

Speed Limit Review

Poutō Peninsula & West Coast Catchments – Technical Report

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1 Overview

Kaipara District Council (Council) is a Road Controlling Authority (RCA) and is responsible for setting speed limits on all roads in the Kaipara District (except State Highways). Council is required to review all speed limits on roads it is responsible for under the Government's Road to Zero Road Safety Strategy. The reviews will be undertaken in a staged programme. The statutory role of Council as an RCA is set out under the Land Transport Act 1998.

Council is proposing to amend the posted speed limits on roads within the Poutō Peninsula and West Coast Catchments. The Catchments extend from the southernmost point on the Poutō Peninsula to the northernmost point of the Kaipara District, along the western coastline.

The Catchments include the following settlements:

- Kelly's Bay
- Aratapu
- Glink's Gully
- Te Kōpuru
- Baylys Beach
- Omamari
- Aranga
- Kai Iwi Lakes

The full review area is set out in maps in **Section 4** of this report.

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

- A summary of the proposed amendments to speed limits
- A summary of the options considered when setting speed limits
- Reasons for the proposed amendments
- An outline of the consultation process
- Matters considered in accordance with the Setting of Speed Limits Rule 2022 and associated guidance.

This report is intended to support the Statement of Proposal that has been approved by Kaipara District Council to be notified as part of the required community engagement and consultation phase of setting new speed limits.

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

1.1 New Setting of Speed Limits Rule

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

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

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

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

1.2 National Speed Limit Register

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

All speed limits in Northland have now been migrated from the previous Bylaws into the NSLR. The NSLR has now become the legal instrument by which all speed limits are enforced.

The change in legal instrument from bylaws to NSLR does not change the Kaipara District Council's role as an RCA. Speed limits are still set by the Council in accordance with the Setting of Speed Limits Rule 2022 (and its associated guidance) and there is still a community engagement process.

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

The NSLR can be accessed by following the link below:

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

1.3 Speed Management Plans

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

The Rule identifies two types of Speed Management Plan:

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

Interim Speed Management Plans

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

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

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

Regional Speed Management Plans

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

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

RSMP's are prepared on a three-year cycle and incorporate the following matters:

- An assessment of how the RSMP is consistent with and implements national road safety policy and strategy (Road to Zero)

- Objectives, policies, and other measures for managing speed on roads for at least 10 financial years
- An explanation of the “whole of network” approach taken, including integration with infrastructure investment
- An implementation programme for the three-year life of the Plan (aligning with the RLTP), including the proposed speed limit changes, safety infrastructure and timeframes for implementation.

1.4 Speed Limits Around Schools

The new Setting of Speed Limits Rule 2022 identifies the review of speed limits outside schools as a priority by setting the following targets:

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

The new Rule identifies two categories of schools:

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

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

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

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

1.5 Speed Limit Areas

Speed Limit Area is a new term introduced by the Setting of Speed Limits Rule 2022. A Speed Limit Area (SLA) is the equivalent of the previous Urban Traffic Area. However, an SLA provides greater flexibility than the previous Urban Traffic Areas that were identified under the Setting of Speed Limits Rule 2017.

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

1.6 Road Speed Environments

Waka Kotahi (NZTA) Speed Management Guidance provides general guidance in assessing a safe and appropriate speed, based on the type of road and other various assessment criteria. This national guidance is high-level and relies on local context to be applied appropriately.

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

20kph	Shared Space areas that are predominantly used for pedestrian activities. Areas will typically include street furniture and landscaping, or street design that promotes casual pedestrian activities. It includes some beaches.
30kph	<p>Shared Space areas that provide equal access to pedestrians, cyclists, and motor vehicles. Beach access, including informal parking for pedestrian access to beaches and some parts of smaller urban centres and coastal settlements.</p> <p>Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads at either controlled or uncontrolled crossing points, but not a formal shared space. Some urban areas where there are facilities that generate significant additional pedestrian activity such as shopping centres, sports facilities, other developed recreational areas, or where there are “slow street” urban design features.</p>
Schools 30kph	The Setting of Speed Limits Rule requires that schools identified as Category I have a permanent or variable speed limit of 30kph. Category I schools include most urban and semi-urban schools where there is an associated, likely presence of school children using the relevant public road for pick-up and drop off, walking, cycling or other forms of active transport.
40kph	<p>Urban residential areas.</p> <p>Unsealed roads that are particularly narrow, tortuous or are short access only roads that may have a higher non-traditional vehicle use (e.g.: horses or agricultural vehicles).</p>
50kph	Urban roads that that are utilised as key arterial routes within the community and where those roads exhibit urban safety features such as marked cycleways, and other road safety markings, including traffic and pedestrian separation.
Schools less than 60kph	The Setting of Speed Limits Rule requires that schools identified as Category II have a maximum speed limit of 60kph (or less). Category II schools include rural schools where there is no associated pedestrian activity in the road environment (including off-street pick up and drop off for all vehicles, including school busses).
60kph	<p>Semi-urban or rural roads that meet one or more of the following criteria:</p> <ul style="list-style-type: none">• Significant industrial or commercial activity• A road principally used for access to rural residential dwellings with a narrow single lane carriageway or no centre line marking

	<ul style="list-style-type: none"> • A road where significant residential or other development is directly accessed, including approaches to urban areas. • Some urban arterial routes • Unsealed roads
70kph	<ul style="list-style-type: none"> • Transitional roads that do not meet the 60kph semi-urban speed environments but have characteristics that mean an 80kph speed limit is inappropriate.
80kph	<ul style="list-style-type: none"> • General rural sealed roads with clearly marked centre lines, sufficient shoulder areas and are not tortuous in terms of curves.
100kph	<ul style="list-style-type: none"> • Rural arterial routes that are of high quality with a wide, divided carriageway, often including a centreline road barrier system, and wide shoulders, physical lane separation and exhibit other engineered safety features.

2 NTA Process for Recommending Speed Limits

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

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

2.1 Catchment Selection

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

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

2.2 Technical Reporting

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

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

Familiarisation

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

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

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

Collation, Assessment and Identification of Initial Safe and Appropriate Speeds

Technical data from Waka Kotahi Megamaps resource, local council information and other mapping sources are collated and assessed. The data collated is consistent with the matters that must be considered when setting a speed limit (Setting of Speed Limits Rule 2017).

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

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

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

Sense Testing and Finalisation of Proposed Speed Limits

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

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

2.3 Consultation

Community feedback is one of the matters that must be considered when setting a speed limit. To initiate consultation, a Statement of Proposal (SOP) is produced. The SOP identifies the proposed speed limit changes, the reasons for them and how a submission can be made.

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

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

Community consultation often raises issues that are not identified in the more technical information that is relied on to propose speed limits. Feedback often provides greater clarity on how specific

roads are being utilised, detailed community concerns and other aspects that are not highlighted in the more technical assessments.

2.4 Preparing Recommendations

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

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

Once adopted, the Recommendations Report forms the basis for detailed design (signage and physical works), procurement and implementation of the recommended speed limits.

3 Road to Zero National Road Safety Strategy

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

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

The Road to Zero Strategy adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes and sets a target for reducing annual deaths and serious injuries by 40 percent by 2030. This speed limit review has been undertaken as part of the implementation of the Road to Zero Strategy.

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

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

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

As a Road Controlling Authority, Council has various roles and responsibilities with respect to these five focus points. The Strategy recognises that improving people's skills and behaviours as road users will be critical to its success, but that this in and by itself will not fix the problem. It also recognises that the solution will require fixing a transport system that fails to protect people. To do this, attention is to be given to improving physical road infrastructure, lifting the safety of our vehicle fleet and last but not least by tackling unsafe road speeds.

3.1 Infrastructure improvements and speed management

In its role as a Road Controlling Authority, Council has greatest influence over infrastructure improvements and speed management.

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

Given the extent of the road network in the Kaipara District, it is not feasible to propose infrastructure upgrades as the sole method for ensuring the road network is in a condition where all current speed limits are safe and appropriate. However, Council's Long-Term Plan recognises that council want to increase the level of service for roading, and better meet the expectations of communities.

In terms of speed management, the Road to Zero Strategy presents biomechanical research as evidence for safe and appropriate speeds to reduce deaths and serious injuries. The research indicates that the chances of survival or avoiding serious injury decrease rapidly above certain impact speeds. (IRTAD, 2018), as follow:

- For a pedestrian, cyclist or motorcyclist hit by a car, it's around 30-40 KM/H.
- In a side impact collision involving two cars, it's around 50 KM/H
- In a head-on crash involving two cars, it's around 70-80 KM/H

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

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

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

3.2 Vehicle safety

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

3.3 Work-related road safety

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

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

3.4 Road user choices

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

The Whangarei District Council and Kaipara District Council have contracted the Northland Road Safety Trust for the regional land transport plan funding period 2021 – 24 to deliver various road safety programmes. Since its inception, the Trust has developed programmes in response to road safety priorities which focus on developing and changing driving behaviour using one-to-one and group education approaches. The Trust provide a range of programmes such as driver licensing mentoring and education, recidivous drink driving, speeding and driver behaviour programmes. These courses are supported and directed from the Courts and Police Prosecutions and have a very high

rate of success for recidivous dangerous drivers not being seen again for driving offences, NRST places a high priority in education and rehabilitation.

3.5 System management.

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

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

4 Review Area

The Poutō Peninsula and West Coast catchments form the Review Area and incorporate all local roads from the southern point of the Poutō Peninsula to the northern extent of the Kaipara District along its west coast. The area is bound to the east by the Wairoa River and State Highway 12 but does not include the State Highway. It extends inland to capture the settlement of Te Kōpuru, but it does not include the Dargaville urban area, as this area is intended to be covered by its own review.

There is a total of 124 roads within the overall Review Area.

The extent of the catchments is described here and depicted in the maps below.

4.1 Poutō Peninsula Catchment

The Poutō Peninsula catchment includes all local, public roads within the network and extends from the intersection of Poutō Road and Mt Wesley Coast Road (inclusive) in the north to the southernmost extent of Poutō Road. The catchment is limited to the peninsula which is created by the Wairoa River to the east and the coast to the west.

This catchment includes the coastal and harbourside communities of Kellys Bay and Glinks Gully. It also includes the small inland settlement of Aratapu, the larger settlement of Te Kōpuru and the only two schools within the Review Area, being Te Kōpuru School and Poutō School. Overall, there are a total of 86 roads under review within the catchment, with an approximate combined distance of 220kms.

4.2 West Coast Catchment

The West Coast catchment includes all local roads north of the Poutō Peninsula catchment, and west of State Highway 12 within the Kaipara District. It does not include State Highway 12 as State Highways are administered by Waka Kotahi (NZTA). The northernmost road within the catchment is Waipoua Settlement Road on the edge of the Waipoua Forest.

This catchment includes the coastal communities of Baylys Beach, Aranga and Omamari. It does not include the northern settlement of Kaihu, as this settlement falls on the eastern side of State Highway 12 and will be included in a later review. It also does not include any schools. Overall, there are a total of 38 roads within the catchment, with an approximate combined distance of 122.43kms.

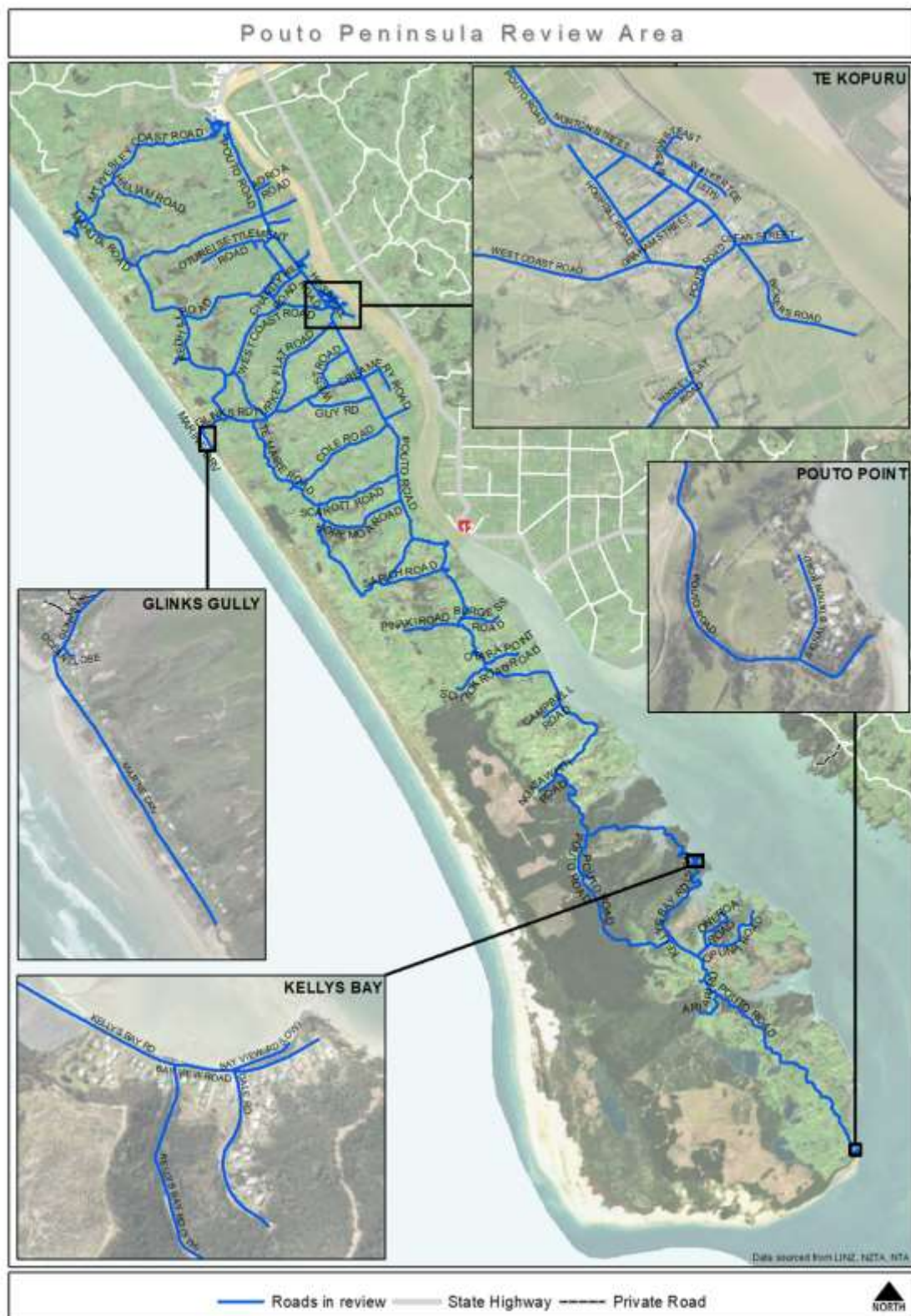


Figure 1 Poutō Peninsula Speed Management Review Area

Note: Some road names may not have been included in the maps as the font size is too large for the map scale. Please refer to the tables for road names.

5 Summary of Proposed Speed Limits

In Kaipara District Council's capacity as the Road Controlling Authority (RCA), we are proposing the following amendments to the posted speed limits within the Speed Review Areas as set out in the table and maps below.

It should be noted that private roads and State Highways are outside the jurisdiction of the Kaipara District Road Controlling Authority; and are therefore not included.

5.1 Poutō Peninsula Proposed Speed Limits

Table 1 Poutō Peninsula Proposed Speed Limits

Road Name	Current Speed Limit	Proposed Speed Limit
Agnes Street	50	40
Anzac Street	50	40
Aoroa Road	100	60
Ari Ari Rd	100	60
Bay View Rd (High)	50	30
Bay View Rd (Low)	50	30
Bay View Road	50	30
Bell St	50	40
Bickers Road	50	30
Burgess Rd Sth Branch	100	60
Burgess Road	100	60
Campbell Road	100	60
Charity Hill Road	100	60
Church Street	50	40
Clean Street	50	30
Cole Road	100	60
Creamery Road	100	60
Dale Rd	50	30
Empire Street	50	40
Glinks Rd from Redhill Road to 280m Northeast (landward) from Marine Drive	100	40
Glinks Rd from 280m Northeast (landward) from Marine Drive to Marine Drive	30	30
Graham Street	50	40
Guy Rd	100	60
Harding Park (Museum Access) (Drgvl)	30	30
Heawa Nth Road	100	40
Heawa Rd	100	40
Hilliam Road	100	60

Hospital Road	50	40
Johnson Road	100	60
Kellys Bay Rd from southern entrance from Poutō Road to Bay View Road	100	60
Kellys Bay Rd (Sth) from Bay View Rd fork to the one-way bridge in Kellys Bay.	50	30
Kellys Bay Rd Branch (Southern branch of fork between Kellys Bay Road and Bay View Road)	100	30
Kellys Bay Rd North from the one way- bridge in Kellys Bay, northwards to Poutō Road	100	60
Koremoa Road	100	60
Linley Crescent	50	30
Lutrell Road	100	60
Mahuta Gap Road	30	30
Mahuta Rd (Sth Branch)	100	60
Mahuta Road	100	60
Marine Drv	30	30
Maxwell Road	100	60
Mt Wesley Coast from Poutō Road to Old Golf Course Road	100	60
Mt Wesley Coast Rd Southern branch of fork onto Poutō Rd	100	60
Mt Wesley Coast Road from Old Gold Course Road to 455 Mt Wesley Coast Road	100	80
Mt Wesley Coast Road from end of seal at 455 Mt Wesley Coast Road to southern end of road	100	60
Newsham Road	100	60
Ngatawhiti Road	100	60
Norton Road outside school zone	50	40
Norton Road within school zone for Te Kōpuru Primary School	50	30
Notorious East Road	100	60
Notorious West Road	100	60
Old Golf Course Road	50	60
Oneroa Road	100	60
Opuna Road	100	60
Otara Point Road	100	60
Oturei Settlement Road (East) from Redhill Road to Te Tuhi Road	100	60
Oturei Sett (West)	100	60
Parawanui Road	30	30
Pinaki Road	100	60

Poutō Road from Mt Wesley Coast Road to Norton Street	100	80
Poutō Road from Norton Street to West Coast Road	50	30
Poutō Road from West Coast Road to 1064 Poutō Road	100	60
Poutō Road from 1064 Poutō Road to Ari Ari Road	100	80
Poutō Road from Ari Ari Road to Poutō Point	100	60
Pukemiro Rd	100	60
Redhill Cemetery Road	100	60
Redhill Road	100	60
Rototuna Road	100	60
Sarich Road	100	60
Scarott Road	100	60
Schick Road	100	60
Signal Station Road	30	30
Spring Street	50	40
Stallworthy Road	100	60
Tatarariki Spur Rd	100	60
Te Kōpuru Domain Access Road	50	30
Te Kōpuru Domain Carpark	50	30
Te Maire Bch Road	30	30
Te Maire Road	100	60
Te Tuhi Road	100	60
Tikinui Slip Road	100	30
Turkey Flat Road	100	60
Walker Tce (Nth High)	50	40
Walker Tce (Nth Low)	50	40
Walker Tce (Sth)	50	40
Walker Tce North	50	40
West Coast Road from Poutō Road to 20-22 West Coast Road	50	30
West Coast Road from 20-22 West Coast Road to 68 West Coast Road	50	40
West Coast Road from 68 West Coast Road 600m west to 110 West Coast Road	50	60
West Coast Road from 110 West Coast Road to Redhill Road	100	80
West Road	100	60
Wilson St East	50	40
Wilson St West	50	40
Withers Street	50	40
Wordsworth Avenue	50	40

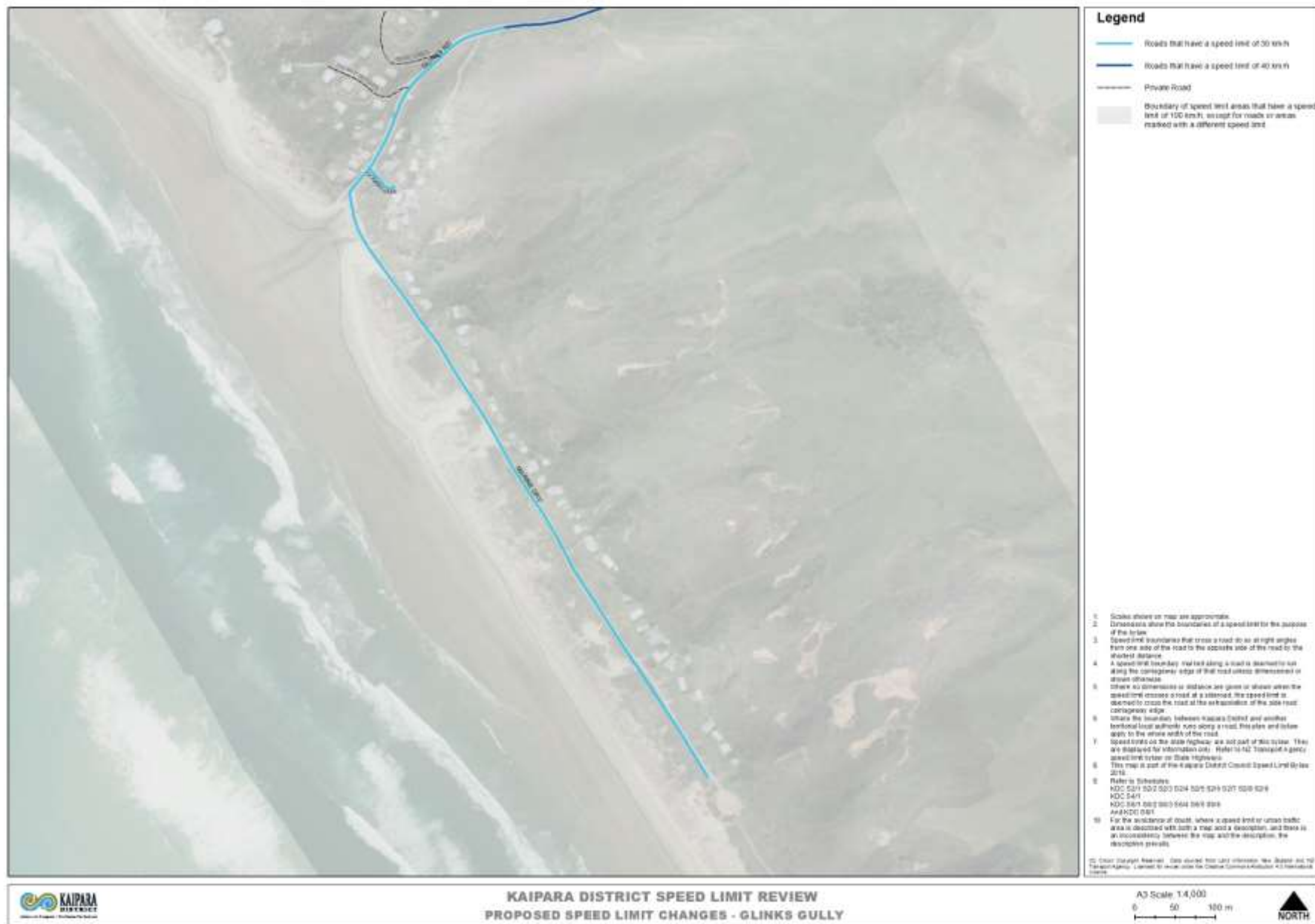


Figure 4 Poutō Peninsula – Glinsk Gully - Proposed Speed Limit Changes

5.2 West Coast Proposed Speed Limits

Table 2 West Coast Proposed Speed Limits

Road Name	Existing Posted Speed Limit	Proposed Speed Limit
Airstrip Road	100	60
Ambergris Place	50	30
Aranga Bch Road	30	30
Aranga Coast Road from SH12 to 700m east of Aranga Beach Road	100	60
Aranga Coast Road from 700m east of Aranga Beach Road west to Aranga Coast	30	30
Babylon Coast Road from Omamari Beach Rd for approximately 120m	50	30
Babylon Coast Road from approximately 120m south of Omamari Beach Road to end of road	100	60
Basin Road (East)	100	60
Basin Road (West)	100	60
Bayly St (Sth Branch)	50	30
Bayly Street	50	30
Baylys Basin Road	100	60
Baylys Coast Rd	100	60
Coates Ave	50	30
Cynthia Place	50	30
Gillespie Drive	50	30
Hansen Road	100	60
Hood Road	100	60
Kai Iwi Lakes Road from Omamari Road to Domain Road	100	80
Kai Iwi Lakes Road north of Domain Road	100	60
Kelly Street	50	30
Look Out Rd	100	60
Maitahi Road	100	60
Monteith Road (North)	100	60
Monteith South Road	100	60
Omamari Bch Road	50	30
Omamari Road from SH12 to Kai Iwi Lakes Road	100	80
Omamari Road from Kai Iwi Lakes Road to 1133 Omamari Road	100	60
Omamari Road from 1133 Omamari Road to	50	30

Omamari Beach Road		
Omamari Road from Omamari Beach Road to end of road	100	60
Pipi Place	50	30
Rehutai Road	100	60
Ripiro Drive from Baylys Coast Road to Sea View Road	50	40
Ripiro Drive from Sea View Road to Kelly Street	50	30
Scottys Camp Road	100	60
Sea View Rd	50	30
Snapper Street	50	30
Sunset Drive	50	30
Taharoa Domain Access Rd (1) (North)	100	30
Taharoa Domain Access Rd (2) (South)	100	30
Tua Tua Place	50	30
Waikara Road	100	60
Waipoua Sett Road	100	60
Waitapu Rd	100	60



Figure 9 West Coast - Omamari - Proposed Speed Limit Change

6 Speed Limits Near Schools

The Road to Zero National Road Safety Strategy seeks to improve road safety around schools and other educational institutions, by ensuring that there is a lower, more appropriate speed limit outside all schools. This can be achieved through either a permanent speed limit or a variable speed limit. As previously mentioned, the new Setting of Speed Limits Rule 2022 indicates that the speed limit should be a permanent speed limit, with a variable speed limit only considered where the permanent option has been considered and found inappropriate.

We are seeking to lower the speed limit outside schools to a maximum of either 30kph in urban areas or 60kph in rural areas. There are two schools within the Review Area. These are:

- Poutō School (Opuna Road)
- Te Kōpuru School (Norton Road)

Te Kōpuru School has an existing school speed zone in place. We are seeking feedback on whether we need to consider changes to this zone and to identify whether a new School Speed Zone is needed for Poutō School.

The following provides an overview of each school within the Review Area and the matters that have been taken into consideration as part of the review of speed limits within the vicinity of each.

6.1 Poutō School – Opuna Road

Poutō School is a Category 1 School under the new Setting of Speed Limits Rule 2022. It is a small, rural primary school (Years 1 – 8). As of January 2022, the school has a roll of 15 students. The school is located approximately 55km south of the Dargaville urban area, and approximately 43km's south of the next closest school, being Te Kōpuru School, the other school in the Review Area.

The school gains access from Opuna Road, 110m from its intersection with Poutō Road. Opuna Road currently has an open road speed limit (100kph) and transitions from seal to metalled surfacing approximately 120m northeast from the entrance to The School. There is a 'school zone' road treatment (See **Figure 12** below) but the zone does not currently change the speed limit.

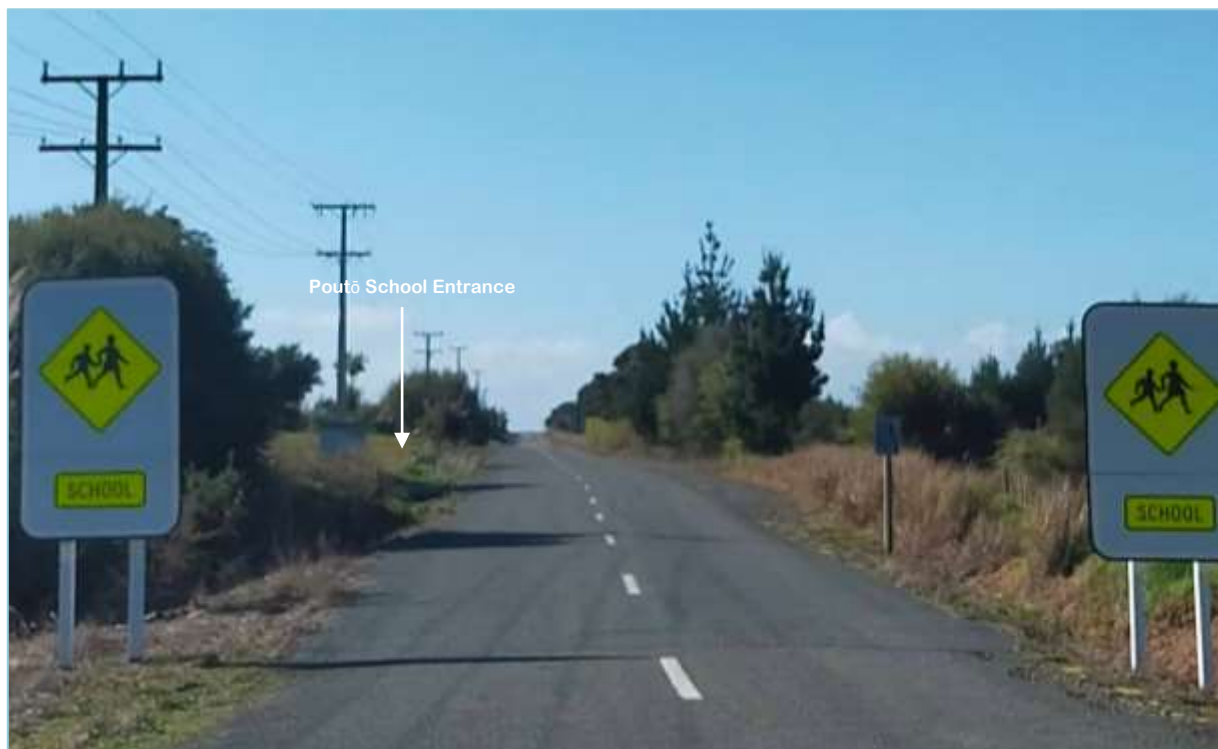


Figure 10 Opuna Road - Facing Northeast - dated 29/07/2022

It is proposed to reduce the 100kph speed limit outside The School to 60kph (refer to Figure 4 - Poutō Peninsula Full Review Area - Proposed Speed Limit Changes Map). The reduction to 60kph is consistent with the Road to Zero National Road Safety Strategy and the Setting of Speed Limits Rule 2022 which seeks a 60kph speed limit outside rural schools.

The proposed 60kph speed limit will apply to Opuna Road for its entire length. As Opuna Road also transitions to a metal surface shortly after its intersection with the entrance to The School, the road was proposed to reduce to 60kph in line with the general shift in speed limits on unsealed rural roads from 100kph to 60kph, without any consideration of the school presence.

In this instance Poutō School is not located within an urban area and does not appear to have any on-road pick-up or drop-off areas, or a high volume of pedestrian or cycling options for students. It is in a rural location with very few nearby residential properties. Therefore, the proposed speed limit on the road that the school gains access from, Opuna Road, is not proposed to have any change within the 'school zone' from the proposed 60kph.

6.2 Te Kōpuru School – Norton Road

Te Kōpuru School is a Category 2 School under the new Setting of Speed Limits Rule 2022. It is a small primary school catering for students Years 1 -8. As of October 2022, it has a roll of 116 students. The school is located approximately 10km south of the Dargaville urban area, generally within the centre of the Te Kōpuru township.

The school is on the northern side of Norton Road which currently has a road speed environment of 50kph, with a variable school speed zone which has a reduced speed limit of 30kph. Variable school speed limits introduce a lower speed limit outside schools for a period 35 minutes before school starts, and 20 minutes at the end of the school day. At other times, the normal speed limit applies.

The Norton Road reserve also accommodates a slip-road on the opposite, southern side of Norton Road, immediately adjacent to The School entrance. The slip-road includes car-parking spaces, a bus parking, pick-up/drop off area, and associated road treatments, including a raised crossing providing direct access to the school (see Figure 13 below).



Figure 11 Norton Road – Facing Southeast - dated 29/07/2022

It is proposed to reduce the permanent speed limit within the current school zone and in an extended area to the north and south, including Te Kōpuru Domain access; Clean Street; Linley Crescent; Bickers Street; and a short section of both West Coast Road and Poutō Road to 30kph.

The lowering of the speed to a permanent 30kph limit reflects the direction provided in the Road to Zero National Road Safety Strategy, the Setting of Speed Limits Rule 2022, as well as the road characteristics of the road environment. The Te Kōpuru township has a concentration of residential properties providing pedestrian and cycling options for students, as evidenced by the pedestrian infrastructure already in place. The urban setting for The School and the characteristics of the road environment, including the slip-road on the opposite side of Norton Road indicate that the area is a high activity area and worthy of an extended, permanent school speed zone with a reduced speed limit.

7 Reasons for All Proposed Speed Limit Changes

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

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

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

In addition to the overall reasons set out above, a main factor in choosing the Poutō Peninsula and West Coast catchments as the second stage for the Kaipara Speed Review Programme was that they include Poutō Road, a high risk, 'high benefit' road. Poutō Road is identified by Waka Kotahi (NZTA) as a 'high-benefit' road, referring to those roads that represent the top 10% of roads (nationally) which would benefit from better speed management to reduce serious injury and fatal crashes.

7.1 Unsealed Roads

The Review Area is largely rural and has a high number of unsealed roads within the network. In the Poutō Peninsula catchment there are a total of 86 roads under review, with 67 of these roads being wholly or partially unsealed. By length, this represents 60.62% of the catchment network.

In the West Coast catchment there are a total of 38 roads under review, with 19 of these roads being wholly or partially unsealed. By length this represents 73.47% of the catchment network.

The New Zealand Motor Trade Association (MTA) highlights the risk of travelling on unsealed roads, stating that the latest crash data shows drivers losing control on unsealed roads accounts for roughly 65 injury-causing car crashes, and one death, every year.

Traditionally, rural unsealed roads have been treated as open road, with a corresponding speed limit of 100kph, and typically do not have speed infrastructure in place, such as speed advisory

signs. However, average operating speeds on unsealed roads indicate that drivers are typically driving at a much slower speed.

Most unsealed roads in the Review Area are proposed to have their speed limits reduced to 60kph. This aligns with the national direction set out in the Waka Kotahi Speed Management Guidance and the Road to Zero Strategy. Some limited exceptions to this have been considered, such as those where there is a high number of vehicle crossings, and greater density of residential units, in proximity to the road. These exceptions are limited to maintain a level of consistency for the road user. Someone driving down an unsealed road in one area should be confident that it will have the same speed limit as in another area, unless the character of the road clearly indicates a different speed limit is appropriate.

7.2 Sealed Roads

Whilst there is a smaller proportion of sealed roads than unsealed roads within the Review Area, the sealed roads generally fall within the main settlements, townships, and coastal communities where larger traffic volumes and more diverse (sometimes competing) road uses exist.

Te Kōpuru is the main township within the Review Area. Roads within the township of Te Kōpuru have generally been proposed to reduce to 40kph. The reduction aligns with Waka Kotahi's Speed Management Guidance for urban residential areas. It also recognises the Road to Zero evidence that the chances of survival or avoiding serious injury decrease rapidly for a pedestrian, cyclist or motorcyclist hit by a car above impact speeds of around 30-40 KM/H (IRTAD, 2018) (See **Section 3.1** of this report). The exception to the proposed 40kph speed limit throughout the township will be the proposed permanent school zone speed limit of 30kph outside Te Kōpuru School (See **Section 6.2** of this report).

Other settlements with sealed roads include coastal communities such as Baylys Beach, Kelly's Bay, Glink's Gully, Omamari and Aranga. The proposed speed limits in these communities varies based on the density of development on each road, combined with other factors such as the width of the road, the length of the road, the crash risk data available, the curvature of the road, the average daily traffic count, and the average free flow speed. Generally, sealed roads in these settlements are proposed to be either 30kph or 40kph.

There are a limited number of sealed roads that are proposed to have a speed limit of 80kph. These roads are:

- Omamari Road from SH12 to Kai Iwi Lakes Road
- Kai Iwi Lakes Road from Omamari Road to Domain Road
- Mt Wesley Coast Road from Old Gold Course Road to 455 Mt Wesley Coast Road
- Poutō Road from Mt Wesley Coast Road to Norton Street and from 1064 Poutō Road to Ari Ari Road
- West Coast Road from 110 West Coast Road to Redhill Road

Each of these roads currently has a posted speed limit of 100kph due to their relative carriageway and shoulder width, the generally straight alignment of the road, the lowered frequency of vehicle crossings and intersections along the road and fewer interactions between cars, pedestrians, and cyclists. Reducing the speed limit to 80kph seeks to reduce the crash risk (the risk of death or serious injury), where no physical lane separation exists. Based on available evidence, the chances of survival or avoiding serious injury decrease rapidly for head-on crashes involving two cars, above impact speeds of around 70-80 KM/H (IRTAD, 2018) (See **Section 3.1** of this report).

7.3 Road by Road Options Analysis

In addition to the overall reasons for change set out above, this section also provides a summary of options considered, along with all of the other factors considered when proposing new speed limits. This section can be read in conjunction with **Section 3.1** which provides evidence about the safe and appropriate speeds to avoid death and serious injury based on biomechanical research, as provided in the Road to Zero Strategy. **Section 10** also provides a higher-level option analysis.

