

Whangarei District Council Meeting

Agenda

Date: Tuesday, 17 March, 2020

Time: 1:30 pm

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Her Worship the Mayor Sheryl Mai
(Chairperson)
Cr Gavin Benney
Cr Vince Cocurullo
Cr Nicholas Connop
Cr Ken Couper
Cr Tricia Cutforth
Cr Shelley Deeming
Cr Jayne Golightly
Cr Phil Halse
Cr Greg Innes
Cr Greg Martin
Cr Anna Murphy
Cr Carol Peters
Cr Simon Reid

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

1. Karakia/Prayer
2. Declarations of Interest
3. Apologies
4. Decision Reports
 - 4.1 Hearing Proposed Amendments to the Speed Limits Bylaw 2019 1
5. Closure of Meeting

Recommendations contained in the Council agenda may not be the final decision of Council.

Please refer to Council minutes for final resolution.

4.1 Hearing – Proposed Amendments to the Speed Limits Bylaw 2019 for areas of Waipu, Marsden Point and Vinegar Hill

Meeting: Whangarei District Council
Date of meeting: 17 March 2020
Reporting officer: Shawn Baker (NTA Contractor)

1 Purpose

To receive the submissions and feedback on proposed amendments to the Speed Limits Bylaw 2019, and in particular proposed speed limits in the Waipu, Ruakaka, One Tree Point, Marsden and Vinegar Hill areas; and to hear submitters that wish to be heard.

2 Recommendations

That Council

1. Receives the submissions to the Proposed Amendments to the Speed Limits Bylaw 2019, as listed in Attachment 1.
2. Hears the submitters who wish to be heard in support of their submission, as listed in table 1 of Attachment 1.

3 Background

Section 22AB(1)(d) of the Land Transport Act 1998 provides for a Road Controlling Authority to make a Bylaw that sets speed limits for the safety of the public, or for the better preservation of any road. The Whangarei District Speed Limits Bylaw was updated in 2019 so that all Speed Limit Bylaws in Northland were consistent and accurately reflected current legislation.

The current proposed new speed limits are the first tranche of a review of all speed limits in Northland.

The Governments Road Safety Strategy (now known as the Road to Zero Strategy) requires all Road Controlling Authorities (Council) to review the speed limits on roads under their control. The purpose of the reviews is to set speed limits that are safe and appropriate for the road environment, with the principle aim of reducing fatal and serious harm crashes.

Whilst all roads will be reviewed, the initial focus is on roads where evidence shows that the greatest benefit can be achieved through speed management.

The review area contains the following high benefit roads:

- Nova Scotia Road (Waipu)
- Part of Marsden Point Road (Ruakaka)
- Mcewan Road (Ruakaka)
- Vinegar Hill Road (North Whangarei)
- Saleyards Road (North Whangarei)

A full Statement of Proposal was publicly notified on 4th November 2019. To promote the consultation, and encourage feedback, Council:

- Placed a public notice in the Whangarei Leader (Council Pages).
- Published information, including the Statement of Proposal, technical review information and Frequently Asked Questions on Council's website.
- Published an advertisement in the Bream Bay News.
- Published articles in the Whangarei Leader (Council pages) about the consultation.
- Directly notified key stakeholders and statutory consultees, including the Commissioner of Police and the Automobile Association.
- Directly notified residents in the Vinegar Hill area.
- Held three community engagement drop-in sessions in Waipu, Ruakaka and One Tree Point.

The public submission period opened on 4th November 2019 and closed at 5pm on 9th December 2019.

4 Discussion

4.1 Submissions received

A total of 107 submissions were received with 16 submitters wishing to be heard in support of their submissions.

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

All submissions have been reviewed and, where possible, been assigned to individual roads within the review area. This information, along with any additional feedback provided by submitters that are being heard and road safety engineering feedback, will be presented in a detailed recommendations report. The Recommendations Report will be made available for Council to consider in their role as Road Controlling Authority.

4.2 Submissions received

The following table lists the submitters who have requested to be heard:

Submitter Number	Name	Summary of matters raised
16	W Jonkees	Waipu Cove Road should be set at 80kph from Waionehu Stream Bridge to Langs Beach ¹ .
25	O&H Krollman	One Tree Point Road from 240m from proposed Urban Traffic Area to intersection with State Highway 15A - suggest 60kmph

		<p>because road does not match the definition of a 100kmph road, and 80kmph is unsafe for most parts of the road.</p> <p>30kph in urban areas of One tree Point, Ruakaka and Marsden City.</p> <p>Marsden Point Road from 70m north of Sime Road to SH 15A - suggest 50kmph to match proposed reduction in urban area</p> <p>Salle Road, McCathie Road, McEwan Road, Rama Road, Marsden Bay Drive to the intersection with Papich Road, Takahiwai Road from to a point 100m before the end of the seal - suggest 60kmph because these roads do not match the definition for an 80kmph road, and lack of proper infrastructure, bicycles, scooters and pedestrians have to share the roads with cars</p> <p>Although not yet legally required, we have to consider climate change because of the emergency that we have acknowledged and declared.</p>
26	C. McGregor	<p>May Grove is a short cul-de-sac and we feel 50kph is too fast as there are small children who have already been almost hit by speeding drivers pulling into the street; we would like to see it dropped to 20kph².</p>
31	C. Newton	<p>Supports the proposed speed limits on Marsden Point Road from State Highway 1 to 70m north of Sime Road.</p>
37	Carol Dean	<p>Marsden Point Road - support a 50 kmph on this road, as proposed. Potentially decrease volume of heavy traffic; reduce the current high level of road noise and vibration from heavy vehicles traveling at and over 70kmph day and night.</p> <p>Marsden Point Service Lanes – concern that this has been overlooked – this is a mixed-use space and 20kph should be considered.</p> <p>Sime Road – should be 50kph along its full length – not a short 60kph zone.</p> <p>Marsden Point Road from Sime Road to State Highway 15A – should be 60kph not 80kph.</p> <p>Concerns over Ruakaka River Bridge on Marsden Point Road – lack of safety for pedestrians – 50kph speed limit would deliver safer access for walkers of all ages.</p> <p>Better signage and markings on Peter Snell Road near shopping centre and Bream Bay college.</p>
40	Peter Shoulton	<p>Vinegar hill Road Catchment generally. The submitter makes detailed comment on the Technical Reports and appears to be seeking 60 or 70kph speed limit.</p>
41	M&E Mathews	<p>Vinegar Hill road – extend the proposed 60kph limit heading north from Boundary Road to Riversong Corner.</p> <p>The current boundary of the 60kph zone is inappropriate.</p> <p>Concerns that changes to the Riversong corner will exacerbate the speeding problem and create more safety issues.</p>

64	M. Huisman	<p>Waipu – The Centre Road – further reduce proposed speed limit from 40kph to 30kph.</p> <p>The town centre has a high occurrence of elderly and children, particularly during the summer months by both locals and tourists frequenting Waipu, any speed reduction must strive to ensure the balance of priority is swung towards the pedestrian. Consider reducing speeds before vehicles enter the town centre area and extend from near the bus stop west of St Marys Road to Insley Road.</p> <p>If speed limit is not reduced, engineering work to protect pedestrians, including additional pedestrian crossings must be delivered.</p>
68	B. Pyle	<p>Fully supports the proposed speed amendments.</p> <p>Pyle Road - While a speed limit may not slow every vehicle down, it would go a long way to reducing dust as long as the road remains unsealed and will reduce stones and chip being thrown off the road onto my roadside lawn. With the extension of the 50 kmph zone to 600 m south of the sharp bend, traffic from One Tree Point to McEwan Road will be going slower than at present so a 60 kmph restriction on the road through to McEwan Road will not be inconvenient.</p>
72	K. Monk	<p>Vinegar Hill Road - As the Vinegar Hill road is now a residential area and increasingly so, the maximum speed should be 60kph, not the proposed 80kph.</p>
73	Waipu Riding Residents and Ratepayers Assoc.	<p>Waipu – The Centre Road – further reduce proposed speed limit from 40kph to 30kph.</p> <p>The town centre has a high occurrence of elderly and children, particularly during the summer months by both locals and tourists frequenting Waipu, any speed reduction must strive to ensure the balance of priority is swung towards the pedestrian. Consider reducing speeds before vehicles enter the town centre area and extend from near the bus stop west of St Marys Road to Insley Road.</p> <p>If speed limit is not reduced, engineering work to protect pedestrians, including additional pedestrian crossings must be delivered.</p>
85	Margaret Hicks	<p>Marsden Point Road from State Highway 1 to Sime Road – seeking 50kph. Bullar Road – seeking 30kph for a short distance and then dis-established.</p> <p>Ruakaka River Bridge on Marsden Point Road. Concern at heavy vehicles crossing this bridge (noise vibration and safety issues) and heavy vehicles using Marsden Point Road generally³.</p>
87	Ruakaka Parish Residents and	<p>Marsden Point Road – State Highway 1 to Simes Road should be reduced to 50kph as it is through a residential and commercial area, including Bream Bay College and a Nursery School.</p>

