed Speed Limit Changes

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

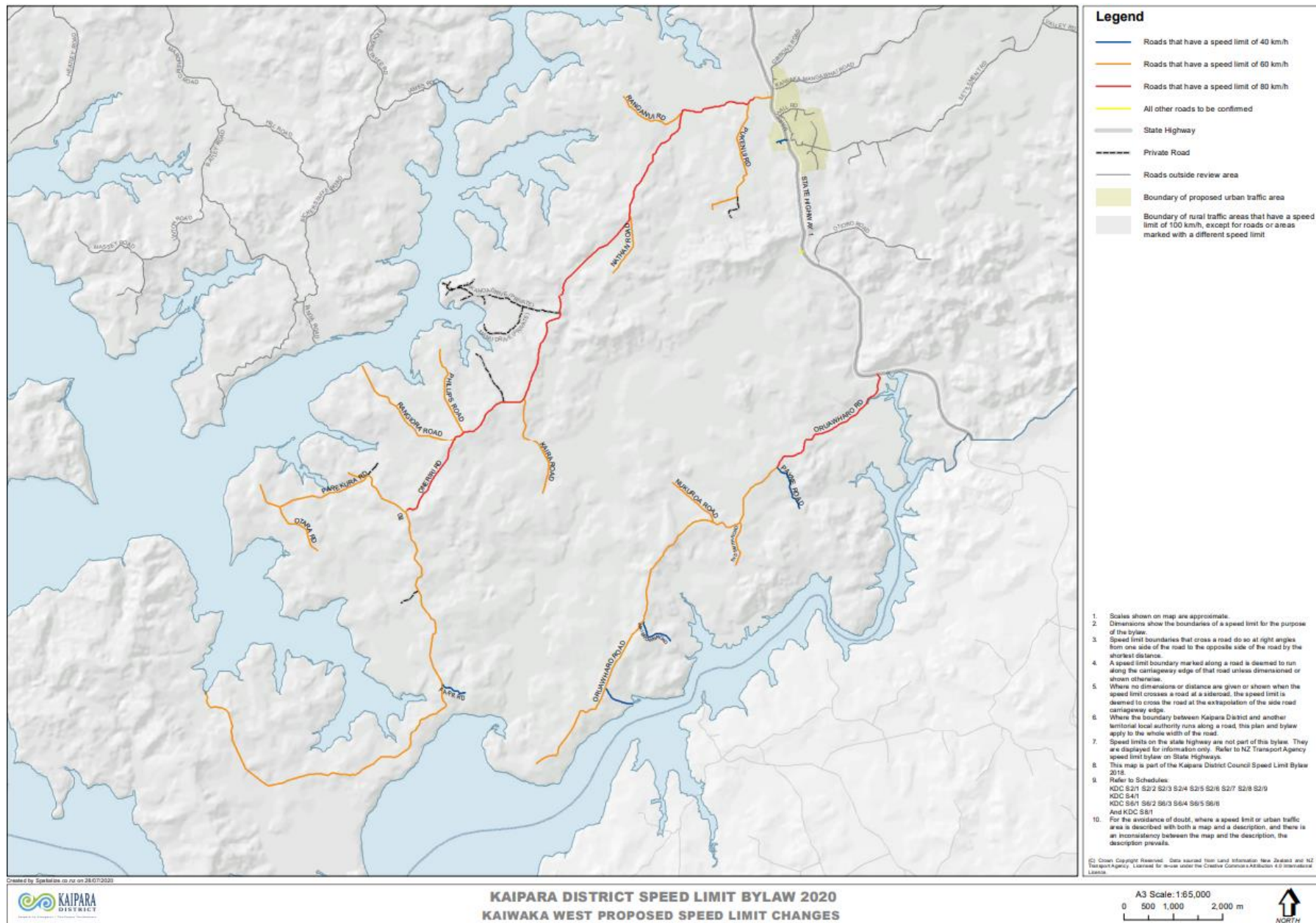


Figure 8: Kaiwaka West review area Proposed Speed Limit Changes

How to have your say

Your views on the proposed new speed limits are important to us, but we need your feedback by **5pm on 18th December**.

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

Council encourages any person or organisation with an interest in the Speed Limits Bylaw 2018 to give feedback. Submissions can be made between **29th October and 18th December**. To make a submission you can:

- submit online <https://www.kaipara.govt.nz/haveyoursay>
- email your comments to speedreview@kaipara.govt.nz
- drop-off a written submission at any Council service centre or library
- post your submission to: Kaipara District Council, Private Bag 1001 Dargaville 0340.

Timeline for considering the proposed speed limit changes

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