Table 3 Poutō Peninsula Proposed Speed Limits – Reason for Proposed Change

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Agnes Street	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Anzac Street	50	40	Option 1: 50 Option 2: 40 Option 3: 60 Preferred Option: Option 2 Reason: Anzac Street is an unsealed street that forms part of a loop road with Empire Street and Spring Street, gaining access from Poutō Road. Whilst unsealed roads are generally proposed to have a speed limit of 60kph, the particular characteristics of these three streets, including the number of vehicle crossings, short distance and density of housing and existing speed limit all signal that 40kph is a more appropriate speed limit in this instance. In addition, retaining the existing speed limit of 50kph was considered, but to provide greater consistency for road users across the network and to align with the Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads, 40kph (Option 2) is the preferred option.
Aoroa Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Ari Ari Rd	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Bay View Rd (High)	50	30	Option 1: 60 Option 2: 30 Option 3: 20 Preferred Option: Option 2 Reason: Bay View Road forms part of the harbourside community of Kellys Bay. The 'Safe and Appropriate

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
			Speed' of 60kph (Option 1) is far higher than what is reasonable for the area due to the narrowness of the road, the density of housing with a high number of vehicle crossings, and proximity to the Bay. There is a campground which is located adjacent to the Bay, with an informal (non-statutory) posted speed limit of 15km within the campground. The presence of the campground and housing likely contribute to this road environment being a highly pedestrianised and busy area during the peak summer season. There is a boat ramp at the end of Bay View Rd which will increase the congestion during summer months, with boat users and trailer parking also. One option would be to make the spine road section of Bay Road a 30km zone and Bay View Rd High and Low as 20km limits. However, given that the sections of road are short, and will all benefit from a consistent limit, Option 2 is the recommended option.
Bay View Rd (Low)	50	30	Option 1: 60 Option 2: 30 Option 3: 20 Preferred Option: Option 2 Reason: Bay View Road forms part of the harbourside community of Kellys Bay. The 'Safe and Appropriate Speed' of 60kph (Option 1) is far higher than what is reasonable for the area due to the narrowness of the road, the density of housing with a high number of vehicle crossings, and proximity to the Bay. There is a campground which is located adjacent to the Bay, with an informal (non-statutory) posted speed limit of 15km within the campground. The presence of the campground and housing likely contribute to this road environment being a highly pedestrianised and busy area during the peak summer season. There is a boat ramp at the end of Bay View Rd which will increase the congestion during summer months, with boat users and trailer parking also. One option would be to make the spine road section of Bay Road a 30km zone and Bay View Rd High and Low as 20km limits. However, given that the sections of road are short, and will all benefit from a consistent limit, Option 2 is the recommended option.
Bay View Road	50	30	Option 1: 60 Option 2: 30 Option 3: 20 Preferred Option: Option 2 Reason: Bay View Road forms part of the harbourside community of Kellys Bay. The 'Safe and Appropriate Speed' of 60kph (Option 1) is far higher than what is reasonable for the area due to the narrowness of the road, the density of housing with a high number of vehicle crossings, and proximity to the Bay. There is a campground which is located adjacent to the Bay, with an informal (non-statutory) posted speed limit of 15km within the campground. The presence of the campground and housing likely contribute to this road environment being a highly pedestrianised and busy area during the peak summer season. There is a boat ramp at the end of Bay View Rd which will increase the congestion during summer months, with boat users and trailer parking also. One option would be to make the spine road section of Bay Road a 30km zone and Bay View Rd High and Low as 20km limits.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
			However, given that the sections of road are short, and will all benefit from a consistent limit, Option 2 is the recommended option.
Bell St	50	40	Option 1: 50 Option 2: 40 Option 3: 60 Preferred Option: Option 2 Reason: Bell Street is an unsealed street that forms part of the small settlement of Aratapu. Whilst unsealed roads are generally proposed to have a speed limit of 60kph, the particular characteristics of this street, including the number of vehicle crossings within close proximity, short distance, density of housing and existing speed limit all signal that 40kph is a more appropriate speed limit in this instance. In addition, retaining the existing speed limit of 50kph was considered, but to provide greater consistency for road users across the network and to align with the Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads, 40kph (Option 2) is the preferred option.
Bickers Road	50	30	Option 1: 40kph Option 2: 30kph Preferred Option: Option 2 Reason: Bickers Road forms part of the township of Te Kōpuru. It gains access from a section of Norton Road that is proposed to have a permanent speed limit of 30kph due the presence of Te Kōpuru School. Bickers Road is Council maintained for a short initial section which is sealed and then transitions to an unsealed, very narrow, privately maintained paper road for its remaining length. Whilst the character of the initial section of road generally aligns with the criteria for a road in an urban residential area and a proposed limit of 40kph, the proximity of this road to the school zone and the need to provide consistency for the road user transitioning from Norton Road to Bickers Road has led to Option 2 (30kph) being the preferred option.
Burgess Rd Sth Branch	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Burgess Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Campbell Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Charity Hill Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Church Street	50	40	Option 1: 50 Option 2: 40 Option 3: 60 Preferred Option: Option 2 Reason: Church Street is an unsealed street that forms part of the small settlement of Aratapu. Whilst unsealed roads are generally proposed to have a speed limit of 60kph, the particular characteristics of this street, including the number of vehicle crossings within close proximity, short distance, density of housing and existing speed limit all signal that 40kph is a more appropriate speed limit in this instance. In addition, retaining the existing speed limit of 50kph was considered, but to provide greater consistency for road users across the network and to align with the Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads, 40kph (Option 2) is the preferred option.
Clean Street	50	30	Option 1: 40kph Option 2: 30kph Preferred Option: Option 2 Reason: Clean Street forms part of the township of Te Kōpuru. It gains access from a section of Norton Road that is proposed to have a permanent speed limit of 30kph due the presence of Te Kōpuru School. Whilst the character of the road generally aligns with the criteria for a road in an urban residential area and a proposed limit of 40kph, the proximity of this road to the school zone and the need to provide consistency for the road user transitioning from Norton Road to Clean Street has led to Option 2 (30kph) being the preferred option.
Cole Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Creamery Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Dale Rd	50	30	Option 1: 60 Option 2: 30 Option 3: 40 Preferred Option: Option 2 Reason: Dale Road forms part of the harbourside community of Kellys Bay and gains access from Bay View Road. The 'Safe and Appropriate Speed' of 60kph (Option 1) is far higher than what is reasonable for the area due to the narrowness of the road, the density of housing with a high number of vehicle crossings, and proximity to the Bay. The access to Kellys Bay and housing present likely contribute to this road environment being a highly pedestrianised and busy area during the peak summer season. One option would be to make the spine road section of Bay View Road a 30km zone and Dale Road 40kph, acknowledging its setback from the Bay. However, Dale Road is recorded as having a medium collective, medium personal and high infrastructure risk. Therefore, given that the road is short, has an elevated crash risk and also accommodates a large number of houses and vehicle crossings, Option 2 (30kph) is the preferred option to provide a safe and appropriate speed limit, and consistency for the road user when entering Kellys Bay.
Empire Street	50	40	Option 1: 50 Option 2: 40 Option 3: 60 Preferred Option: Option 2 Reason: Empire Street is an unsealed street that forms part of a loop road with Anzac Street and Spring Street, gaining access from Poutō Road. Whilst unsealed roads are generally proposed to have a speed limit of 60kph, the characteristics of these three streets, including the number of vehicle crossings, short distance, density of housing and existing speed limit all signal that 40kph is a more appropriate speed limit in this instance. In addition, retaining the existing speed limit of 50kph was considered, but to provide greater consistency for road users across the network and to align with the Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads, 40kph (Option 2) is the preferred option.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Glinks Rd from Redhill Road to 280m Northeast (landward) from Marine Drive	100	40	Option 1: 60 Option 2: 40 Option 3: 30 Preferred Option: Option 2 Reason: This portion of Glinks Road is sealed but has no lane separation marking and is single lane in some sections. There are generally good sight lines and quite a length of road without any vehicle crossings or likelihood of pedestrians. However, there are also blind corners and compromised sections of road with uneven surfaces. The road is currently open road (100kph). Given the narrow, winding, and uneven condition of the road, balanced with few vehicle crossings and lack of competing transport modes, option 2 (40kph) is considered the appropriate and preferred option. This speed limit will also provide a transition from Redhill Road (proposed 60kph limit) to the coastal community of Glinks Gully where the road is proposed to reduce to 30kph.
Glinks Rd from 280m Northeast (landward) from Marine Drive to Marine Drive	30	30	Option 1: 40 Option 2: 30 Preferred Option: Option 2 Reason: This portion of Glinks Road is sealed and is characterised by the housing that forms the coastal community of Glinks Gully. The road has no lane separation marking and is single lane in most sections. There are generally good sight lines and there are also a large number of vehicle crossings providing access to the housing within the coastal community. The road is currently sign posted as 30kph. Given the distinct change in the road environment as the road user enters the coastal community of Glinks Gully it is considered appropriate to retain the existing posted limit of 30kph (Option 2).
Graham Street	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Guy Rd	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Harding Park (Museum Access) (Drgvl)	30	30	Option 1: 30 Preferred Option: Option 1 Reason: Access to Harding Park is already sign posted to 30kph. This access is narrow and splits into a one-way loop to provide access to the Museum. Given the narrow width of the road and its high use as the main access to the Dargaville Museum, it is recommended that the existing posted limit is retained (30kph).
Heawa Nth Road	100	40	Option 1: 50 Option 2: 40 Option 3: 60 Preferred Option: Option 2 Reason: Heawa North Road is an unsealed road that branches from Heawa Road at the end of the section of Council maintenance, and forms part of the small settlement of Aratapu. Whilst unsealed roads are generally proposed to have a speed limit of 60kph, the characteristics of this road, including its narrow width and short distance signal that 40kph is a more appropriate speed limit in this instance. In addition, proposing a speed limit of 50kph was considered, but to provide greater consistency for road users across the network and to align with the Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads, 40kph (Option 2) is the preferred option.
Heawa Rd	100	40	Option 1: 50 Option 2: 40 Option 3: 60 Preferred Option: Option 2 Reason: Heawa Road is an unsealed road that forms part of the small settlement of Aratapu. Heawa Road gains access from Poutō Road where a commercial building (Aratapu Tavern) is located on the northern intersection corner. Whilst unsealed roads are generally proposed to have a speed limit of 60kph, the characteristics of this road, including the number of vehicle crossings within close proximity, short distance, density of housing and presence of an existing commercial building all signal that 40kph is a more appropriate speed limit in this instance. In addition, proposing a speed limit of 50kph was considered, but to provide greater consistency for road users across the network and to align with the Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads, 40kph (Option 2) is the preferred option.
Hilliam Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Hospital Road	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Johnson Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Kellys Bay Rd from southern entrance from Poutō Road to Bay View Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Kellys Bay Rd (Sth) from Bay View Rd fork to the one-way bridge in Kellys Bay.	50	30	Option 1: 40 Option 2: 30 Preferred Option: Option 2 Reason: This portion of Kellys Bay Road is located adjacent to and forms a part of the harbourside community of Kellys Bay. There is a high number of residential properties gaining access from the western side of the Road. The area is considered likely to be very busy and highly pedestrianised during summer months. The road merges with Bay View Road, which is proposed to have a limit of 30kph. To provide a consistent speed limit for the length of road and to align with speed limits in other coastal/ harbourside communities Option 2 is the preferred option.
Kellys Bay Rd Branch (Southern branch of fork between Kellys Bay Road and Bay View Road)	50	30	Option 1: 30 Preferred Option: Option 1 Reason: This section of Kellys Bay Road is a very short fork section providing access to Bay View Road. In order to maintain a consistent limit with the adjoining roads, 30kph is considered the most appropriate speed limit.
Kellys Bay Rd North from the one way- bridge in Kellys Bay, northwards to Poutō Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Koremoa Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Linley Crescent	50	30	Option 1: 40 Option 2: 30 Preferred Option: Option 2 Reason: Linley Crescent forms part of the township of Te Kōpuru. It creates a loop-road, gaining access from Clean Street which intersects with a section of Norton Road that is proposed to have a permanent speed limit of 30kph due the presence of Te Kōpuru School. Whilst the character of the road generally aligns with the criteria for a 40kph road in an urban residential area, the loop road is short and narrow, and in close proximity to the school zone. To provide consistency for the road user transitioning from Norton Road to Clean Street and onto Linley Crescent Option 2 (30kph) is the preferred option.
Lutrell Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Mahuta Gap Road	30	30	Option 1: 30 Preferred Option: Reason: This road is unsealed and provides access to the coast. Due to its condition and the narrowness of the road the current 30kph speed limit is proposed to be retained.
Mahuta Rd (Sth Branch)	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Mahuta Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Marine Drv	30	30	Option 1: 30 Preferred Option: Option 1 Reason: Marine Drive provides access adjacent to the coast in the coastal community of Glinks Gully. The

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
			road is unsealed and has sections that are inundated with sand. Given the condition of the road, its narrow width, and the presence of housing and associated vehicle crossings it is considered appropriate to retain the existing 30kph speed limit.
Maxwell Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Mt Wesley Coast from Poutō Road to Old Golf Course Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Mt Wesley Coast Rd Southern branch of fork onto Poutō Rd	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Mt Wesley Coast Road from Old Gold Course Road to 455 Mt Wesley Coast Road	100	80	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Mt Wesley Coast Road from end of seal at 455 Mt Wesley Coast Road to southern end of road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Newsham Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Ngatawhiti Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Norton Street outside school zone	50	40	Option 1: 50

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
			Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Norton Street within school zone for Te Kōpuru Primary School	50	30	Option 1: 50 Option 2: 40 Option 3: 30 (Permanent) Option 4: 30 (Variable) Preferred Option: Option 3 Reason: This portion of Norton Road is within the school zone for Te Kōpuru School. Whilst higher speed limits were considered, including retaining a variable speed limit, the lowering of the speed to a permanent 30kph limit reflects the direction provided in the Road to Zero National Road Safety Strategy, the Setting of Speed Limits Rule 2022, as well as the road characteristics of the road environment. Te Kōpuru township has a concentration of residential properties providing pedestrian and cycling options for students, as evidenced by the pedestrian infrastructure already in place. The urban setting for The School and the characteristics of the road environment, including the slip-road on the opposite side of Norton Road indicate that the area is a high activity area and worthy of an extended, permanent school speed zone with a reduced speed limit.
Notorious East Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Notorious West Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Old Golf Course Road	50	60	Option 1: 50 Option 2: 60 Option 3: 40 Preferred Option: Option 2 Reason: Old Golf Course Road gains access from a portion of Mount Wesley Coast Road which is proposed to have a speed limit of 60kph. The initial, short, sealed section of Old Golf Course Road has a greater number of vehicle crossings and different character to the balance of road, with the cemetery gaining access close to the start of the road and several homes nearby. This section tends to lend itself to the existing 50kph limit. However, as soon as the road transitions to being unsealed, a 60kph limit

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
			appears more reasonable as the character becomes more rural, with fewer crossings etc and consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads. Whilst Option 2 is the recommended option, as the safety and infrastructure risks appear to be low, to provide consistency in the road network and avoid a short section of lower speed between Mount Wesley Coast Road and the balance of Old Golf Course Road, if there was a reasonable case for a lower speed for the initial section based on user experience and activity, this could be considered appropriate also.
Oneroa Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Opuna Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Otara Point Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Oturei Settlement Road (East) from Redhill Road to Te Tuhi Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Oturei Sett (West)	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Parawanui Road	30	30	Option 1: 30 Preferred Option: Option 1 Reason: Parawanui Road is an unsealed, very narrow road in a remote area with little development and has the appearance of a residential driveway in a rural area. It is proposed to retain the current posted speed limit of 30kph.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Pinaki Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Poutō Road from Mt Wesley Coast Road to Norton Street	100	80	Option 1: 100 Option 2: 80 Preferred Option: Option 2 Reason: This section of Poutō Road falls between the Dargaville outer-urban area and the township of Te Kōpuru. It is generally straight with good sight lines. However, there is no centreline road barrier system, the road and shoulders are narrow in parts, and it has a high average daily traffic volume. Also, the road has a medium collective risk and a medium-high personal risk and is identified by Waka Kotahi as one of the 'High Benefit' roads that represent the top 10% of roads (nationally) which would benefit from better speed management to reduce serious injury and fatal crashes. For these reasons, combined with Road to Zero evidence that the chances of survival or avoiding serious injury decrease rapidly for head-on crashes involving two cars, above impact speeds of around 70-80 KM/H (IRTAD, 2018) (See Section 3.1 of this report), Option 2 is considered the best option.
Poutō Road from Norton Street to West Coast Road	50	30	Option 1: 50 Option 2: 40 Option 3: 30 Preferred Option: Option 3 Reason: This section of Poutō Road is at the southern end of the township of Te Kōpuru and transitions from Norton Street without any clear demarcation. The immediately adjoining section of Norton Road is proposed to have a permanent speed limit of 30kph due the presence of Te Kōpuru School. Whilst the character of the road generally aligns with the criteria for a road in an urban residential area and a proposed limit of 40kph, the proximity of this road to the school zone and the need to provide consistency for the road user transitioning from Norton Road to Poutō Road has led to Option 2 (30kph) being the preferred option.
Poutō Road from West Coast Road to 1064 Poutō Road	100	60	Option 1: 60 Option 2: 80 Option 3: 40 Preferred Option: Option 1 Reason: This section of Poutō Road falls between the Te Kōpuru School Zone and current open road speed limit (100kph). It is on the fringe of the Te Kōpuru township and includes several corners and a change in gradient before reaching the Te Kōpuru Rugby Club to the south of the township. It also has a number of vehicle crossings for residential properties, but these are more widely dispersed than

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
			those within the township. Whilst the road is sealed and generally aligns with the criteria for a road in an urban residential area and a proposed limit of 40kph, the reduced number of crossings and transition to a proposed limit of 80kph on the further south section of Poutō Road lends this section to being appropriately limited at 60kph (Option 1). Likewise, the road could be seen as aligning with the criteria for an 80kph speed limit, which would be consistent with the further south section. However, the presence of crossings, crash risks known on Poutō Road and nearby school zone appears to warrant the use of a lower transition speed for this portion of road.
Poutō Road from 1064 Poutō Road to Ari Ari Road	100	80	Option 1: 100 Option 2: 80 Preferred Option: Option 2 Reason: This section of Poutō Road falls between the township of Te Kōpuru and the end of the currently sealed section of Poutō Road. Portions of the road are straight whilst others are winding or tortuous. There is no centreline road barrier system, and the road and shoulders are generally narrow or very narrow. Also, the road has a medium collective risk and a medium-high personal risk and is identified by Waka Kotahi as one of the 'High Benefit' roads that represent the top 10% of roads (nationally) which would benefit from better speed management to reduce serious injury and fatal crashes. For these reasons, combined with Road to Zero evidence that the chances of survival or avoiding serious injury decrease rapidly for head-on crashes involving two cars, above impact speeds of around 70-80 KM/H (IRTAD, 2018) (See Section 3.1 of this report), Option 2 is considered the best option.
Poutō Road from Ari Ari Road to Poutō Point	100	60	Option 1: 60 Preferred Option: Option 1 Reason: This is the southernmost section of Poutō Road and is currently unsealed. A speed limit of 60kph would be consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Pukemiro Rd	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Redhill Cemetery Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Redhill Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Rototuna Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Sarich Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Scarott Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Schick Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Signal Station Road	30	30	Option 1: 30 Preferred Option: Option 1 Reason: Signal Station Road is the furthestmost southern road in the catchment, excluding Poutō Road and currently has a posted speed limit of 30kph. It is unsealed and narrow. Given the condition of the road, and its narrow width it is considered appropriate to retain the existing 30kph speed limit.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Spring Street	50	40	Option 1: 50 Option 2: 40 Option 3: 60 Preferred Option: Option 2 Reason: Spring Street is an unsealed street that forms part of a loop road with Empire Street and Anzac Street, gaining access from Poutō Road. Whilst unsealed roads are generally proposed to have a speed limit of 60kph, the characteristics of these three streets, including the number of vehicle crossings, short distance, density of housing and existing speed limit all signal that 40kph is a more appropriate speed limit in this instance. In addition, retaining the existing speed limit of 50kph was considered, but to provide greater consistency for road users across the network and to align with the Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads, 40kph (Option 2) is the preferred option.
Stallworthy Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Tatarariki Spur Rd	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Te Kōpuru Domain Access Road	50	30	Option 1: 30 Preferred Option: Option 1 Reason: This is a short road providing access to the Te Kōpuru Domain and carpark. It has a current posted limit of 30kph and gains access from a section of Norton Street proposed to have a speed limit of 30kph in response to the Te Kōpuru School zone. Given the high number of pedestrians likely to use the access and its short length in an urban area, both the access and carpark are considered to be appropriately limited to a speed of 30kph.
Te Kōpuru Domain Carpark	50	30	Option 1: 30 Preferred Option: Option 1 Reason: As above.
Te Maire Bch Road	30	30	Option 1: 30 Preferred Option: Option 1 Reason:

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
			Te Maire Beach Road is an unsealed, very narrow road in a remote area with little development and has the appearance of a private driveway in a rural area. It is proposed to retain the current posted speed limit of 30kph.
Te Maire Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Te Tuhi Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Tikinui Slip Road	100	30	Option 1: 60 Option 2: 30 Preferred Option: Option 2 Reason: Tikinui Slip Road is a very short road. It provides access to the water and a boat ramp/wharf, a single residential property and what appears a permanent (consented) jetty to a boat. Consistent with proposed speed limits on other similar unsealed roads. The character of the road being unsealed and in a rural location aligns with the criteria for a 60kph speed limit. However, given the short length of road, it is unlikely that any speed greater than 30kph could be achieved. No signage appears to be necessary in this location.
Turkey Flat Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Walker Tce (Nth High)	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Walker Tce (Nth Low)	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
Walker Tce (Sth)	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Walker Tce North	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
West Coast Road from Poutō Road to 20-22 West Coast Road	50	30	Option 1: 50 Option 2: 40 Option 3: 30 Preferred Option: Option 3 Reason: This section of West Coast Road is at the southern end of the township of Te Kōpuru and gains access from Norton Street/ Poutō Road. The immediately adjoining section of Norton Street/ Poutō Road is proposed to have a permanent speed limit of 30kph due the presence of Te Kōpuru School. Whilst the character of the road generally aligns with the criteria for a road in an urban residential area and a proposed limit of 40kph, the proximity of this road to the school zone, likelihood of increased pedestrian activity, and the need to provide consistency for the road user transitioning from Norton Road to Poutō Road and onto West Coast Road has led to Option 2 (30kph) being the preferred option.
West Coast Road from 20-22 West Coast Road to 68 West Coast Road	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
West Coast Road from 68 West Coast Road 600m west to 110 West Coast Road	50	60	Option 1: 60 Option 2: 40 Option 3: 80 Preferred Option: Option 1 Reason: This portion of West Coast Road lies on the fringe of Te Kōpuru township. The road is sealed and has good sight lines. However, the character of the road environment changes from 68 west Coast as the number of vehicle crossings becomes fewer and pedestrian infrastructure is no longer present. Whilst it does not appear to meet the criteria for an urban residential area, the number of residential

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
Poutō Peninsula Catchment			
			properties and associated crossings are not few enough to align with criteria for an 80kph road speed environment. Therefore, a transitional speed of 60kph is proposed as the best option.
West Coast Road from 110 West Coast Road to Redhill Road	100	80	Option 1: 80 Option 2: 60 Preferred Option: Option 1 Reason: This section of West Coast Road has a reduced number of intersections, vehicle crossings and infrastructure. Whilst a speed limit of 60kph could be considered, Option 1 is recommended given the low collective risk for the road and low average daily traffic movements.
West Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Wilson St East	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Wilson St West	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Withers Street	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.
Wordsworth Avenue	50	40	Option 1: 50 Option 2: 40 Preferred Option: Option 2 Reason: Consistent with Waka Kotahi Speed Management Guidance for urban residential areas and the Road to Zero crash risk evidence for pedestrians, cyclists, or motorcyclists.

Table 4 West Coast Proposed Speed Limits – Reasons for Proposed Changes

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Airstrip Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Ambergris Place	50	30	Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Ambergris Place forms a part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimate free flow speed of 28.64kph. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In addition, the estimated current free flow speed appears to indicate that this is in line with the current operating speed on the road.
Aranga Bch Road	30	30	Option 1: 30 Preferred Option: Option 1 Reason: Aranga Beach Road is an unsealed, very narrow road in a remote area with little development and has the appearance of a private driveway in a rural area. It is proposed to retain the current speed limit of 30kph.
Aranga Coast Road from SH12 to 700m east of Aranga Beach Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads. There is a short section of this road that is sealed where it steeply declines downhill (when travelling west). No change to the speed limit for this section of road is proposed due to its character and short distance.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Aranga Coast Road from 700m east of Aranga Beach Road west to Aranga Coast	30	30	Option 1: 40 Option 2: 30 Preferred Option: Option 2 Reason: This portion of Aranga Coast Road is sealed and is characterised by the housing that forms the small, coastal community of Aranga. The road has no lane separation marking and is single lane in most sections. There are generally good sight lines and there are also a large number of vehicle crossings providing access to the housing within the coastal community. The road is currently sign posted as 30kph. Given the distinct change in the road environment as the road user enters the coastal community of Aranga it is considered appropriate to retain the existing posted limit of 30kph (Option 2).
Babylon Coast Road from Omamari Beach Rd for approximately 120m	50	30	Option 1: 60 Option 2: 40 Option 3: 30 Preferred Option: Option 3 Reason: This section of Babylon Coast Road immediately adjoins Omamari Coast Road and lies at the southern extent of the coastal community of Omamari. It is sealed and has a current speed limit of 50kph. The section of Omamari Coast Road immediately preceding is proposed to have a speed limit of 30kph. Given that there is no change in character for this section of road until it reaches the end of seal, it is proposed to continue the 30kph speed limit.
Babylon Coast Road from approximately 120m south of Omamari Beach Road to end of road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Basin Road (East)	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Basin Road (West)	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Bayly St (Sth Branch)	50	30	Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: The Bayly St southern branch is a small section of fork road at the intersection with Kelly Street. It forms part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit.
Bayly Street	50	30	Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Bayly Street forms a part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimate free flow speed of 25.89kph. It forms part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months, is justification for the reduced speed limit. In addition, the estimated current free flow speed appears to indicate that this is in line with the current operating speed on the road.
Baylys Basin Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Baylys Coast Rd	100	60	Option 1: 60 Option 2: 80 Preferred Option: Option 1

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
			<p>Reason: Baylys Coast Road is a sealed, secondary collector road providing the main access to and from the coastal community of Baylys Beach. It has a relatively high annual daily traffic movements count of 1,199.</p> <p>Whilst a speed limit of 80kph could be considered for this road given the low number of intersections and vehicle crossings present, the character generally aligns with the need for a reduced speed limit. The road is curving and has a narrow width. It also has a low-medium collective risk, medium-high personal risk, and medium high infrastructure risk. These attributes combined, the preferred option is a proposed speed limit of 60kph to reduce the risk of death and serious injury for users of this road.</p>
Coates Ave	50	30	<p>Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Coates Ave forms a part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimated free flow speed of 20kph.</p> <p>Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region.</p> <p>Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In addition, the estimated current free flow speed appears to indicate that this is in line with the current operating speed on the road.</p>
Cynthia Place	50	30	<p>Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Cynthia Place forms a part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimate free flow speed of 20kph.</p> <p>Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region.</p> <p>Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In addition, the estimated current free flow speed appears to indicate that this is in line with the current operating speed on the road.</p>

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Gillespie Drive	50	30	Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Gillespie Drive forms a part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimate free flow speed of 28.64kph. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In addition, the estimated current free flow speed appears to indicate that this is in line with the current operating speed on the road.
Hansen Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Hood Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Kai Iwi Lakes Road from Omamari Road to Domain Road	100	80	Option 1: 80 Option 2: 60 Preferred Option: Option 1 Reason: This portion of Kai Iwi Lakes Road is sealed and is considered a secondary collector road with a relatively high level of average daily traffic movements (205 movements for whole road). It is generally straight and has few intersections or vehicle crossings. Whilst Kai Iwi Lakes Road (as a whole) has a low medium collective risk, medium personal risk, and medium infrastructure risk rating, it is proposed that the characteristics of this section of road align with Waka Kotahi Speed Management Guidance for 80kph limits whilst the further north section of road, where the seal finishes and the character of the road changes will suit a reduced speed. Therefore option 1 is the preferred option.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Kai Iwi Lakes Road north of Domain Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Option 1: 80 Option 2: 60 Preferred Option: Option 1 Reason: This portion of Kai Iwi Lakes Road is unsealed and begins shortly after the first entrance to the Taharoa Domain. Kai Iwi Lakes Road (as a whole) has a low medium collective risk, medium personal risk, and medium infrastructure risk rating. It is proposed that the characteristics of this section of road align with Waka Kotahi Speed Management Guidance for a 60kph limit. This is consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Kelly Street	50	30	Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Kelly Street forms a part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimate free flow speed of 25.89kph. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In addition, the estimated current free flow speed appears to indicate that this is in line with the current operating speed on the road.
Look Out Rd	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Maitahi Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Monteith Road (North)	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Monteith South Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Omamari Bch Road	50	30	Option 1: 40 Option 2: 30 Preferred Option: Option 2 Reason: Omamari Beach Road is sealed and is characterised by the housing that forms the small, coastal community of Omamari. The road has no lane separation marking and is single lane in most sections. There are generally good sight lines and there are also a large number of vehicle crossings providing access to the housing within the coastal community. The road is currently 50kph but also transitions to a sign posted speed limit of 30kph as the road reached the beach entrance. Given the distinct change in the road environment as the road user enters the coastal community of Omamari it is considered appropriate to extend the existing posted limit of 30kph to the whole road (Option 2). This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region.
Omamari Road from SH12 to Kai Iwi Lakes Road	100	80	Option 1: 80 Option 2: 60 Preferred Option: Option 1 Reason: This portion of Omamari Road is sealed and is considered a secondary collector road with a relatively high level of average daily traffic movements (305 movements for whole road). It is generally straight and has few intersections or vehicle crossings. Whilst Omamari Road (as a whole) has a low medium collective risk, medium-high personal risk, and medium-high infrastructure risk rating, it is proposed that the characteristics of this section of road align with Waka Kotahi Speed Management Guidance for 80kph limits, whilst the further north section of road, where the seal finishes and the character of the road changes will suit a reduced speed. Therefore, option 1 is the preferred option.
Omamari Road from Kai Iwi Lakes Road to 1133 Omamari Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Omamari Road from 1133 Omamari Road to Omamari Beach Road	50	30	Option 1: 40 Option 2: 30 Preferred Option: Option 2 Reason: This portion of Omamari Road is sealed and is characterised by the housing that forms the small, coastal community of Omamari. The road is narrow, there are generally good sight lines and there are also a large number of vehicle crossings providing access to the housing within the coastal community. The road currently has a posted speed limit of 50kph. Given the distinct change in the road environment as the road user enters the coastal community of Omamari it is considered appropriate to extend the proposed limit of 30kph for Omamari Beach Road to this section of road also. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region.
Omamari Road from Omamari Beach Road to end of road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Pipi Place	50	30	Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Pipi Place forms a part of the coastal community of Baylys Beach. The road is sealed and has a very short length of 76m. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In addition, the length of the road means there would be little opportunity to reach a speed greater than 30kph.
Rehutai Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Ripiro Drive from Baylys Coast Road to Sea View Road	50	40	<p>Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Ripiro Drive begins at the termination of Baylys Coast Road, as you enter the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimated free flow speed of 51.83kph. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. However, this section of road is proposed to be an exception to the blanket speed limit in the Speed Limit Area. As the road begins at the end of Baylys Coast Road, with a current speed limit of 100kph and proposed speed limit of 60kph this section is considered a transition area. There are fewer vehicle crossings and intersections along this section of road and, given its distance from the beach, the presence of pedestrians and cyclists is likely to be reduced in comparison to the rest of the Speed Limit Area. Whilst there is an argument to extend the 30kph speed limit, it is not considered necessary for this section of road. It aligns more closely with the criteria for an urban residential speed limit of 40kph as per Waka Kotahi Speed Management Guidance and within the limits of speeds that will reduce death or serious injury based on Road to Zero evidence (IRTAD, 2018) (See Section 3.1 of this report).</p>
Ripiro Drive from Sea View Road to Kelly Street	50	30	<p>Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Ripiro Drive forms a part of the coastal community of Baylys Beach. The road is sealed. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for the first portion of this road is considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit for this section.</p>
Scottys Camp Road	100	60	<p>Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.</p>

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
Sea View Rd	50	30	<p>Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Sea View Road forms a part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimated free flow speed of 36.45kph. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In addition, the estimated current free flow speed appears to indicate that this is generally in line with the current operating speed on the road.</p>
Snapper Street	50	30	<p>Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Snapper Street forms a part of the coastal community of Baylys Beach. The road is sealed and has a very short length of 77m. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In addition, the length of the road means there would be little opportunity to reach a speed greater than 30kph.</p>
Sunset Drive	50	30	<p>Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Sunset Drive forms a part of the coastal community of Baylys Beach. The road is sealed and has a current speed limit of 50kph with an estimated free flow speed of 28.64kph and includes a roundabout at its termination. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed</p>

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
			Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit for both the road and roundabout. In addition, the estimated current free flow speed appears to indicate that this is generally in line with the current operating speed on the road.
Taharoa Domain Access Rd (1) (North)	100	30	Option 1: 20 Option 2: 30 Option 3: 40 Preferred Option: Option 2 Reason: Taharoa Domain Access Rd (otherwise called Domain Road) provides access to Kai Iwi Lakes, including the campground facilities. Whilst the current speed limit is open road (100kph), there is a posted speed limit of 30kph shortly after its entrance. Given the use of this road to access the popular recreation area of Kai Iwi Lakes, its narrow width and high activity, retaining and extending the 30kph speed limit is considered appropriate. A limit of 20kph could also be considered appropriate but due to the length of road and the open sight lines and variation in width over its distance, an overall limit of 30kph is considered sufficient.
Taharoa Domain Access Rd (2) (South)	100	30	Option 1: 20 Option 2: 30 Option 3: 40 Preferred Option: Option 2 Reason: This is the second, northern access to the Taharoa Domain and for the reasons listed for the first access road (Domain Road) above, a limit of 30kph is considered appropriate.
Tua Tua Place	50	30	Option 1: 30 Option 2: 40 Preferred Option: Option 1 Reason: Tua Tua Place forms a part of the coastal community of Baylys Beach. The road is sealed and has a very short length of 153m. Baylys Beach is proposed to become an 'Speed Limit Area' under the new Setting of Speed Limits Rule 2022. This means that all roads (including future roads) within the defined Baylys Beach Speed Limit Area would have a speed limit of 30kph. This is consistent with proposed speed limits in small coastal / harbourside residential communities within the catchment and wider region. Whilst a speed limit of 40kph for a sealed road in an urban residential area could be considered appropriate, the density of development, paired with the likely high presence of pedestrians and cyclists, particularly during busy summer months is justification for the reduced speed limit. In

Road Name	Current Speed Limit (Kph)	Proposed Speed Limit (Kph)	Reason for Proposed Change and Options (Kph)
West Coast Catchment			
			addition, the length of the road means there would be little opportunity to reach a speed greater than 30kph.
Waikara Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Waipoua Sett Road	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.
Waitapu Rd	100	60	Option 1: 60 Preferred Option: Option 1 Reason: Consistent with Waka Kotahi Speed Management Guidance for proposed speed limits on similar unsealed roads.

8 Engineering Treatments

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

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

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

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

8.1 Signage

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

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

8.1.1 Threshold Treatments

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

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

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

When will this treatment be used? Threshold treatments will be utilised for entry into a community where the speed limit drops to an urban speed limit. Depending on the community, this may include a drop to a speed limit of 40kph or 30kph.

8.1.2 Repeater Signs

Repeater signs are utilised to remind the driver of the speed limit on a longer road. The Setting of Speed Limits Rule 2022 identifies the frequency of these signs and the Standard that they must meet. The Rule does allow for fewer repeater signs where the road environment is similar over a longer distance.

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

When will this treatment be used? The use of repeater signs will be consistent with the requirements of the Setting of Speed Limits Rule 2022. Within the Poutō Peninsula and West Coast Review Area, there will be a number of roads where repeater signs will be used, due to the

length of roads and multiple connections within the network, requiring a reminder for anyone entering a stretch of road from a certain point along it.

8.1.3 Roundel Signage on the Carriageway

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

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

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

8.2 Engineering Up

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

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

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

Engineering up will normally be signalled through the LTP (Long Term Plan) process because of the cost involved. It should be noted that it may be necessary to match the speed limit with the current road environment until it can be engineered up to maintain safe and appropriate speeds.

When will this treatment be used? This speed limit review does not make any recommendations for engineering up treatments because such treatments require significant planned budgets and implementation time. Circumstances where this could be recommended would be where a higher speed limit is considered appropriate (having considered all factors) but the current road environment would not fully support the proposed speed limit as it stands. An example of where this may occur is where the road environment only supports a speed limit of 80kph as safe and appropriate speed, such as on sections of Poutō Road, but other more strategic or long-term factors mean that an 100kph speed limit would be preferable. To allow for this a central road barrier system may be required.

8.3 Engineering Down

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

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

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

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

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

When will this treatment be used? Engineering down will most often be used in slower urban community environments to promote better compliance with speed limits that are focussed on making the community safer for residents and/or visitors. Norton Street and Poutō Road, where it passes through Te Kōpuru is a specific example of where engineering down has been and may further be employed.

8.4 Other Treatments

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

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

Access to the carriageway is controlled through Councils Environmental Engineering Standards (EES) and other planning processes. The engineering standard for carriageway accesses is dependent on the speed environment in that particular location.

9 Setting of Speed Limits Rule Considerations

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

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

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

Section 3.15(2) of the Setting of Speed Limits Rule 2022 sets out the matters Council, as a Road Controlling Authority, is to have regard to when reviewing and setting a speed limit. These include the following:

- The function and use of the road
- Crash and injury risks for all road users
- The characteristics of the road and roadsides
- Adjacent land use
- The number of intersections and property accessways
- Traffic volume
- Any planned physical changes to the road and its infrastructure
- The mean operating speed for the road
- The principles and outcomes of any Government road safety strategy

j. Any other matter the Agency considers appropriate

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

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

9.1 Speed Management Guidance

Waka Kotahi (NZTA) provides guidance within the National Speed Management Guide 2022. The Speed Management Guide 2022 provides the process for reviewing speed limits across a district and any mandatory aspects. The Speed Management Guidance 2022 document has provided the basis for the assessments and processes (including consultation processes) utilised in this speed limit review.

The 2022 Rule and the Speed Management Guidance 2022 promotes larger, catchment wide reviews. This review focusses on the catchment area that encompasses local roads within the catchments of Pout Peninsula and the West Coast of the Kaipara District.

The Review Area has been identified for a speed review for the following reasons:

- It has been identified as having a high benefit (speed) road within the catchment area
- The catchment area is well defined and will lead to consistency in speed limits
- The catchment area enables consideration of speed limits on adjacent roads and minimises the potential for anomalies in speed limits on adjacent roads.
- There is a strong community perception that current speed limits require review

9.2 Function and Use of the Road

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

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

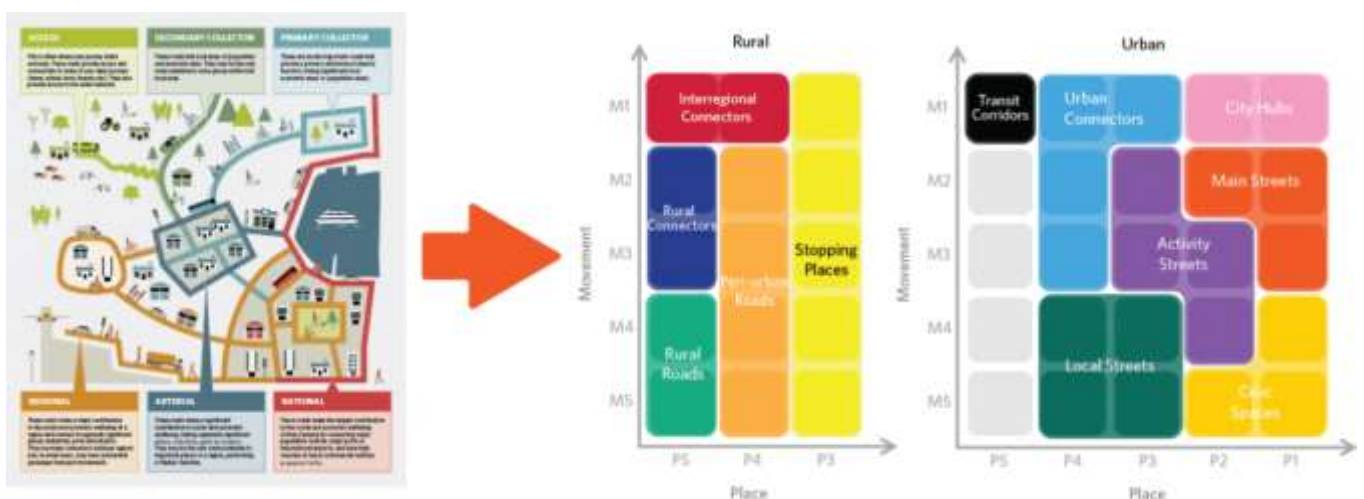


Figure 12 One Network Framework - Source: Waka Kotahi Speed Management Guidance 2022

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

Urban safe and appropriate speed limit ranges

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

Rural safe and appropriate speed limit ranges

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

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

ONRC Classification System

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

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

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

Figure 13 Recommended safe and appropriate speed ranges for road classes - Source: NZTA - NZ Speed Management Guidance, 2016

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

Table 5 Poutō Peninsula ONRC Classifications and Speed Range

Road	ONRC Classification	Type of Road	Speed Range (Kph)
Agnes Street	ONRC 4	Access	30-50
Anzac Street	ONRC 4	Access	30-50
Aoroa Road	ONRC 4	Access	60-80
Ari Ari Rd	ONRC 4	Access	60-80
Bay View Rd (High)	ONRC 4	Access	30-50
Bay View Rd (Low)	ONRC 4	Access	30-50
Bay View Road	ONRC 4	Access	30-50
Bell St	ONRC 4	Access	30-50
Bickers Road	ONRC 4	Access	30-50
Burgess Rd Sth Branch	ONRC 4	Access	60-80
Burgess Road	ONRC 4	Access	60-80
Campbell Road	ONRC 4	Access	60-80
Charity Hill Road	ONRC 4	Access	60-80
Church Street	ONRC 4	Access	30-50
Clean Street	ONRC 4	Access	30-50
Cole Road	ONRC 4	Access	60-80
Creamery Road	ONRC 4	Access	60-80
Dale Rd	ONRC 4	Access	30-50
Empire Street	ONRC 4	Access	30-50
Glinks Road	ONRC 4	Access	30-50
Graham Street	ONRC 4	Access	30-50
Guy Rd	ONRC 4	Access	60-80
Harding Park (Museum Access) (Drgvl)	ONRC 4	Access	30-50
Heawa Nth Road	ONRC 4	Access	30-50
Heawa Rd	ONRC 4	Access	30-50
Hilliam Road	ONRC 4	Access	60-80
Hospital Road	ONRC 4	Access	30-50
Johnson Road	ONRC 4	Access	60-80
Kellys Bay Road	ONRC 4	Access	60-80
Koremoa Road	ONRC 4	Access	60-80
Linley Crescent	ONRC 4	Access	30-50
Lutrell Road	ONRC 4	Access	60-80
Mahuta Gap Road	ONRC 4	Access	30-50
Mahuta Rd (Sth Branch)	ONRC 4	Access	60-80
Mahuta Road	ONRC 4	Access	60-80
Marine Drv	ONRC 4	Access	30-50
Maxwell Road	ONRC 4	Access	60-80
Mt Wesley Coast Road	ONRC 4	Access	60-80
Newsham Road	ONRC 4	Access	60-80
Ngatawhiti Road	ONRC 4	Access	60-80
Norton Street	Unknown	Unknown	Unknown

Road	ONRC Classification	Type of Road	Speed Range (Kph)
Notorious East Road	ONRC 4	Access	60-80
Notorious West Road	ONRC 4	Access	60-80
Old Golf Course Road	ONRC 4	Access	60-80
Oneroa Road	ONRC 4	Access	60-80
Opuna Road	ONRC 4	Access	60-80
Otara Point Road	ONRC 4	Access	60-80
Oturei Settlement Road (East) from Redhill Road to Te Tuhi Road	ONRC 4	Access	60-80
Oturei Sett (West)	ONRC 4	Access	60-80
Parawanui Road	ONRC 4	Access	30-50
Pinaki Road	ONRC 4	Access	60-80
Poutō Road	ONRC 3	Primary Collector	60-80
Pukemiro Rd	ONRC 4	Access	60-80
Redhill Cemetery Road	ONRC 4	Access	60-80
Redhill Road	ONRC 4	Access	60-80
Rototuna Road	ONRC 4	Access	60-80
Sarich Road	ONRC 4	Access	60-80
Scarott Road	ONRC 4	Access	60-80
Schick Road	ONRC 4	Access	60-80
Signal Station Road	ONRC 4	Access	30-50
Spring Street	ONRC 4	Access	30-50
Stallworthy Road	ONRC 4	Access	60-80
Tatarariki Spur Rd	ONRC 4	Access	60-80
Te Kōpuru Domain Access Road	ONRC 4	Access	30-50
Te Kōpuru Domain Carpark	ONRC 4	Access	30-50
Te Maire Bch Road	ONRC 4	Access	30-50
Te Maire Road	ONRC 4	Access	60-80
Te Tuhi Road	ONRC 4	Access	60-80
Tikinui Slip Road	ONRC 4	Access	30-50
Turkey Flat Road	ONRC 4	Access	60-80
Walker Tce (Nth High)	ONRC 4	Access	30-50
Walker Tce (Nth Low)	ONRC 4	Access	30-50
Walker Tce (Sth)	ONRC 4	Access	30-50
Walker Tce North	ONRC 4	Access	30-50
West Coast Road	ONRC 3	Secondary Collector	60-80
West Road	ONRC 4	Access	60-80
Wilson St East	ONRC 4	Access	30-50
Wilson St West	ONRC 4	Access	30-50
Withers Street	ONRC 4	Access	30-50
Wordsworth Avenue	ONRC 4	Access	30-50

Table 6 West Coast ONRC Classifications and Speed Range

Road	ONRC Classification	Type of Road	Speed Range
Airstrip Road	ONRC 4	Access	60-80
Ambergris Place	ONRC 4	Access	30-50
Aranga Bch Road	ONRC 4	Access	30-50
Aranga Coast Road	ONRC 4	Access	60-80
Babylon Coast Road	ONRC 4	Access	60-80
Basin Road (East)	ONRC 4	Access	60-80
Basin Road (West)	ONRC 4	Access	60-80
Bayly St (Sth Branch)	ONRC 4	Access	30-50
Bayly Street	ONRC 4	Access	30-50
Baylys Basin Road	ONRC 4	Access	60-80
Baylys Coast Rd	ONRC 3	Secondary Collector	60-80
Coates Ave	ONRC 4	Access	30-50
Cynthia Place	ONRC 4	Access	30-50
Gillespie Drive	ONRC 4	Access	30-50
Hansen Road	ONRC 4	Access	60-80
Hood Road	ONRC 4	Access	60-80
Kai Iwi Lakes Road	ONRC 3	Secondary Collector	60-80
Kelly Street	ONRC 4	Access	30-50
Look Out Rd	ONRC 4	Access	60-80
Maitahi Road	ONRC 4	Access	60-80
Monteith Road (North)	ONRC 4	Access	60-80
Monteith South Road	ONRC 4	Access	60-80
Omamari Bch Road	ONRC 4	Access	30-50
Omamari Road (West)	ONRC 3	Secondary Collector	60-80
Pipi Place	ONRC 4	Access	30-50
Rehutai Road	ONRC 4	Access	60-80
Ripiro Drive	ONRC 3	Secondary Collector	30-50
Scottys Camp Road	ONRC 4	Access	60-80
Sea View Rd	ONRC 3	Secondary Collector	30-50
Snapper Street	ONRC 4	Access	30-50
Sunset Drive	ONRC 4	Access	30-50
Taharoa Domain Access Rd (1) (North)	ONRC 4	Access	30-50
Taharoa Domain Access Rd (2) (South)	ONRC 4	Access	30-50
Tua Tua Place	ONRC 4	Access	30-50
Waikara Road	ONRC 4	Access	60-80
Waipoua Sett Road	ONRC 4	Access	60-80
Waitapu Rd	ONRC 4	Access	60-80

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

Table 7 One Network Framework Urban Street Categories and Safe Speed Limit Ranges

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

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

Table 8 One Network Framework Rural Street Categories and Safe Speed Limit Ranges

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

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

9.3 Crash Risk

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

Table 9 Poutō Peninsula Crash Risk Data

Road	Collective Risk ¹	Personal Risk ²	Infrastructure Risk ³
Agnes Street	Low	Low	Low Medium
Anzac Street	Low	Low	Medium High
Aoroa Road	Low	Low	Medium High
Ari Ari Rd	Low	Low	High
Bay View Rd (High)	Low	Low	High
Bay View Rd (Low)	Low	Low	High
Bay View Road	Low	Low	High
Bell St	Low	Low	Medium High
Bickers Road	Low	Low	High
Burgess Rd Sth Branch	Low	Low	High
Burgess Road	Low	Low	High
Campbell Road	Low	Low	High
Charity Hill Road	Low Medium	Medium	High
Church Street	Low	Low	Medium High
Clean Street	Low	Low	Medium
Cole Road	Low	Low	High
Creamery Road	Low	Low	High
Dale Rd	Medium	Medium	High
Empire Street	Low	Low	Medium High
Glinks Road	Low	Low	Medium High
Graham Street	Low	Low	Low Medium
Guy Rd	Low	Low	Medium High
Harding Park (Museum Access) (Drgvl)	Low	Low	Medium
Heawa Nth Road	Low	Low	Medium High
Heawa Rd	Low Medium	Low	Medium High
Hilliam Road	Low	Low	High
Hospital Road	Low	Low	Low Medium
Johnson Road	Low	Low	High
Kellys Bay Road	Low	Low	High
Koremoa Road	Low	Low	Medium High
Linley Crescent	Low	Low	High
Lutrell Road	Low	Low	High
Mahuta Gap Road	Low	Medium	High
Mahuta Rd (Sth Branch)	Low	Low	Medium
Mahuta Road	Low	Low	High
Marine Drv	Low	Low	High
Maxwell Road	Low	Low	High
Mt Wesley Coast Road	Low	Medium	High
Newsham Road	Low	Low	High

Ngatawhiti Road	Low	Low	High
Norton Street	Unknown	Unknown	Unknown
Notorious East Road	Low	Medium	High
Notorious West Road	Low	Low	High
Old Golf Course Road	Low	Low	High
Oneroa Road	Low	Low	High
Opuna Road	Low	Medium	High
Otara Point Road	Low	Low	High
Oturei Settlement Road (East) from Redhill Road to Te Tuhi Road	Low	Low	Medium High
Oturei Sett (West)	Low	Low	High
Parawanui Road	Low	Low	High
Pinaki Road	Low	Low	High
Poutō Road	Medium	Medium High	Medium
Pukemiro Rd	Low	Low	High
Redhill Cemetery Road	Low	Low	High
Redhill Road	Low	Medium	High
Rototuna Road	Low	Low	High
Sarich Road	Low	Low	High
Scarott Road	Low	Low	High
Schick Road	Low	Low	High
Signal Station Road	Low	Low	High
Spring Street	Low	Low	High
Stallworthy Road	Low	Low	Medium High
Tatarariki Spur Rd	Low	Low	High
Te Kōpuru Domain Access Road	Low	Low	Low Medium
Te Kōpuru Domain Carpark	Low	Low	Low Medium
Te Maire Bch Road	Low	Low	Medium High
Te Maire Road	Low	Low	High
Te Tuhi Road	Low	Low	High
Tikinui Slip Road	Low	Low	Medium High
Turkey Flat Road	Low	Low	High
Walker Tce (Nth High)	Low	Low	Low Medium
Walker Tce (Nth Low)	Low	Low	Low Medium
Walker Tce (Sth)	Low	Low	Low Medium
Walker Tce North	Low	Low	Low Medium
West Coast Road	Low	Low	Low Medium
West Road	Low	Low	High
Wilson St East	Low	Low	Medium
Wilson St West	Low	Low	Medium
Withers Street	Low	Low	Low Medium
Wordsworth Avenue	Low	Low	Low Medium

Table 10 West Coast Crash Risk Data

Road	Collective Risk ¹	Personal Risk ²	Infrastructure Risk ³
Airstrip Road	Low	Low	High
Ambergris Place	Low	Low	Medium
Aranga Bch Road	Low	Low	High

Aranga Coast Road	Low	Low Medium	Medium High
Babylon Coast Road	Low	Low	High
Basin Road (East)	Low	Low	High
Basin Road (West)	Low	Low	High
Bayly St (Sth Branch)	Low	Low	Medium
Bayly Street	Low	Low	Medium
Baylys Basin Road	Low	Medium	High
Baylys Coast Rd	Low Medium	Medium High	Medium High
Coates Ave	Low	Low	Medium
Cynthia Place	Low	Low	Medium
Gillespie Drive	Low	Low	Medium
Hansen Road	Low	Low	High
Hood Road	Low	Low	High
Kai Iwi Lakes Road	Low Medium	Medium	Medium
Kelly Street	Low	Low	Medium
Look Out Rd	Low	Low	Low
Maitahi Road	Low	Low	High
Monteith Road (North)	Low	Low	High
Monteith South Road	Low	Low	High
Omamari Bch Road	Low	Medium	High
Omamari Road (West)	Low Medium	Medium High	Medium High
Pipi Place	Low	Low	Medium
Rehutai Road	Low	Low	High
Ripiro Drive	Low	Low	Medium
Scottys Camp Road	Low	Low	Medium High
Sea View Rd	Low	Low	Medium
Snapper Street	Low	Low	Medium
Sunset Drive	Low	Low	Medium
Taharoa Domain Access Rd (1) (North)	Low	Low	Medium High
Taharoa Domain Access Rd (2) (South)	Low	Low	Medium High
Tua Tua Place	Low	Low	Medium
Waikara Road	Low	Low	High
Waipoua Sett Road	Low	Low	Medium High
Waitapu Rd	Low	Low	High

Notes:

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

A review of crash data reported to NZTA through the NZ Police in the past ten years from 2011 to 2021 is set out in the below set of figures (Figures 12-21). Crashes marked with red, or “F”, represent fatal crashes. Crashes marked with orange, or “S”, represent crashes resulting in serious injury. Crashes marked with yellow, or “M”, represent crashes resulting in minor injury. Crashes marked with green, or “N”, represent near non-injury crashes.