	Ratepayers Assoc.	<p>Reducing the speed limit may dissuade heavy vehicles from using this road.</p> <p>Marsden Point road from Simes Road to State Highway 15A – Reduce speed limit to 60kph. Local business operators have called for lower speed limits on this section of the road.</p> <p>Marsden Bay Drive from State Highway 15A to Papich Road – Reduce speed to 60kph.</p> <p>Karawai Street and Te Kamo Road – questions why there is a difference between these and other streets that are 50kph.</p> <p>Sime Road – Proposed 60kph should be 50kph due to Tavern, Sports Grounds and commercial activities.</p> <p>Has raised issues on State Highway 1 at Sanford Road and State Highway 15A at Salle road intersection⁴.</p>
102	C. Macartney	<p>Oppose all proposed speed reductions, except if outside a school or kindergarten. Restrict Heavy Vehicles on Marsden Point Road.</p>

Notes:

1. Waipu Cove Road to Langs Beach is programmed to be incorporated into the next tranches of speed reviews in conjunction with a speed review of Mangawhai and the KDC component of Cove Road from Langs Beach to Mangawhai to ensure consistency in speed limits along the same road.
2. May Grove is located in Tamaterau and will be reviewed as part of the upcoming Whangarei Heads Speed Limit Review.
3. The Ruakaka River Bridge is regularly inspected by engineers. A further inspection has been arranged given concerns relating to this bridge.
4. Upgrading intersection on State highway 15A (Salle Road) and speed limits on State Highway 1 is outside of the scope of this review and the jurisdiction of Council as a Road Controlling Authority. These issues will be passed through NTA to the appropriate NZTA person.

Full written submissions of those that wish to be heard are contained in Attachment 1, listed under Table 1: Submitters Wishing to be Heard.

The following submitters originally indicated that they wish to be heard; but have since stated that they no longer wish to be heard in support of their submission.

- Submitter 038 C. Hitchcock
- Submitter 002 S. Pelin

Full written submissions of those not wishing to be heard are contained in Attachment 1, listed under Table 2: Written Submissions.

4.3 Next Stage

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

Staff seek direction as to whether Council wishes to workshop the recommendations before a formal deliberations / decisions meeting. A workshop will enable Council to understand the engineering implications of setting new speed limits.

4.4 Financial/Budget consideration

Council, in its capacity as Road Controlling Authority is receiving submissions and listening to those wishing to be heard in support of their submissions. As there are no decisions being made as part of this Agenda, there are no financial or budget implications.

4.5 Options

Options will be provided once Council has heard and considered all submissions and are required to make a decision on those submissions.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

6 Attachment

1. Submissions on Proposed Amendments to Speed Limits Bylaw 2019
Waipu, Mardsen Point including Ruakaka and One Tree Point, Vinegar Hill Road and Te Toiroa Road.

Whangarei District Council

Submissions on Proposed Amendments to Speed Limits Bylaw 2019

Waipu, Marsden Point including Ruakaka and One Tree Point, Vinegar Hill Road and Te Toiroa Road

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Table 1: Submitters wishing to be heard

Submitters Wishing to be Heard		
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25	O&H Krollman	4
26	C. McGreggor	6
31	C. Newton	8
37	Carol Dean	10
40	Peter Shoulton	12
41	M&E Mathews	18
64	M. Huisman	21
68	B. Pyle	23
72	K. Monk	25
73	Waipu Riding Residents and Ratepayers Assoc.	27
85	Margaret Hicks	29
87	Ruakaka Parish Residents and Ratepayers Assoc.	34
102	C. Macartney	39

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Table 2: Submitters not wishing to be heard

Written Submissions		
Submitter Number	Submitter Name	Page Number
1	Manjala W	53
2	Pelin S	55
3	Hill R	57
4	Forsyth S	59
5	Marshall S	61
6	Singleton B	64
7	Baker R	66
8	McGoldrick J	68
9	Welford M and S	69
10	Warren C	72
11	Little C	74
12	Dixon M	76
13	Coll H	78
14	NC Polkinghorne Glass	80
15	Unkovich N	82
17	Lindy	84
18	Voss R	86
19	Davis C	87
20	Davis J	89
21	Dunn T	91
22	Giles G	92
23	Woods B	94
24	Grant L	95
27	Connor P	97
28	Warburton S	99
29	Cole R	101
30	Jacob N	103
32	Parmson A	105
33	McKay S	108
34	Vallance N	112
35	Crichton M	116
36	Harrison D	118
38	Hitchcock C	120
39	Hudson P	122

42	McKenzie D	124
43	Fromont L	126
44	van Beek K	128
45	Marshall G	130
46	Marshall J	132
47	Johnson E and R	134
48	Clark M	136
49	Kids 1st Childcare and Learning Centre Ltd	138
50	McGinley M and H	140
51	Holt E	142
52	McMahon L	144
53	McMahon J	146
54	Smith C and Pemberton L	148
55	Lindsay A	150
56	Catterall D	152
57	Leech E	154
58	Kepa M	156
59	Macsway Scaffolding Ltd	158
60	Macartney M	173
61	Edney J	189
62	Keswick J	191
63	Somner M	193
65	Boyd R and W	195
66	Green G and M	197
67	Mitchell J	198
69	Goodhew L	200
70	Morgan N	202
71	Morgan K	204
74	Rowland G and J	206
75	Jones S	208
76	Macartney I	211
77	Baird W	213
78	NZ Transport Agency	215
79	Morris R	219
80	Davis A	220
81	Heffner M and B	221
82	Betts C	223
83	Connell W	225
84	Livingston D	227

86	Lewis J	229
88	McKegg C and others	231
89	McPhee G	232
90	Rickey D	234
91	Smith T	236
92	Rickey G	238
93	Thirling A	244
94	Tisdall S	246
95	Wood G and Andrews A	248
96	AA Northland District Council	250
97	Pishief J	256
98	Dean R	257
99	Bleyendaal B	259
100	Aculog Safety Systems	261
101	Chelmapa Ltd	275
103	Macartney E	289
104	Macartney P	303
105	Marina Jean Ltd	317
106	Marisselle Ltd	331
107	McDonald M	345

From: Jan-Arie <wjajongkees@gmail.com>
Sent: Monday, 10 February 2020 4:33 PM
To: Shawn Baker <shawn.baker@wdc.govt.nz>
Subject: Re: Whangarei District Council Speed Limit Reviews

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Shawn,

Good to see you are processing this speed review.

Your Details:

* Full Name(s):
[W Jan-Arie Jongkees](#)
 Postal Address:
[57 Flagstaff Terrace, Waipu](#)
 (This box will automatically expand)
 Contact Phone Number:
 * [4384274](#)
 (If you do not have a contact phone number, please type N/A in the above box).
 Email:
wjajongkees@gmail.com
 (If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?
[Cove Road between Waionehu Stream bridge and Langs Cove](#)
 (This box will automatically expand)

Is there a specific part of this road that is of most concern to you?
[speeding on this road](#)
 (This box will automatically expand)

Do you support the proposed speed amendments?
[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.
[all should be set up to 80 km/hr except for Waipu Cove and Langs Beach.](#)
 (This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.
[The proposed \(existing\) speed limits of up to 100km/hr for the Cove Road between Waionehu Stream bridge and Langs Cove is too high. The Council Bylaw has provided a description of the speed limits expected in different road environments that it has used to set safe and appropriate speed limits that are consistent across Northland. The current speed limits do not comply with the following statement: Rural arterial routes that are of high quality with a wide carriageway, cl](#)

early marked or

separated lanes, shoulder areas and exhibit some form of engineered safety features. The speed limits of 80 km/hr is more appropriate for the following reasons as made in your proposed bylaw nl. general rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves. This road contains a numerous curves and it is therefore suggested to reduce the speed limits from 100 km/hr to 80km/hr except for the townships Waipu Cove and Langs Beach.

