

Attachment A

Regional Speed Limit Reviews

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

Submitters Wishing to be Heard

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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:	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.															

Presenting Submission:

I would like an opportunity to present my submission in person:	Yes
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Christine Gwilliam - Submitter Number: 23

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												
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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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Dr Moira Jackson - Submitter Number: 47

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?	<p>Lawrence Road from Kaiwaka Mangawhai Road - through to Cames Road</p> <p>I support that it is being proposed to be lowered but it is not low enough. 80km is still far too high!!</p>
Which proposed speed reductions do you NOT support?	<p>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:</p> <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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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?	<p>Moir / Molesworth may be too low as it is our main arterial road into and through the Heads. Perhaps 40 kph would be better?</p> <p>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.</p>
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.*

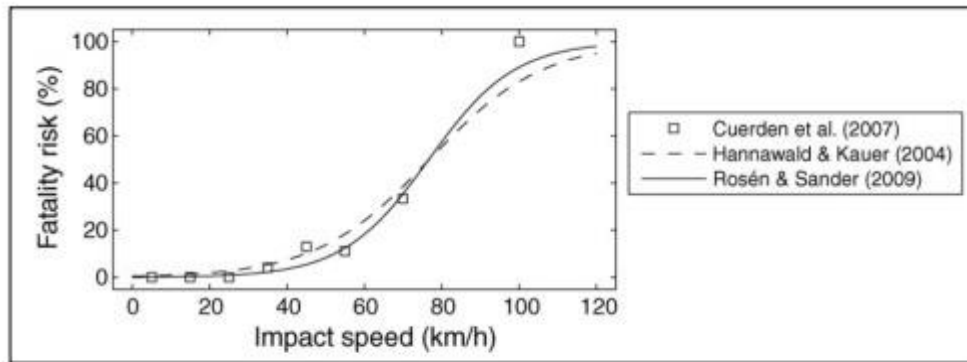


Figure 1. The fatality rate of pedestrians in crashes with passenger cars as function of the collision speed (from Rosén et al., 2011).

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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