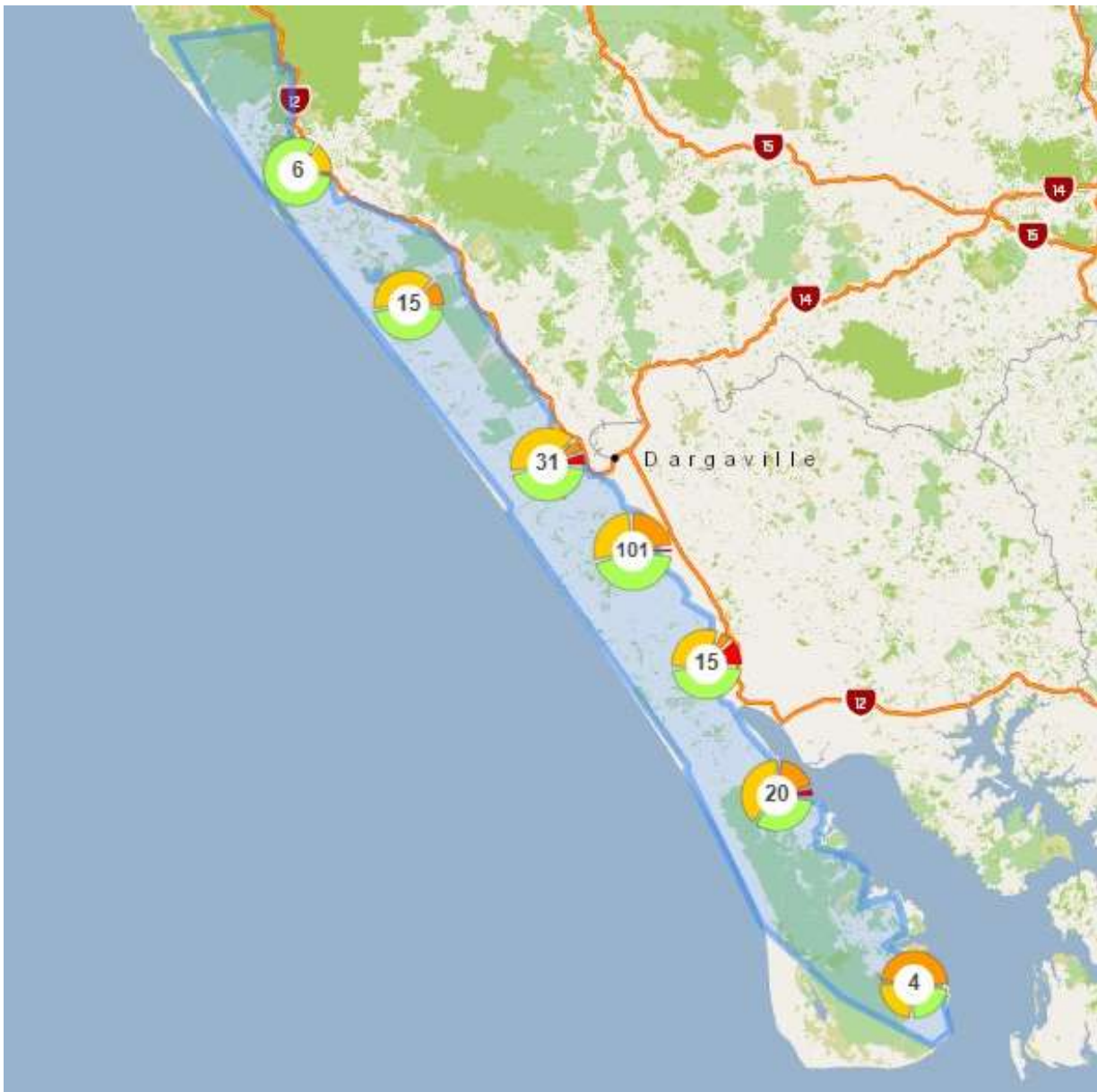


Figure 14 Reported Crashes within Full Review Area 2011 – 2021

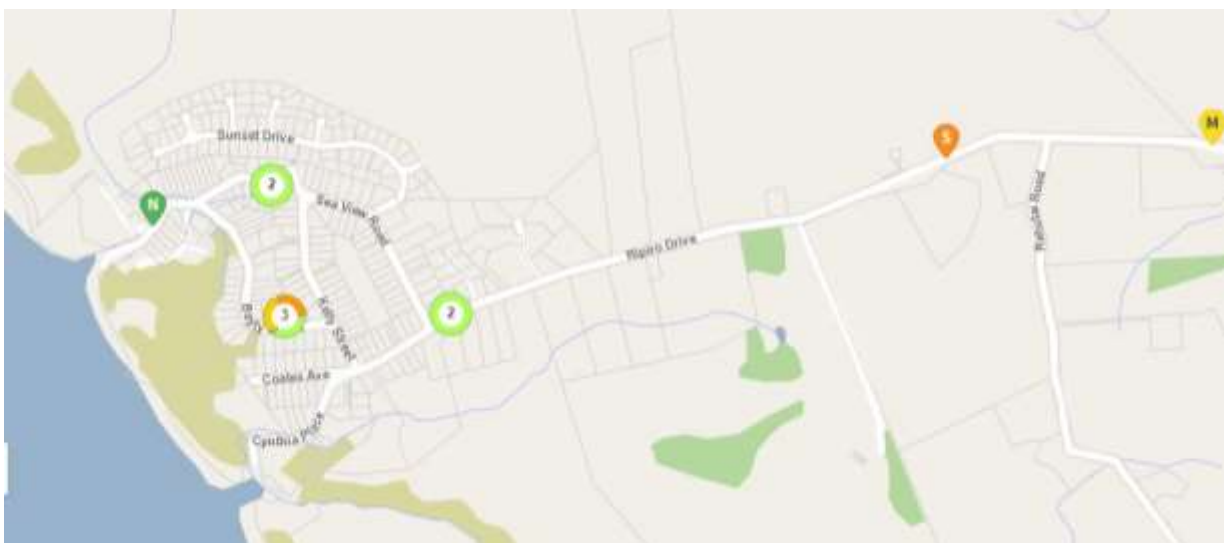


Figure 15 Reported Crashes within Baylys Beach 2011 – 2021

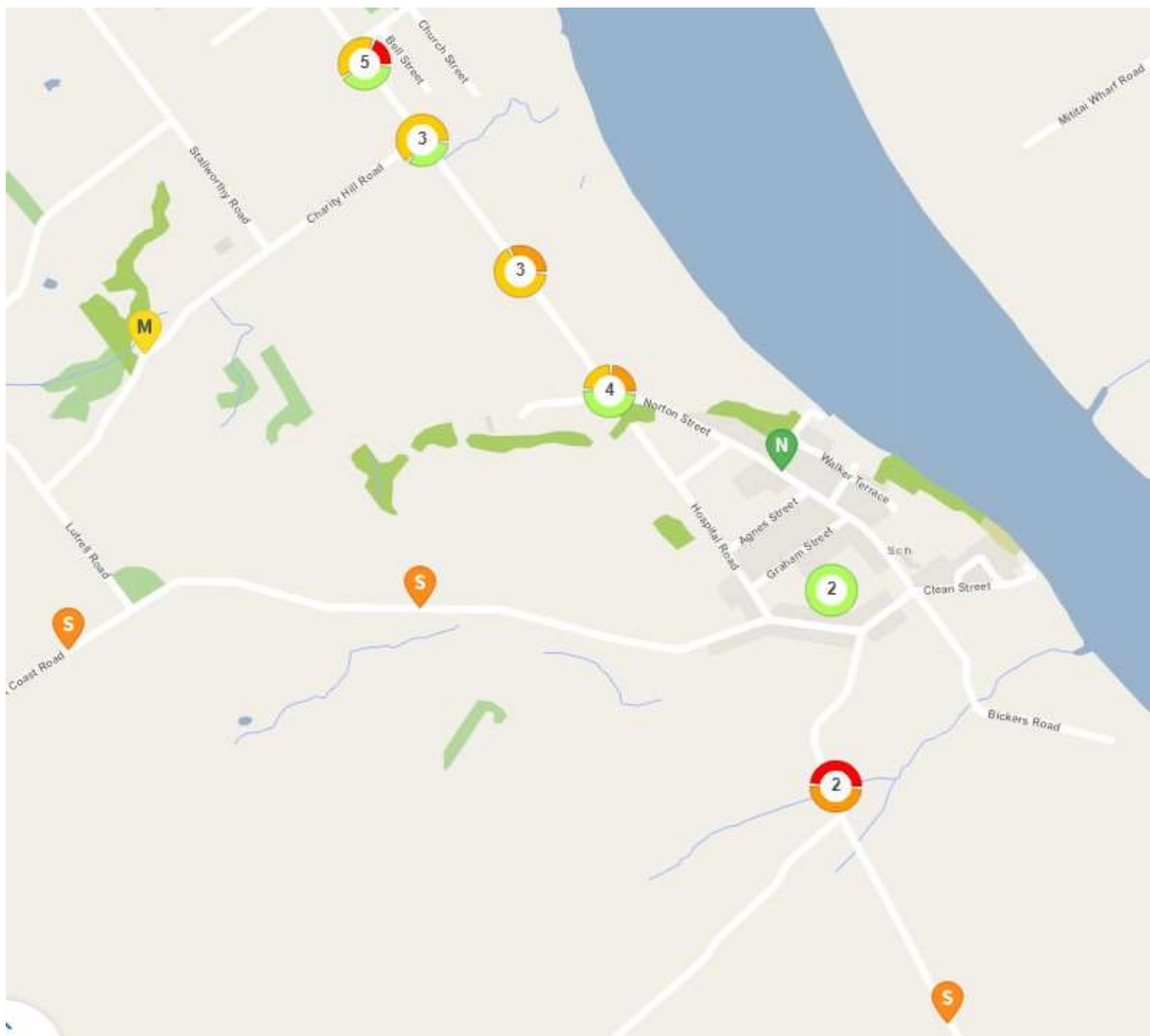


Figure 16 Reported Crashes within Te Kōpuru and Surroundings 2011 – 2021

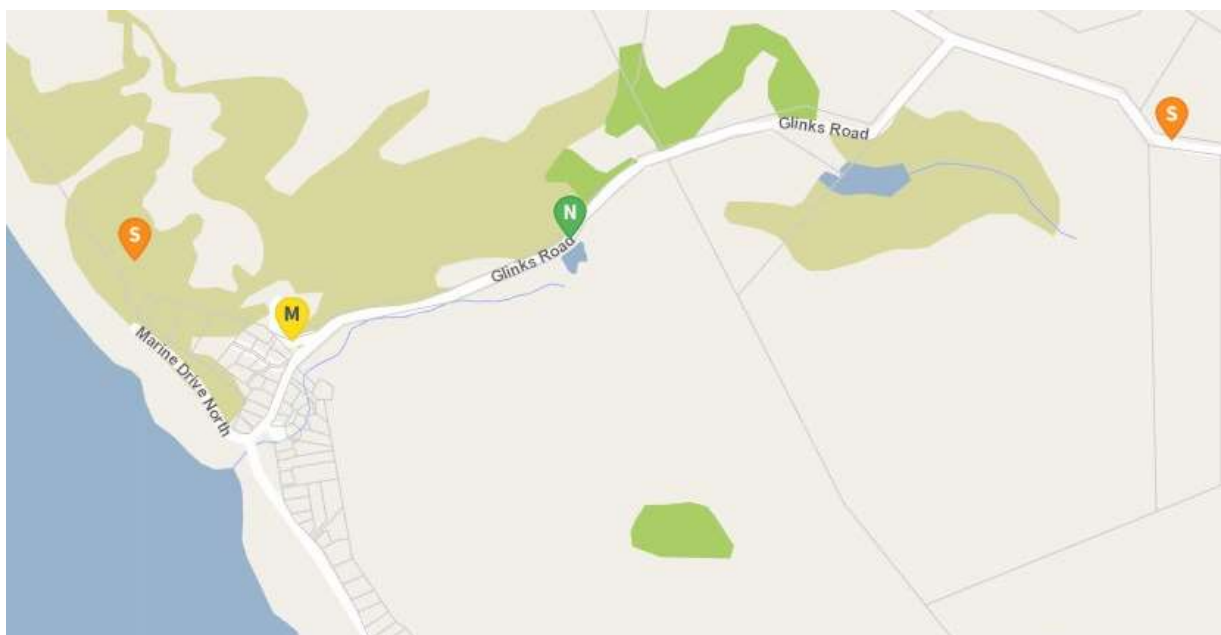


Figure 17 Reported Crashes within Glinks Gully 2011 – 2021



Figure 18 : Reported Crashes within Kellys Bay 2011 – 2021

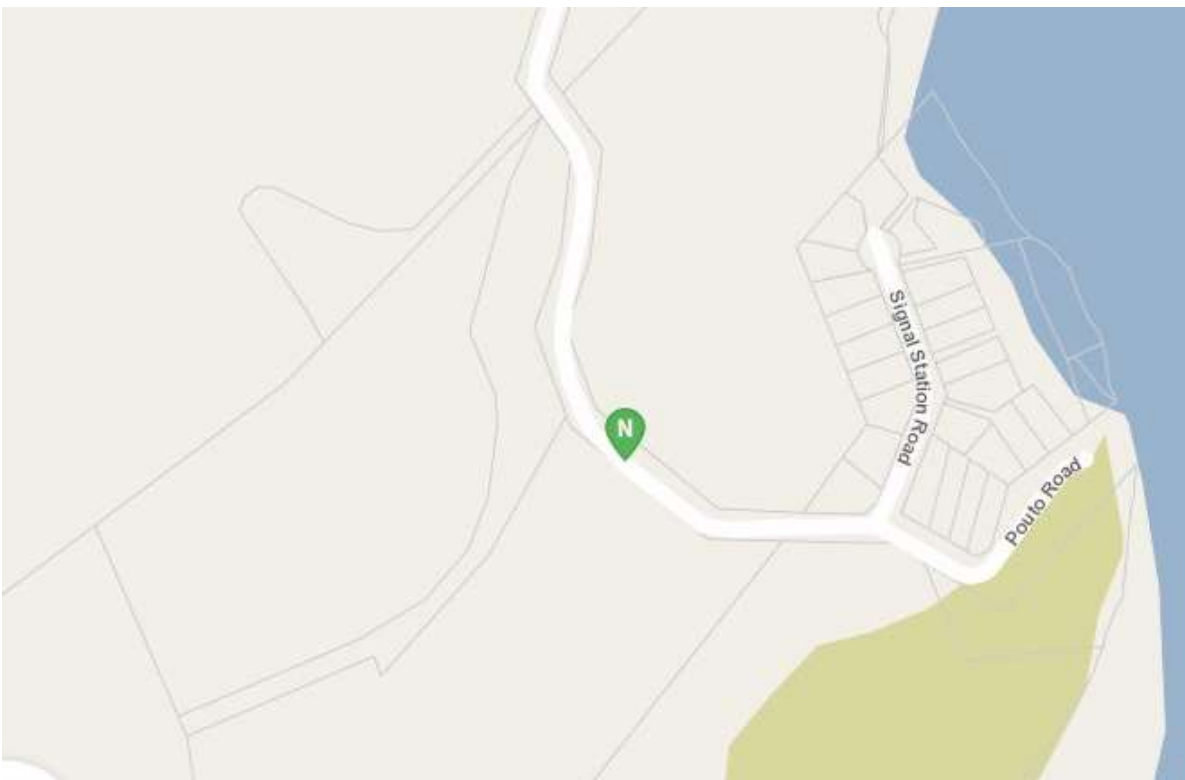


Figure 19 Reported Crashes within Poutō 2011 – 2021



Figure 20 Reported Crashes on Mt Wesley Coast Road 2011 – 2021

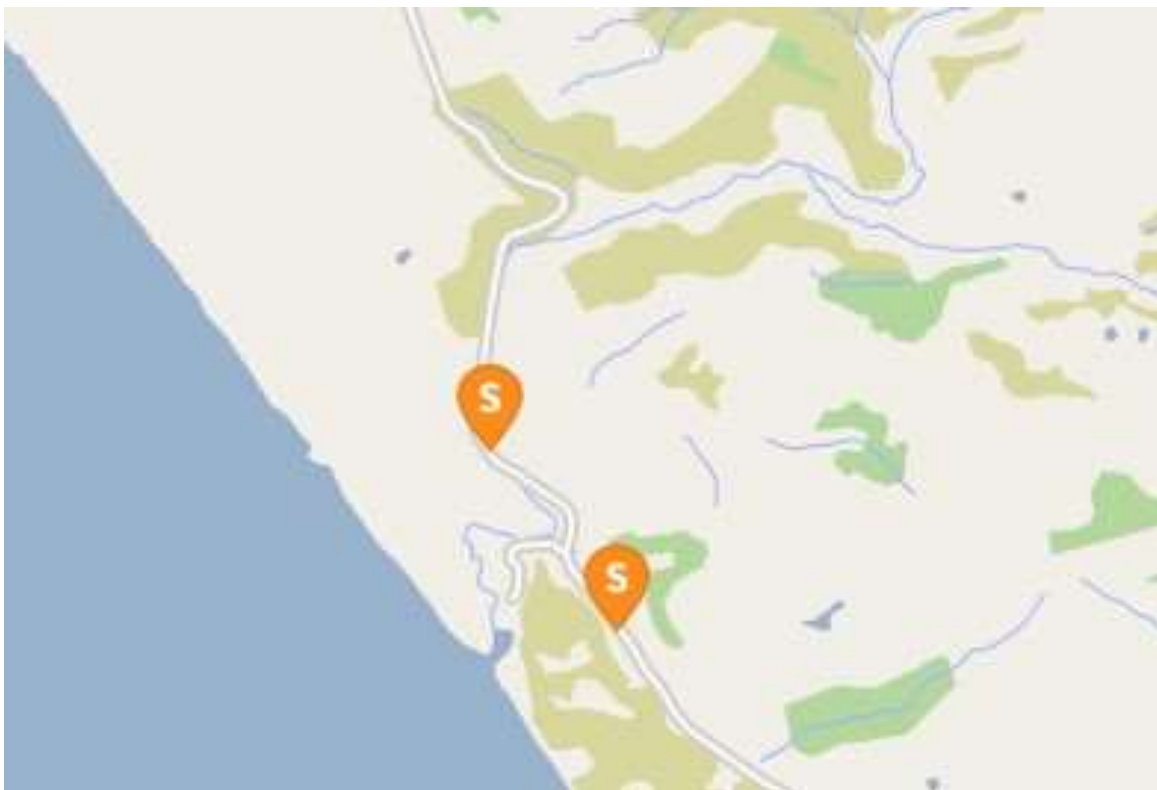


Figure 21 Reported Crashes within Omamari 2011 – 2021

The data shows a high number of fatal and serious injury crashes on Poutō Road, particularly between Mt Wesley Coast Road and Te Kōpuru; immediately south of Te Kōpuru; and one fatal crash in Kellys Bay near Dale Road. There are a number of crashes also reported within the coastal settlement of Baylys Beach.

The cause of crash is not specified in this breakdown, and therefore these crashes cannot be directly attributed to speed. However, the crash data does indicate the areas in which crash risks appear to be higher and therefore speed management can be used as one tool of many, to reduce the risk of death or serious injury to the road user.

9.4 Characteristics of the Road

The characteristics of the road include the physical characteristics of the road that have an impact on crash risk such as the type of seal and shoulder width. The general environment also determines the characteristics of the road and crash risk, for example pedestrians and parking. The table below sets out the significant physical characteristics of each of the roads within the Review Area.

Table 11 Poutō Peninsula Road Characteristics

Road	Road Character	Lane Width	Alignment	Shoulder
Agnes Street	Two Lane Undivided	Narrow	Straight	Very Narrow
Anzac Street	Unsealed	Narrow	Straight	Very Narrow
Aoroa Road	Unsealed	Narrow	Straight	Very Narrow
Ari Ari Rd	Unsealed	Narrow	Winding	Very Narrow
Bay View Rd (High)	Unsealed	Narrow	Curved	Very Narrow
Bay View Rd (Low)	Unsealed	Narrow	Curved	Very Narrow
Bay View Road	Unsealed	Narrow	Curved	Very Narrow
Bell St	Unsealed	Narrow	Straight	Very Narrow
Bickers Road	Unsealed	Narrow	Curved	Very Narrow
Burgess Rd Sth Branch	Unsealed	Narrow	Curved	Very Narrow
Burgess Road	Unsealed	Narrow	Curved	Very Narrow
Campbell Road	Unsealed	Narrow	Curved	Very Narrow
Charity Hill Road	Unsealed	Medium	Curved	Very Narrow
Church Street	Unsealed	Narrow	Straight	Very Narrow
Clean Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Cole Road	Unsealed	Narrow	Curved	Very Narrow
Creamery Road	Unsealed	Narrow	Curved	Very Narrow
Dale Rd	Unsealed	Narrow	Curved	Very Narrow
Empire Street	Unsealed	Narrow	Straight	Very Narrow
Glinks Road	Two Lane Undivided	Narrow	Winding	Very Narrow
Graham Street	Two Lane Undivided	Narrow	Straight	Very Narrow
Guy Rd	Unsealed	Narrow	Straight	Very Narrow
Harding Park (Museum Access) (Drgvl)	Two Lane Undivided	Narrow	Curved	Very Narrow
Heawa Nth Road	Unsealed	Narrow	Straight	Very Narrow
Heawa Rd	Unsealed	Narrow	Straight	Very Narrow
Hilliam Road	Unsealed	Narrow	Curved	Very Narrow

Road	Road Character	Lane Width	Alignment	Shoulder
Hospital Road	Two Lane Undivided	Narrow	Straight	Very Narrow
Johnson Road	Unsealed	Narrow	Curved	Very Narrow
Kellys Bay Road	Two Lane Undivided	Narrow	Torturous	Very Narrow
Kellys Bay Rd (Sth)	Unsealed	Narrow	Straight	Very Narrow
Kellys Bay Rd (Sth) Sth Branch	Unsealed	Narrow	Tortuous	Very Narrow
Kellys Bay Rd North	Unsealed	Narrow	Tortuous	Very Narrow
Koremoa Road	Unsealed	Narrow	Curved	Very Narrow
Linley Crescent	Two Lane Undivided	Narrow	Curved	Very Narrow
Lutrell Road	Unsealed	Narrow	Winding	Very Narrow
Mahuta Gap Road	Unsealed	Narrow	Tortuous	Very Narrow
Mahuta Rd (Sth Branch)	Unsealed	Narrow	Curved	Very Narrow
Mahuta Road	Unsealed	Narrow	Curved	Very Narrow
Marine Drv	Unsealed	Narrow	Curved	Very Narrow
Maxwell Road	Unsealed	Narrow	Curved	Very Narrow
Mt Wesley Coast Road	Two Lane Undivided	Medium	Curved	Very Narrow
Mt Wesley Coast Road (Southern Branch)	Unsealed	Medium	Winding	Very Narrow
Newsham Road	Unsealed	Narrow	Straight	Very Narrow
Ngatawhiti Road	Unsealed	Narrow	Winding	Very Narrow
Norton Street	Two Lane Undivided	Unknown	Straight	Unknown
Notorious East Road	Unsealed	Narrow	Curved	Very Narrow
Notorious West Road	Unsealed	Narrow	Curved	Very Narrow
Old Golf Course Road	Unsealed	Narrow	Winding	Very Narrow
Oneroa Road	Unsealed	Narrow	Tortuous	Very Narrow
Opuna Road	Unsealed	Narrow	Winding	Very Narrow
Otara Point Road	Unsealed	Narrow	Curved	Very Narrow
Oturei Settlement Road (East) from Redhill Road to Te Tuhi Road	Two Lane Undivided	Medium	Curved	Very Narrow
Oturei Sett (West)	Unsealed	Narrow	Curved	Very Narrow
Parawanui Road	Unsealed	Narrow	Curved	Very Narrow
Pinaki Road	Unsealed	Narrow	Winding	Very Narrow
Poutō Road (North)	Two Lane Undivided	Medium	Straight	Narrow
Poutō Road (South)	Unsealed	Narrow	Winding	Very Narrow
Pukemiro Rd	Unsealed	Narrow	Curved	Very Narrow
Redhill Cemetery Road	Unsealed	Narrow	Curved	Very Narrow
Redhill Road	Unsealed	Narrow	Curved	Very Narrow
Rototuna Road	Unsealed	Narrow	Winding	Very Narrow
Sarich Road	Unsealed	Narrow	Curved	Very Narrow
Scarott Road	Unsealed	Narrow	Winding	Very Narrow
Schick Road	Unsealed	Narrow	Curved	Very Narrow
Signal Station Road	Unsealed	Narrow	Curved	Very Narrow
Spring Street	Unsealed	Narrow	Curved	Very Narrow

Road	Road Character	Lane Width	Alignment	Shoulder
Stallworthy Road	Unsealed	Narrow	Straight	Very Narrow
Tatarariki Spur Rd	Unsealed	Narrow	Winding	Very Narrow
Te Kōpuru Domain Access Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Te Kōpuru Domain Carpark	Two Lane Undivided	Narrow	Curved	Very Narrow
Te Maire Bch Road	Unsealed	Narrow	Straight	Very Narrow
Te Maire Road	Unsealed	Narrow	Winding	Very Narrow
Te Tuhi Road	Unsealed	Narrow	Curved	Very Narrow
Tikinui Slip Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Turkey Flat Road	Unsealed	Narrow	Curved	Very Narrow
Walker Tce (Nth High)	Two Lane Undivided	Narrow	Straight	Very Narrow
Walker Tce (Nth Low)	Two Lane Undivided	Narrow	Straight	Very Narrow
Walker Tce (Sth)	Two Lane Undivided	Narrow	Straight	Very Narrow
Walker Tce North	Two Lane Undivided	Narrow	Straight	Very Narrow
West Coast Road	Two Lane Undivided	Medium	Straight	Very Narrow
West Road	Unsealed	Narrow	Curved	Very Narrow
Wilson St East	Two Lane Undivided	Narrow	Straight	Very Narrow
Wilson St West	Two Lane Undivided	Narrow	Straight	Very Narrow
Withers Street	Two Lane Undivided	Narrow	Straight	Very Narrow
Wordsworth Avenue	Two Lane Undivided	Narrow	Straight	Very Narrow

Table 12 West Coast Road Characteristics

Road	Road Character	Lane Width	Alignment	Shoulder
Airstrip Road	Unsealed	Narrow	Winding	Very Narrow
Ambergris Place	Two Lane Undivided	Narrow	Curved	Very Narrow
Aranga Bch Road	Unsealed	Narrow	Winding	Very Narrow
Aranga Coast Road	Two Lane Undivided	Medium	Winding	Very Narrow
Babylon Coast Road	Unsealed	Narrow	Tortuous	Very Narrow
Basin Road (East)	Unsealed	Narrow	Winding	Very Narrow
Basin Road (West)	Unsealed	Narrow	Winding	Very Narrow
Bayly St (Sth Branch)	Two Lane Undivided	Narrow	Curved	Very Narrow
Bayly Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Baylys Basin Road	Unsealed	Narrow	Curved	Very Narrow
Baylys Coast Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Coates Ave	Two Lane	Narrow	Curved	Very Narrow

Road	Road Character	Lane Width	Alignment	Shoulder
	Undivided			
Cynthia Place	Two Lane Undivided	Narrow	Curved	Very Narrow
Gillespie Drive	Two Lane Undivided	Narrow	Curved	Very Narrow
Hansen Road	Unsealed	Narrow	Winding	Very Narrow
Hood Road	Unsealed	Narrow	Winding	Very Narrow
Kai Iwi Lakes Road	Two Lane Undivided	Narrow	Straight	Very Narrow
Kelly Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Look Out Rd	Unsealed	Narrow	Tortuous	Very Narrow
Maitahi Road	Unsealed	Narrow	Winding	Very Narrow
Monteith Road (North)	Unsealed	Narrow	Winding	Very Narrow
Monteith South Road	Unsealed	Narrow	Tortuous	Very Narrow
Omamari Bch Road	Unsealed	Narrow	Winding	Very Narrow
Omamari Road (West)	Two Lane Undivided	Medium	Winding	Very Narrow
Pipi Place	Two Lane Undivided	Narrow	Curved	Very Narrow
Rehutai Road	Unsealed	Narrow	Tortuous	Very Narrow
Ripiro Drive	Two Lane Undivided	Medium	Straight	Very Narrow
Scottys Camp Road	Unsealed	Medium	Curved	Very Narrow
Sea View Rd	Two Lane Undivided	Narrow	Curved	Very Narrow
Snapper Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Sunset Drive	Two Lane Undivided	Narrow	Curved	Very Narrow
Taharoa Domain Access Rd (1) (North)	Two Lane Undivided	Narrow	Curved	Very Narrow
Taharoa Domain Access Rd (2) (South)	Unsealed	Narrow	Curved	Very Narrow
Tua Tua Place	Two Lane Undivided	Narrow	Winding	Very Narrow
Waikara Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Waipoua Sett Road	Unsealed	Narrow	Winding	Very Narrow
Waitapu Rd	Unsealed	Medium	Winding	Very Narrow
Snapper Street	Unsealed	Narrow	Curved	Very Narrow
Sunset Drive	Unsealed	Narrow	Winding	Very Narrow
Taharoa Domain Access Rd (1) (North)	Unsealed	Narrow	Curved	Very Narrow
Taharoa Domain Access Rd (2) (South)	Two Lane Undivided	Narrow	Winding	Very Narrow
Tua Tua Place	Two Lane Undivided	Narrow	Curved	Very Narrow
Waikara Road	Unsealed	Narrow	Winding	Very Narrow
Waipoua Sett Road	Unsealed	Medium	Winding	Very Narrow
Waitapu Rd	Unsealed	Narrow	Curved	Very Narrow

9.5 Adjacent Land-use

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

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

Land-use within the review area ranges from the residential/urban area of Te Kōpuru and Baylys Beach, through to coastal and harbourside communities such as Kellys Bay and Aranga, to rural in the remainder of the Review Area.

Urban

The principal urban area in the Review Area catchments is Te Kōpuru. Te Kōpuru includes a small set of shops on its main street, Norton Street, opposite Te Kōpuru School. The remaining streets are generally residential in character. There is also the small inland settlement of Aratapu.

Coastal and harbourside settlements include Baylys Beach and the smaller, generally seasonal communities of Kelly's Bay, Glink's Gully, Omamari and Aranga. Whilst Baylys Beach has some limited commercial and hospitality activities, the other settlements do not.

Rural

The predominant land-use within the Review Area, outside the urban areas, is rural in nature. The general rural area gives rise to relatively low volumes of traffic movements. Most of the rural roads within the review area are primarily rural access roads.

Road hazards in the rural area, can include forestry trucks, slower farm machinery, street- stock, and unexpected slippery road conditions where stock have been moved.

9.5.1 District Plan

The Kaipara District Plan is the principal document that provides direction for future development within the District. It achieves this by setting objectives, policies, and rules for development, including the identification of different environments/zones where specific activities will be managed, including the density of development.

Within the Review Area, the Kaipara District Plan identifies various zones, as listed below:

- Rural Zone
- Business: Commercial Zone
- Business: Industrial Zone
- Residential Zone
- Maori Purpose: Maori Land Zone
- Maori Purpose: Treaty Settlement Land Zone

A set of planning maps depicting the zones that apply within the Review Area is provided as Appendix 1 to this Technical Report and these maps have been consulted as part of this review to identify potential future land uses and the existing extent of certain activities along each road.

9.6 Intersections and Property Access

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

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

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

Property access density is indicative of the following:

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

Intersection density provides a measure of the frequency that vehicles may be crossing the carriageway, slowing to make a turn, or accelerating after having made a turn. **Tables 13 and 14** below provide the rate of accesses and intersections per kilometre, as well as the traffic volume.

9.7 Traffic Volumes

Traffic volumes within the review area are based on Average Daily Traffic (ADT) movements over a 7-day period. The review area is principally rural in nature with one main semi-urban area and several smaller, coastal and harbourside settlements. Roads are generally for access, and this is reflected in the low traffic volumes on most roads.

Table 13 Poutō Peninsula Property Access and Intersection Frequency

Road	Property Access / Km	Intersections / km	Traffic Volume (ADT)
Agnes Street	10 <20	3 <5	281
Anzac Street	5 <10	<1	26
Aoroa Road	2 <5	1 <2	97
Ari Ari Rd	2 <5	<1	35
Bay View Rd (High)	5 <10	3 <5	35
Bay View Rd (Low)	5 <10	3 <5	35
Bay View Road	5 <10	3 <5	35
Bell St	5 <10	3 <5	107
Bickers Road	5 <10	1 <2	36
Burgess Rd Sth Branch	2 <5	<1	10
Burgess Road	2 <5	<1	35
Campbell Road	2 <5	1 <2	25
Charity Hill Road	2 <5	1 <2	117
Church Street	5 <10	3 <5	107
Clean Street	10 <20	3 <5	82
Cole Road	2 <5	<1	126
Creamery Road	2 <5	<1	70
Dale Rd	5 <10	2 <3	152
Empire Street	5 <10	3 <5	26
Glinks Road	10 <20	2 <3	643
Graham Street	10 <20	3 <5	281
Guy Rd	2 <5	<1	15
Harding Park (Museum Access) (Drgvl)	2 <5	<1	56
Heawa Nth Road	2 <5	3 <5	185
Heawa Rd	2 <5	3 <5	185

Road	Property Access / Km	Intersections / km	Traffic Volume (ADT)
Hilliam Road	2 <5	<1	61
Hospital Road	10 <20	3 <5	281
Johnson Road	2 <5	3 <5	25
Kellys Bay Rd	1 <2	<1	35
Kellys Bay Rd (Sth)	5 <10	2 <3	125
Kellys Bay Rd (Sth) Sth Branch	1 <2	<1	285
Kellys Bay Rd North	1 < 2	<1	35
Koremoa Road	2 <5	<1	35
Linley Crescent	10 <20	3 <5	82
Lutrell Road	2 <5	2 <3	97
Mahuta Gap Road	10 <20	<1	35
Mahuta Rd (Sth Branch)	2 <5	<1	305
Mahuta Road	2 <5	<1	185
Marine Drv	10 <20	1 <2	95
Maxwell Road	2 <5	<1	35
Mt Wesley Coast Road	2 <5	<1	330
Mt Wesley Coast Road (Southern Branch)	2 <5	<1	71
Newsham Road	2 <5	<1	25
Ngatawhiti Road	2 <5	<1	71
Norton Street	Unknown	Unknown	Unknown
Notorious East Road	2 <5	<1	60
Notorious West Road	2 <5	<1	255
Old Golf Course Road	5 <10	<1	179
Oneroa Road	2 <5	<1	35
Opuna Road	2 <5	<1	51
Otara Point Road	2 <5	<1	61
Oturei Settlement Road (East) from Redhill Road to Te Tuhi Road	2 <5	3 <5	270
Oturei Sett (West)	2 <5	<1	189
Parawanui Road	10 <20	1 <2	25
Pinaki Road	2 <5	<1	25
Poutō Road	2 <5	1 <2	2331
Pukemiro Rd	2 <5	3 <5	25
Redhill Cemetery Road	2 <5	<1	61
Redhill Road	2 <5	<1	56
Rototuna Road	2 <5	1 <2	25
Sarich Road	2 <5	<1	35
Scarott Road	2 <5	<1	51
Schick Road	2 <5	<1	51
Signal Station Road	10 <20	3 <5	217
Spring Street	5 <10	3 <5	97
Stallworthy Road	2 <5	3 <5	26
Tatarariki Spur Rd	2 <5	1 <2	15
Te Kōpuru Domain Access Road	10 <20	<1	46
Te Kōpuru Domain Carpark	10 <20	<1	46
Te Maire Bch Road	10 <20	3 <5	25
Te Maire Road	2 <5	<1	65

Road	Property Access / Km	Intersections / km	Traffic Volume (ADT)
Te Tuhi Road	2 <5	3 <5	15
Tikinui Slip Road	2 <5	5 <10	25
Turkey Flat Road	2 <5	<1	101
Walker Tce (Nth High)	10 <20	2 <3	209
Walker Tce (Nth Low)	10 <20	2 <3	209
Walker Tce (Sth)	10 <20	2 <3	209
Walker Tce North	10 <20	2 <3	209
West Coast Road	10 <20	2 <3	469
West Road	2 <5	<1	56
Wilson St East	10 <20	10+	15
Wilson St West	10 <20	10+	15
Withers Street	10 <20	2 <3	209
Wordsworth Avenue	10 <20	3 <5	281

Table 14 West Coast Property Access and Intersection Frequency

Road	Property Access / Km	Intersections / km	Traffic Volume (ADT)
Airstrip Road	2 <5	<1	25
Ambergris Place	10 <20	5 <10	153
Aranga Bch Road	10 <20	3 <5	70
Aranga Coast Road	10 <20	2 <3	46
Babylon Coast Road	5 <10	<1	55
Basin Road (East)	2 <5	1 <2	105
Basin Road (West)	2 <5	<1	95
Bayly St (Sth Branch)	10 <20	3 <5	355
Bayly Street	10 <20	3 <5	355
Baylys Basin Road	2 <5	<1	35
Baylys Coast Rd	2 <5	<1	1199
Coates Ave	10 <20	3 <5	189
Cynthia Place	10 <20	3 <5	189
Gillespie Drive	10 <20	5 <10	153
Hansen Road	2 <5	1 <2	15
Hood Road	2 <5	<1	45
Kai Iwi Lakes Road	2 <5	<1	205
Kelly Street	10 <20	3 <5	355
Look Out Rd	1 <2	<1	80
Maitahi Road	2 <5	<1	15
Monteith Road (North)	2 <5	<1	61
Monteith South Road	2 <5	<1	25
Omamari Bch Road	5 <10	<1	75
Omamari Road (West)	2 <5	<1	305
Pipi Place	10 <20	5 <10	153
Rehutai Road	2 <5	<1	255
Ripiro Drive	10 <20	5 <10	1245
Scottys Camp Road	2 <5	<1	128
Sea View Rd	10 <20	5 <10	393

Road	Property Access / Km	Intersections / km	Traffic Volume (ADT)
Snapper Street	10 <20	5 <10	153
Sunset Drive	10 <20	5 <10	153
Taharoa Domain Access Rd (1) (North)	1 <2	<1	35
Taharoa Domain Access Rd (2) (South)	2 <5	<1	115
Tua Tua Place	10 <20	5 <10	153
Waikara Road	2 <5	<1	120
Waipoua Sett Road	1 <2	<1	85
Waitapu Rd	2 <5	<1	112

9.8 Planned Modifications to the Road

There are a range of Plans and Strategies that potentially identify specific funding, plans or priorities that would give rise to road modifications within the Review Area. Such Plans and Strategies include, but are not limited to:

- Long Term Plan (10 year – with 3 yearly review cycle)
- Annual Plan
- Infrastructure Strategy (30 year)
- Asset Management Plans

A copy of each of these documents may be found on Councils website www.kaipara.govt.nz

9.9 Consultation

The Setting of Speed Limits Rule 2022 requires the Road Controlling Authority to consult in accordance with Section 82 of the Local Government Act (LGA, 2002) - Principles of Consultation. In meeting the requirements of Section 82 of the LGA 2002, Council has identified key stakeholders, and where practicable, notified them directly, including:

- Local Iwi representatives and marae
- NZ Police
- The Automobile Association
- The Regional Land Transport Committee
- Regional Transport Associations (including Freight)
- Regional Road Safety Forum

Although consultation is advertised across the entire district, and submissions will be accepted from any interested party, the focus of community engagement is within the Review Area. Community engagement is focussed on the Review Area with drop-in information sessions and engagement with key community groups.