(This box will automatically expand)

Additional Comments:

Nova Scotia Drive between McCleans Bridge and SH 1 is much safer to drive than on Cove Road and it has a proposed speed limit of 80 km/hr . The proposed speed limit of 80 km/hr for Cove Road is therefore more appropriate and more in line with Nova Scotia Drive.

(This box will automatically expand)

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

No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

If you have supplied a valid email address, a copy of this completed form will be emailed to you. Otherwise please print a copy of it for your own records before you close this window.

*Submit Button - This button will become active when all mandatory fields are filled in (fields marked with *) and you click once on the button.*

All submissions are considered official information under the Local Government Official Information and Meetings Act, and may be published and/or made available to elected members and the public. The collection and use of personal information by Whangarei District Council is regulated by the Privacy Act 1993.

Further privacy policy information can be found on our website.

► [Privacy Policy](#)

Cheers

Jan-Arie

wjajongkees@gmail.com

PS Please let me now whether or not this email went through successfully.

On 10/02/2020, at 15:52, Shawn Baker <shawn.baker@wdc.govt.nz> wrote:

In reply please quote: *NTA Speed Management Review*

Or Visit www.wdc.govt.nz/SpeedBylaw

Good afternoon

I am currently processing the submissions received for the recent Whangarei District Council Speed Review. I have a record of receiving your submission. However, the folder indicates that it is empty. This is an issue that I encounter only on a few occasions. Whilst I am endeavouring to locate your submission, it would be appreciated if you could resend it (if you have a copy) via return Email. In the meantime, I have included information about the planned Hearings in case you were wishing to be heard in support of your submission.

Thank-you for your submission on the current tranche of speed limit reviews being undertaken by Whangarei District Council. We received a total of 107 submissions.

We note that in your submission, you have indicated that you wish to be heard in support of your submission. To assist us with scheduling, it would be appreciated if you could confirm that you still wish to present your submission in person. This can be done by emailing to shawn.baker@wdc.govt.nz

Hearing Location: Forum North, Rust Avenue Whangarei
Date: 17 March 2020
Time: 1:30pm

We will provide additional information on scheduling and on presenting your submission closer to the hearing date. In the meantime, we will keep our website updated at:

www.wdc.govt.nz/SpeedBylaw

Yours faithfully



Shawn Baker
 For and on behalf of
Northland Transport Alliance

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Olli and Hilde Krollmann - 2019-11-20
Date: Wednesday, 20 November 2019 8:06:30 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Olli and Hilde Krollmann](#)

Postal Address:

[17 Wai Place, One Tree Point 0118](#)

(This box will automatically expand)

* Contact Phone Number:

[0210378967](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

krollmanns@outlook.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[The proposed limits in the One Tree Point / Marsden City / Ruakaka area](#)

(This box will automatically expand)

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

[One Tree Point Road from 240m south of Pyle Road East \(new proposed Urban Traffic Area boundary\) to the intersection with State Highway 15A](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Pyle Road East 600m south of the sharp bend in the road \(new Proposed Urban Traffic Area Boundary\) to the intersection with McEwan Road - matches definition of a 60kmph unsealed road](#)
[Marsden Point Road from SH1 to 70 meters north of the intersection with Sime Road - matches definition of a 50kmph urban road](#)
[All other proposals in the One Tree Point / Marsden City / Ruakaka area, except the ones listed in the next section](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A - suggest 60kmph because road does not match the definition of a 100kmph road, and 80kmph is unsafe for most parts of the road, for example along Marsden City and around the Takahiwai Road / McEwan Road intersection, and because of cow crossings, lack of shoulders and increasing number of driveways to private properties and businesses One Tree Point, Marsden City and Ruakaka urban areas - agree with proposed extensions but suggest to consider a lower speed limit of 30kmph in these areas. Because of the current lack of proper infrastructure, low-speed traffic (for example bicycles and scooters) and pedestrians have to share the roads with cars until shared paths and cycleways have been established throughout these areas.

Sime Road from the intersection with Marsden Point Road to a point 110 meters to the east of the eastern most intersection with Kepa Road - would be a short stretch of 60kmph in an otherwise 50kmph area, suggest 50kmph for a consistent approach

Marsden Point Road from 70m north of Sime Road to SH 15A - suggest 50kmph to match proposed reduction in urban area, for consistency and because of frequent low-speed truck traffic in a busy industrial area Salle Road, McCathie Road, McEwan Road, Rama Road, Marsden Bay Drive to the intersection with Papich Road, Takahiwai Road from to a point 100m before the end of the seal - suggest 60kmph because these roads do not match the definition for an 80kmph road, and again because of lack of proper infrastructure, low-speed traffic (for example bicycles and scooters) and pedestrians have to share the roads with cars

(This box will automatically expand)

Additional Comments:

Even so it is not yet legally required, we have to consider climate change because of the emergency that we have acknowledged and declared. Lowering speed limits more aggressively will also lower emissions and fuel costs because of reduced fuel consumption, as well as noise pollution in residential areas. Since there is little awareness in NZ regarding energy-efficient and economical driving, speed limits have to also serve as a stopgap measure to reduce emissions until NZ's transport fleet becomes more eco-friendly.

We think that particularly One Tree Point presents an opportunity to pilot even more restrictive speed limits as suggested because it is a dead end and purely residential. There is no through-traffic, so people driving on One Tree Point Road are mostly residents, holiday visitors, or tourists, all of which have time to take it more slowly.

(This box will automatically expand)

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

☐ Yes

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

If you have supplied a valid email address, a copy of this completed form will be emailed to you. Otherwise please print a copy of it for your own records before

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Charleen mcgregor - 2019-11-21
Date: Thursday, 21 November 2019 2:50:43 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Charleen mcgregor](#)

Postal Address:

[7 May grove lane, Tamaterau, whangarei 0210618807](#)

(This box will automatically expand)

* Contact Phone Number:

[0210618807](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

Charlieprocteris@hotmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[The 50 in May grove lane](#)

(This box will automatically expand)

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

[It's a short sum de sac and we feel 50 is to fast. As their are small children who have already been almost hit by speeding drivers pulling into the st we would like to see it dropped to 20](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ Yes

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*Submit Button - This button will become active when all mandatory fields are filled in (fields marked with *) and you click once on the button.*

All submissions are considered official information under the Local Government Official Information and Meetings Act, and may be published and/or made available to elected members and the public.

The collection and use of personal information by Whangarei District Council is regulated by the Privacy Act 1993.

Further privacy policy information can be found on our website.

☐ [Privacy Policy](#)

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Solih Newton

Postal address 156 Marsden Point Road.
Rua Kaka.

Contact Telephone Number 09 4328220 / 0224 773997

Email patricia.j.newton@hotmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Wairarapa Point Road from SH1 to 70 meters north of the intersection with Sime Road.

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

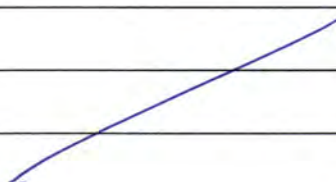
The residential part from SH1 to the bridge over Rukaka River

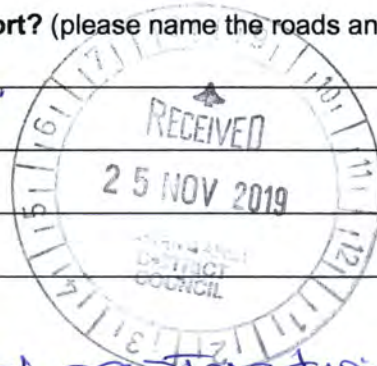
Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

All of the speed reduction proposals on table 3 in leaflet.

Which proposed speed reductions do you NOT support? (please name the roads and why)



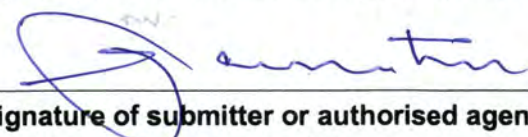


Additional Comments

The current speed restrictions are out of date and need to be adjusted to the proposed speeds to reflect what is happening now and in the future of this area.

I would like an opportunity to present my submission in person? (✓ box) ☒ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 20/11/19.

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Speed Limit Bylaw Submission Whangarei District Council

28/11/2019

Carol Dean
198 Marsden Point Road, Ruakaka, 0116

Phone: Mobile 0272546828
Home 09 43208088
Email: cardean01@gmail.com

I am most interested in and have specific concerns for:

Marsden Point Road

I support lowering the speed limit to 50 kmph on this road, as proposed. This will begin to address my specific concerns by: possibly decreasing the volume of heavy traffic; reducing the current high level of road noise and vibration from heavy vehicles currently traveling at and over 70kmph day and night; improve the safety of the current risky environment for pedestrians, including school children waiting for or dropping off school buses; improve cycling safety with possibly reduced and slower moving traffic; somewhat improving safety on the bridge for pedestrians and cyclists where the close proximity to all vehicles will remain a dangerous pinch point until adequate signage and safety railings on bridge and approach paths are installed.

Marsden Point Road Service Lane

I am concerned that an important part of Marsden Point Road has been overlooked. The narrow, two ways, 50 kmph, "service lane" parallel to Marsden Point Road is not included in the current Speed Limits Bylaw 2019 proposed amendments. Properties numbering 170 to 274 Marsden Point Road enter and exit directly in to this mixed use space, and most entranceways have blind spots. It crosses Seaview Road and Waitaha Place. At least three of the Ruakaka Primary School bus pick-ups occur on this piece of road. Recently 21 children were counted waiting on the service lane at one pick up point. With only narrow footpaths in front of approximately ten properties this vital pedestrian link to essential community facilities has to be shared with vehicles with a speed limit of 50kmph. Serious consideration to lower the speed limit to 20kmph is needed at this time of review.

I support all of the proposed speed amendments with the exception of two roads where I would like to see lower speed changes than proposed, they are:

Sime Road from the intersection with Marsden Point Road to a point 110 meters to the east of the eastern most intersection with Kepa Road. Proposed speed- 60 kmph.

Why? If the Safer Journey Strategy is promoting fewer changes of speed limits in short distances why not lower the speed to 50 kmph? This would match the proposed 50 kmph (Marsden Point Road) and the existing 50 kmph at the east end of the 110 meter proposed 60 kmph stretch. Camping vehicles access the dump point here, and along with logging trucks, school buses, and trade and private vehicles make a busy mix on this road.

Marsden Point Road from 70m north of Sime Road to SH 15A. Proposed speed 80 kmph.

Why? 60 kmph would future proof this fast developing, busy, business section of road. The design and nature of the road is poor with no turning lanes (or safe, left side road shoulder space) to access right turning entry to all business premises. An important community resource, the Bream Bay Toy Library, is located in this area along with leisure and recreation spots like a coffee shop on Lakeside Road, the trail bike track and the model yacht club.

Additional comments regarding the identification of safety risks in the road environment

I am a frequent walker from **Marsden Point Road** to the Ruakaka Town Centre and I approach and cross the Ruakaka River Bridge on high alert. Why? Because a single file pathway in close proximity to traffic, many heavy vehicles moving at 70kmph plus, and separated only by a “safety rail” built from construction scaffolding, is the current option for children and adults who prefer to walk or can’t drive from south of the bridge to the services, schools and shops available at the Ruakaka Centre. The proposal to lower the speed limit for Marsden Point Road to 50 kmph is the chance to deliver safer access for walkers of all ages and purposes. I suggest a highly visible installation of appropriate standard safety barriers on the bridge and approaches, along with clear and obvious signage, could be the flagship to support the uptake by drivers of a reduction of speed in our area.

Marsden Point Road/Peter Snell Road intersection has two lanes plus a slip road merging from the left **in**, and two lanes **out**. Daily, vehicles park in the **left in** lane within a short distance of the merge. Parking in the left lane is often seen on the Bream Bay College side. This is the closest point for pedestrians to cross to and from the shopping centre if walking to or from Marsden Point Road, Bream Bay College, and the new Bream Bay Link bus stop. With an official zebra crossing not recommended (see Table 1.5 Unsuitable locations for zebra crossings <https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/chapter-15.pdf>).

I suggest yellow road lines indicating “no stopping” on both sides of Peter Snell Road are needed so that stationary vehicles do not obscure pedestrians or block the merge lane. Clearer lane signage and painted road markers may help drivers to choose the correct lane; I have seen many near misses with cars traveling in the wrong lane thus in the wrong direction. Along with the proposed reduction in speed on Marsden Point Road these considerations will contribute to traffic and pedestrian safety in this area.

I would like the opportunity to present or further discuss my submission.

Kind regards
Carol Dean RN

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Peter Schouten

Postal address 14 Lauries Drive
RD1 kauri

Contact Telephone Number 0211354991

Email peters170457@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

[Vinegar Hill road catchment](#)

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

[All of the included roads](#)

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☐ Not at all

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

[See attached report](#)

Which proposed speed reductions do you NOT support? (please name the roads and why)

[See attached report](#)

Additional Comments

[Contained in attached report](#)

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Date: [28 November 2011](#)

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Addendum to submission on regional speed limit review VINEGAR HILL ROAD CATCHMENT

the purpose of this report is to comment on the proposed speed limits as mentioned in the technical report PRO18025-1014759-42 issued by the Northland Transport Alliance.

It is also the intention of this report to make recommendation on the proposed speed limits and other measures proposed to improve the road safety on Vinegar Hill Road and its tributaries.

Vinegar Hill Road runs from an intersection with Corks road in Tikipunga in a generally northerly direction to an intersection with Salesyard road. Salesyard road is a semi loop road connecting at its northern and southern end onto State Highway 1.

Vinegar Hill Road has over the last 20 years undergone significant change from a rural arterial road to a semi rural road. The typical rural production character has been replaced by one of lifestyle blocks of typically around 1 hectare and commercial activities.

The density of development has increased significantly over this period. The rural production has virtually ceased within the catchment.

Several planning changes over the years have encouraged this development and the recent plan changes with new zones indicate a further urbanisation of the catchment driven from the southern end.

Road safety and usage aspects

Vinegar Hill road has a high incidence of crashes (often if not mostly single vehicle) that are clearly speed related and indicate an inability of drivers to deal with the winding nature of the road at speeds that are legal at present.

Some of the above is set out in the NTA report. The report also concludes that the overall crash rate and personal risk is high.

The crash data only contains reported occurrences and does not include any data on near misses or similar. The NTA report does not indicate the nature of the crashes and the type of injuries if any.

The NTA report indicates Vinegar Hill road as a curved road which is a understatement. The majority of the road north of Balmoral drive, is in fact winding to very winding with often no shoulders at all. The road is heavily restricted in clear vision because of blind bends, hidden access ways, vertical bends and public and private roads intersecting at steep angles. The illustrations in the report do not reflect this. They in fact indicate the opposite as if the road has reasonable to good visibility throughout.

The NTA report describes in some detail the access and intersection density of the public roads in the catchment.

A desk study by me using the basic principal of counts and the public information available from the WDC GIS maps as well as Google Earth indicates major discrepancy between the reported findings and the reality.

For example Vinegar Hill road has been indexed with a property access of less than 5/km and intersections of less than 2/km.

There are 96 plus dwellings directly attributable to this road over a length of 5 km if we disregard

the current urban section from Corks road up to the bridge just north of Balmoral Road. This relates to the category of more than 20 (urban) rather than rural.

Similarly there are almost without exception no side roads in the catchment with less than 20/km dwellings. The NTA report indicates a typical count of 2-5/km

This means that in a review of sensible speeds the main artery (Vinegar Hill road) as well as the local access roads need to be considered in a urban or semi urban regard.

Based on the above the statement of the NTA report that the local access roads have low traffic volumes is therefore questionable. The ADTC for Vinegar Hill road of 860 needs to be explained in more detail to make a proper assessment possible.

The NTA report ignores the role of Vinegar Hill road as a artery for local cycling and pedestrian activity and also the fact that it forms a major connection for the greater cycle touring network. It is a main route for cyclist from the north to the city. Although numbers may be limited at present in the eyes of some people the importance is growing and with the growth nationally of cycling and the increase of e-bikes the hilly character of the road plays a lesser role when choosing this connection. From the intersection of Salesyard with SH1 north, SH1 provides good shoulders whereas this is not the case to the south. Cycling along Vinegar Hill road would benefit greatly in terms of safety with significant speed reduction applied.