A consultation process, consistent with the requirements of Section 82 of the Local Government Act 2002 and the Setting of Speed Limits Rule 2022 is being undertaken. This process enables Council to obtain the views of the wider community before any final decision is taken. Feedback from this process is incorporated into the final recommendations and decisions report.

10 Options Analysis

In assessing the options, a range of matters were considered, including the matters required by the Setting of Speed Limits Rule 2022 and future development within, and adjacent to the Review Area.

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

Option A: No change to the current speed environment

Option B: Amend the speed limit as proposed

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

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

Detailed speed limit options considered for each road are set out in **Section 7.3** of this Report.

10.1 Option A - No Change to the Current Speed Environment

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

- There are parts of the review area where the existing posted speed limit does not reflect the overall road environment, including adjacent land-uses and planned development.
- Poutō Road has been identified as a high benefit area. A reduction of the speed limit is expected to have significant safety outcomes for this road.
- New requirements within the Setting of Speed Limits Rule 2022 prescribe maximum speed limits in some locations, particularly around schools.

10.2 Option B - Amend the Speed Limit as Proposed

Having assessed all matters that must be considered under the Setting of Speed Limits Rule 2022 and set out in this Report, it has been determined that amending the speed limit (subject to additional feedback received from the community) as proposed is the preferred option for the following principal reasons:

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

10.3 Option C - Engineer the Road to Meet the Current Speed Limits

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

Although some engineering work may be undertaken in the short to medium term, it is considered that, to engineer the roads to make the current speed limits safe and appropriate would be substantial and would create an unreasonable burden on the ratepayer.

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

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

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

10.4 Option Conclusion

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

11 Consultation Process

Consultation is undertaken in accordance with the requirements of Section 82 of the Local Government Act 2002 and the Setting of Speed Limits Rule 2022.

11.1 Local Government Act Requirements

In accordance with the requirements of Sections 82 of the Local Government Act, Council has produced a Statement of Proposal that is publicly available and advertised on its website and in local media. The Statement of Proposal includes details of how interested persons can present their views to Council by making a submission and when submissions can be made.

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

11.2 Setting of Speed Limits Rule Requirements

Section 3.9 and 3.10 of the Setting of Speed Limits Rule 2022 sets out the consultation requirements when setting a speed limit.

11.3 Giving Effect to Consultation Requirements

The consultation requirements of the Local Government Act and the Setting of Speed Limits Rule will be given effect to using a variety of processes, including public notification, local drop-in information sessions, media releases and information on Council's website. Key stakeholders and local Marae representatives will be directly notified. Information will include:

- A summary of the proposed amendments (Statement of Proposal)
- Where further information is available, including this Technical Report
- Location and timing of drop-in sessions and other related events
- How to present views to Council (Having your say)

A public notice will be placed in appropriate media across the district with the information able to be viewed on council's website and at council service centres.

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

12 Making a Submission

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

Submissions can be made, either electronically online, by email or on paper and should:

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

All submissions must be received by 5pm on 5th December 2022.

You can make a submission online at www.kaipara.govt.nz/haveyoursay

If you cannot complete this form online, you can mail to:

Kaipara Speed Limit Bylaw

Private Bag 1001

Dargaville 0340

OR

Email to: haveyoursay@kaipara.govt.nz with "Speed Limit Bylaw Submission" in the subject line.

Submissions can also be hand delivered to Kaipara District Council Offices.

Notes:

All submitters that request it, have a right to further present their views to Council. Anyone wishing to present their views to Council personally will be advised of the process following the close of submissions.

Feedback received from the community will be considered, along with a range of other matters in reaching a final decision on the proposals within this document and an Interim Speed Management Plan will be produced.

The Council is legally required to make all written or electronic submissions available to the public and to Councillors, including the name of the submitter (other identifying details will be redacted). Submissions may be available to the public, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you consider there to be a compelling reason why your name and/or submission should be kept confidential, you should contact Council on 09 438 4200 or 0800 932 463

13 Where Can I Get More Information?

Copies of this Report and the Statement of Proposal Document can be viewed on Kaipara District Councils website at www.kaipara.govt.nz/haveyoursay

Alternatively, copies of this Report and the Statement of Proposal can be printed and viewed on request at the Kaipara District Council Offices.

Appendix 1 – District Plan Maps

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Alcemene Lane	9, 33
Ambergris Place	9, 33
Anchorage Road	17, 21, 53, 54
Anzac Street	9, 39
Aoroa Road	9, 10
Aranga Beach Road	3, 28
Aranga Coast Road	3, 28
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Arapohue Road	10, 13
Ararua Road	11, 14, 15, 19
Arcadia Road	15
Ari Ari Road	25
Ariels Lane	20
Armstrong Road	19
Artillery Road	16, 17, 20, 21
Ash Grove	20, 48
Aspiring Road	3, 4
Atkin Road	17, 21
Avery Road	22
Avoca East Road	7
Avoca North Road	4, 5, 7
Avoca Road	7
Avoca South Road	7
Avocado Lane	21
Awakino Point East Road	10
Awakino Point North Road	10
Awakino Road	7, 9, 10, 34, 35, 36
Awatea Street	17, 21, 54
Babylon Coast Road	6, 9, 32
Bagnal Road	17, 21
Baker Road	3, 4, 29
Baldrock Road	17, 20, 21
Ball Road	19
Barlow Lane	19, 43
Barrier View Road	16, 17, 21
Basin Road	9
Bassett Street	9, 38

Road Name	Map Reference
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Bay View Road	22, 58
Bayly Street	9, 33
Baylys Basin Road	9
Baylys Coast Road	9, 33, 37
Beach Road	9, 13, 37, 40
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Beatson Road	19
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Bee Bush Road	10
Bell Street	13
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Bickerstaffe Road	20, 23, 24, 48, 50
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Bigelow Road	8
Biggar Road	14
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Black Swamp Road	21, 57
Blakey Road	20, 47
Bledisloe Street	18, 42
Blomfield Court	21
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Bodan Lane	17, 21, 55, 56
Bond Road	14
Bonham Street	19, 46
Bowen Street	9, 10, 35
Bowling Green Road	20, 50
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Bradleys Landing East Road	10, 13
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Breve Street	17, 21, 54
Brooke Lane	17, 21
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Brynderwyn Road	16, 20
Bull Road	11, 12, 15
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Road Name	Map Reference
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Carrington Street	9, 10, 35
Carruth Road	5, 8
Carter Road	21
Carters Road West	21
Cartwright Road	14
Cascade Road	4
Cassidy Road	11, 12
Cates Road	13, 14
Causer Road	15
Central Road	11, 12, 15
Chadwick Road	23
Charity Hill Road	13
Charlotte Street	9, 36
Chases Terrace	9, 33
Cheviot Street	17, 21, 54, 55
Child Road	8, 31
Church Road	19, 43
Church Street	13
Churchill Street	9, 10, 35
Clarke Road	21
Claude Street	17, 21, 53
Claytons Road	13
Clean Street	13, 40
Clear Road	10
Clearview Close	9, 34, 36
Clematis Way	20, 48
Cliff Street	19, 46
Clotworthy Road	8
Clyde Street	9, 34, 36
Coal Hill Road	21
Coates Avenue	9, 33
Cobham Avenue	9, 34
Cole Road	13, 18
Collins Road	4
Colville Road	9, 38, 39
Commerce Street	9, 10, 35
Cook Road	3, 4
Cotton Lane	21
Cove Road	17, 21, 53, 56

Road Name	Map Reference
Cranley Street	9, 10, 35, 36
Creamery Road	13
Cullen Street	17, 21, 53
Curnow Road	10, 11
Cynthia Place	9, 33
Dale Road	22, 58
Daniel Parade	21
Danks Road	7, 10
Darmah Lane	17, 21
Davis Landing Road	20, 50
Day Street	9, 36, 37
De Boer Lane	17, 21
Dem Street	19, 46
Depot Road	19, 45
Devich Road	21, 57
Devon Street	17, 21, 55
Dey Street	17, 21, 53, 54
Doctors Hill Road	15, 16, 20, 50
Dodd Road	15, 16
Dolly Lane	20, 21, 52
Domain Road	6, 18, 19, 30
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Dowson Place	20, 21, 52
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Driftwood Place	17, 21, 53, 54
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Dune View Drive	17, 21, 57
Dunn Road	14, 18
Durham Road	16
Earl Street	9, 36
Eastern Road	1
Echo Valley Road	16, 17, 21
Edward Street	9, 36, 37
Egmont Road	3, 4
Ellen Street	17, 21, 54
Ema Crescent	19, 46
Empire Street	9, 39
Estuary Drive	17, 21, 55, 56
Evan Road	14
Eveline Street	17, 21, 54


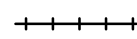



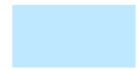
Road Name	Map Reference	Road Name	Map Reference	Road Name	Map Reference	Road Name	Map Reference
Fagan Place	17, 21, 54	Grey Street	9, 10, 35	Hospital Road	13, 40	Kapia Street	9, 36, 37
Farr Road	24, 26	Griffin Road	20, 47, 48	Houto Road	5, 7, 8	Kapowai Lane	17, 21
Fenwicks Point Road	19, 46	Grove Road	17, 21, 55	Hoyle Road	10, 13, 14	Karaka Road	5
Findlay Street	17, 21, 54	Guest Road	13, 14	Hrstich Road	7	Karakanui Road	19
Finlayson Brook Road	12, 15	Gumdiggers Lane	17, 21, 53	Huarau Road	20	Katui Road	1, 3, 27
Finlayson Park Avenue	9, 10, 35	Guy Road	13	Huarau Station Road	20	Kauri Court	9, 34
First Avenue	9, 10, 34, 35, 36	Haast Road	4	Huia Crescent	9, 34	Kauri Grove	17, 21
Fisher Street	19, 46	Hackett Road	7	Hurndall Street East	20, 48, 50	Kauri Street	9, 34, 36
Ford Road	20	Haimona Street	9, 36	Hurndall Street West	20, 48	Kawau Lane	17, 21, 54, 55, 56
Forest Road	7	Hall Road	19	Inch Road	14	Keay Airstrip Road	11, 12
Foster Road	2	Halyard Way	21, 57	Insley Street	17, 21, 57	Keay Road	12
Franklin Road	15, 19, 44, 45	Hames Road	20	Island Road	9, 10	Kedge Drive	21, 57
Freyberg Road	18, 42	Hamlin Road	19, 23	Islington Street	9, 36	Keer Road	13, 14
Frith Road	6, 7	Hansen Road	3	Jack Boyd Drive	17, 21, 53, 54	Kelly Street	9, 33
Gallie Branch Road	19	Harbourview Street	17, 21, 53	James Road	20	Kellys Bay Road	22, 58
Gallie Road	19	Harrison Road	11, 12	Jellicoe Street	18, 42	Kereru Lane	21
Galvin Road	18	Harvey Road	15	Jerebine Road	7	Kilbraugh Street	19, 46
Garbolino Road	17, 21	Hastie Lane	20, 21, 52	Jervois Street	9, 10, 35	King Road	16, 17, 21
Garvie Road	4	Hawkins Place	7	Jessie Street	17, 21, 54	Kings Court Avenue	9, 37
Gee Road	19	Heather Street	17, 21, 54	John Wilson Road	8	Kirikopuni Road	5
Geraghty Road	7	Heaths Way	19, 46	Johnson Road	18	Kirikopuni Station Road	8
Gibbons Road	17, 20, 21, 51	Heatley Road	20	Jones Road	1, 2, 3	Kirikopuni Valley Road	5, 7, 8
Gibraltar Road	4	Heawa North Road	13	Jordan Street	17, 21, 55	Kirk Road	15, 16
Gibson Road	12, 15	Heawa Road	13	Joyce Road	2	Kiwi Lane	21
Gillespie Drive	9, 33	Hebe Lane	20, 48	Judd Road	20	Kiwinui Road	1
Gillon Road	14, 15, 19	Hérons Lane	21, 57	Jude Road	16, 17, 21	Komiti Road	23, 26, 59
Gilmore Road	12, 15	High School Drive	9, 34, 36	Jumna Road	20	Kopikopiko Road	1
Girls High School Road	10, 11	High Street	19, 46	Kagan Avenue	17, 21, 57	Koremoa Road	18
Gladstone Street	9, 36	Hill Road	20	Kai Iwi Lakes Road	3, 6, 30	Kotare Crescent	19, 46
Glamuzina Road	9, 38	Hilliam Road	9, 13	Kaihu Station Road	3, 4, 29	Lara Lane	21
Gleeson Road	14	Hillside Avenue	17, 21, 53	Kaihu Wood Road	3, 4, 6, 29	Latta Road	19, 20
Glenrob Road	4	Hillstone Road	10	Kaikohe Road	1, 2, 3	Lawrence Road	21
Glinks Road	13, 41	Hilltop Road	17, 21	Kaimai Road	4	Lawson Road	7
Goebel Street	23, 26, 59	Hoanga Road	7, 9, 10	Kainui Street	17, 21, 57	Leaf Road	19
Golden Stairs Road	12, 15, 16, 20	Hodgson Road	18, 19	Kaipara View Road	23	Leslie Street	17, 21, 57
Golf Course Road	15	Hokianga Road	9, 34, 36, 37	Kaira Road	24	Lincoln Street	17, 21, 55
Gordon Road	18	Holiday Crescent	17, 21, 54	Kaitara Lane	20, 21, 24	Lindquist Road	14, 15
Gordon Street	9, 10, 35, 36, 37	Homackey Road	14	Kaiwaka-Mangawhai Road	20, 21, 51, 57	Linley Crescent	13, 40
Gorge Road	15, 16, 20, 48, 49	Hood Road	3	Kaka Place	9, 34	Linton Road	20, 23
Graham Street	13, 40	Hook Road	19, 20, 44	Kakapo Place	17, 21, 57	Linton Road West	23
Greenhill Road	14, 19	Hooper Road	3	Kanuka Place	17, 21, 53	Liverpool Street	9, 38
Greenview Drive	17, 21, 54	Horniblow Road	19, 43	Kapawiti Road	16, 17, 21	Logan Street	9, 37, 38
Greenway Road	20, 21						

Road Name	Map Reference	Road Name	Map Reference	Road Name	Map Reference	Road Name	Map Reference
Longview Street	17, 21, 57	Mcconnell Road	12	Ngatawhiti Road	22	Otutahuna Road	8
Lookout Road	1	Mckay Crescent	9, 10, 34, 35, 36	Ngatoto Road	23, 26, 59	Ounuwhao Road	7
Lorne Street	9, 36	Mckinley Road	18	Nichols Road	4, 7	Our Lane	20, 21, 52
Lowther Place	18, 42	Mclean Road	3, 27	Nikau Lane	20, 49	Ovens Road	14, 15, 19
Lusk Road	14	Meadowpark Drive	9, 34	Noall Road	2	Oxford Street	19, 46
Lutrell Road	13	Merril Road	19	Norfolk Drive	17, 21, 55, 56	Padget Lane	23, 26, 59
Mackenzie Place	9, 36, 37	Metcalfe Road	19	Normanby Street	9, 10, 35, 36, 37	Paerata Road	8, 31
Magnolia Road	7	Middleton Road	4, 7	North Avenue	17, 21, 54	Page Road	14
Mahuta Gap Road	13	Mill Road	13	North Pole Road	10	Pahi Road	19, 45, 46
Mahuta Road	9, 13	Millbrook Road	12	Norton Street	13, 40	Pakeho Road	17, 21
Maitahi Road	6	Miro Street	8, 13	Notorious East Road	9, 10, 13	Pakotai Road	2
Mako Street	9, 10, 35	Mitchell Road	18	Notorious West Road	9, 10, 13	Paniora Road	1
Mali Street	9, 10, 35	Mititai Road	10, 11, 13, 14	Nukuroa Road	24, 26	Panorama Place	9, 34, 36
Mamaku Grove	17, 21	Mititai Wharf Road	13	Nurse Cavell Lane	19, 20, 44	Paparoa Road	12
Mamaranui Road	6	Moana Road	23, 26, 59	Ocean Close	13, 41	Paparoa Station Road	15, 19, 20, 44
Mangarata Block Road	10	Moeatoa Lane	9, 33	Ocean View Terrace	9, 33	Paparoa Valley Road	19, 20, 44, 45
Mangatu Road	1, 2, 3	Moir Point Road	17, 21, 54, 55, 56	Old Golf Course Road	9, 38, 39	Paparoa-Oakleigh Road	12, 15, 19, 44
Mangawhai Heads Road	17, 21, 53	Moir Street	17, 21, 57	Old Mill Road	3, 27	Paradise Road	7, 8
Mangawhai Road	21	Molesworth Drive	17, 21, 53, 54, 55, 56, 57	Old North Road	24	Parahi Outlet Road	14
Manning Road	9	Molloy Road	14	Old Waipu Road	17, 21, 56, 57	Parahi Road	14
Mapau Road	18, 19	Montaine Place	20, 50	Old Waipu Road North	17, 21, 56	Parawanui Road	13
Mapuna Road	8, 10	Monteith Road	3	Olsen Avenue	17, 21, 53	Parekura Road	23, 24, 26
Margaret Street	17, 21, 54	Monteith South Road	3, 6, 30	Omamari Beach Road	6, 32	Parekura School Road	24
Marine Drive	13, 41	Montgomery Avenue	9, 34, 36	Omamari Road	6, 32	Parenga Street	9, 36, 37
Marine Drive North	13, 41	Mooney Road	19, 20	Omana Road	8, 10, 11	Park Avenue	17, 21, 55, 56
Mariner Cove Road	23, 26, 59	Morgan Road	3, 27	Omarae Road	19	Park Lane	17, 21, 55, 56
Marlborough Road	1, 2, 3	Morrison Road	10, 13	Oneriri Road	20, 21, 23, 24, 26, 51, 52	Park Rise	17, 21, 55, 56
Marohemo Road	20	Mountain Road	20, 50	Oneroa Road	22	Park Road	9, 38, 39
Maropiu Road	4, 6, 7	Mountview Place	9, 34	Onslow Street	9, 10, 35	Parker Road	14
Maropiu Settlement Road	6	Mt Wesley Coast Road	9, 13, 39	Opanake Road	6, 7, 9	Parklands Avenue	17, 21, 53
Marram Place	17, 21, 53, 54	Murdoch Street	9, 38	Oparakau Road	14, 19	Parore Street	9, 36
Marshall Road	20, 21, 52	Muriwai Road	1	Opotonga Road	1	Parore West Road	9
Mason Road	11, 12	Murphy Road	19	Opouteke Road	3, 4	Pasley Road	14, 15, 19
Massey Road	20, 23	Murray Road	4	Opuna Road	22	Paul Road	21
Matai Drive	20, 48	Nash Road	7	Oruawharo Road	24, 26	Payne Road	24
Matakohe East Road	19, 43	Nathan Road	20, 24	Oruawharo School Road	24, 26	Pearl Street	17, 21, 53
Matakohe West Road	19	Nathans Road	1	Otara Point Road	18	Pearson Street	17, 21, 57
Matakohe Wharf Road	19, 43	Naumai Wharf Road	13, 14, 18	Otara Road	23, 24, 26	Pebblebrooke Road	16, 17, 21
Maungaraho Rock Road	13, 14	Nautical Heights	17, 21, 54, 55, 56	Otioro Road	20, 21, 24	Penny Lane	9, 34
Maxwell Road	10, 13	Neck Road	10, 14	Otuhanga Road	19	Petley Road	19
Maxwells Road	1	Neems Road	19, 23	Oturei Settlement Road	13	Phillips Road	24
Mcconnachie Road	4, 7	Newsham Road	13			Phoenix Place	9, 34

Road Name	Map Reference	Road Name	Map Reference	Road Name	Map Reference	Road Name	Map Reference
Piccadilly Street	19, 46	Raymond Bull Road	17, 21, 57	Scottys Camp Road	9	Sterling Road	19
Pikiwahine Road	11	Redhill Cemetery Road	13	Sea View Road	9, 33	Stewart Road	21
Pinaki Road	18	Redhill Road	13	Seabreeze Road	17, 21, 55, 56	Stopbank Road	18, 42
Pinewood Place	17, 21, 54	Reeves Street	18, 42	Searle Road	13	Suffolk Street	17, 21, 55
Pipi Place	9, 33	Regent Street	19, 46	Seaview Road	1	Summer Road	19, 23
Pirika Street	9, 36, 37	Rehia Road	14	Second Avenue	9, 10, 34, 35	Sunlea Lane	17, 21, 55, 56
Piritaha Road	8, 31	Rehutai Road	9	Seeton Road	4	Sunset Drive	9, 33
Piroa Road	16	Reid Road	12	Segedin Road	9	Swamp Road	15
Pixie Lane	9, 34	Rex Walker Road	7	Service Lane	9, 17, 21, 37, 55	Syd Smith Road	24, 26
Plunket Street	9, 36	Rigby Street	19, 46	Settlement Road	20, 21, 52	Tain Road	20
Pohutukawa Place	17, 21, 54	Rimu Street	9, 36	Shag Point Road	1	Taipuha Road	11, 12
Point Curtis Road	20	Ringrose Road	14	Sharpe Road	4	Taipuha Settlement Road	12, 15
Poplar Glade	17, 21	Ripiro Drive	9, 33	Shepherd Road	6	Taipuha Station Road	12, 15
Porritt Street	18, 42	River Road	9, 37, 38, 39	Sheppard Oaks Road	19	Takahe Place	17, 21, 57
Porter Road	14, 15	Riverview Place	20, 48	Shirley Road	14	Tana Road	19
Portland Street	9, 36, 37	Roadway	4, 6, 8, 25	Sierra Road	4	Tangihua Road	8
Portland Street North	9, 36	Robert Street	17, 21, 54	Signal Station Road	25, 60	Tangowahine Settlement East Road	7, 10
Portland Terrace	9, 36	Roberts West Road	7, 8, 10	Silich Road	14, 18	Tangowahine Settlement West Road	7, 10
Poto Road	1	Robertson Road	14, 18	Sills Road	13, 14	Tangowahine Valley Road	4, 5, 7
Poto Street	9, 36, 37	Rocky Creek Road	19	Simpkin Road	14	Tanoa Road	23, 24
Pouto Road	9, 10, 13, 18, 19, 22, 25, 39, 40, 60	Rope Crescent	13, 41	Simpson Road	18, 19	Tapuketaru Road	2
Powell Road	19	Ross Road	24	Skelton Crescent	19, 44	Tara Road	17, 21, 57
Poyner Road	14, 15	Rototuna Road	22	Sledge Road	1	Taranui Place	17, 21, 53
Poyner Road West	14	Rowland Road	10	Smales Road	15	Tasman Heights	13, 41
Pritchard Road	21, 24	Rowse Road	7, 10	Smith Canal Road	19	Tasman Road	4
Proud Road	3	Rua Road	17, 21	Smith Road	14	Tatarariki Spur Road	13
Puawai Street	20, 21, 52	Ruahine Road	4	Smokey Hill Road	14, 19	Tawa Avenue	21
Puke Road	18, 24	Ruapehu Road	3, 4	Snapper Street	9, 33	Taylor Road	11, 12
Pukehuia Road	8, 10, 31	Ruawai School Road	18	Sommerville Road	5	Te Arai Road	21, 24
Pukeko Street	9, 37	Ruawai Wharf Road	18, 42	South Pole Road	10	Te Huia Street	8
Pukemiro Road	22, 25	Ruby Lane	21, 57	Speechly Road	19	Te Kowhai Floodgate Road	19
Pukenui Road	20, 21, 52	Ryan Road	21, 24	Spinifex Road	17, 21, 53, 54	Te Kowhai Road	18, 19
Puriri Glade	20, 49	Sailrock Drive	17, 21, 53, 54	Spinnaker Lane	21, 57	Te Maire Beach Road	18
Pyrenees Road	4	Salisbury Street	9, 10, 35	Spioenkop Road	16, 17, 21	Te Maire Road	13, 18
Quail Way	17, 21, 54, 55	Sandy Beach Road	23, 26, 59	Spring Street	9, 39	Te Opi East Road	19, 20
Quarry Road	14	Sandy Lane	17, 21, 53, 54	Stallworthy Road	13	Te Opi Road	19, 20
Ranfurly Street	9, 10, 34, 35, 36	Sarich Road	18	State Highway 1	16, 20, 21, 24, 51, 52	Te Pahi River Drive	19, 20
Ranganui Road	20	Scarrott Road	13, 18	State Highway 12	1, 3, 4, 6, 7, 9, 10, 13, 14, 18, 19, 20, 29, 35, 44, 45, 47, 48, 50	Te Rore Street	8
Rangiora Road	24	Schick Road	18	State Highway 14	7, 8, 9, 10, 31	Te Ruihi Road	6
Rata Lane	20	Schiska Road	20, 21, 24	Staniforth Road	21	Te Tuhi Road	13
Raupo Wharf Road	18	School House Lane	19, 44	Station Road	9, 20, 36, 37	Te Wairoa Lane	23
		Schultz Road	14				

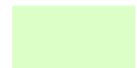

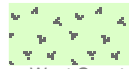

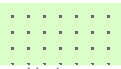



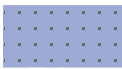



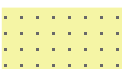







Road Name	Map Reference	Road Name	Map Reference	Road Name	Map Reference	Road Name	Map Reference
Te Whai Street	17, 21, 53	Waimata Road	7	Wilson Landing Road	18	Wood Street	17, 21, 54
Te Wharau Road	10	Waimatenui East Road	2	Wilson Street	13, 17, 21, 40, 57	Woodland Road	20, 49
Tekateka Road	1	Wainui Road	10	Windmill Lane	20, 21, 52	Wordsworth Avenue	13, 40
Tern Point	21	Waiotekumurau Road	2	Winters Road	4	Worthington Road	12, 15
The Pines Road	19, 20	Waiowhata Road	2	Wintle Street	17, 21, 53	Young Road	10
The Strand	19, 46	Waipara Road	4	Withers Street	13, 40		
Thelma Road North	17, 21, 53	Waipoua River Road	1				
Thelma Road South	17, 21, 54, 55, 56	Waipoua Settlement Road	1, 3				
Third Avenue	9, 10, 34, 35	Waipu Gorge Road	16				
Ti Kouka Way	17, 21	Wairangahau Road	1				
Ti Tree Place	17, 21, 55	Wairere Road	15				
Tinopai Road	19, 23, 26, 59	Wairere Valley Road	15, 20				
Tiopira Roadway	1	Waitapu Road	3				
Tirarau Street	9, 36	Waite Road	11, 12				
Tito Street	8	Waiti Road	23				
Tokatoka Road	10, 11, 13, 14	Walker Terrace	13, 40				
Tomarata Road	21	Wallace Road	14, 18, 19				
Totara Rise	16, 20, 49	Wallbank Way	21				
Totara Street	9, 36	Waller Road	10, 13, 14				
Tramline Road	14	Waoku Road	1, 2				
Travers Road	4	Ward Block Road	6, 7				
Trounson Park Road	3, 4, 27	Wearmouth Road	15, 19				
Tua Tua Place	9, 33	Webb Road	10				
Tui Crescent	9, 34	Webers Bay Road	19				
Tui Street	8	Weka Street	17, 21, 57				
Tuna Street	9, 10, 35	Well Street	18, 42				
Tunatahi Street	9, 36, 37	West Coast Road	13, 40				
Turiwiri West Road	9, 10	West Road	13				
Turkey Flat Road	13	Western Road	1				
Ups And Downs Road	15, 19	Westlake Street	18, 42				
Ural Road	4	Whaka Street	20, 48				
Urewera Road	4	Whakahara Road	13, 14				
Utopia Road	15	Whakapirau Road	19, 20, 46, 47				
Valley Road	21	Whakatu Road	18, 19				
Vicka's Way	20, 50	Wharau Wahitapu Roadway	7, 9, 10				
Victoria Street	9, 10, 35, 36, 37	Wharfdale Crescent	17, 21, 53, 54				
View Street	20, 48, 50	Whenuanui Reserve Road	14				
Village Road	14, 18	Whitcombe Road	14				
Vista Lane	21	Wiki Brown Road	24, 26				
Waihue Road	4, 6, 7, 9	Wilkins Road	10, 13				
Waikara Road	1, 3	Williams Road	14, 18				
Waima River Road	1, 2	Willow Lane	20, 49				

Map Series One - Land Use Legend

-  State Highway
-  Railway
-  Bridge or Causeway
-  Unformed Road
-  Cadastral Parcel Boundary
-  Sea, Lakes and Rivers

Zones





Each Zone has a Chapter in the Plan

-  Rural (Chapter 12)
 -  Kai Iwi Lakes
 -  West Coast
 -  East Coast
 -  Harbour
-  Business: Commercial (Chapter 14)
 -  Harbour
-  Business: Industrial (Chapter 14)
 -  Harbour
-  Residential (Chapter 13)
 -  West Coast
 -  East Coast
 -  Harbour
-  Maori Purpose: Maori Land (Chapter 15A)
 -  West Coast
 -  Harbour
-  Maori Purpose: Treaty Settlement Land (Chapter 15B)
 -  West Coast
 -  Harbour
-  Estuary Estates (Chapter 16)

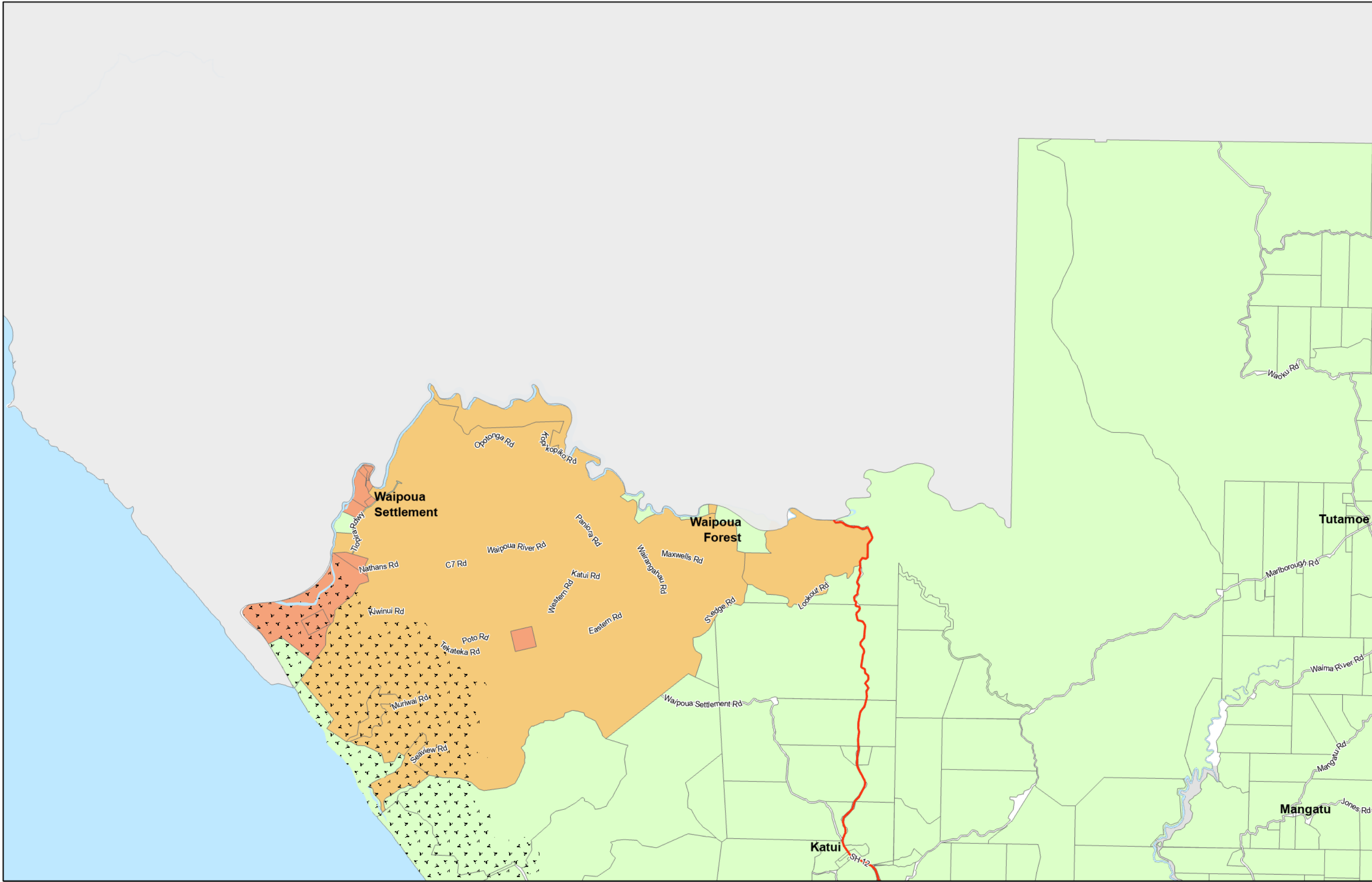
Overlays (Chapter 4)

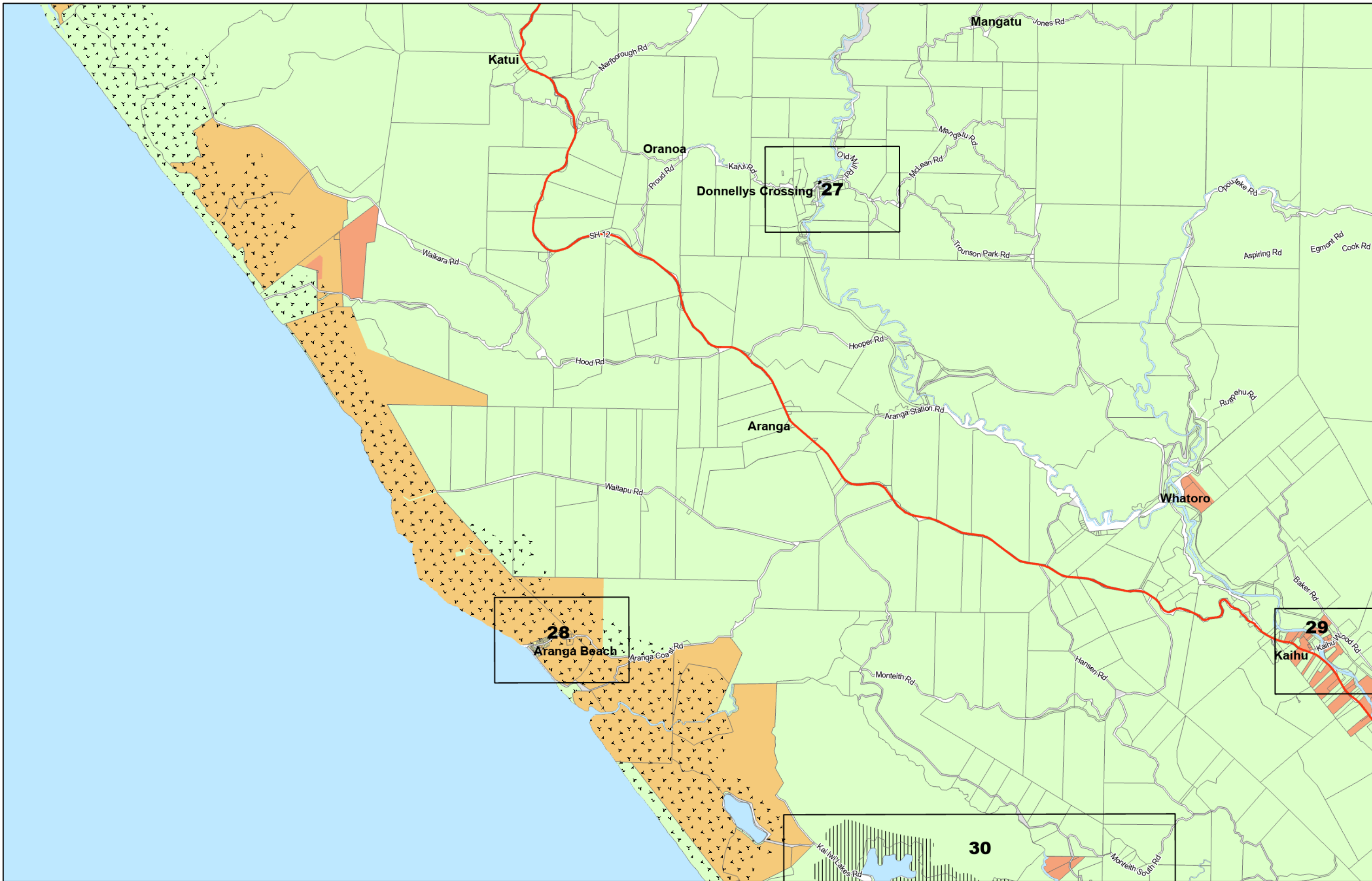
Rules for Overlays are in each Zone Chapter.

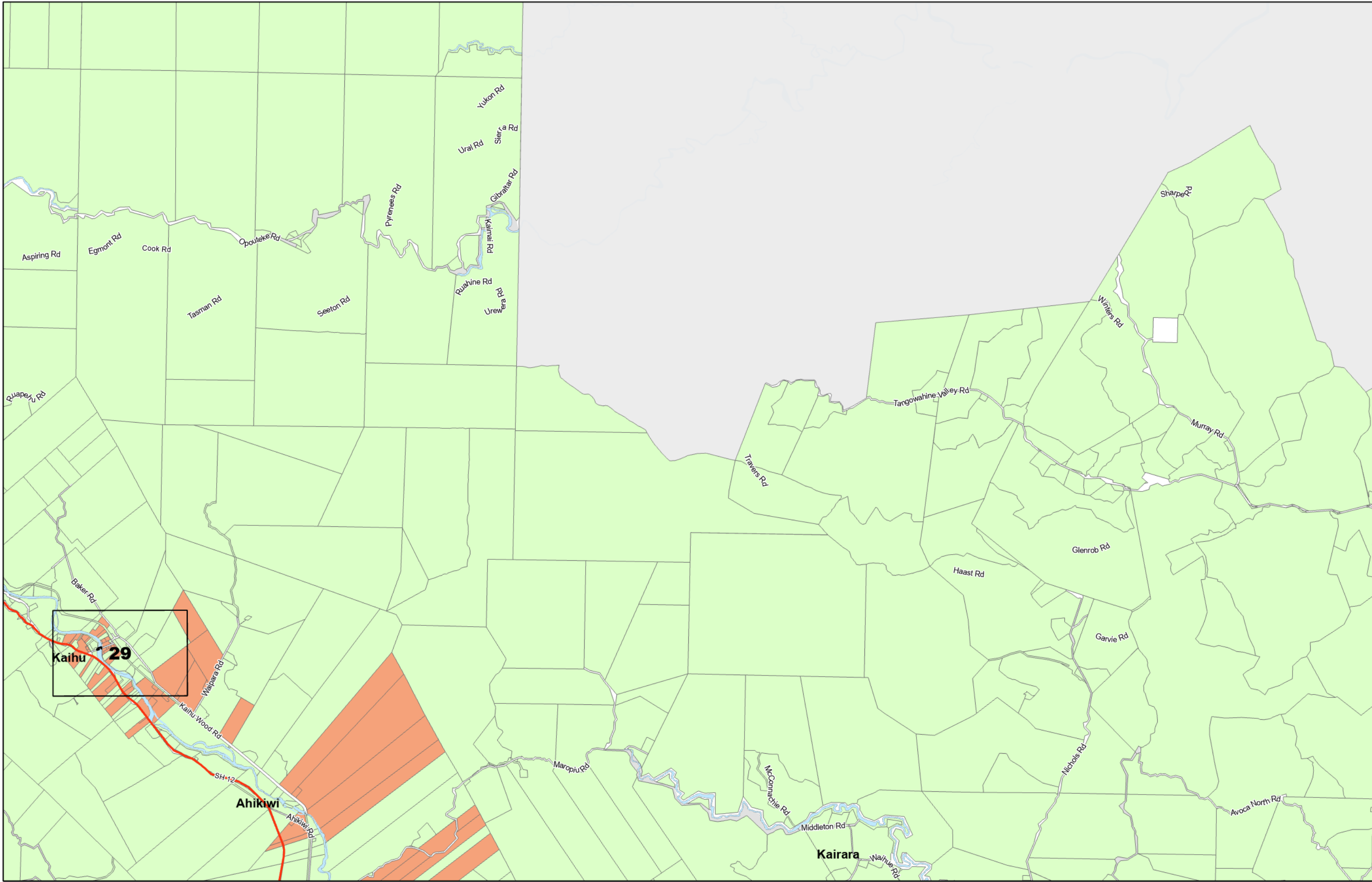
Look at the Zoning under the Overlay

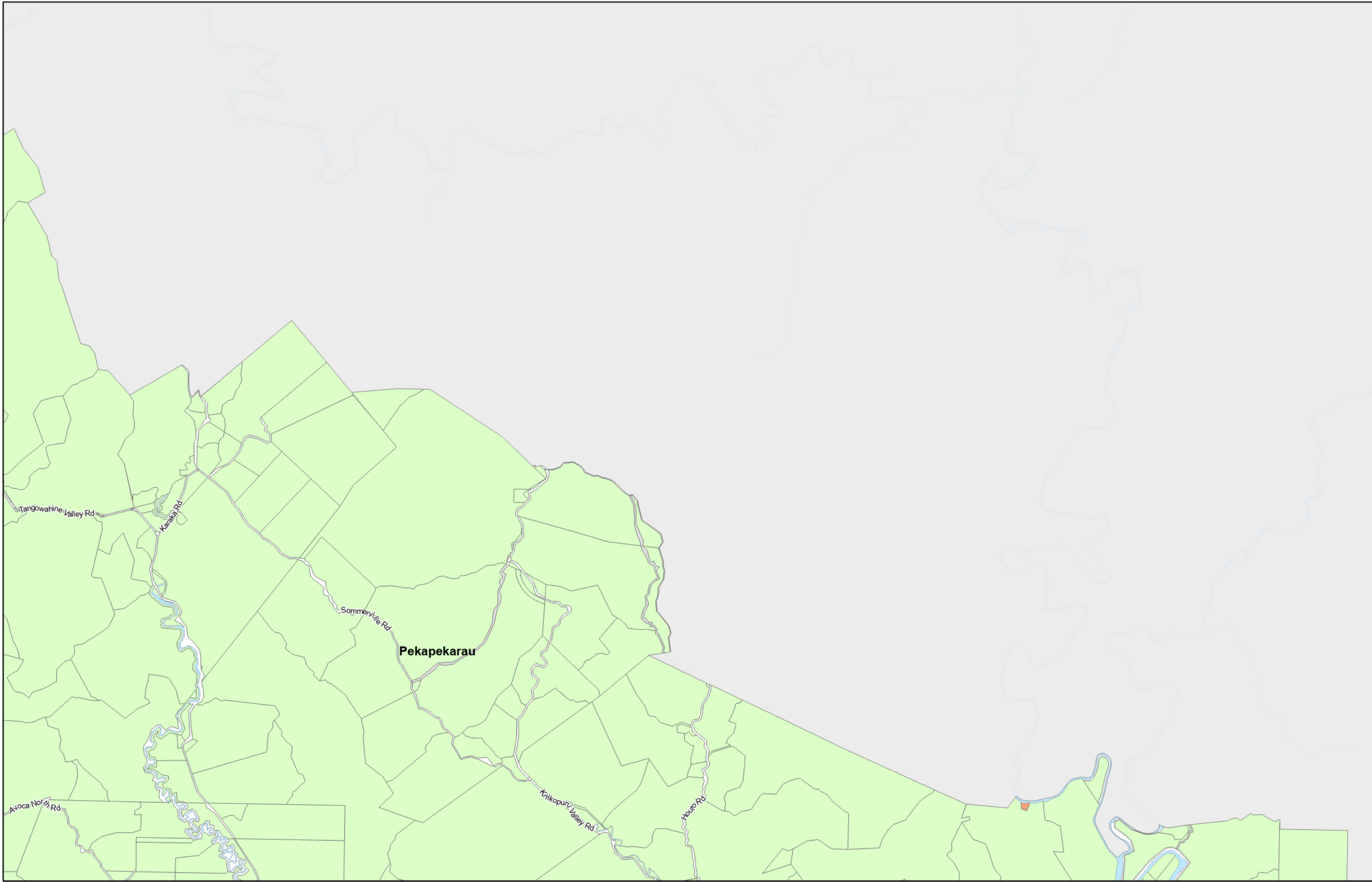
-  Kai Iwi Lakes Overlay
-  West Coast Overlay
-  East Coast Overlay
-  Harbour Overlay