Due to the nature of 'lifestyle blocks' there a a number of horses kept and transported in the catchment. There is also a regular number of horses ridden on the roads in the catchment. The report makes no mention of this.

Current and completed modifications

Recently a total pavement rehabilitation of The Vinegar Hill road northern section (2km to the south of salesyard road) and all of Salesyard road has been done. The design speed within this rehab section is 50-70 km/h. No attempts were made to improve this design speed and none are proposed in the near or distant future.

Currently a modification is underway at the sharp left hand bend after the first significant rise on Vinegar Hill road travelling in a northerly direction. The design speed for this improved bend is 60 km/h.

There is a modification underway at the very windy section between Lauries Drive and Logan Cameron road in the form of shoulder widening (none before) to facilitate the installation of a crash barrier.

Further proposed modifications

- crash barriers near Logan Cameron road and at Waiatua road
- additional curve advisory signs over the length of Vinegar Hill road

It is interesting to note that the worst area of Vinegar Hill road in terms of blind corners and lack of shoulders has a proposed high speed zone of 80km/h. Adding crash barriers in this zone seem like putting an ambulance at the bottom of the cliff. Crash barriers do not reduce crashes. They only reduce damage and increase survivability.

This same stretch already has numerous safe speeds signs indicating 45 and 55 km/h.

Options proposed

Given the high number of crashes, the significant increase of domestic and commercial vehicle access locally and transient and the dense development at present it is well overdue to have this speed review. The options listed and the conclusion are therefore a no brainer with a foregone conclusion.

Recommended speeds

The speeds as listed in the NTA report for individual roads and sections of roads thereof come across as a scattered approach to the area that is within the catchment. It is important to note that the southern end of Vinegar hill road with its urban status will not have any change but will remain as a 50 km/h zone.

It is also important to note that SH1 locally where it interfaces with this report has a speed limit of 80 km/h.

Although all side roads to vinegar Hill road have similar characteristics and development for some unclear reason Main road and Mangakino Lane have been singled out for higher speeds of 80 km/h. All other side roads have a proposed speed of 60 km/h. There is no clear indication what could be gained by such an approach.

It is proposed to reduce the speed at the southern end of Vinegar Hill road to 60 km/h over 800m from Balmoral road north. This takes it to just over the brow of the first significant hill rise but then stops short of the bend to the left with a design speed of 60 km/h. From here to 200m short of Salesyard road the proposed speed limit is 80km/h. It then drops to 60 km/h including for all of Salesyard road. All of the present reduced speed recommendation signs (as well as the additional measures) are within this higher (obviously not attainable) speed limit area. The extremely windy section of the road also falls within this section. All the side roads and the majority of accesses also fall within this higher speed portion.

NZTA recommends in its guidance and design rules for sections of road to not have applied variations in speed limit for road sections of less than 1000m. This seems to have been ignored.

The proposal adheres to the new principle of variations to speed limits to be in increments of 20 km/h. It has avoided the unwelcome but possibly more practicable option of 70 km/h.

I would like to see an applied speed limit over the whole catchment with the exception of the urban area from Corks road to Balmoral road of 70 km/h.

A single applied limit for the whole catchment would lead to a more consistent behaviour of drivers through this catchment with a more relaxed attitude.

It would lessen the need for numerous road signs (multiple signs at each intersections) and thereby reduce driver information overload. There are also some significant savings on installation and maintenance. The almost lost character of the rural landscape will also be preserved.

If 70 km/h is not achievable I would plead for the speed limit across the whole catchment to be 60 km/h as this would seriously increase the road safety in the area. Some additional measures such as crash barriers may not be required with this lower speed.

The lost time travelling because of the reduced speeds is minimal and pales into insignificance when compared to the trauma from the crashes and unsafe situations.

Consultation

The consultation process in this instance feels as an afterthought even when legally required and with clear guidelines in the NZTA rules. For example a letter has been received from NTA informing of the review dated 14th November 2019 (received on the 19th) while the public consultation period opened on the 4th.

Conclusion

The speed review for the Vinegar Hill catchment is long overdue and very welcome.

The NTA report is incorrect in important parts of its data.

The NTA report has not addressed the changing nature of the area under consideration in sufficient detail.

The NTA report has ignored the design speeds for the proposed 80 km/h section.

Other road users as cyclist, pedestrians and equestrians have been left out in considerations.

The scattered proposed speed limits do not enhance or promote consistent safe driver behaviour.

The overuse of traffic signs does not enhance the aesthetical character of the catchment.

Recommendation

To apply a consistent safe speed over the catchment. This would adhere to the principle LESS IS MORE.

Review the technical report with accurate data and better understanding of the needs of the users.

28th November 2019
Peter Schouten
14 Lauries Drive

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Mervyn C and Elizabeth A Matthews - 2019-11-29
Date: Friday, 29 November 2019 5:48:10 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Mervyn C and Elizabeth A Matthews](#)

Postal Address:

[PO Box 7049, Tikipunga, Whangarei 0144](#)

(This box will automatically expand)

* Contact Phone Number:

[09 4350914](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

mervyn.liz@xtra.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill](#)

(This box will automatically expand)

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

[Section between Boundary Road north to Riversong Corner](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Vinegar Hill Road submission](#)

[Thank you for the review notice for \(the much needed\) lowered speed limit on Vinegar Hill Road.](#)

[We submit and ask that the proposed 60kmph limit heading north from Boundary Road be extended to the Riversong Corner.](#)

[We note this proposed 60kmph limit appears to end just before the brow of the rise, adjacent to an unnamed side road with six houses. Opposite](#)

this small road with steepish access (with cars skidding on the stones to stop), is our driveway (number 132) plus two more in close proximity, out of sight to southbound drivers. Just over the hill north are more house and farm exits.

We have a problem in that by the time frustrated drivers travelling south to Whangarei come out of all the slow corners over the hill and past Riversong corner they are flying – and we have to come out unseen by these drivers. One can hear trucks and older cars coming, but it is impossible to hear the more modern car, especially electric models. And even more so if there is a stiff southerly wind blowing up the hill. For safety reasons we tend to only turn left down the hill, and even coming home and turning right across the road can be a challenge with the speed some drivers have reached at this stage. We note that even at 80kmph (as there sometimes has been with road works) oncoming cars do not expect cars pulling out – even though there is signage to that effect – and there have been many near misses, especially with traffic coming up the hill at the same time – there is nowhere to go on such a narrow road.

We suspect that changing Riversong Corner (albeit a necessary) will exacerbate the problem.

So we submit that the proposed 60kmph limit from Boundary Road north, be extended to Riversong Corner, which may anyway have a 'a recommended speed sign' when that work is completed.

MC & EA Matthews

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

None

(This box will automatically expand)

Additional Comments:

Vinegar Hill Road submission

Thank you for the review notice for (the much needed) lowered speed limit on Vinegar Hill Road.

We submit and ask that the proposed 60kmph limit heading north from Boundary Road be extended to the Riversong Corner.

We note this proposed 60kmph limit appears to end just before the brow of the rise, adjacent to an unnamed side road with six houses. Opposite this small road with steepish access (with cars skidding on the stones to stop), is our driveway (number 132) plus two more in close proximity, out of sight to southbound drivers. Just over the hill north are more house and farm exits.

We have a problem in that by the time frustrated drivers travelling south to Whangarei come out of all the slow corners over the hill and past Riversong corner they are flying – and we have to come out unseen by these drivers. One can hear trucks and older cars coming, but it is impossible to hear the more modern car, especially electric models. And even more so if there is a stiff southerly wind blowing up the hill. For safety reasons we tend to only turn left down the hill, and even coming home and turning right across the road can be a challenge with the speed some drivers have reached at this stage. We note that even at 80kmph (as there sometimes has been with road works) oncoming cars do not expect cars pulling out – even though there is signage to that effect – and there have been many near misses, especially with traffic coming up the hill at the same time – there is nowhere to go on such a narrow road.

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(This box will automatically expand)

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

☐ Yes

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Further privacy policy information can be found on our website.

☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Mary-Ann Huisman - 2019-12-07
Date: Saturday, 7 December 2019 5:43:00 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Mary-Ann Huisman](#)

Postal Address:

(This box will automatically expand)

* Contact Phone Number:

[0274744445](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

maryann.huisman@xtra.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[The Circle \(Road\)](#)

(This box will automatically expand)

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

[All of it](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Nil-I support a speed reduction to 30 kph as outlined below](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[40kph](#)

[The proposal to reduce the speed limit on The Centre \(Road\) is welcomed; however the proposal has not appropriately considered the number of vehicles and pedestrians frequenting the Waipu town centre.](#)

The Waipu town centre is the heart of our community. With significant development occurring within the Urban Traffic Area, and a projected increase in population and pedestrian footfall, the proposed reduction to the speed limit must appropriately reflect this. The town centre has a high occurrence of elderly and children, particularly during the summer months by both locals and tourists frequenting Waipu, any speed reduction must strive to ensure the balance of priority is swung towards the pedestrian. The proposed 40 kph will not adequately ensure this, and the risk of death and serious injury will remain inappropriately high, therefore the Authority must revise their proposed speed reduction to 30kph (Austroads Balance between harm reduction and mobility in setting speed limits: a feasibility study (2005)).

Should the Authority not reconsider reducing the speed 30kph, a schedule of complementary measures at key locations must be delivered to support their proposal. These include: an additional pedestrian crossing at the eastern end of The Circle (Road); vertical traffic calming features (raising pedestrian crossings); and, entry treatments to define the town centre area and its change in speed limit.

In addition, the Authority has not considered that the town centre starts and ends beyond the proposed speed limit between St Marys Road and Nova Scotia Drive. Therefore any reduction in speeds must consider reducing speeds before vehicles enter the town centre area, and extend from near the bus stop west of St Marys Road to Insley Road.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ Yes

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Whangarei District Council Speed Limit Bylaw Submission

Barry Pyle
129 Pyle Road East
Ruakaka R.D. 1
Whangarei 0171

4327155 or 0274327155

pylebh@gmail.com

I am most interested in the road speed limit for Pyle Road East from One Tree Point Road to McEwan Road

In particular outside my house and outbuildings at 129 Pyle Road East, and my road boundary to the south.

I **fully support** the proposed speed amendments.

One Tree Point Urban Area:

Pyle Road East, 360 m south east of One Tree Point Road, extend 50 kmph speed limit to 600 m south of the sharp bend sometimes known as Hansen's corner (Table 2, p. 11).

In the past few years, there have been several incidents when drivers have lost control on Hansen's corner, and some vehicles have gone through their roadside fences. As the Marsden Cove development progresses, the feeder road from Marsden Bay to One Tree Point will exit just north of the end of the proposed 50 kmph zone.

Marsden Point Catchment:

Pyle Road East from 600 m south of the sharp bend to the intersection with McEwan Road.

This section of Pyle Road East runs from just north of the boundary of my property at 129 Pyle Road East to McEwan Road. My house is about 20 m from the edge of this unsealed road and traffic travelling at even moderate speeds generates significant amounts of dust, which goes all over, and through my house and coats washing on the line, fruit and vegetation. Visitors with respiratory disorders such as asthma find it exacerbates their condition.

The road is a school bus route, with several stops to pick up and drop off children. With the increasing number of homes on Pyle Road East, many people now use the road for walking, running and cycling, and many of these are children. Some also walk their dogs or ride horses. With several farms, including mine, on this section of Pyle Road East, farm vehicles including tractors with implements such as large trailers, seed sowing equipment, crop harvesters, and quads with small trailers. One farmer leases land on both

sides of the road so has stock going across the road at times, Others drive stock along the road between farms.

In the last few years there have been several incidents when reckless driving has caused vehicles to spin off the road into the ditches, but so far, fortunately without serious injury as far as I know. I am aware of one young driver who was given a warning by police that, had he been ticketed, he would have lost his license after his vehicle spun out and head first into the drain. There are fairly frequent instances, mainly at night, of vehicles doing wheelies and donuts on the road, but it is difficult to identify these drivers or vehicles. My front roadside lawn also gets showered with stones and I doubt this will improve if the road is sealed because loose chip will get thrown to the side. Road noise occurs mainly during the day, but occasional speeding vehicles wake me up at night.

While a speed limit may not slow every vehicle down, it would go a long way to reducing dust as long as the road remains unsealed, and will reduce stones and chip being thrown off the road onto my roadside lawn. With the extension of the 50 kmph zone to 600 m south of the sharp bend, traffic from One Tree Point to McEwan Road will be going slower than at present so a 60 kmph restriction on the road through to McEwan Road will not be inconvenient. These speed limits will hardly cause any time delay for traffic from One Tree Point to McEwan Road or vice versa; it is only about 2.5 km.

In summary, the proposed speed zones will reduce dust, noise, stones and chip on road frontages, and hazards. They will improve safety and comfort for all road users in particular cyclists, runners, pedestrians and horse riders. The road is used by some as a shortcut between One Tree Point and Ruakaka. If the road is sealed, traffic speeds are likely to increase if the limit remains at 100 kmph. With further residential development it is imperative that the proposed speed limits are applied now so that road users accept that this is becoming a busier road with increased risk of injury and damage to property.

Signed: Barry Pyle

6th December, 2019

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Kenneth William Monk - 2019-12-09
Date: Monday, 9 December 2019 10:06:20 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Kenneth William Monk](#)

Postal Address:

[44 Galliard Way, RD1, Kamo](#)

(This box will automatically expand)

* Contact Phone Number:

[09 435 0526](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

kwillmango@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill general speed limit](#)

(This box will automatically expand)

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

[No, just the overall limit](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[All of the zones proposed for 60kph.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[Vinegar Hill general speed limit \(80kph is too high\).](#)

(This box will automatically expand)

Additional Comments:

As the Vinegar Hill road is now a residential area and increasingly so, the maximum speed should be 60kph, not the proposed 80kph. There is a prevailing driving attitude to drive to the limit, meaning 9kph over the stated limit. Therefore an 80kph limit would invite rally-style driving to 89kph with rapid bursts of acceleration and braking between the tight bends. There is nowhere on the road where there is a need to go faster than 70 anyway. Please note also that in future all Council operations are likely to be required to discourage activity that cause unnecessary CO2 emissions.

(This box will automatically expand)

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

☐ Yes

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

If you have supplied a valid email address, a copy of this completed form will be emailed to you. Otherwise please print a copy of it for your own records before you close this window.

*Submit Button - This button will become active when all mandatory fields are filled in (fields marked with *) and you click once on the button.*

All submissions are considered official information under the Local Government Official Information and Meetings Act, and may be published and/or made available to elected members and the public.

The collection and use of personal information by Whangarei District Council is regulated by the Privacy Act 1993.

Further privacy policy information can be found on our website.

☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Mary-Ann Huisman (for Waipu Riding Residents and Ratepayers Association Incorporated) - 2019-12-09
Date: Monday, 9 December 2019 12:36:56 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

Mary-Ann Huisman (for Waipu Riding Residents and Ratepayers Associ...

Postal Address:

(This box will automatically expand)

* Contact Phone Number:

0274 744 445

(If you do not have a contact phone number, please type N/A in the above box).

Email:

maryann.huisman@extra.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

The Circle (Road)

(This box will automatically expand)

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

All of it

(This box will automatically expand)

Do you support the proposed speed amendments?

Partially

Which proposed speed changes do you support? Please name the roads and why.

We support a speed reduction to 30 kph as outlined below

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

40kph

The proposal to reduce the speed limit on The Centre (Road) is welcomed; however the proposal has not appropriately considered the

number of vehicles and pedestrians frequenting the Waipu town centre. The Waipu town centre is the heart of our community. With significant development occurring within the Urban Traffic Area, and a projected increase in population and pedestrian footfall, the proposed reduction to the speed limit must appropriately reflect this. The town centre has a high occurrence of elderly and children, particularly during the summer months by both locals and tourists frequenting Waipu, any speed reduction must strive to ensure the balance of priority is swung towards the pedestrian. The proposed 40 kph will not adequately ensure this, and the risk of death and serious injury will remain inappropriately high, therefore the Authority must revise their proposed speed reduction to 30kph (Austroads Balance between harm reduction and mobility in setting speed limits: a feasibility study (2005)).

Should the Authority not reconsider reducing the speed 30kph, a schedule of complementary measures at key locations must be delivered to support their proposal. These include: an additional pedestrian crossing at the eastern end of The Circle (Road); vertical traffic calming features (raising pedestrian crossings); and, entry treatments to define the town centre area and its change in speed limit.