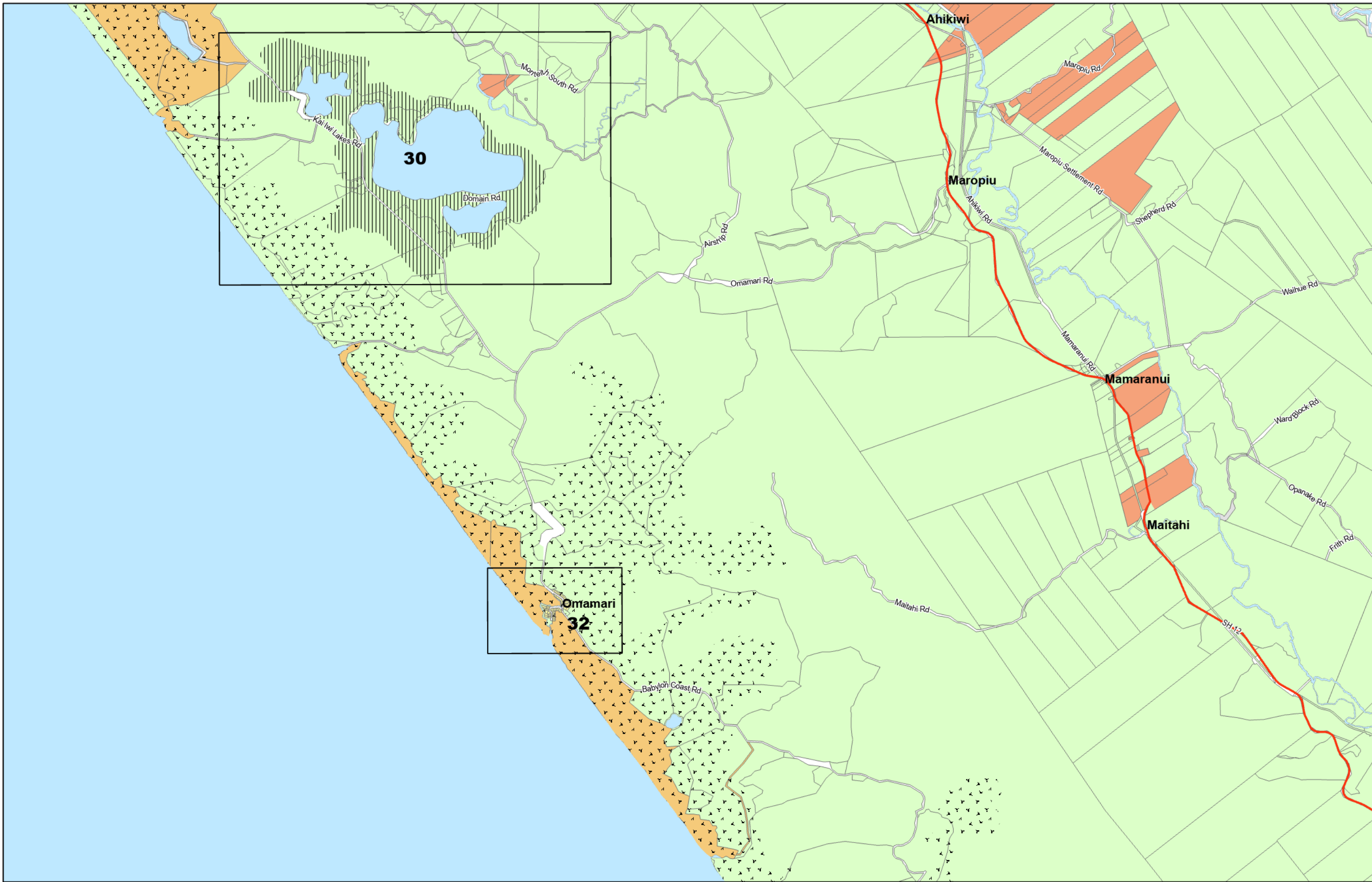
KAIPARA DISTRICT PLAN - OPERATIVE VERSION - NOVEMBER 2013

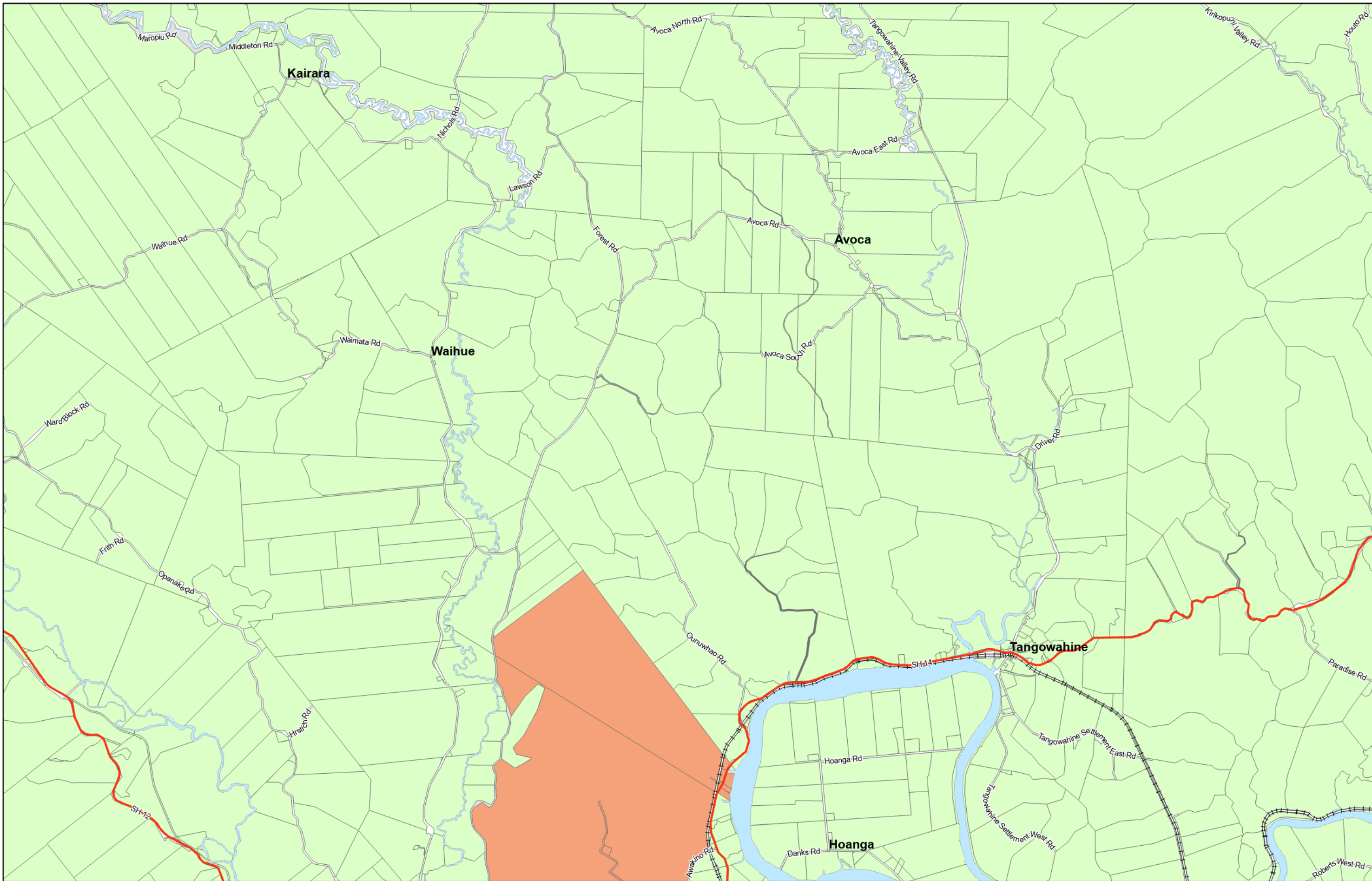


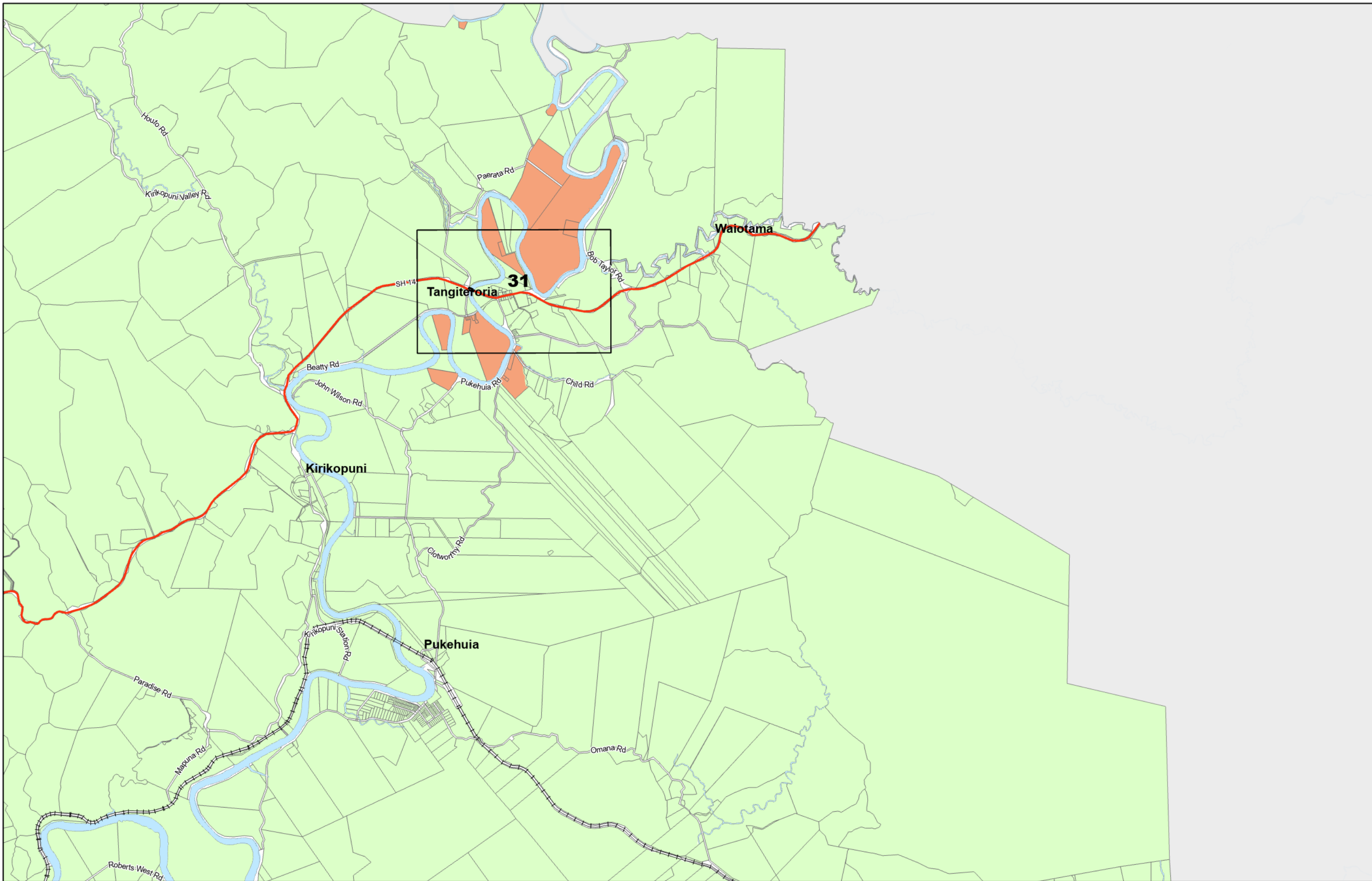


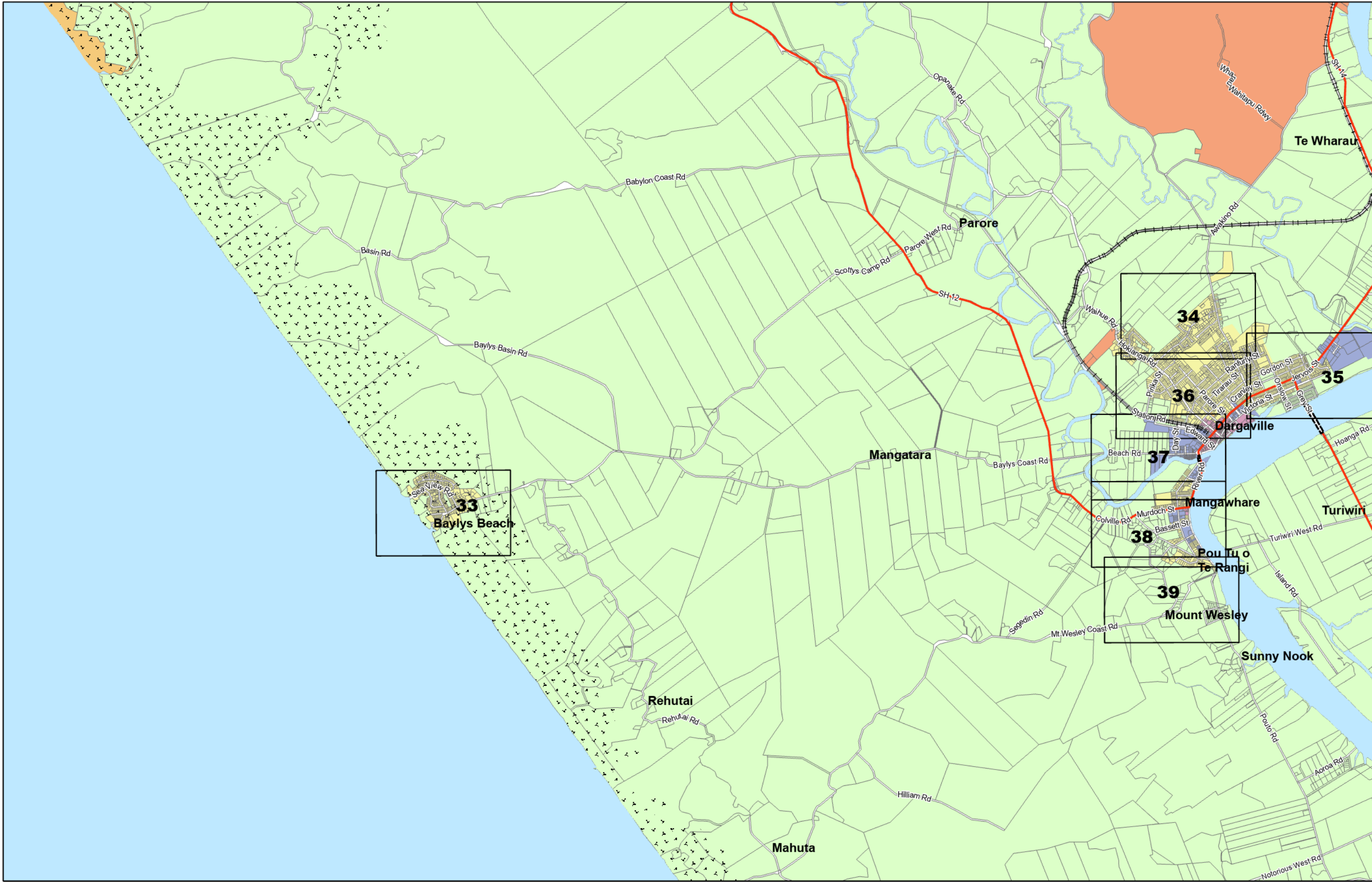


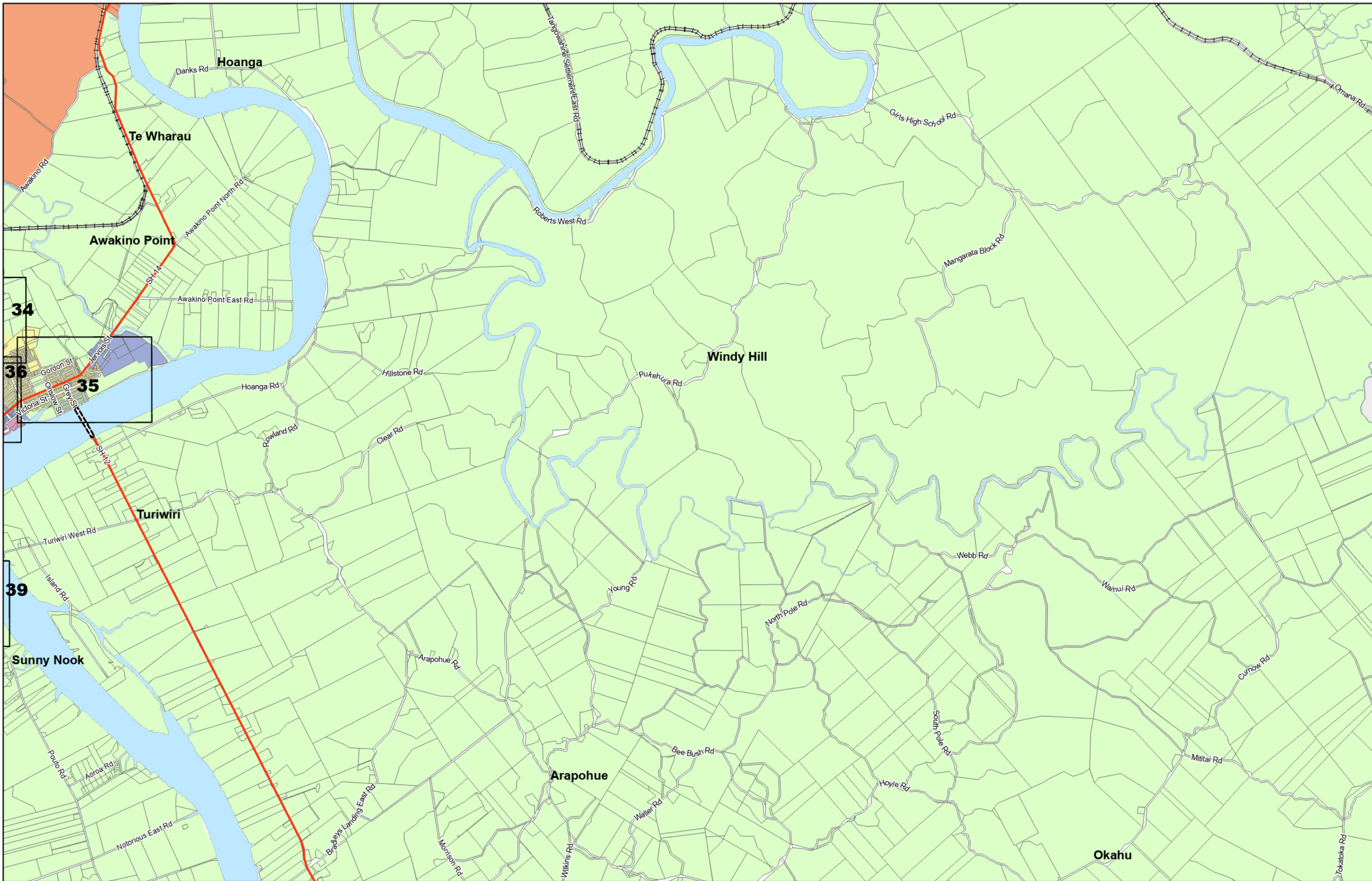


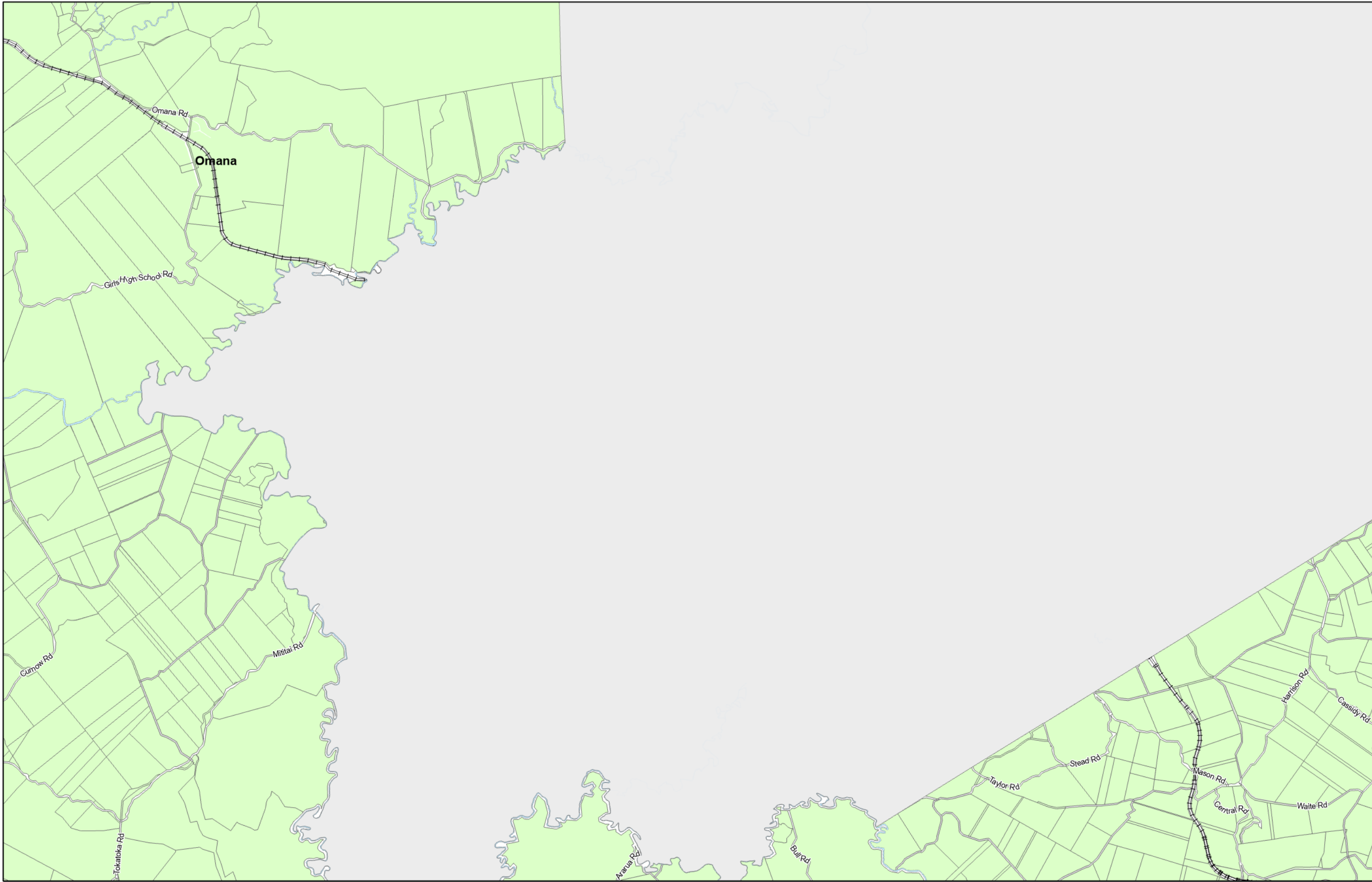


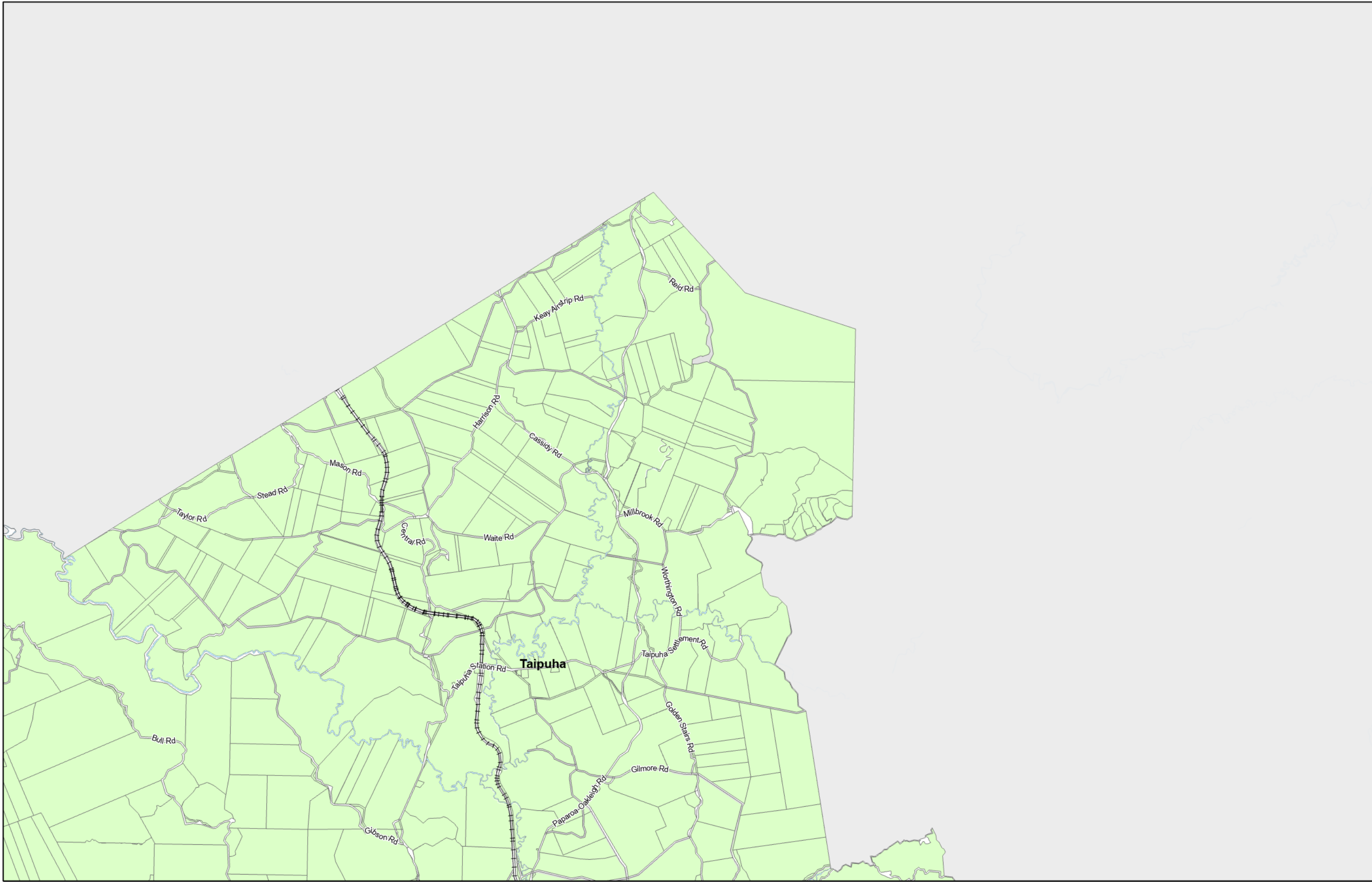


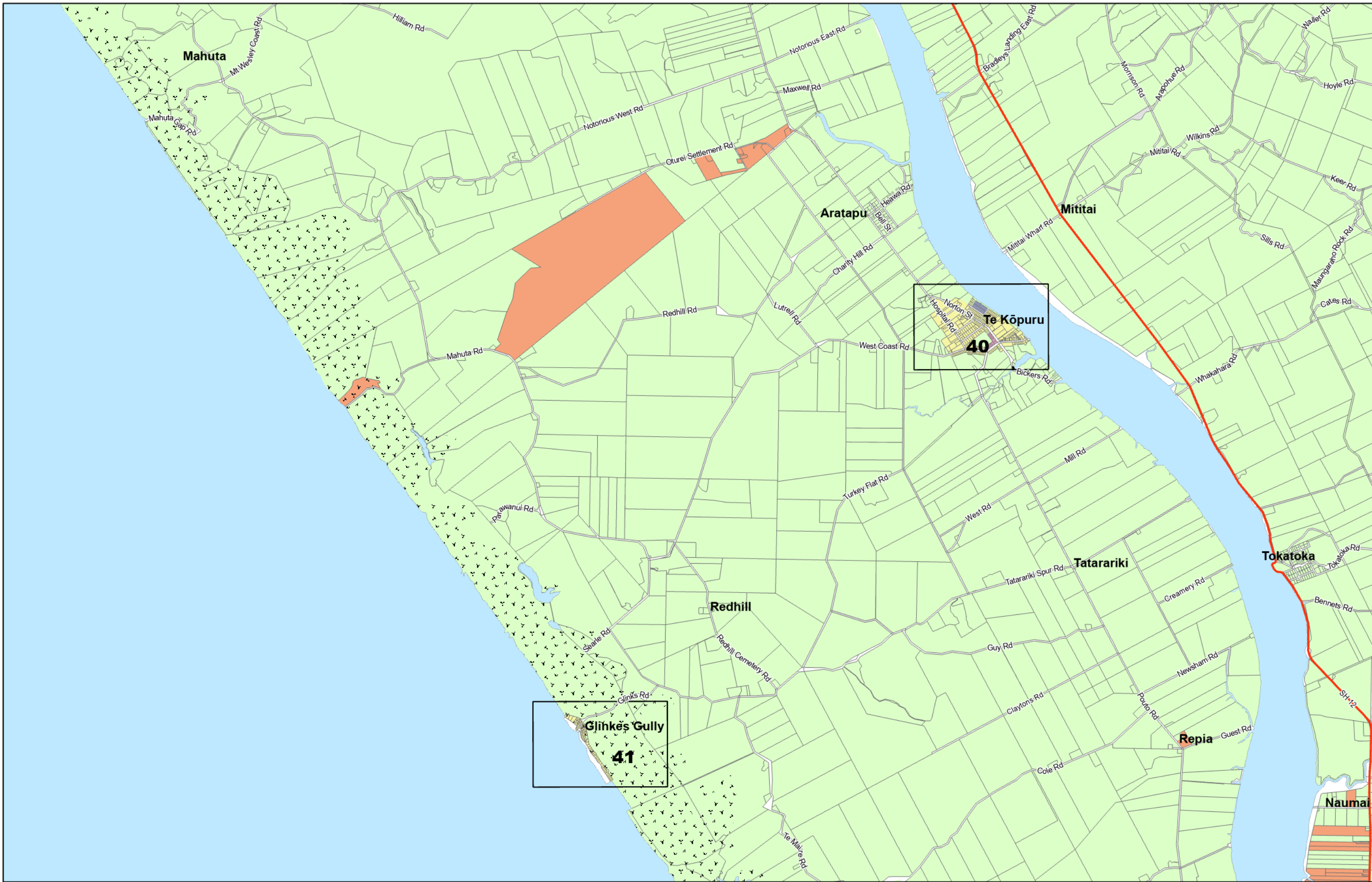


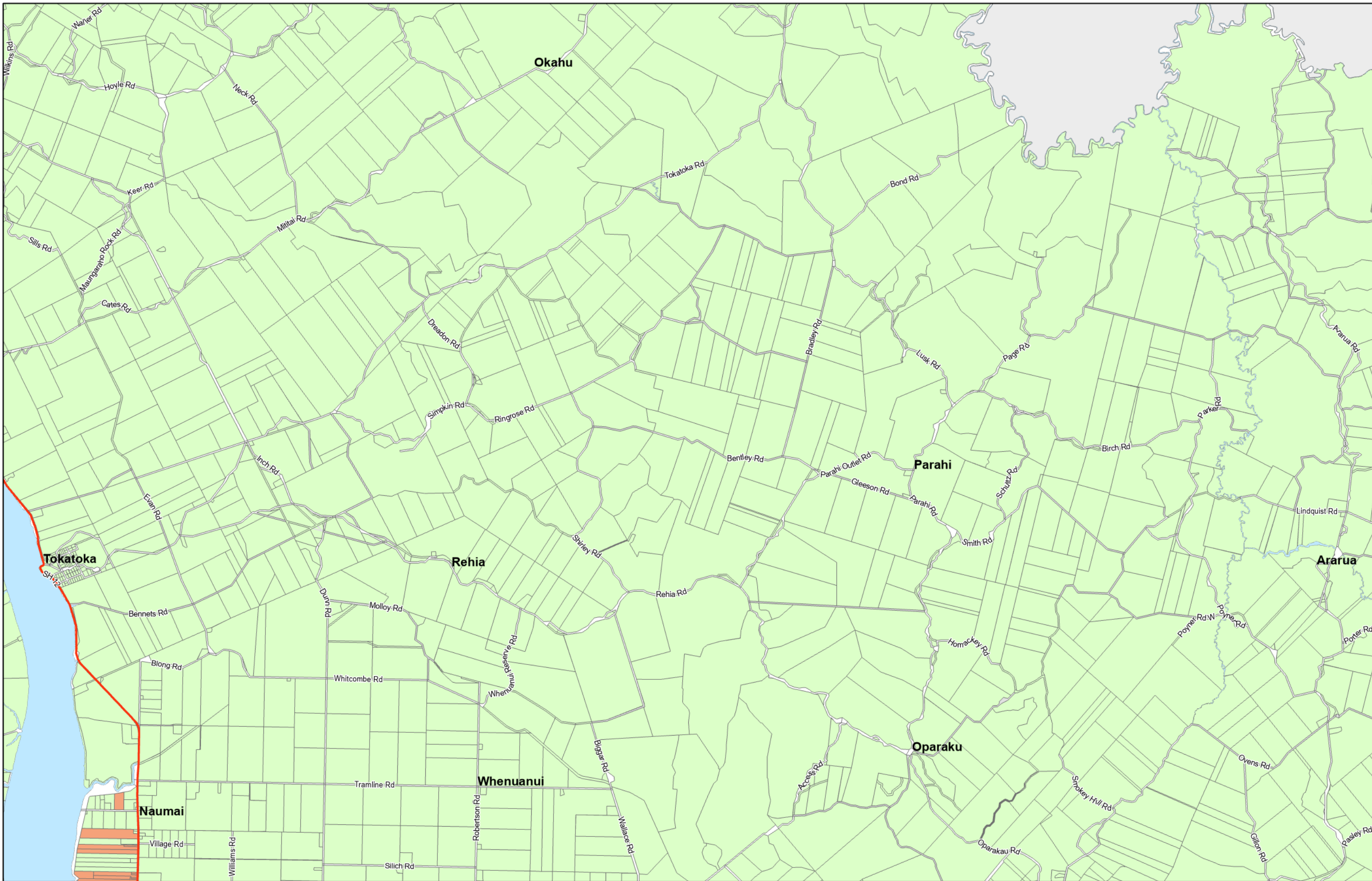


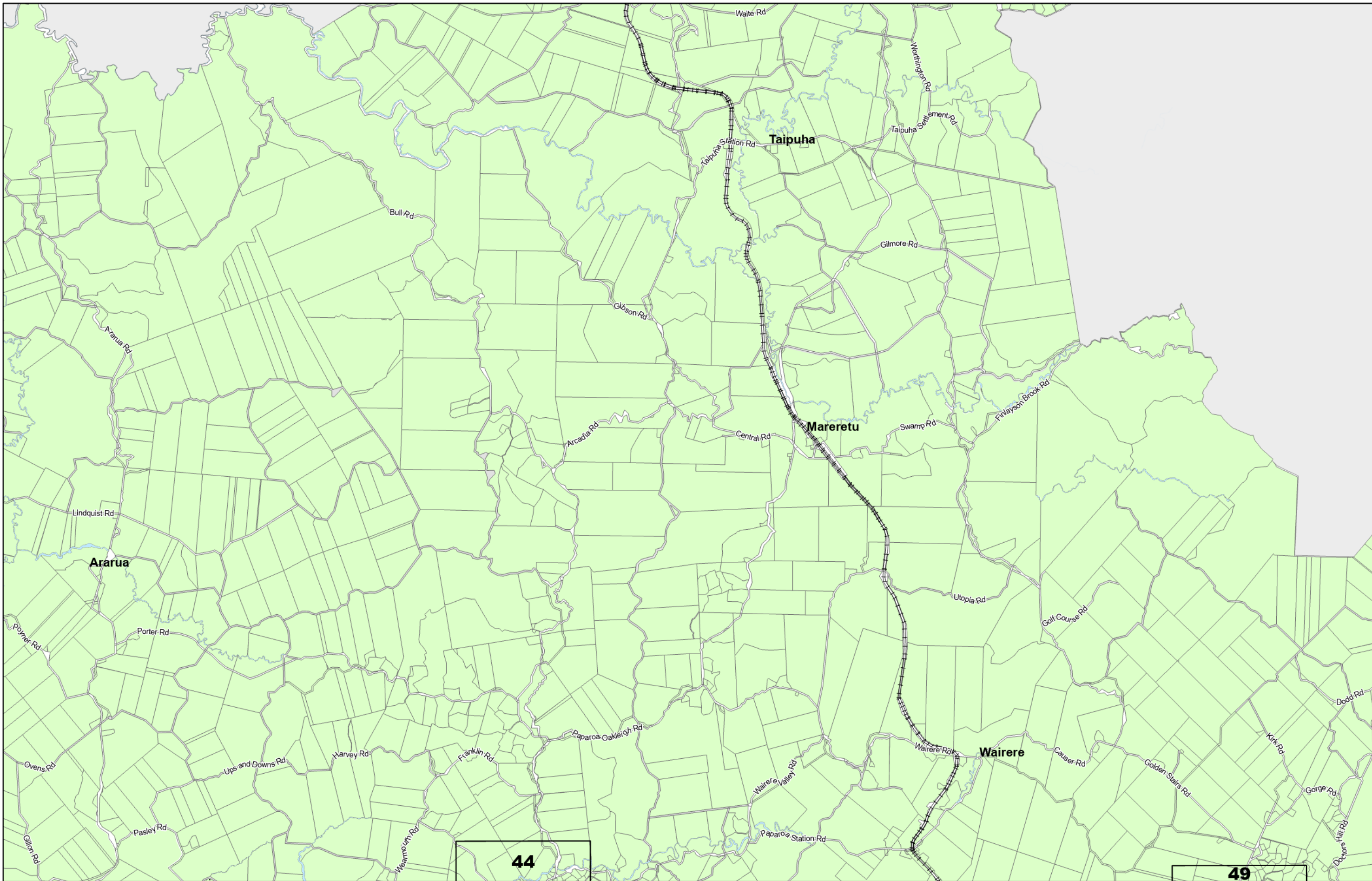


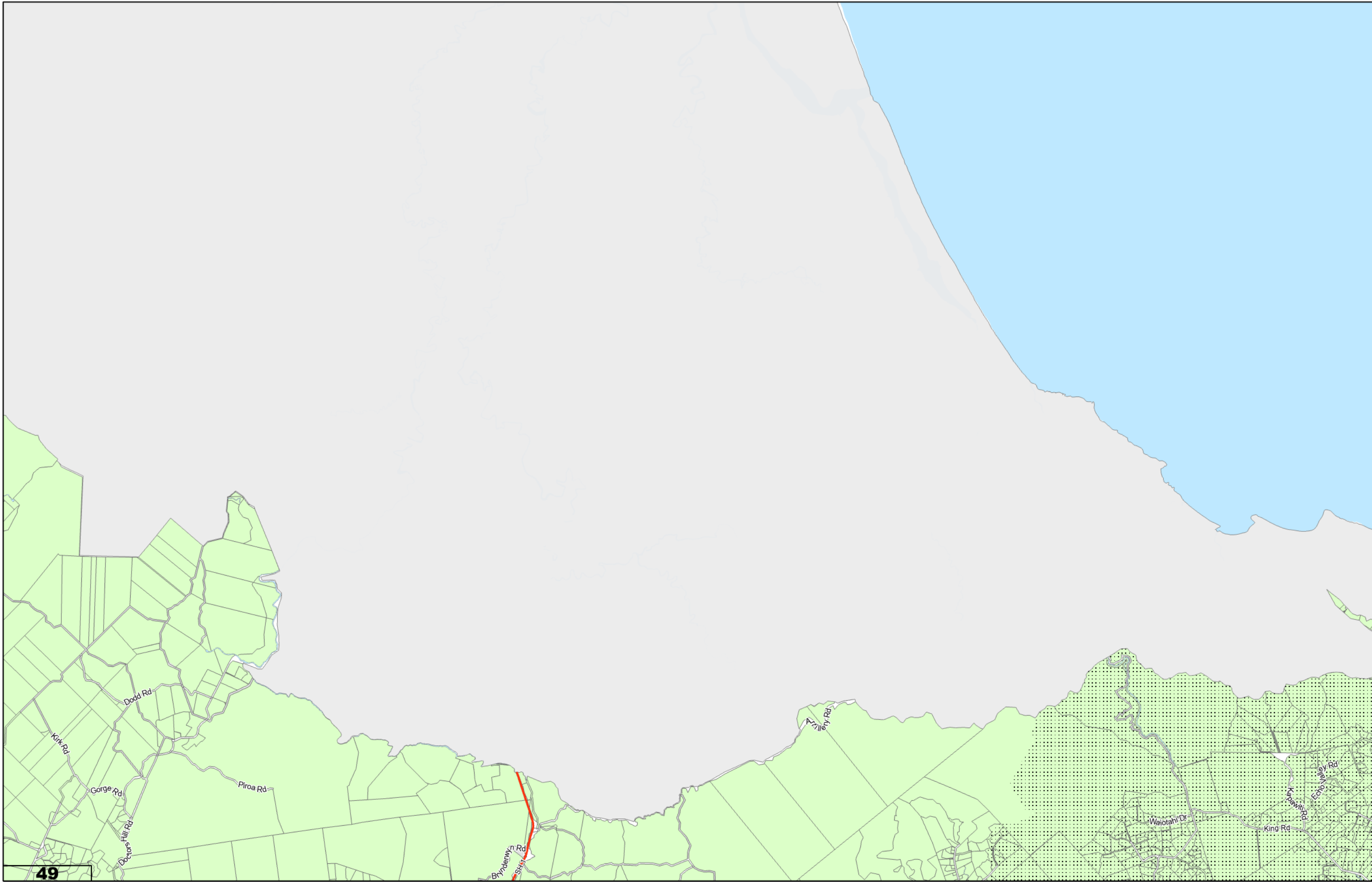


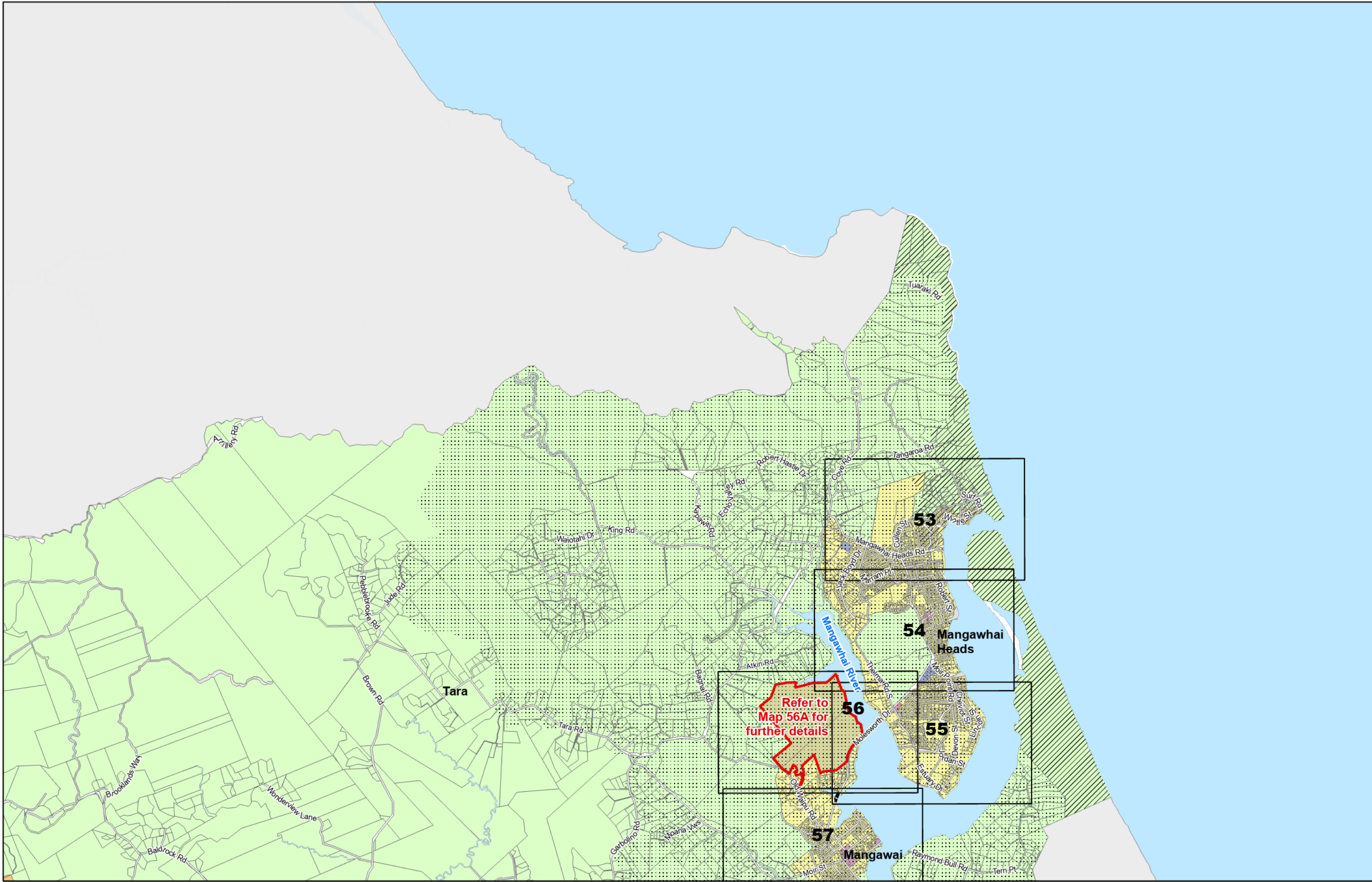




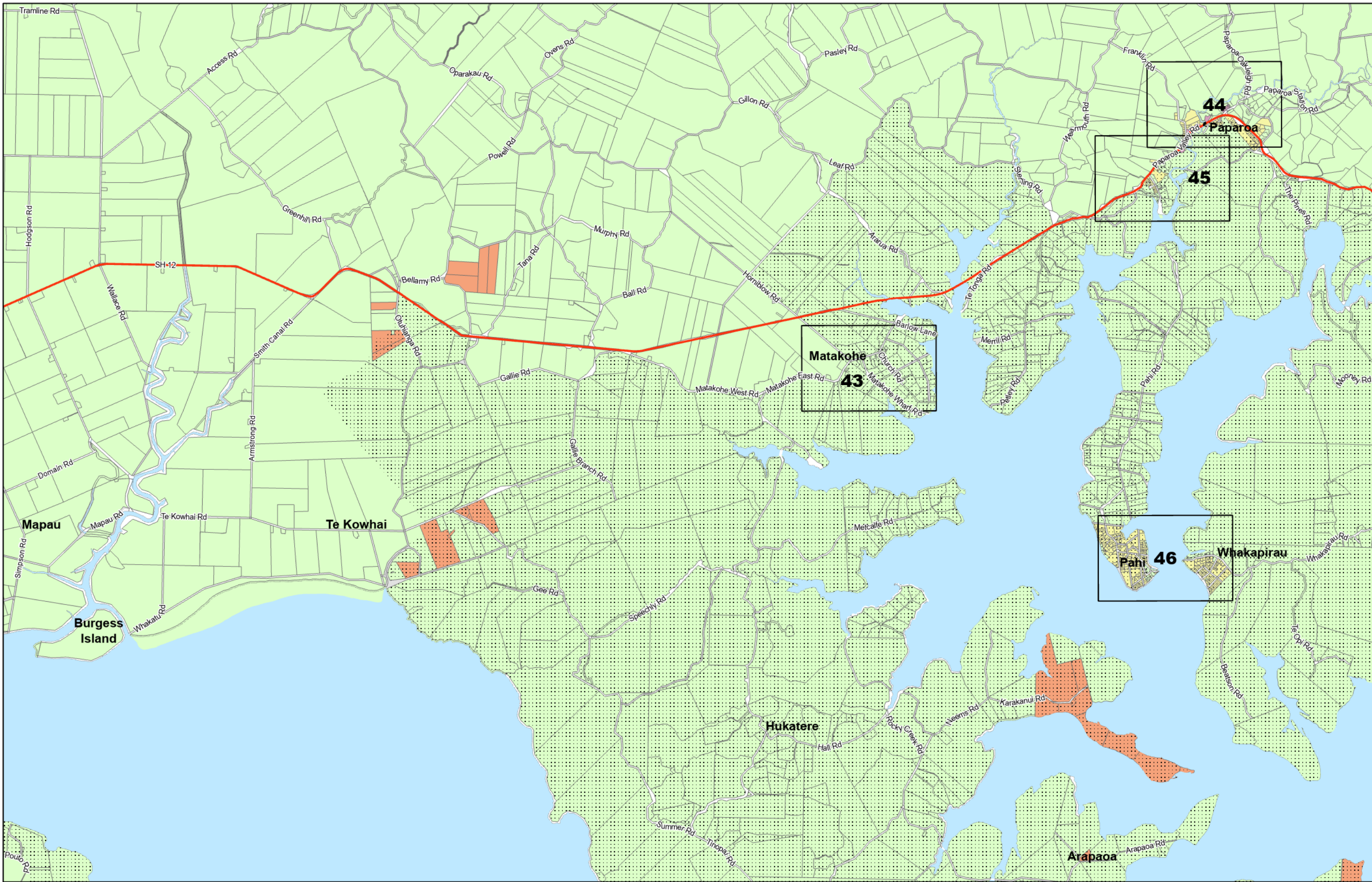


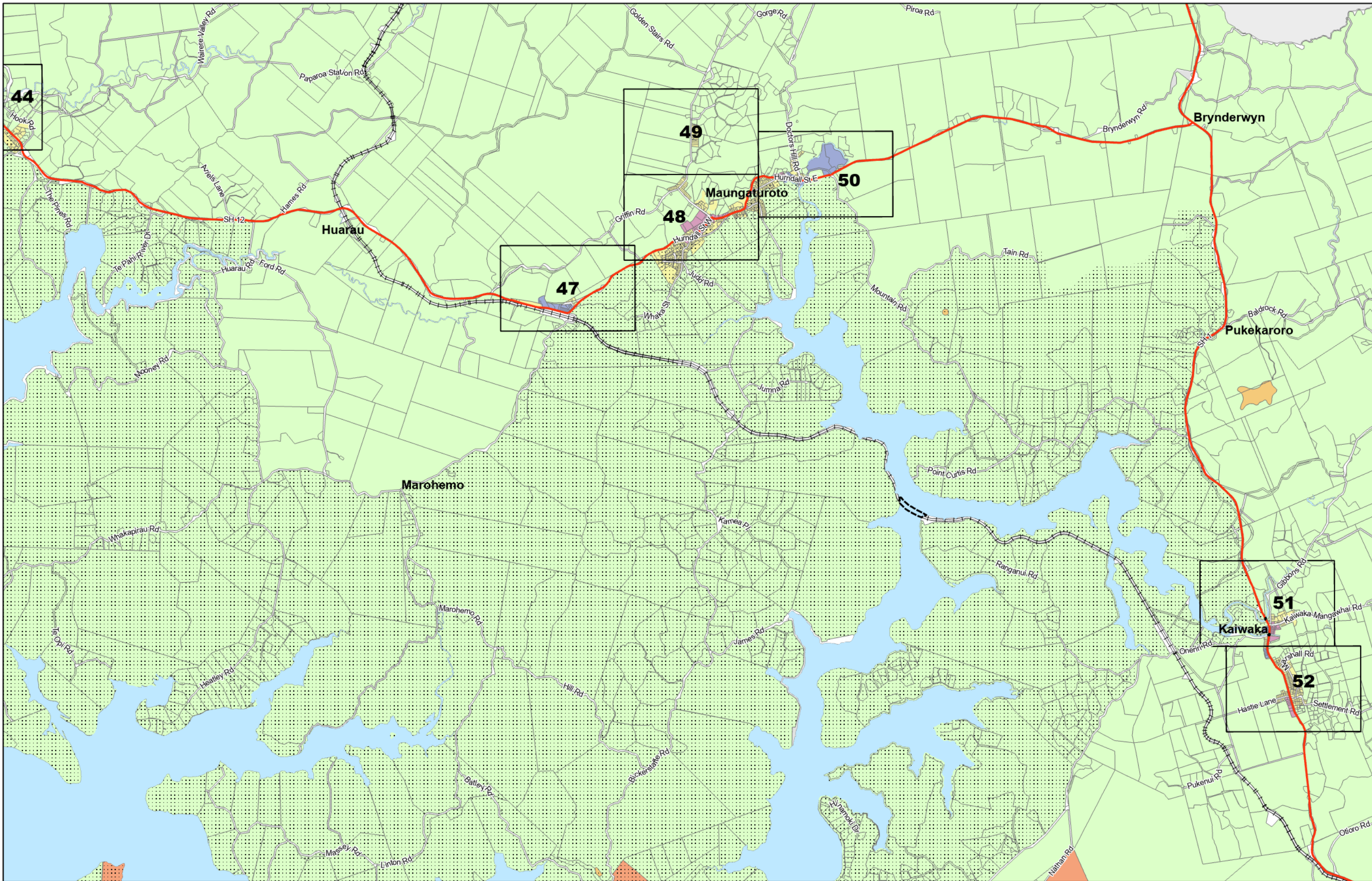


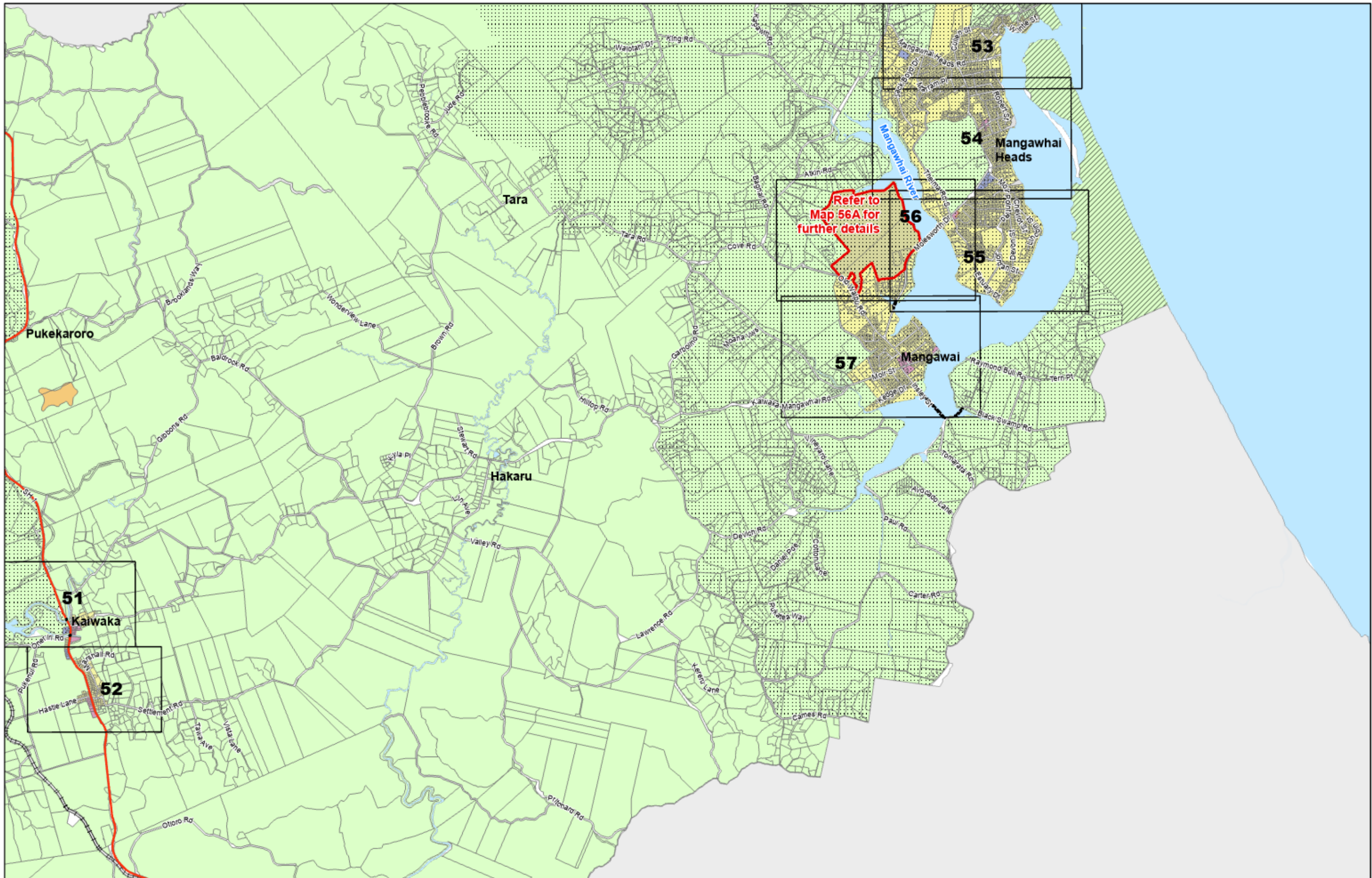


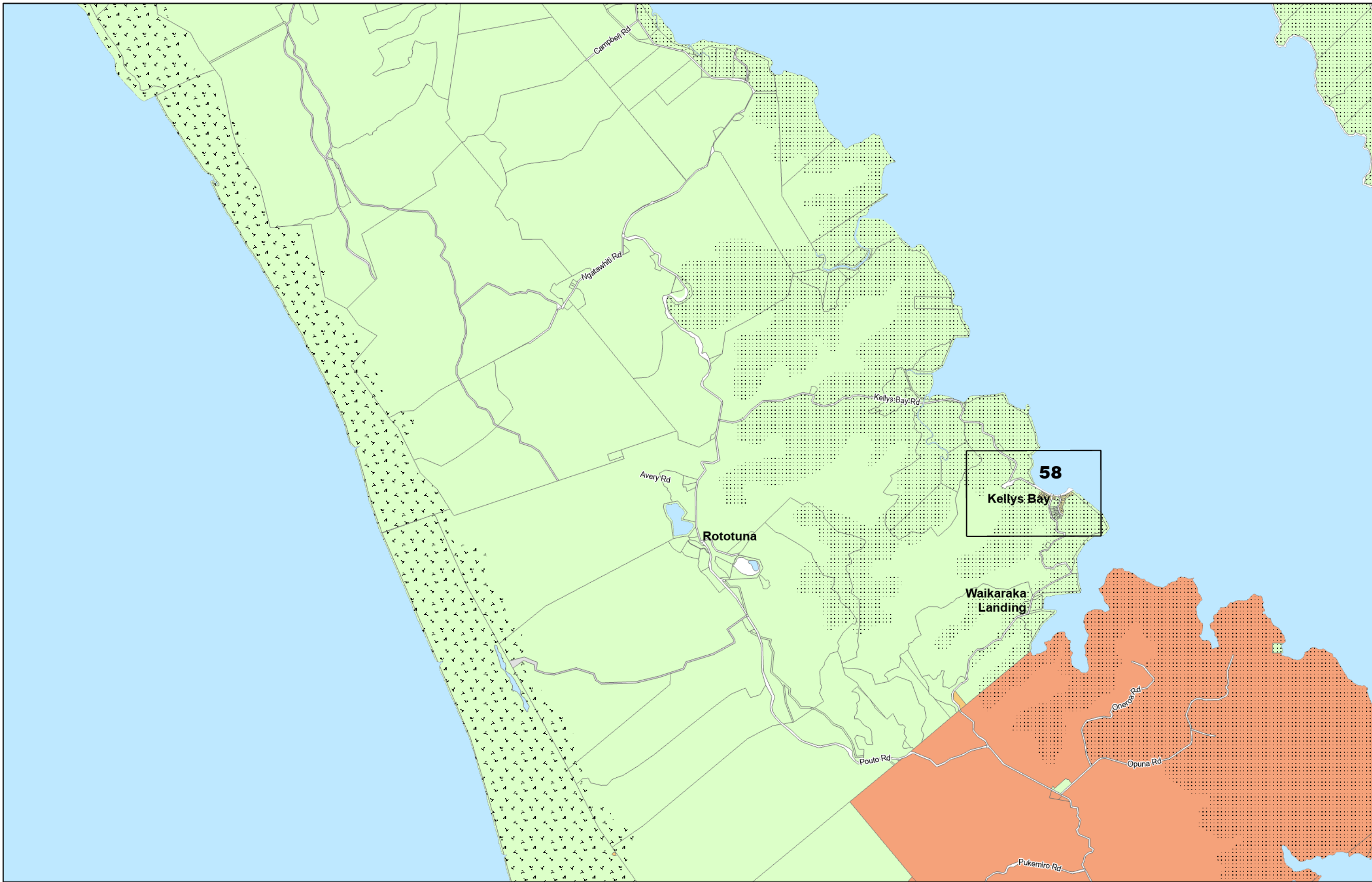


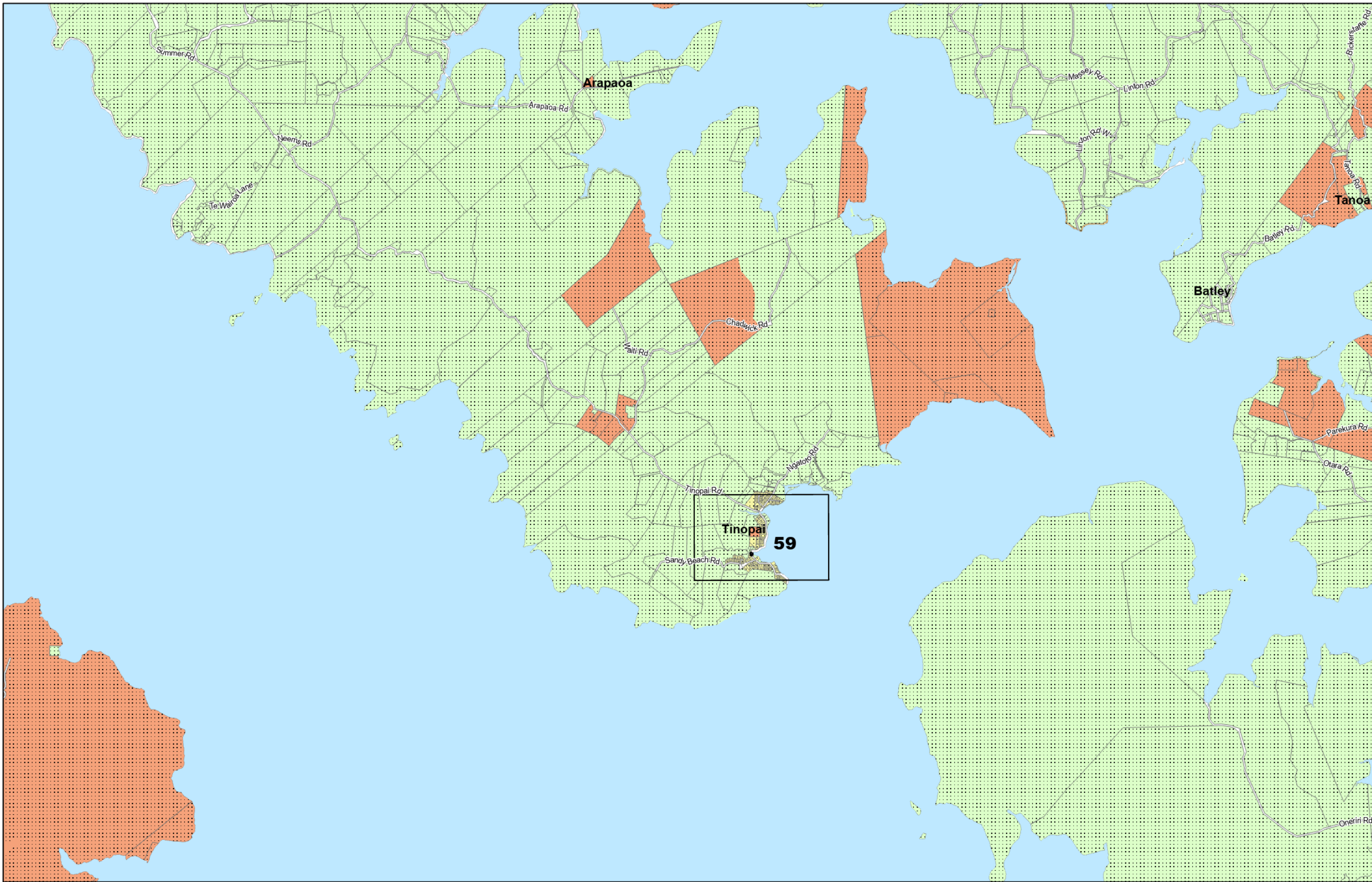