In addition, the Authority has not considered that the town centre starts and ends beyond the proposed speed limit between St Marys Road and Nova Scotia Drive. Therefore any reduction in speeds must consider reducing speeds before vehicles enter the town centre area, and extend from near the bus stop west of St Marys Road to Insley Road

(This box will automatically expand)

Additional Comments:

submission made by Waipu Riding Residents and Ratepayers Association Incorporated

(This box will automatically expand)

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

☐ Yes

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

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Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
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How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name MARGARET BARBARA NICKS

Postal address PO Box 224,
RUAKAKA 0151.

Contact Telephone Number 09 432 7117

Email n/a

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5 - DEC 2019

WHANGAREI
 DISTRICT COUNCIL

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Marsden Point Road from SH1 to SIKE Road
at 50 K₁.

Billet Road at 80 K₁ for a short distance, then disestablished.

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

The bridge over the KuaKaka River on Marsden Point
Road because of noise and vibration caused by
heavy road traffic.

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

I support all the speed changes with the
exception of Billet Road. Marsden Point Road
is my chief concern and should be limited
to 50 K₁.

Which proposed speed reductions do you NOT support? (please name the roads and why)

Billet Road which needs to be mostly
disestablished from where it runs parallel with Tamure Place
and to be re-zoned an esplanade reserve.

Additional Comments

Although Marsden Point Road is my chief
concern it is high time that the unmade road
which runs alongside the River KuaKaka and
for the most part is not accessible to vehicles
should be re-zoned — see additional comments.

I would like an opportunity to present my submission in person? (✓ box) ☒ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Gargaret B. Nick

Date: 5th December 2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Binner/Bihar Road - Ruakaka. I was given to understand that this road was split Bihar when I came to Ruakaka in 2002.



X Sketch of Bihar Road now closed to vehicles.

/ Short stretch of Bihar Road still used as an unformed road & to be limited to 30Kmph.

29.11.19.

This unformed road as shown in the plan above has not, in the main, been used as a road for a considerable length of time, certainly not since Tamure Place was formed. Most of the road was closed off to public access when the late Graeme Finlayson owned the adjoining paddocks. It was not until this land was sold and subdivided by 2005 that it was possible for the public to gain access along the Ruakaka River bank there. Now this stretch of road acts for all practical purposes as an esplanade reserve and is not open to use by vehicles.

Only a short section of this unformed road leading from Marsden Point Road to the boundary of the Bream Bay College playing field with the original housing in Tamure Place is used as a legal road as shown in the photographs on the following page. This section should

- should have a speed limit of 30 Kmph as it is often flooded after heavy rainfall.

30.11.19



I live here!

Marsden Point Road.

1.12.19



The unformed road stops here by the gate for vehicle access.

Since most of the unformed road no longer is used as a road, I propose that only the small section leading off from Marsden Point Road continue to remain a legal

road and that the major part of Bella Road be dis-established as a legal road and be rezoned an esplanade reserve with a vehicle ban especially as this crosses a protected hā site.

Marsden Point Road.

I wish to emphasise that it is the proposed speed limit of 50 kmph for Marsden Point Road from SH1 to 10 meters north of Sime Road, Page 12 Ruakaka Urban Traffic Area that I support. I am strongly opposed to 60 kmph speed limit for the same stretch of Marsden Point Road. Page 13 Marsden Point Catchment (general) as that is insufficient to remedy pedestrian safety issues and insufficient to deter use by heavy goods vehicles seeking to take a short cut to SH1 and the potential threat to the survival of the bridge over the Ruakaka River caused by constant vibration.

Signed

Margaret B. Hinch
5.12.19.



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

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- You can use more sheets if you need to.
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WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Ruakaka Parish Residents and Ratepayers Association Inc.

Postal address PO Box 151,
Ruakaka, 0151

Contact Telephone Number 09 4327268

Email wjdaniel@extra.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Marsden Point Road

Karawai Street

Marsden Bay Drive
 Marsden Point Road

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

Please find attached Submission Statement

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☐ Not at all

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

Please see attached Submission Statement

Which proposed speed reductions do you NOT support? (please name the roads and why)

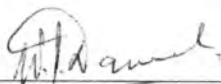
See attached Submission Statement

Additional Comments

Please see attached Submission Statement

I would like an opportunity to present my submission in person? (✓ box) ☒ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 30 Noveebr 2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Ruakaka Parish Residents and Ratepayers Association Inc.

PO Box 151, Ruakaka, 0151

30 November, 2019

Submission to Whangarei District Council's Proposed Amendments to Whangarei Speed Limits

This Submission is confined to Speed limits in the Marsden Point Catchment area.

Our Alterations to Proposed Amendments

<u>Road/Street</u>	<u>Proposed Speed Limit</u>	<u>Our Recommendations</u>
• <u>Marsden Point Road</u>		
SH1 to 70m north Sime Road	60kmph	<u>50kpmh</u>
70m north Sime Road to SH15A	80kmph	<u>60kpmh</u>
• <u>Karawai Street</u>	30kmph	<u>50kmph</u>
• <u>Sime Road</u>	60kmph	<u>50kmph</u>
• <u>Marsden Bay Drive</u>	80kmph	<u>60kmph</u>

Our Reasons for Differing from Council's Proposed Amendments

- Marsden Point Road - SH1 to 70m North of Sime Road – we believe that a reduction in the speed limit to 50kmph is appropriate through a residential and commercial area. This section of road services a shopping centre and has both a nursery school and Bream Bay College sited on it.

The road is frequently used by heavy vehicles accessing Port Marsden and our industrial areas from the south – much to the dissatisfaction and social discomfort of the residents living along the road.

By reducing the speed limit on this section of Marsden Point Road it is to be hoped that heavy vehicles coming from the south will be dissuaded from using this road and that they will prefer to use SH15A which was originally built to cater for heavy vehicles. It will be more convenient and quicker for them to use SH 15A.

- Marsden Point Road – From 70m north of Sime Road to SH15A - we believe that the proposed limit of 80kmph should be reduced to 60kmph. This section passes by an industrial/ commercial zone on which heavy vehicles can be frequently encountered exiting and entering driveways to premises sited in this area. Local business operators along this part of Marsden Point Road have called for lower speed limits on this section of road .

- Marsden Bay Drive from SH15A to Papich Road – we would like to see the speed limit on this road reduced to 60kmph. The road is narrow and is heavily used by cars towing boat trailers (often of maximum width) accessing the boat ramp at Marsden Cove. This road is also bordered by very deep drains
- Karawai Street and Te Kamo Street – we fail to understand why there is a difference in the proposed speed limit for these two streets compared to contiguous residential streets which have 50kmph limits
- Sime Road - we believe that the proposed speed limit for the part of it on which it is proposed that a limit of 60kmph be set be reduced to 50kmph. On its southern side it is bordered by the tavern, sportsgrounds and commercial activities. Pedestrian usage can be quite high when sports activities are taking place.

Other Recommendations

At the WDC Consultation held at the Ruakaka Recreation Centre, staff suggested members of the audience should express other traffic concerns that require resolution. Accordingly, our Association submits thus:

1. Speed Limits on the SH1/Sandford Road Intersection

Being the site of the Ruakaka Primary School, this intersection has serious road safety implications for those leaving and accessing the school. Approaching from the south on SH1 the intersection is obscured by a blind bend.

We would ask that 60 Kmph lights be installed which would be activated by vehicles turning right from the centre turning lane or vehicles exiting Sandford Road. These lights would be similar to those installed at the SH1/ Mangapai Road intersection at Oakleigh or those on the Waipu Flats at the SH1/Shoemaker Road intersection.

We must add at this point that Government has announced its intention of lowering speed limits on roads passing schools. We feel that this must be done in the vicinity of Ruakaka Primary School.

2. SH15A/ Salle Road Intersection

Very real concerns are being continually expressed at the poor road safety factors present at this intersection. Fears are being expressed by heavy vehicle operators and drivers, commercial and industrial leaders, as well as the average motorist.

The road at this intersection needs to be widened with the incorporation of a central turning lane for those heading northwards on SH15A and wishing to turn into Salle Road as well as side "slip" lanes for those accessing Salle Road from the north and those exiting Salle Road and heading south.

Many people use Salle Road to access much of the residential area in Ruakaka South as well as the Marsden Village, Shopping Centre and Bream Bay College. Heavy vehicles operating at this point on SH15A are often at their top speeds. Such a combination is a recipe for disaster.