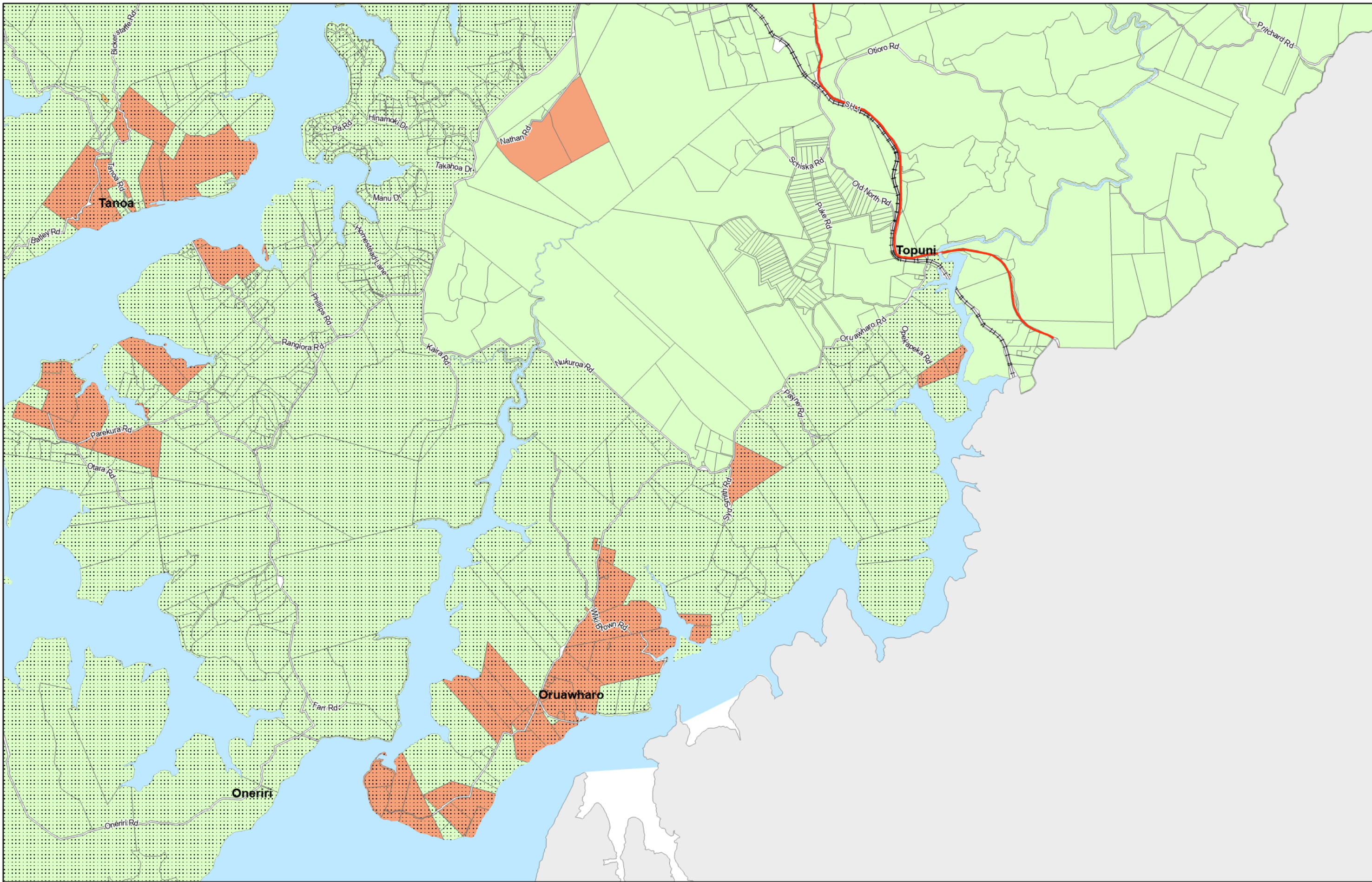


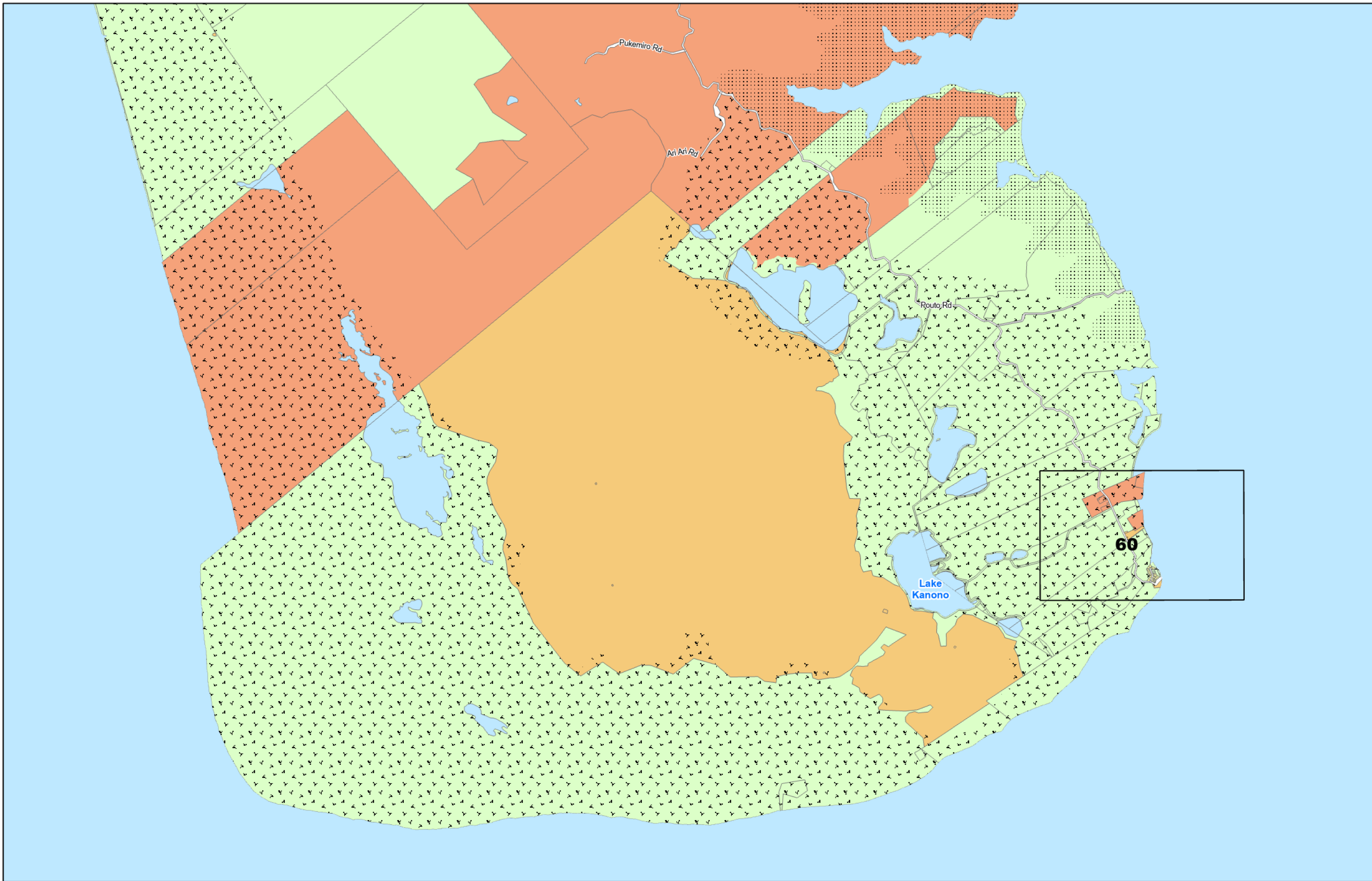


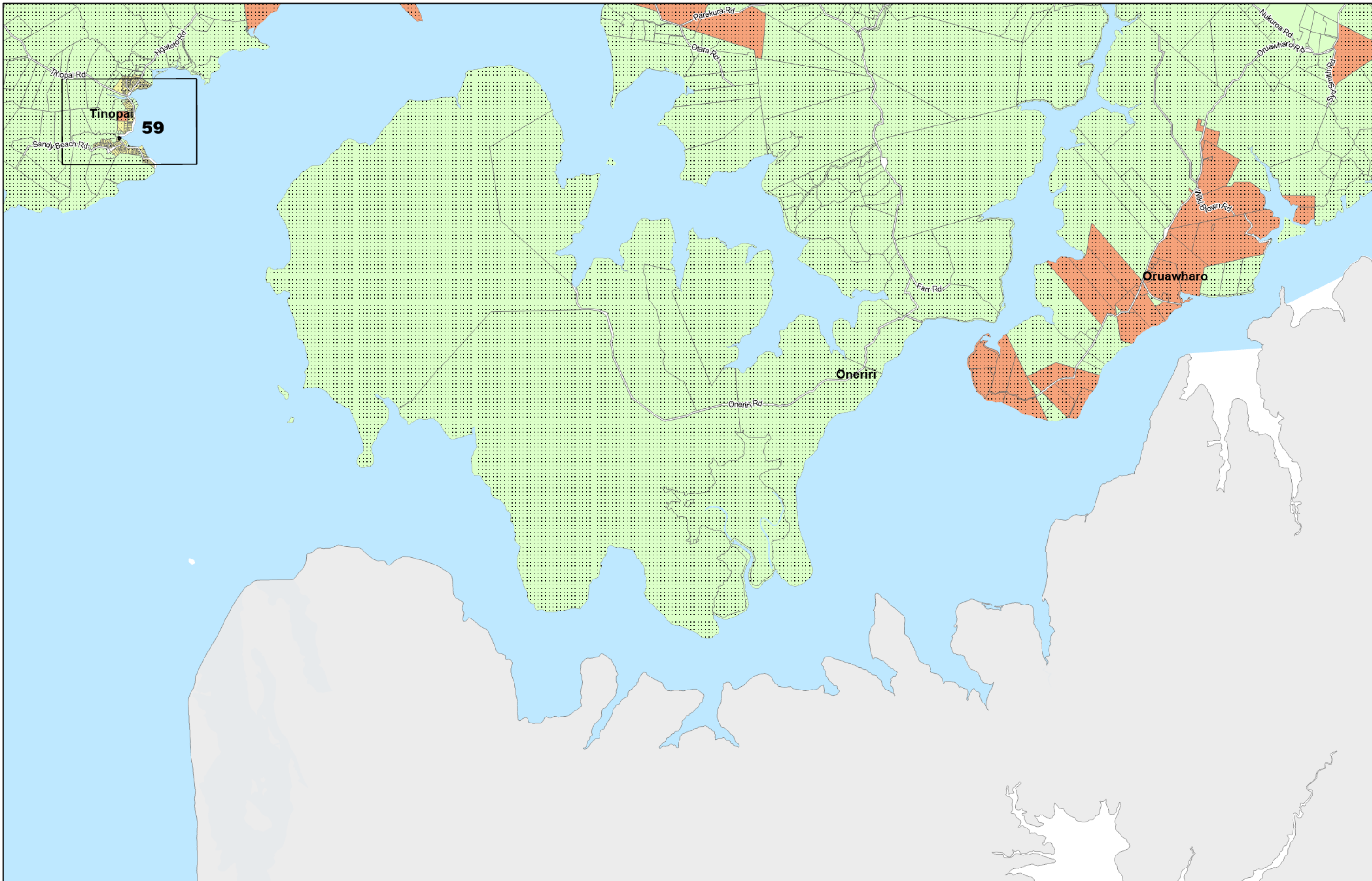


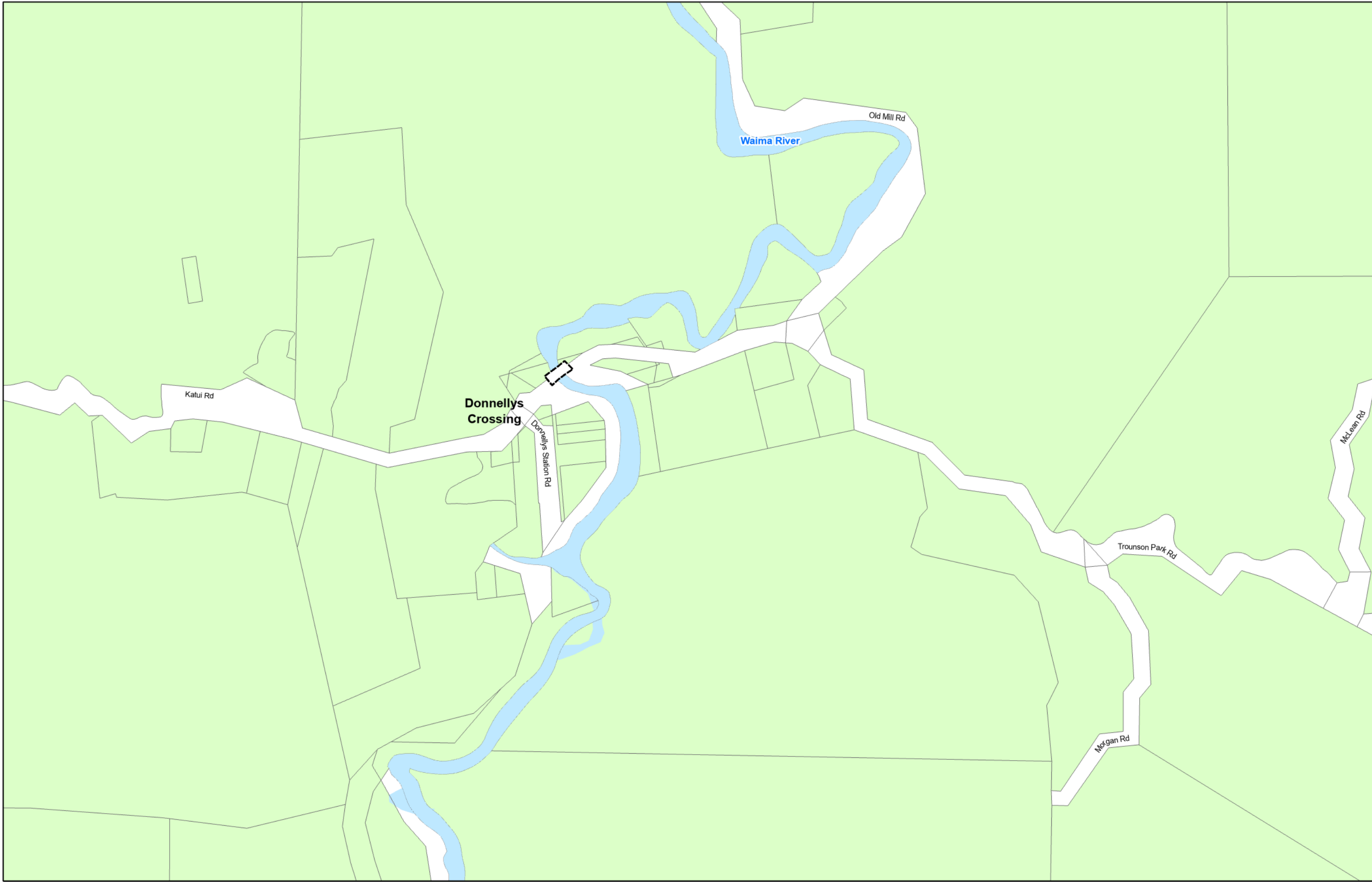


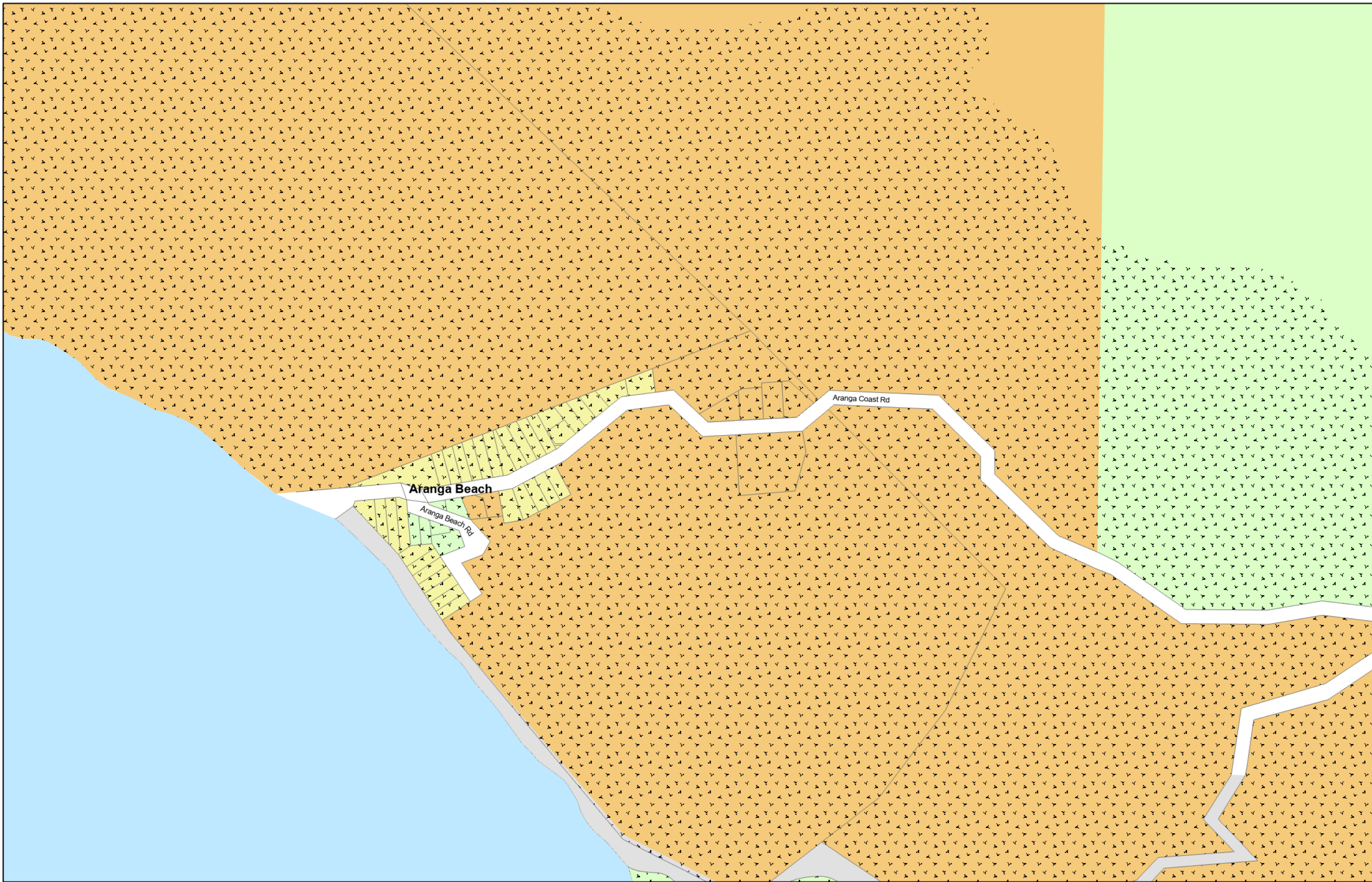


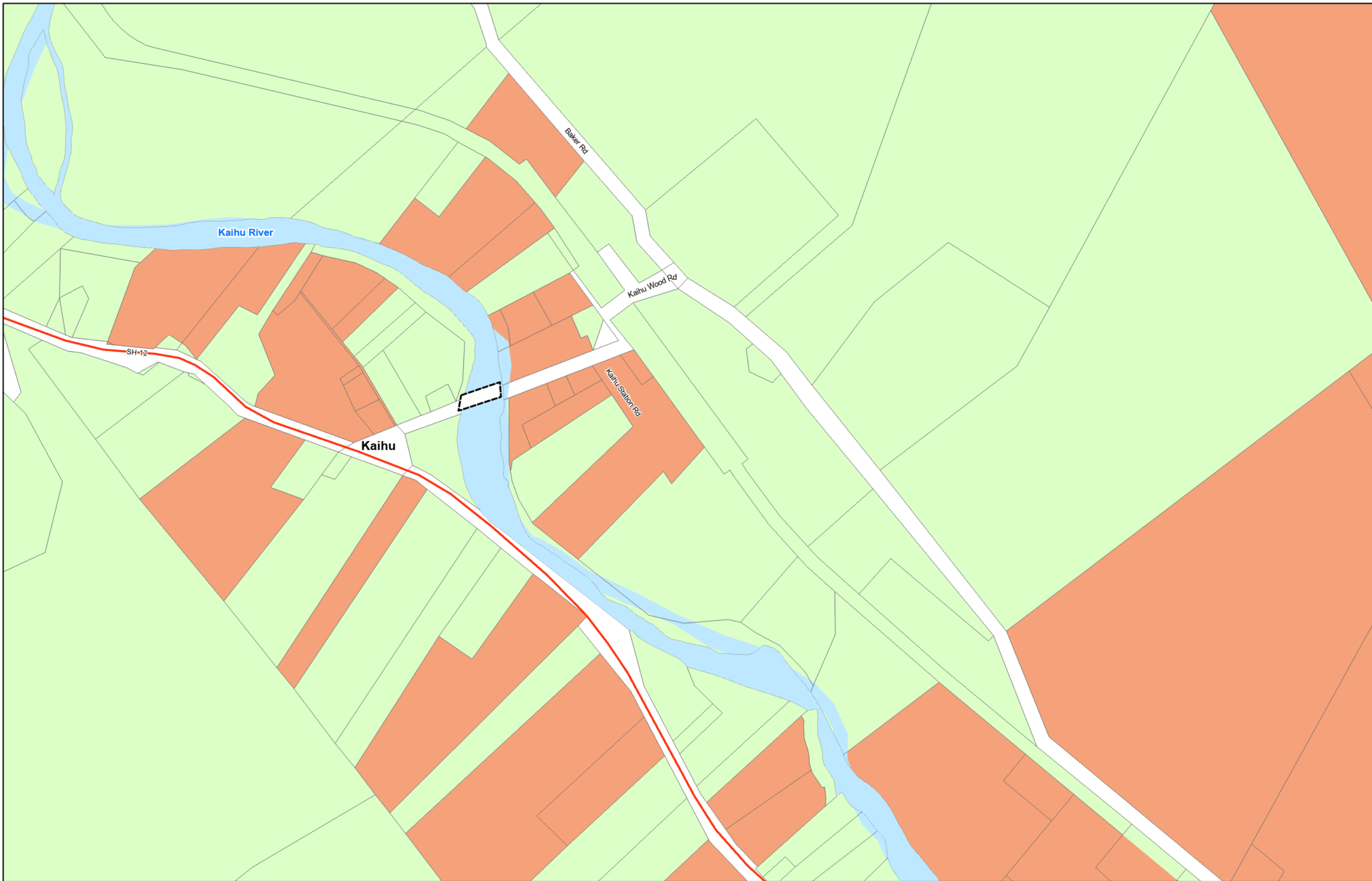


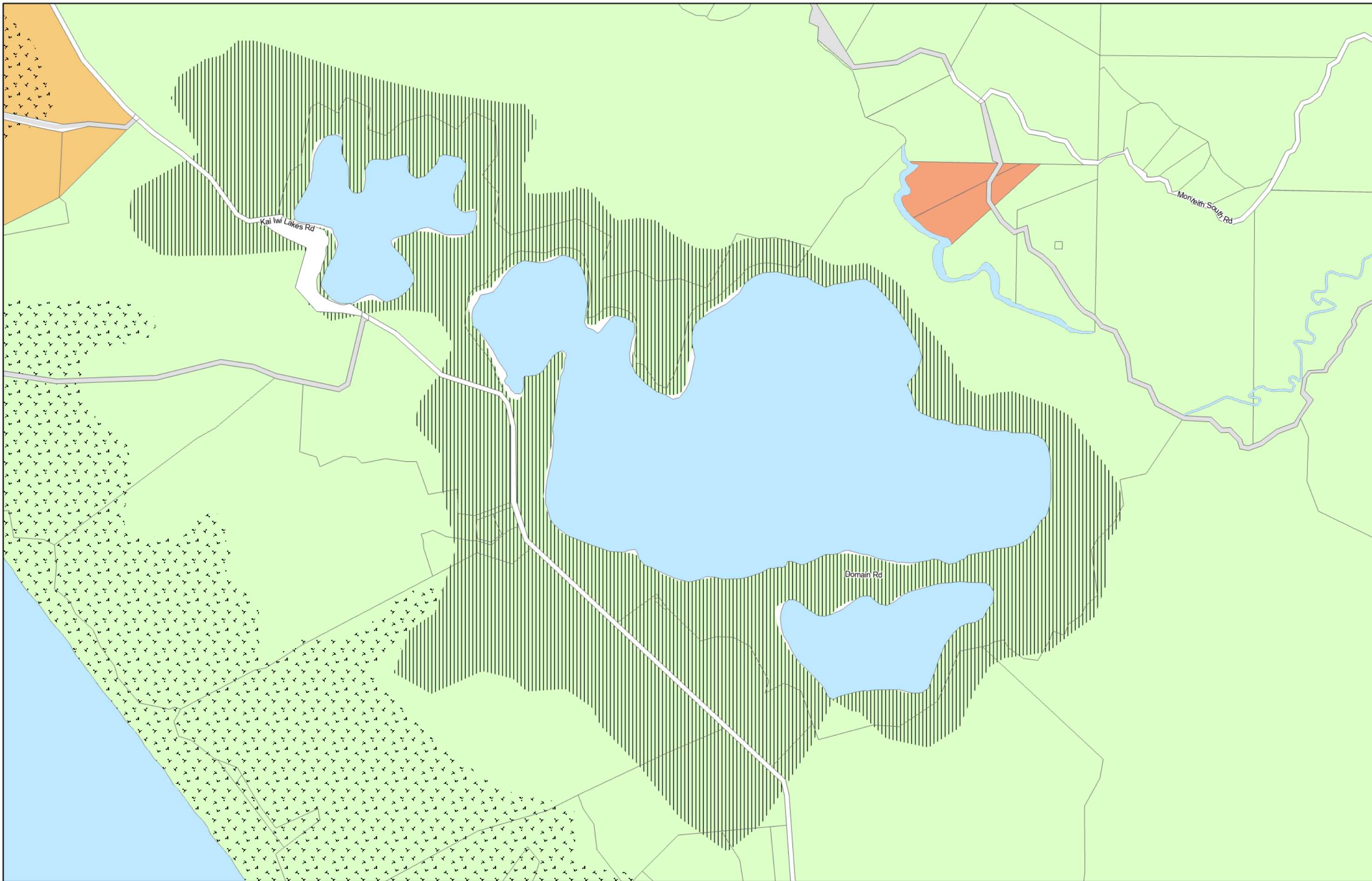


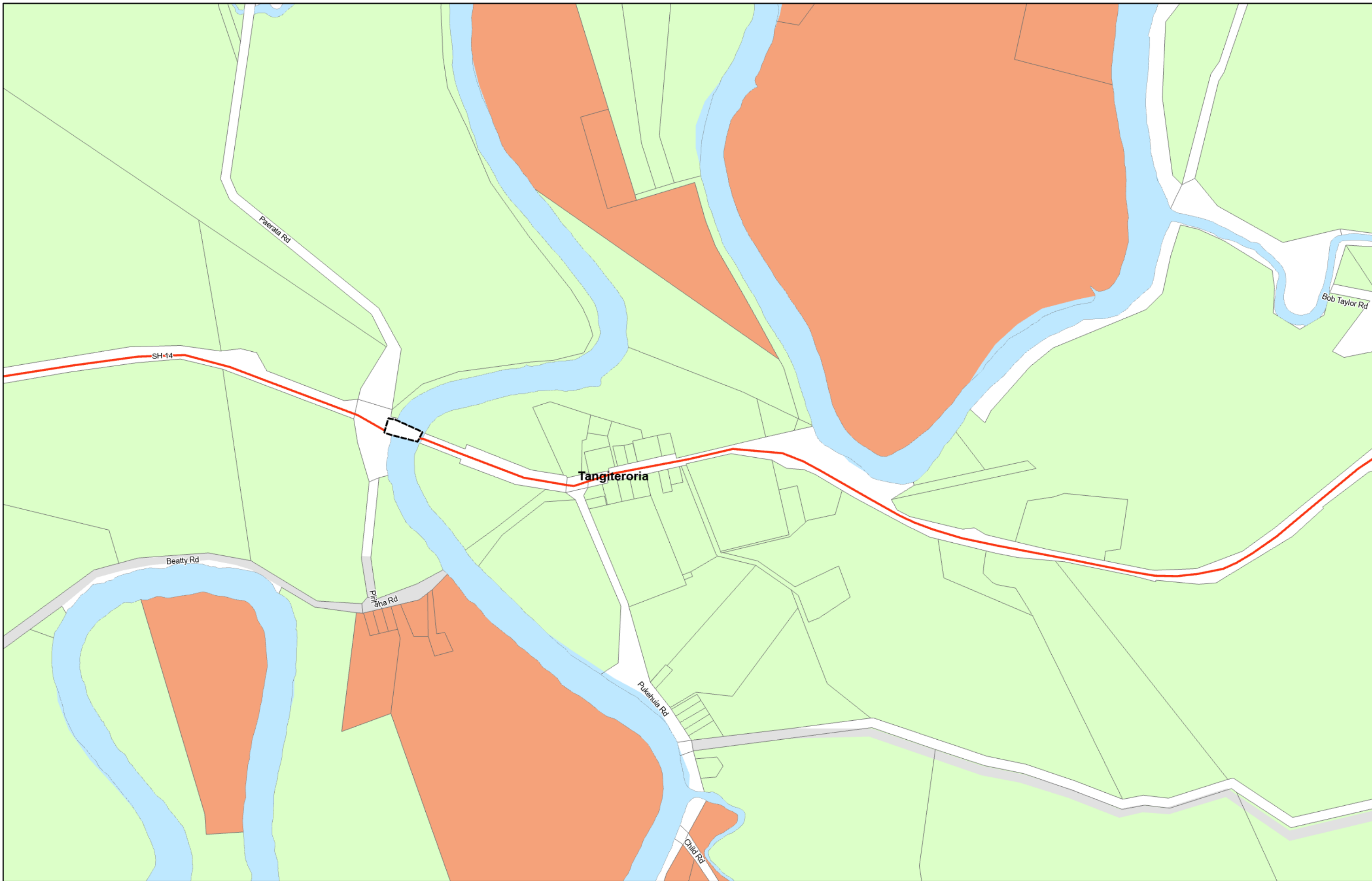


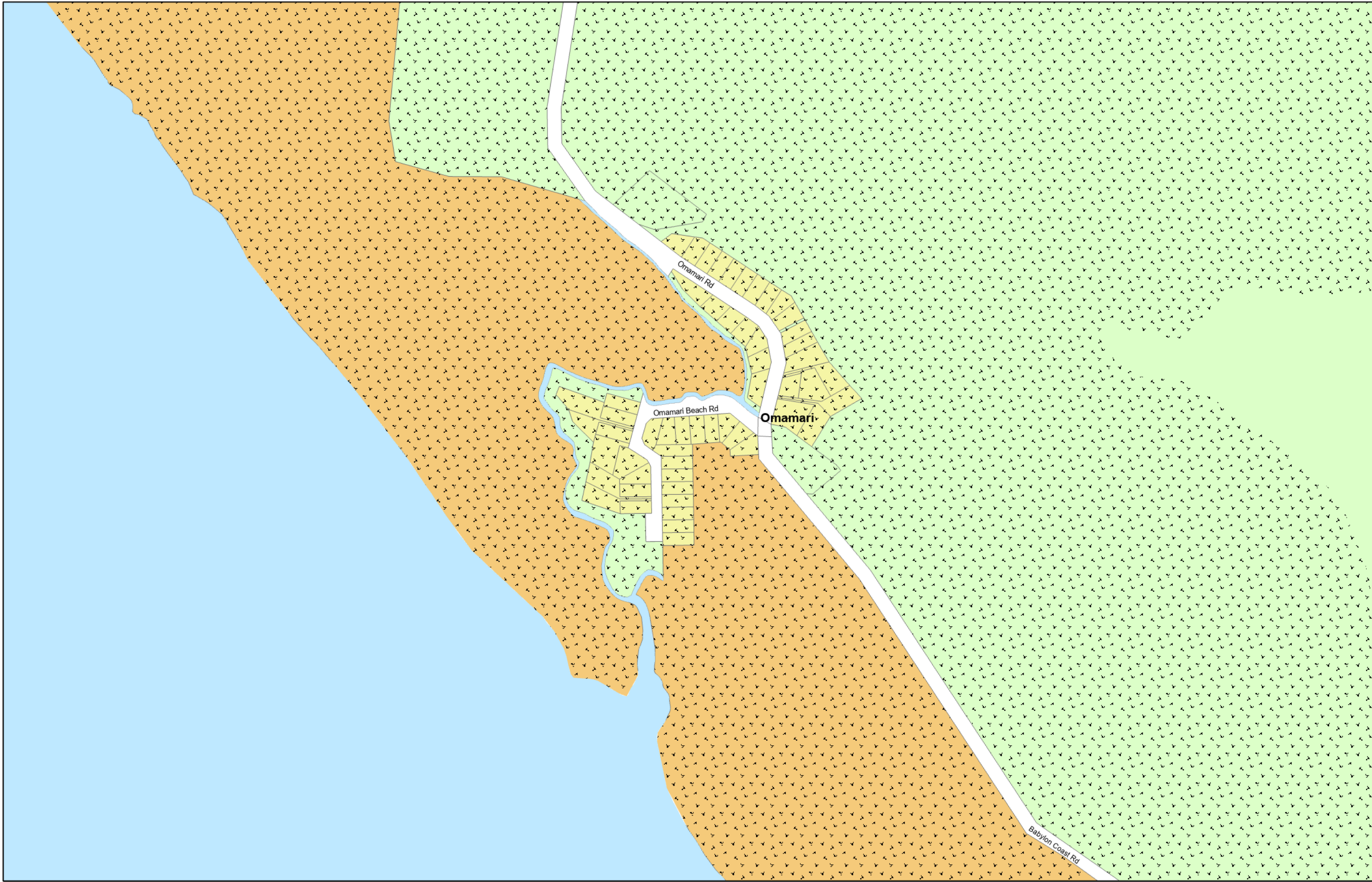


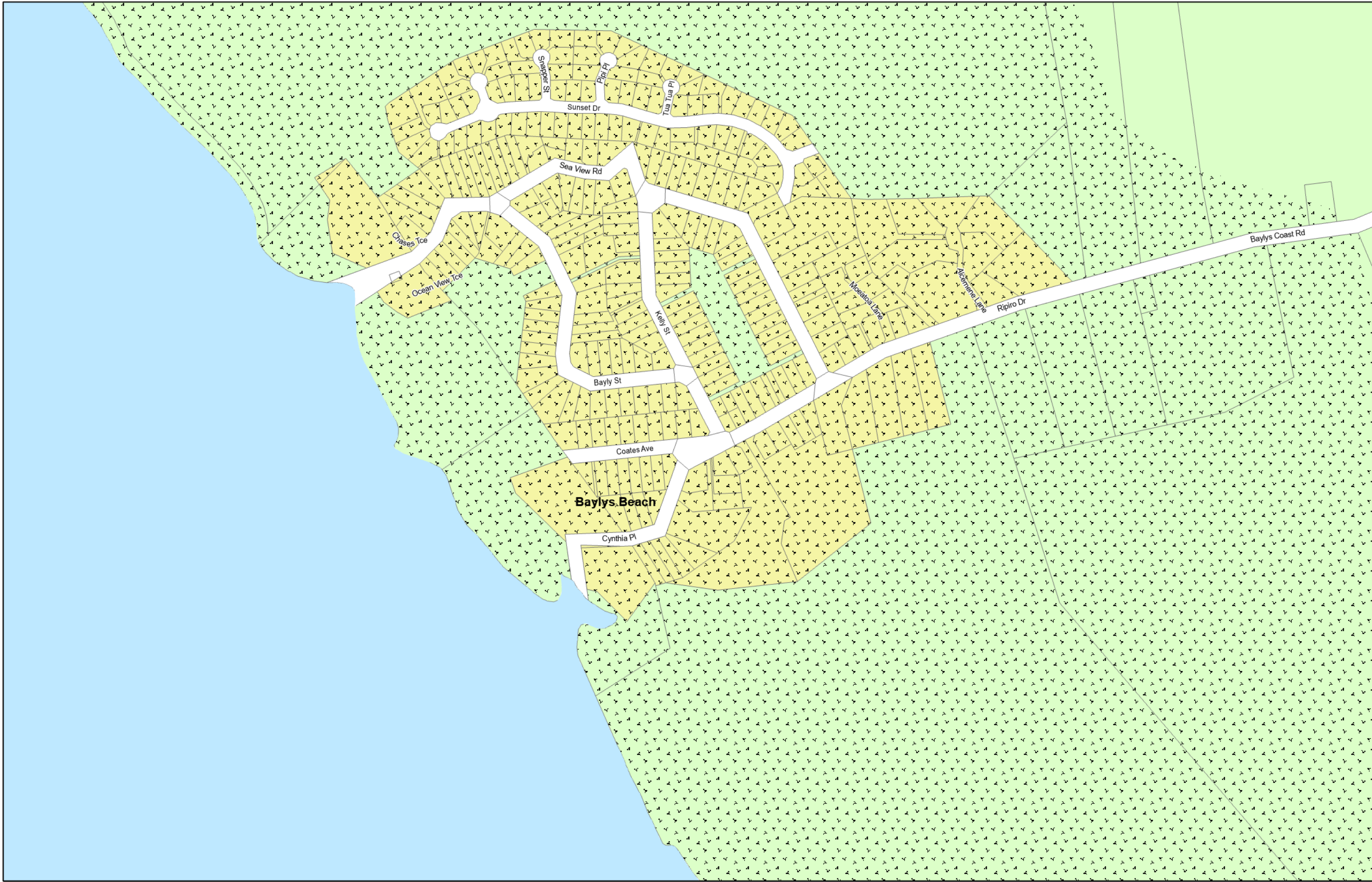


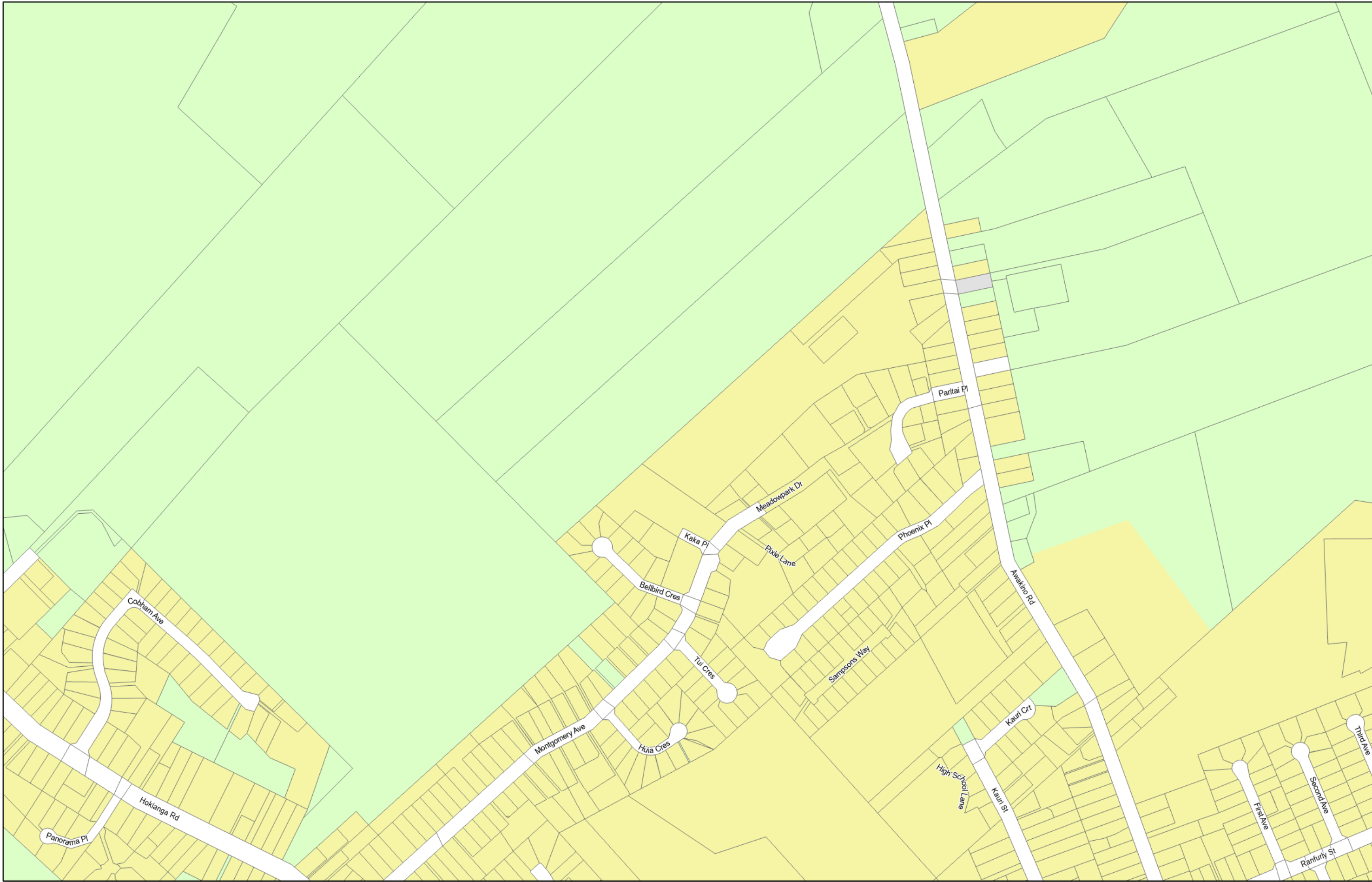




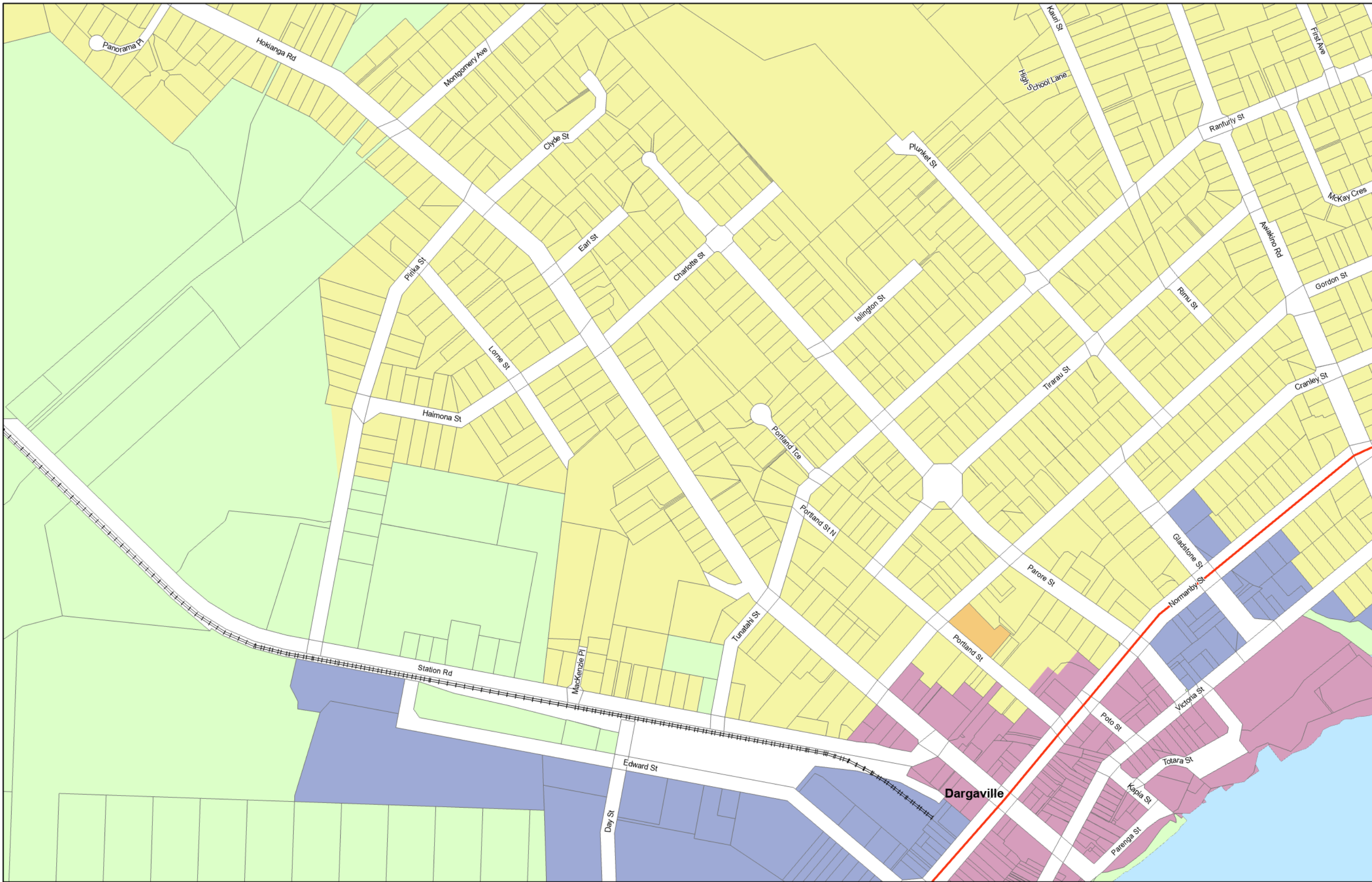


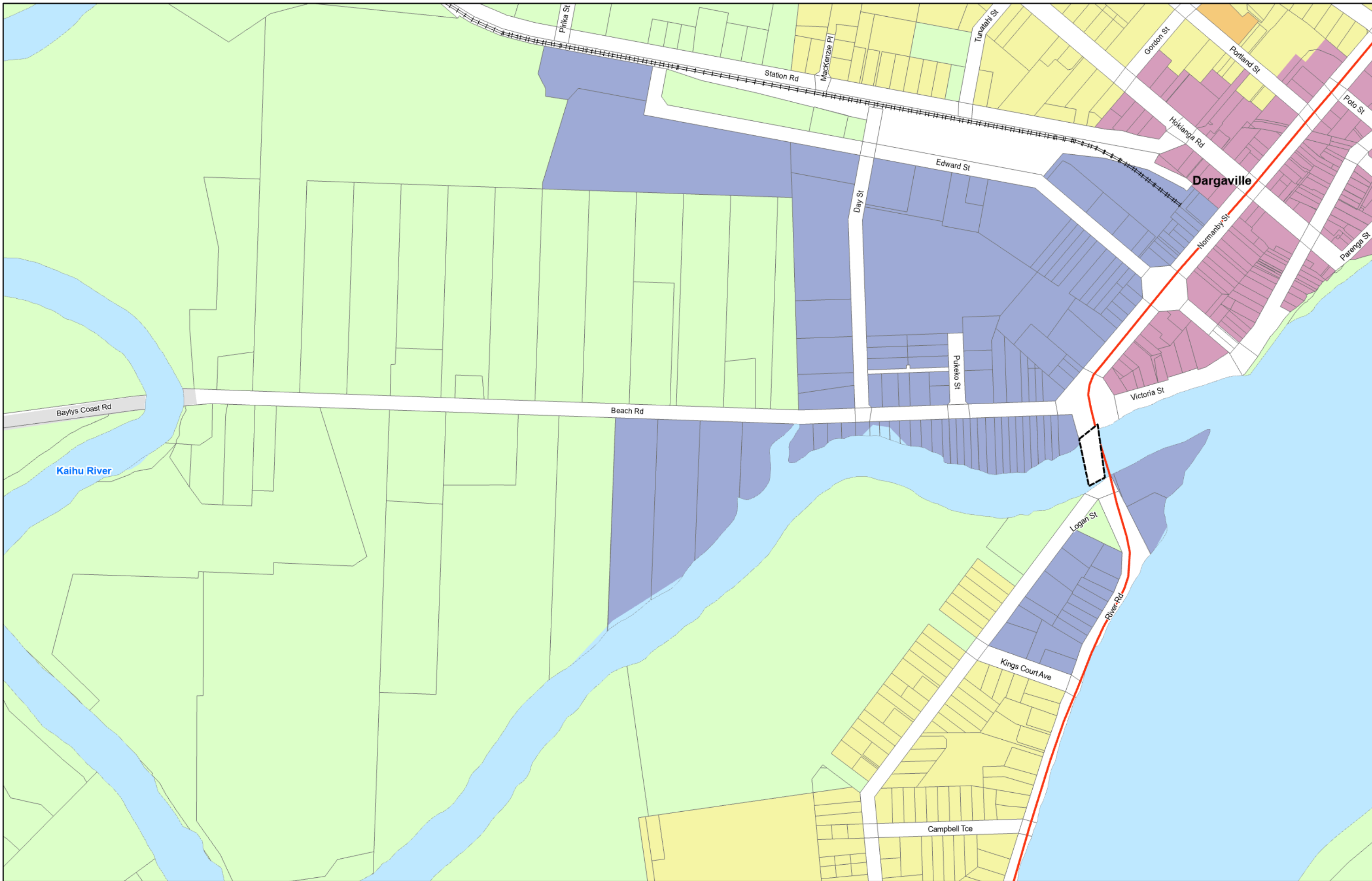


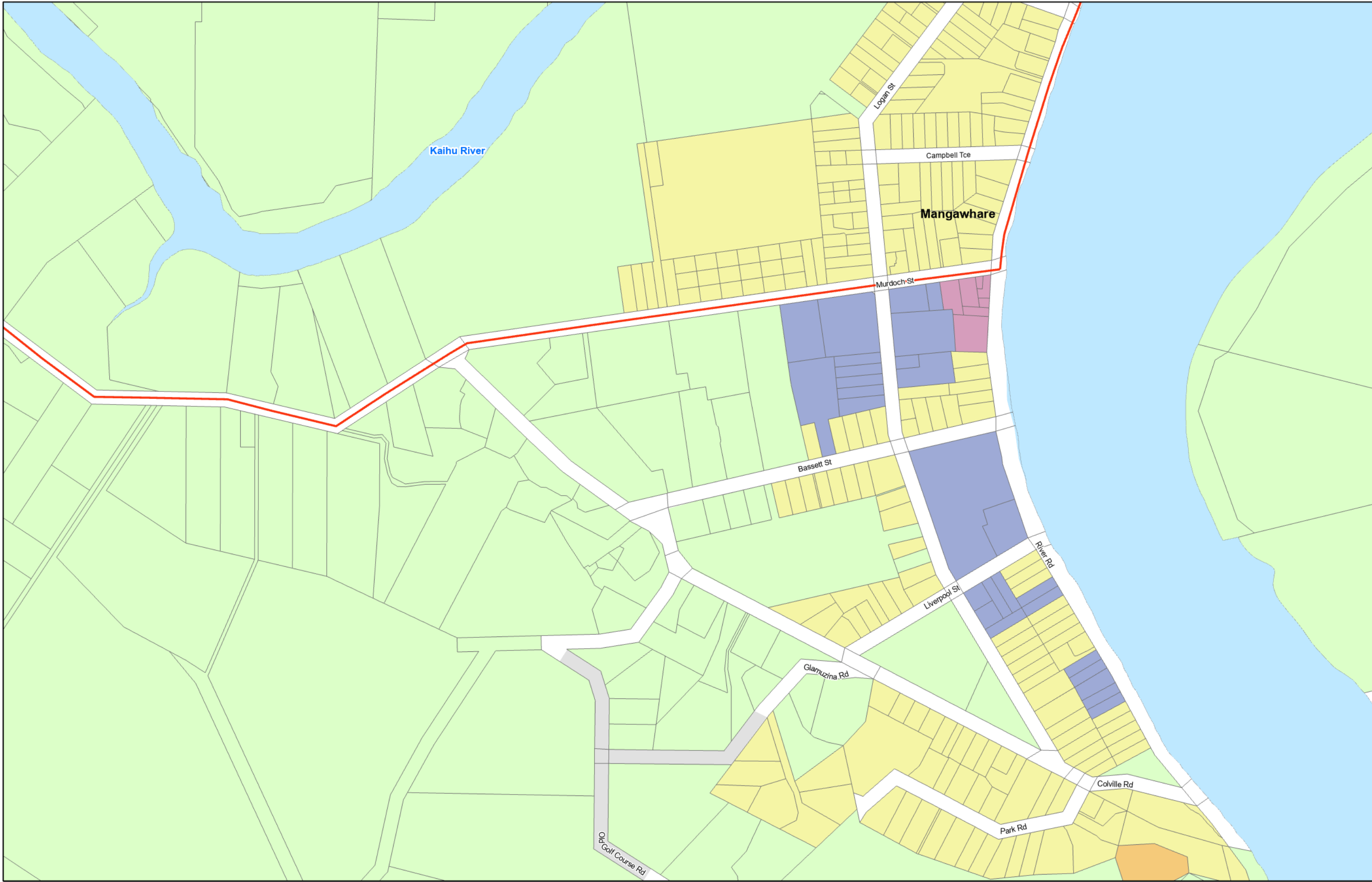






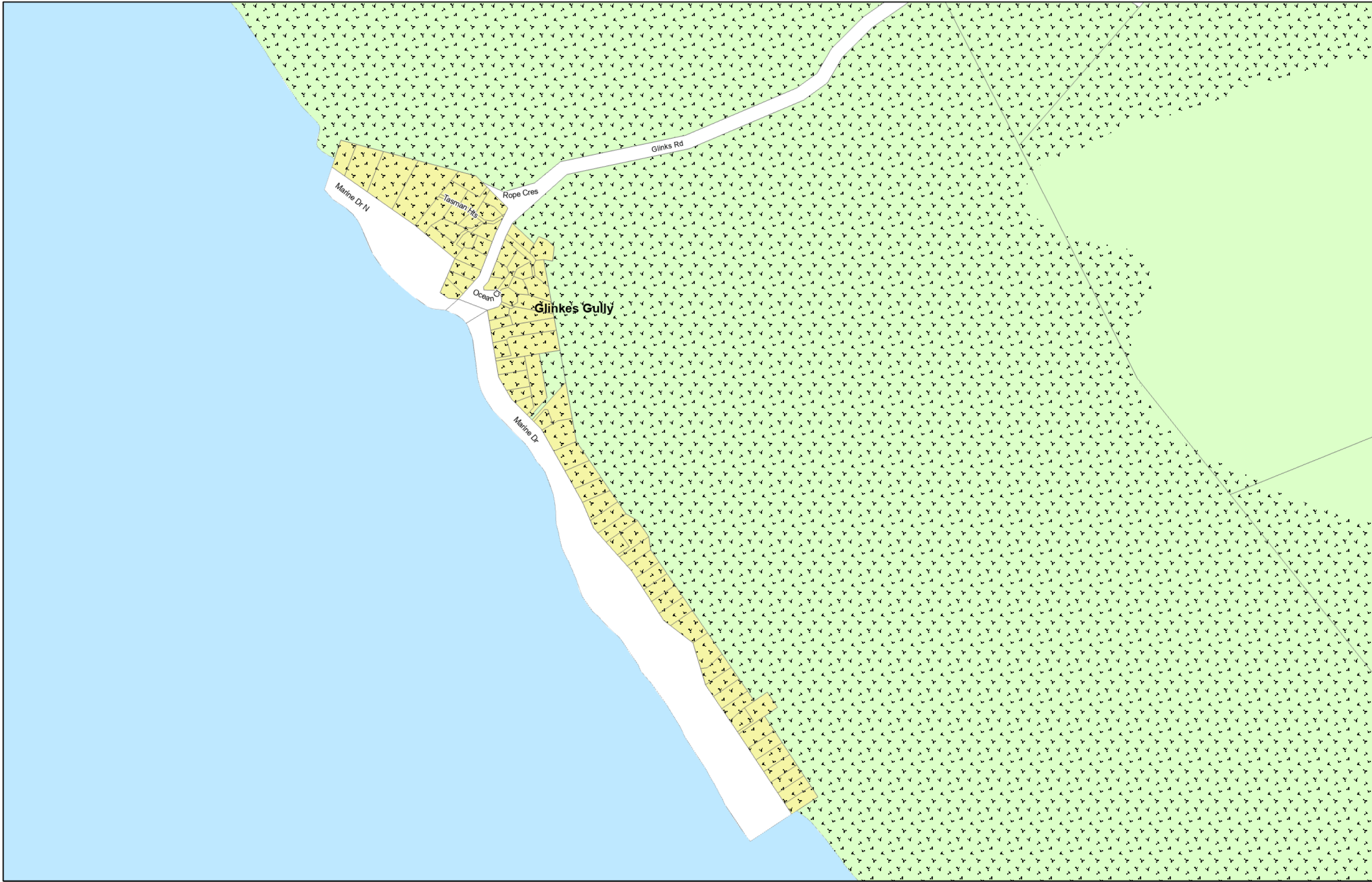


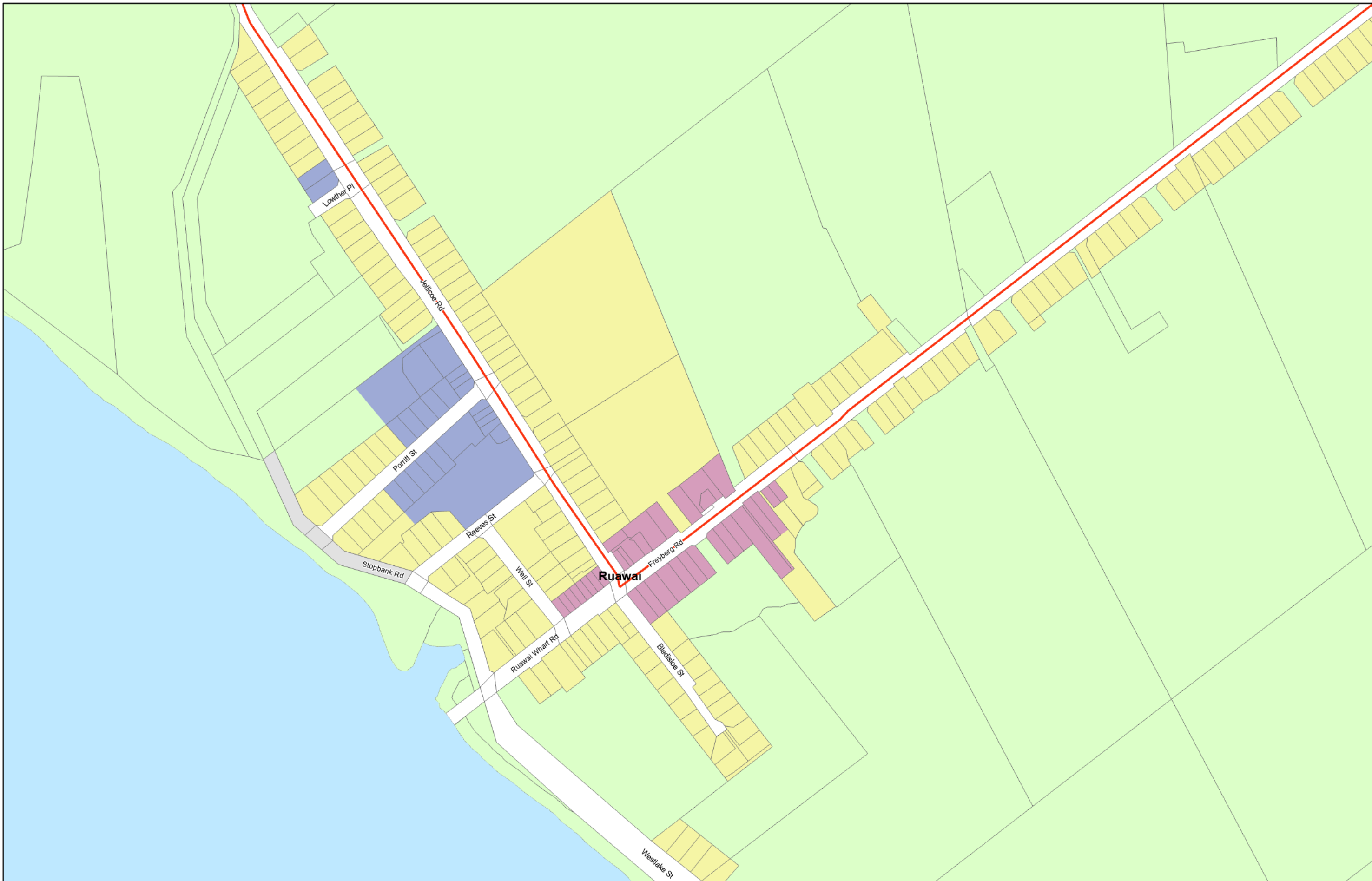


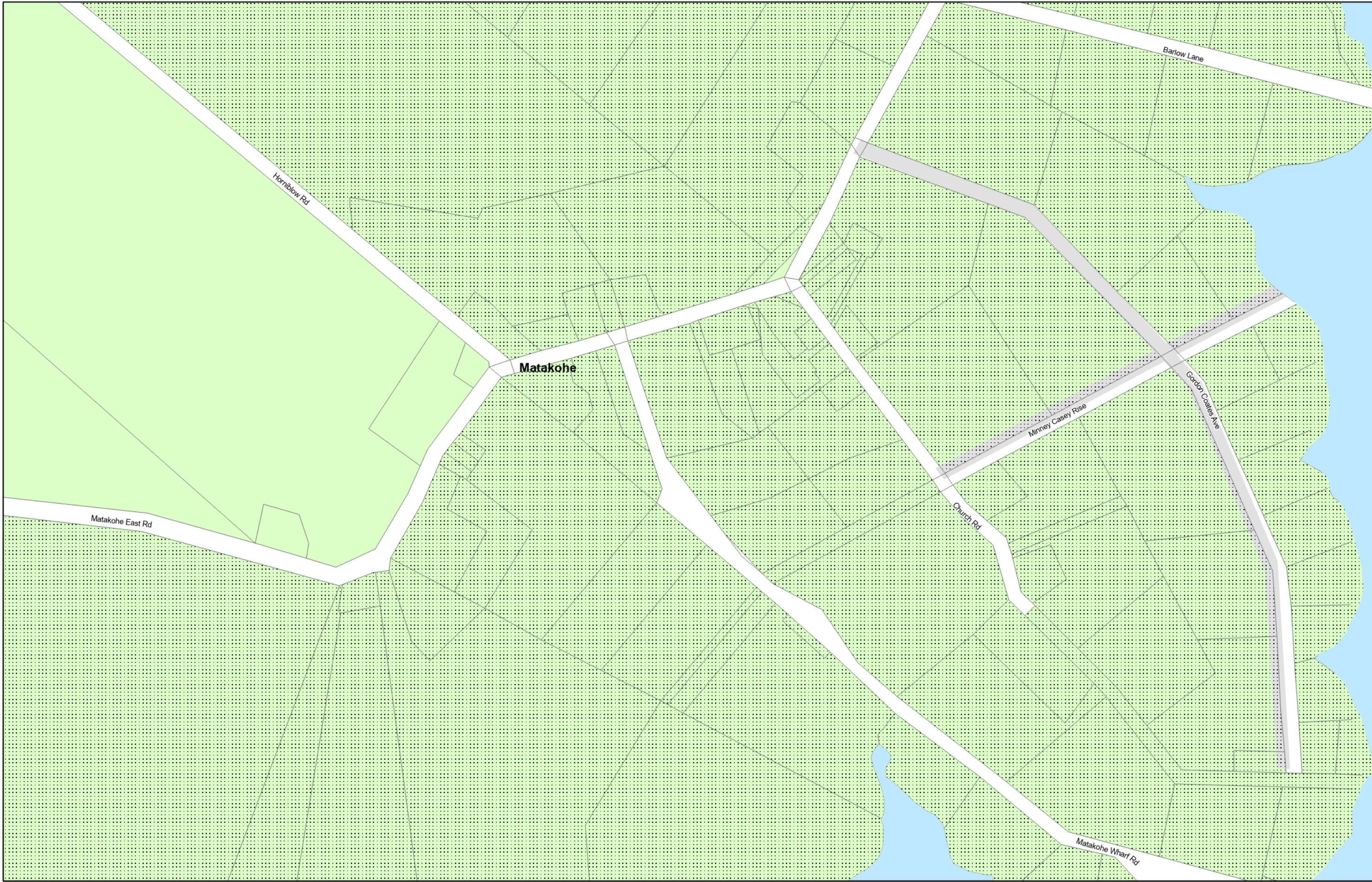


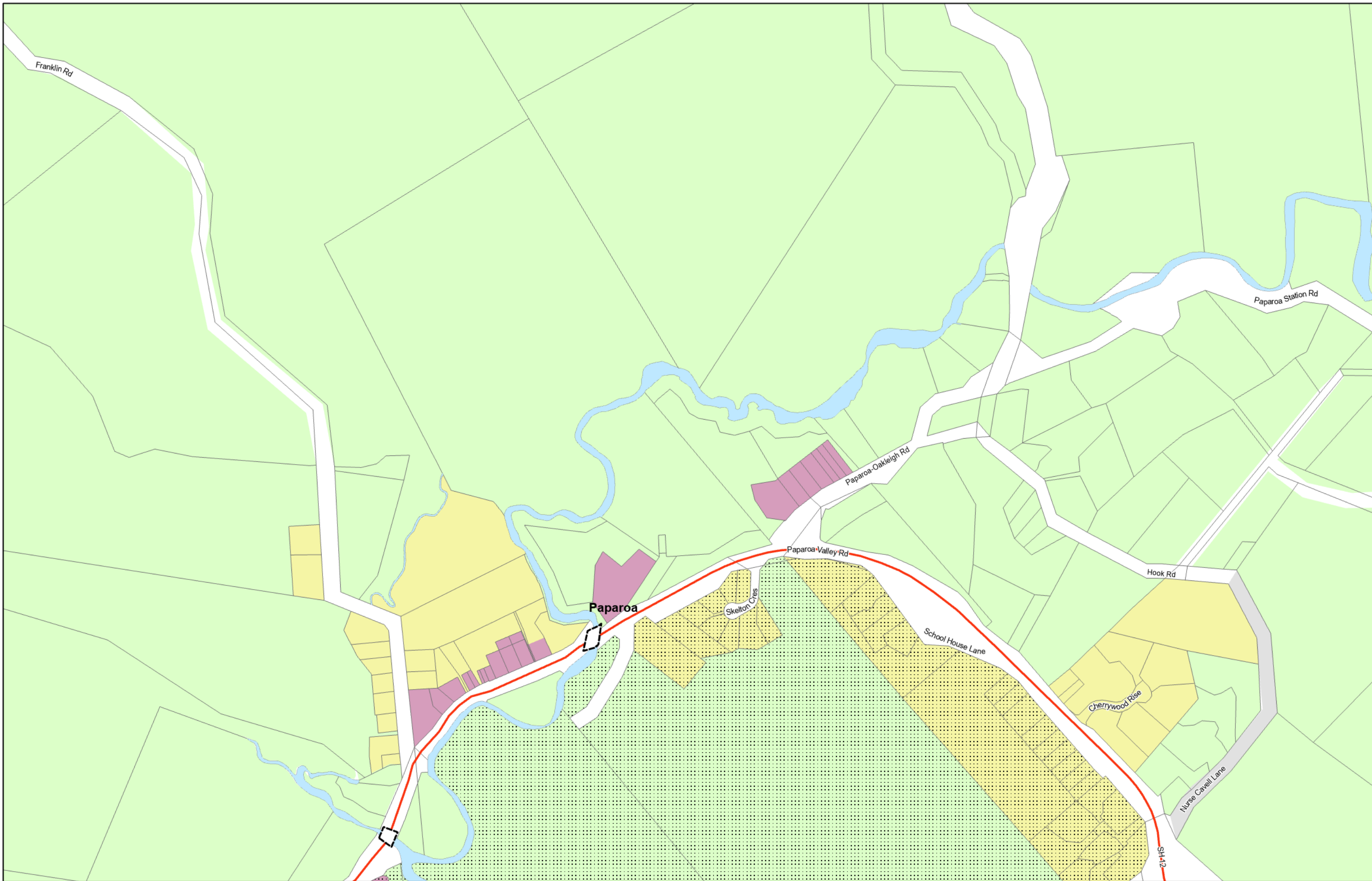


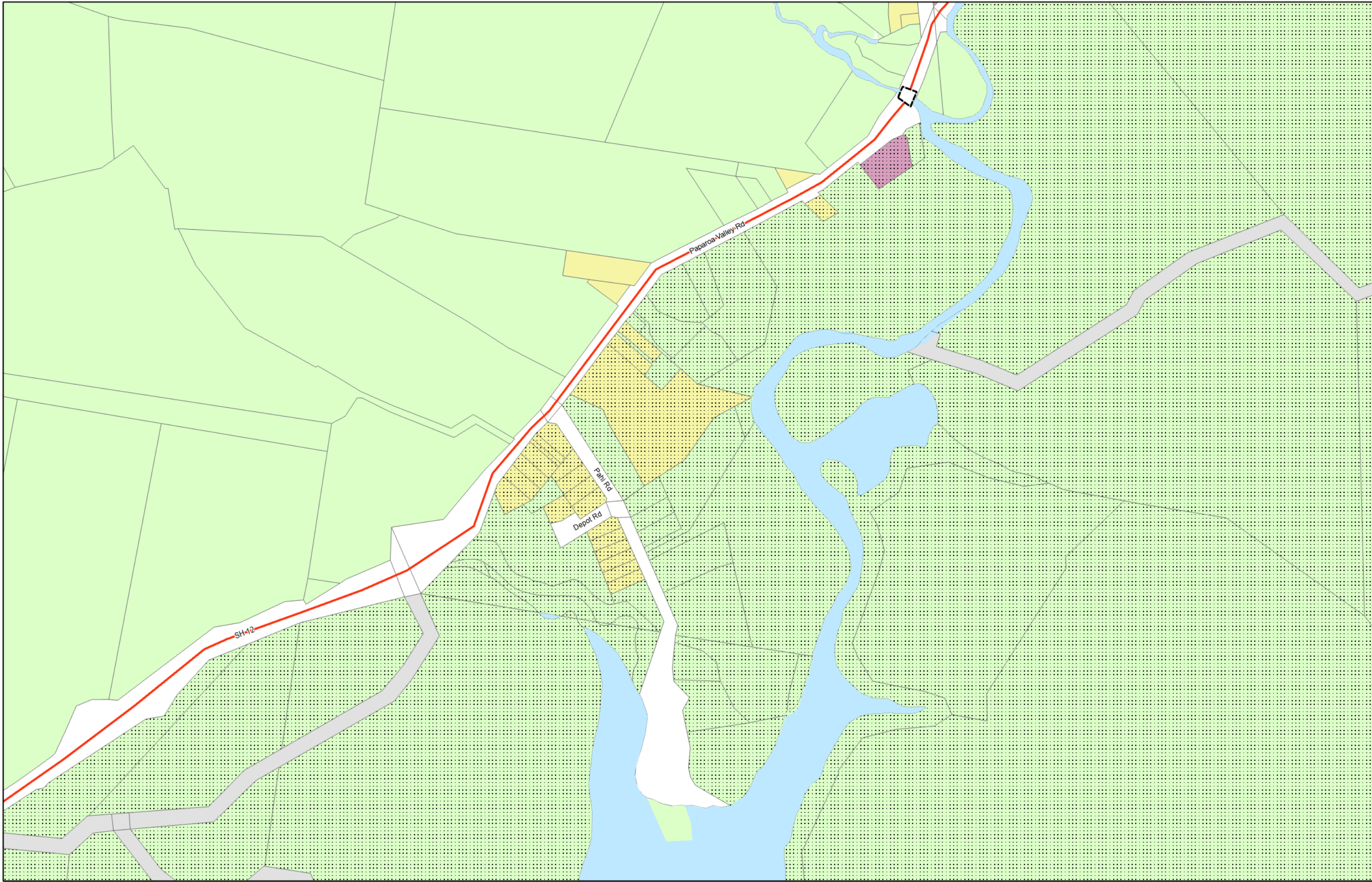


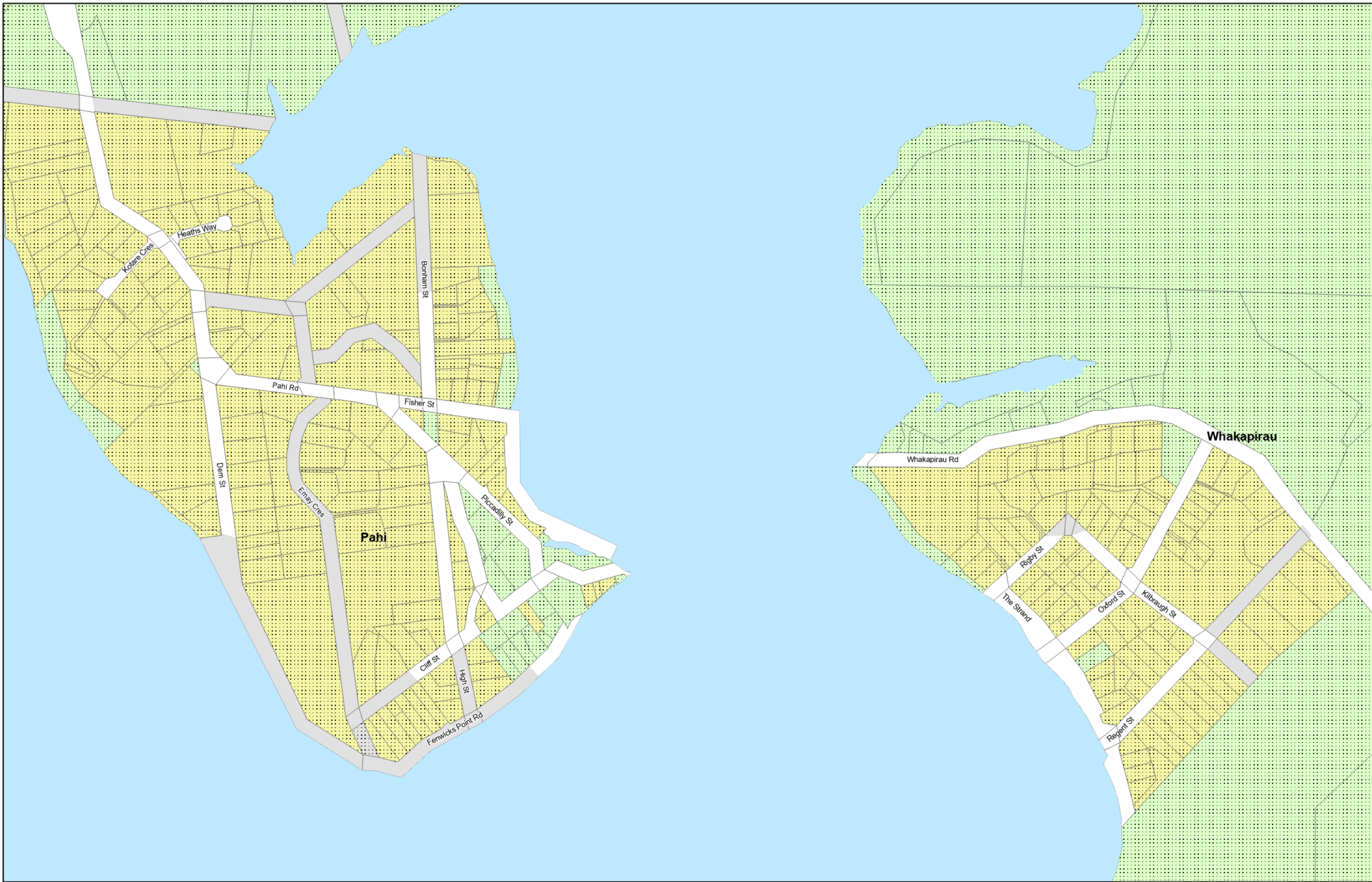




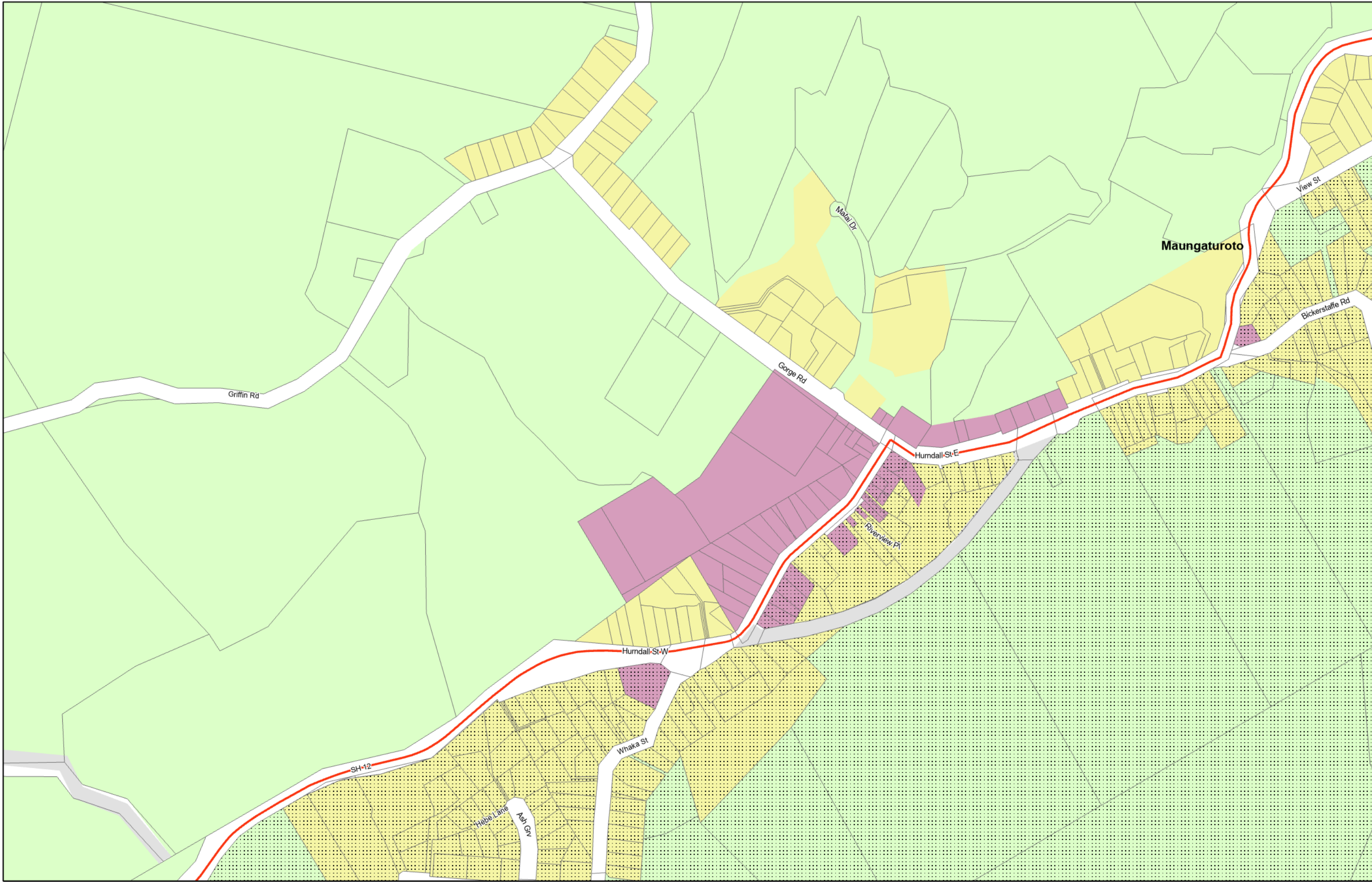


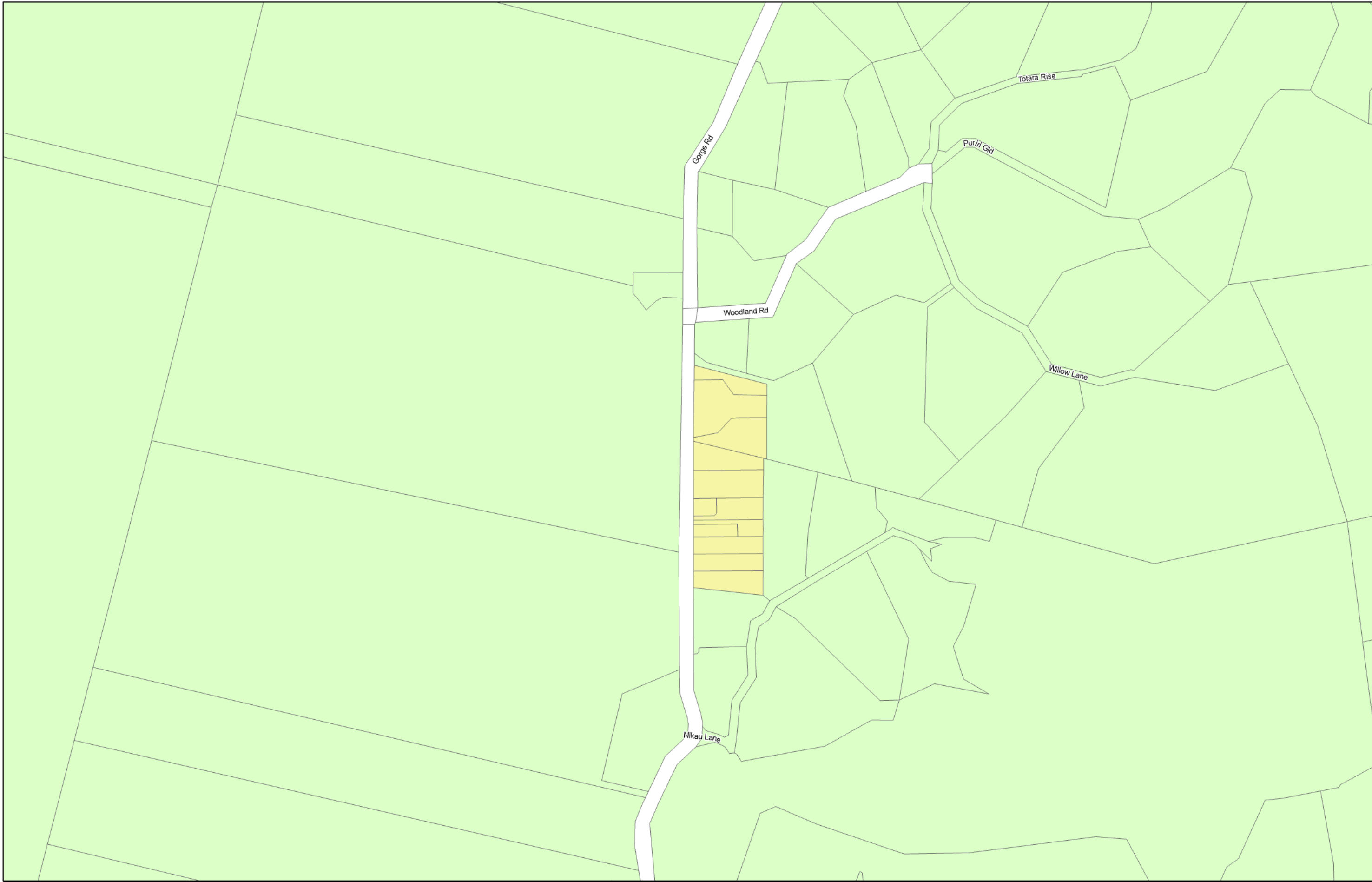


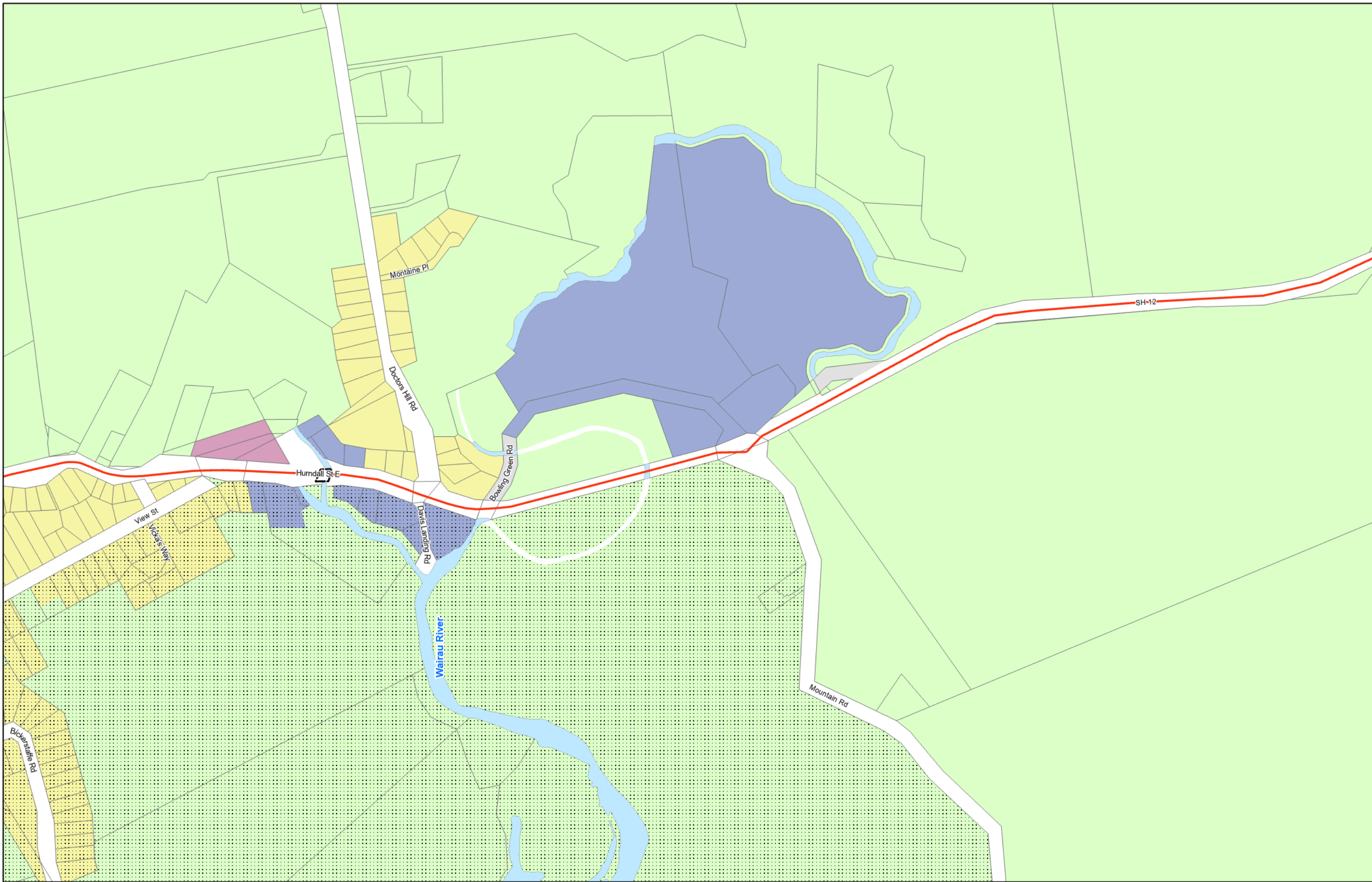


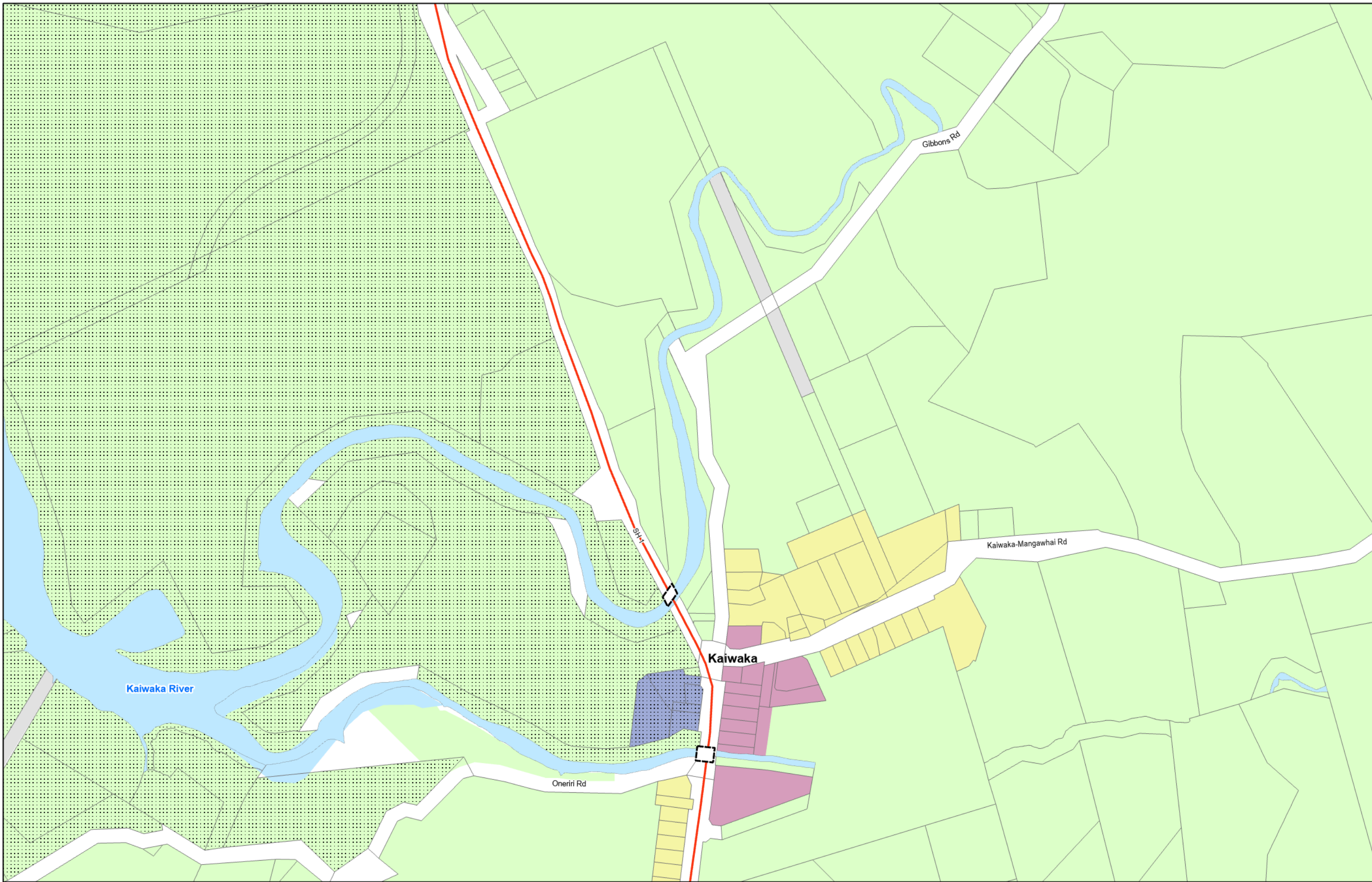


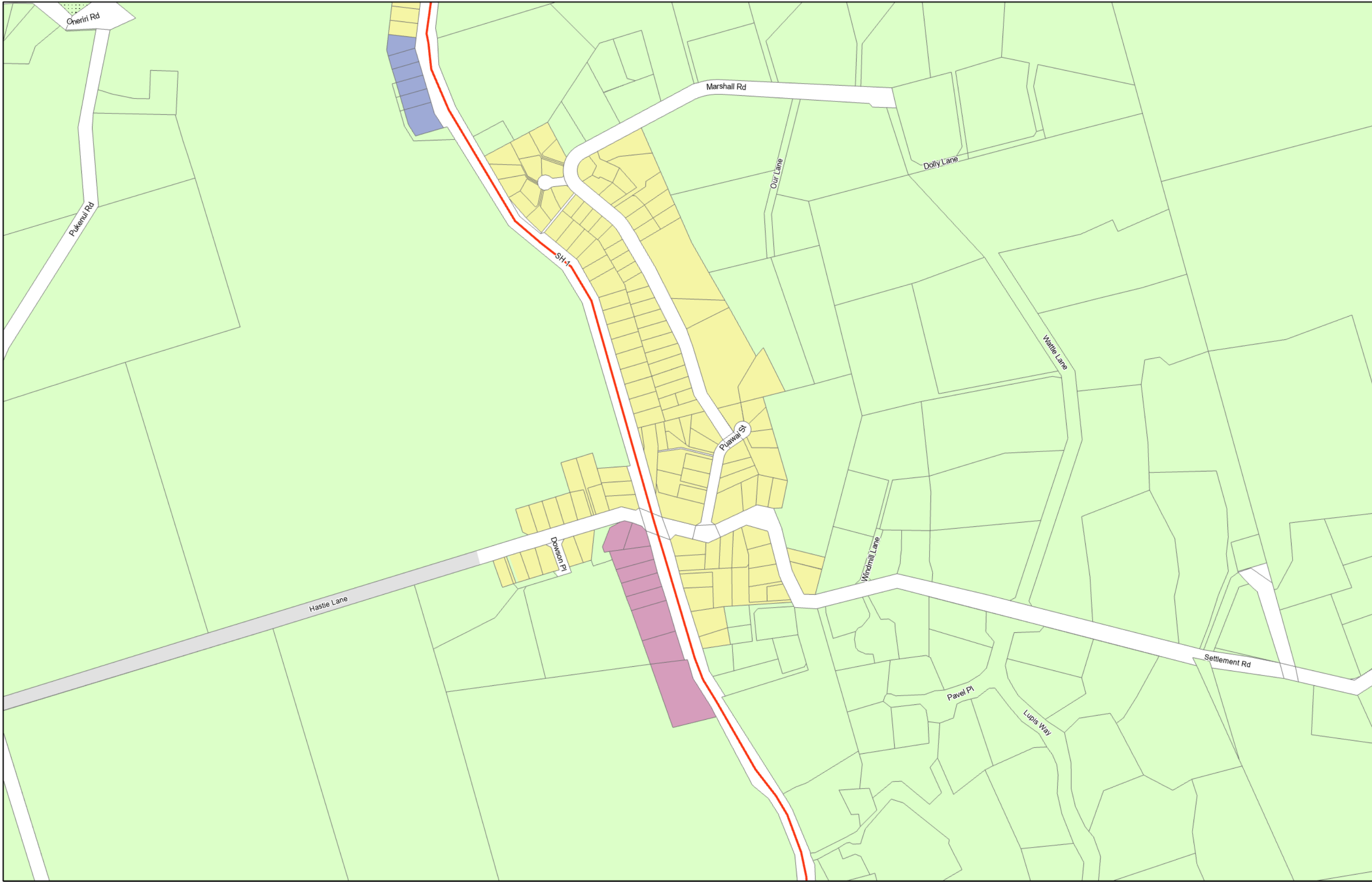


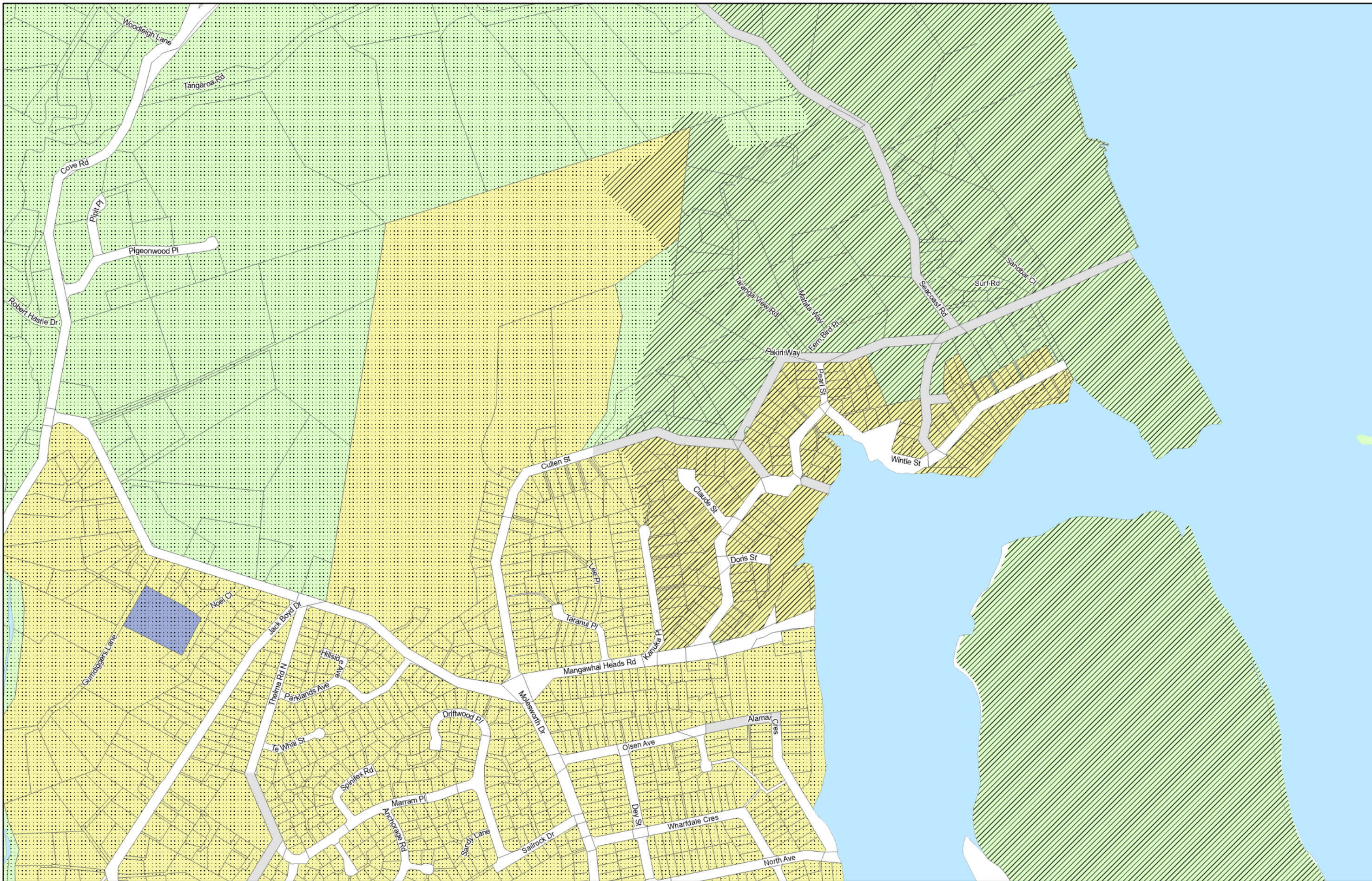


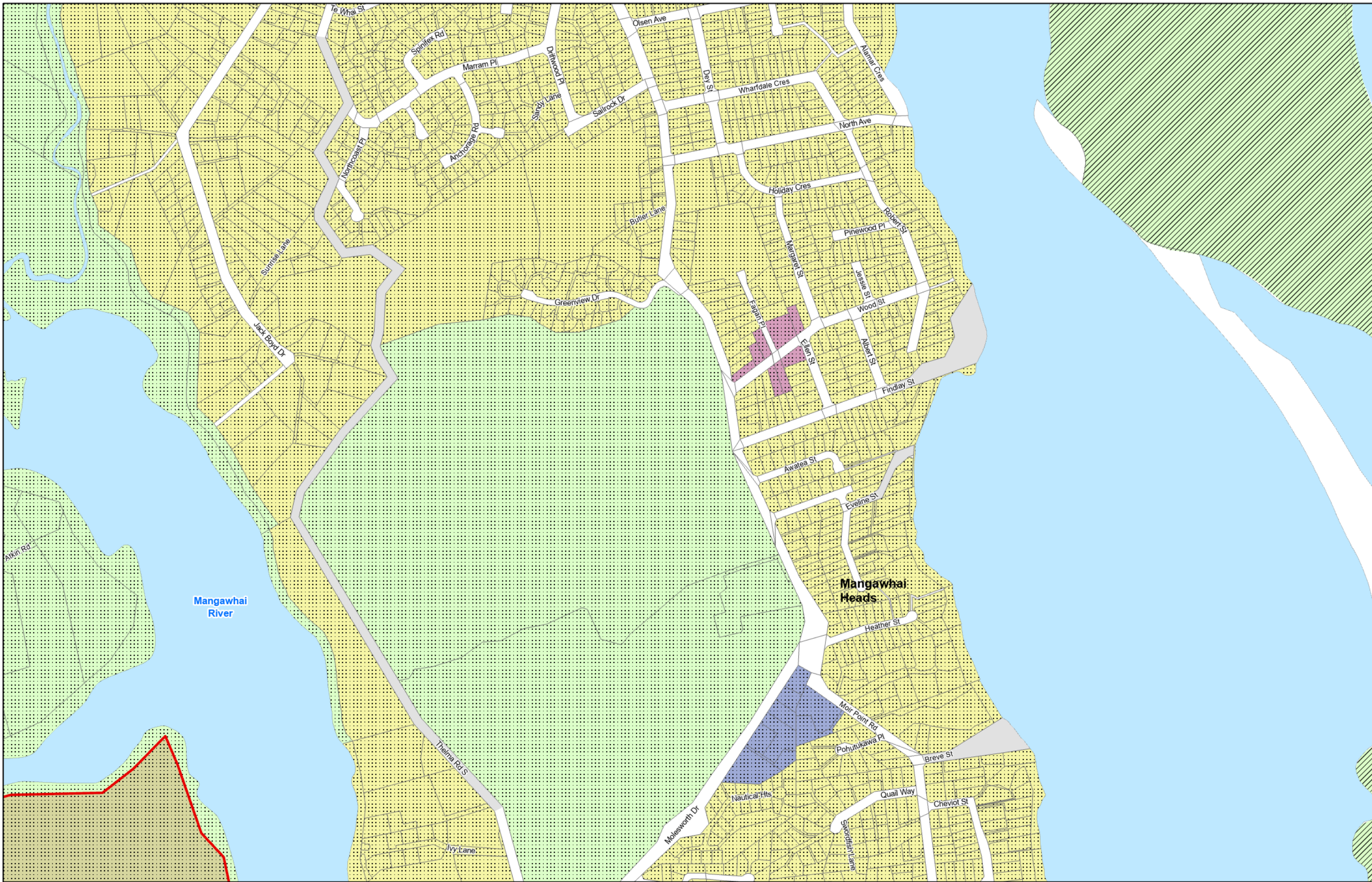


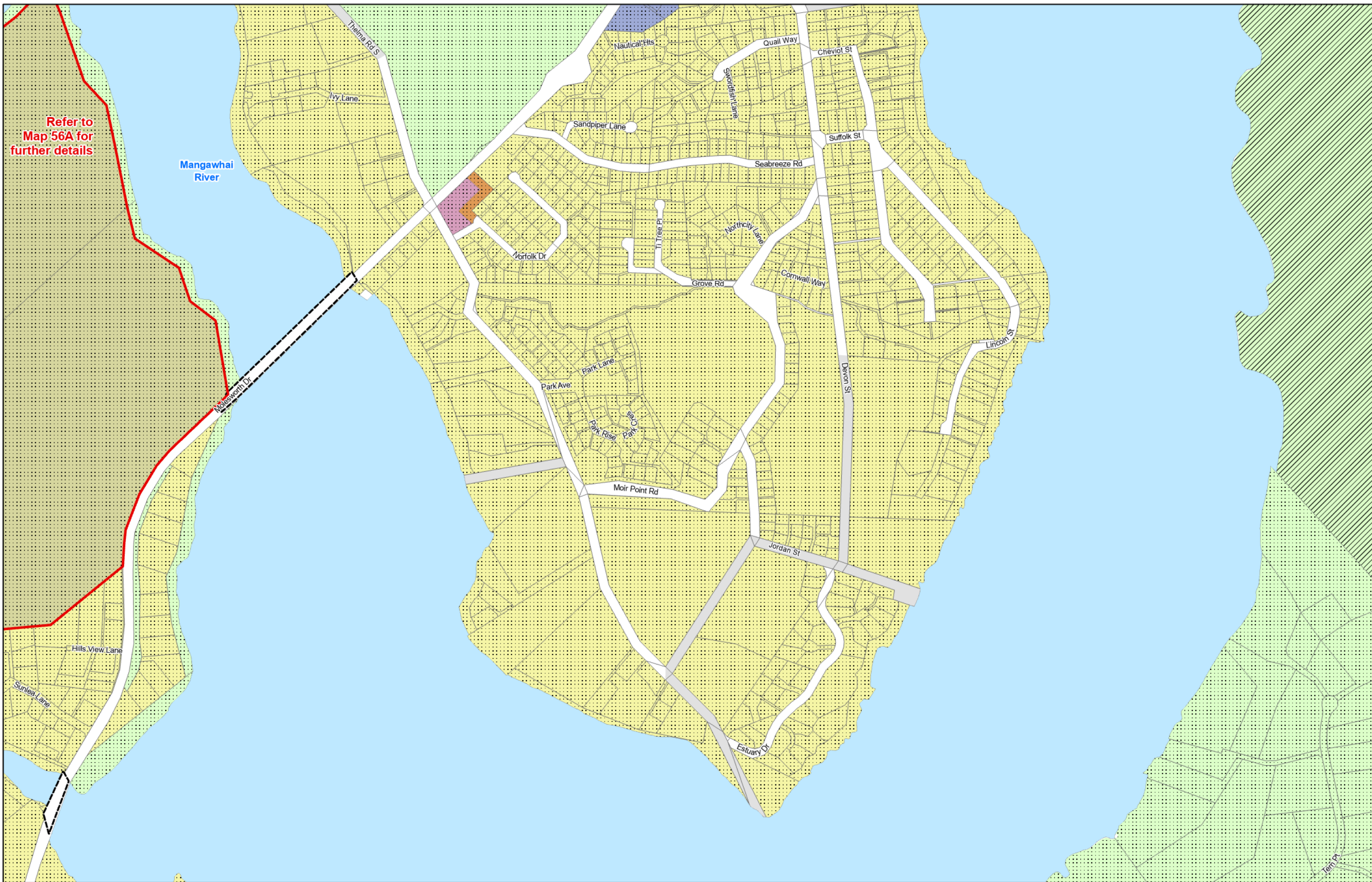












Refer to
Map 56A for
further details

Mangawhai
River

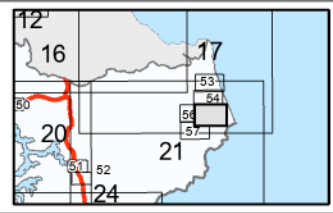
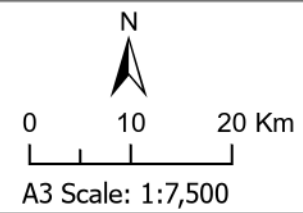


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Cadastre from 19 March 2021.

KAIPARA DISTRICT PLAN - OPERATIVE NOVEMBER 2013

Map Series One Land Use Mangawhai



Date Updated: 6/04/2021