We hope that Whangarei District Council can bring pressure to bear on NZ Transport Authority via the Northland Transportation Alliance to remedy both the problems outlined above.

We thank you for your consideration of our Submission.

Yours faithfully,

.....

(W.J. Daniel)

Secretary



Whangarei
District Council

Private Bag 9023, Whangarei 0148, New Zealand
P +64 9 430 4200 | 0800 WDC INFO | 0800 932 463 F +64 9 438 7632
E mailroom@wdc.govt.nz www.wdc.govt.nz

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9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

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- You can use more sheets if you need to.
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WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Christine Macartney
Postal address 274 One Tree Point Rd
RNAKAKA 0151
Contact Telephone Number 09/432 7643 or 021426252
Email christinemacartney@hotmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere
 (Do not agree with the reduction!)

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

Marsden Point Road reduction
 Sallie Road, McCathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens

We suggest a restriction for heavy trucks
 (if noise is a big problem) on Marsden Pt. Rd.

Which proposed speed reductions do you NOT support? (please name the roads and why)

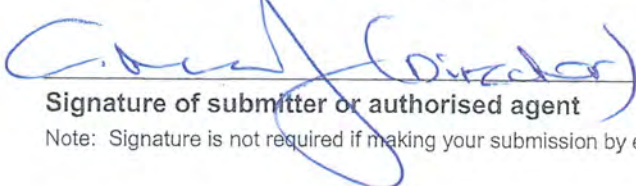
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letter
 and attached schedules

I would like an opportunity to present my submission in person? (✓ box) ☒ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

 (Director)

Date: 06.12.2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

Marsden City Urban Traffic Area (new) 52

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment <i>Do not support</i>	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road <i>70 slow enough</i>	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A <i>will cause crashes</i>	100kmph	80kmph
Salle Road <i>not necessary, few cars, no houses</i>	100kmph	80kmph
McCathie Road <i>few houses, not many cars</i>	100kmph	80kmph
Mcewen Road <i>main throughfare 80 too slow</i>	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road <i>too slow</i>	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyer Road <i>we don't use it much but 60 from</i>	100kmph	60kmph
Sandford Road <i>✓ ✓ ✓ 100??</i>	100kmph	60kmph

Submission re Speed limits bylaw.
06.12.2019

I do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marsden Point and Waipu area.

I believe the speed limits are already very low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not only about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

I have been driving for 40 years, having been brought up in Germany and regularly visiting there over our winter. I travel very often on the Autobahns at an average speed of 180/190km/hr and never had an accident. As the attached German statistics show, (attachments 5 to 8) drivers on the Autobahn (that have generally no speed limits), have the least amount of crashes.

Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there license needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver license is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc, therefore We do not want to waste additional time by spending even more time in the car, travelling to work and back and to and from jobs, at 80km/hr rather than the current 100km/hr.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that drivers are not capable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road). It appears that every aspect of life needs to be totally regulated by the

Government and/or the Councils, such as is the case in communist systems, (that, by the way, have not worked well in the past).

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparism with other mortality rates:

If we compare **vehicle death** (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the **road fatalities have dropped** from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), **self-harm death however are much higher**, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: **(how about we only letting females drive, that definitely would be saver, based on the statistics!!)** However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

In attachment 4, (Death caused by road crashes, relative to fleet size in New Zealand, we can clearly see how **road death have dropped from 8.16 per 10000 vehicles in 1937 to 5.90 in 1973, 2.20 in 1996 and 0.91 in 2015 per 10000 vehicles for both males and females**. The speed limit in 1937 was very slow (48km/hr (30miles) and look at the road death toll (8.16 per 10000 vehicles) compared to the 0.91 per 10000 vehicles when we drive 100km on many roads. Although note that the speed limit was in creased from 1987 onwards (80 to 100) YET ROAD DEATH TOLL KEPT DROPPING!! **From the statistical evidence available it appears that speed has nothing to do with road death,** when speed limits increased road death were much lower!

That would lead me to think that it is not safety the government is after but revenue when more speeding fines can be collected!

I would rather be paying an extra 1% income tax than continuously having to watch the speedo to ensure compliance with whatever new speed limit of the day is set predominantly, it appears from the statistical evidence, for revenue collecting!!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything!


Regards,

Christine Macartney



Attachments:

- 1 MORTALITY RATE FOR MOTOR VEHICLE CRASHES IN NZ 1996 – 2015, by sex, per 100000 population
- 2 MORTALITY RATE FOR INTENTIONAL SELF-HARM IN NEW ZEALAND, 1996 -2015, by sex, per 100000 population
- 3 DEATH CAUSED BY MOTOR VEHICLE CRASHES IN NEW ZEALAND, by sex, 1996 to 2015
- 4 DEATH CAUSED BY ROAD CRASHES RELATIVE TO THE VEHICLE FLEET SIZE 1937 to 2015
- 5 TOTAL FLEET SIZE GERMANY (1970 to 2018)
- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

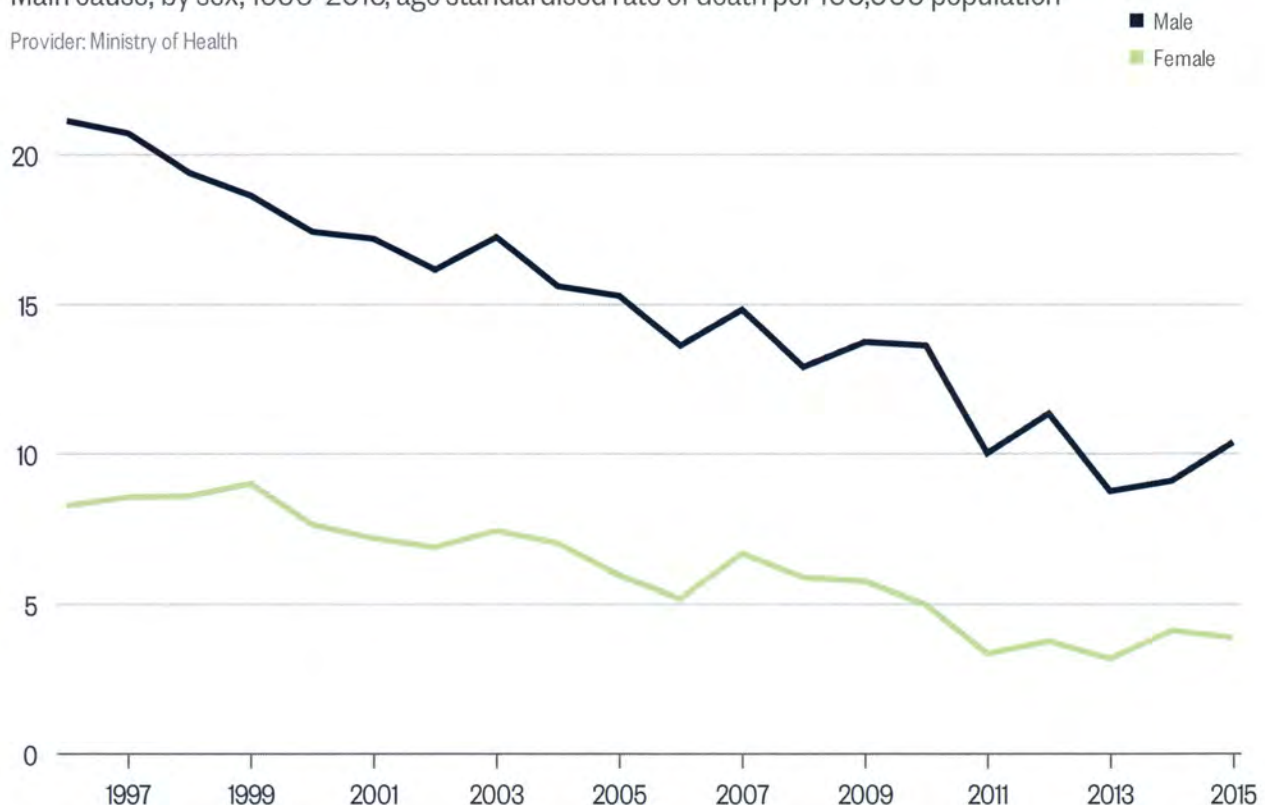
Search charts, maps, and tables abc  or explore 

Mortality rate for motor vehicle crashes in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population


Provider: Ministry of Health



Mortality rate for motor vehicle crashes in New Zealand


Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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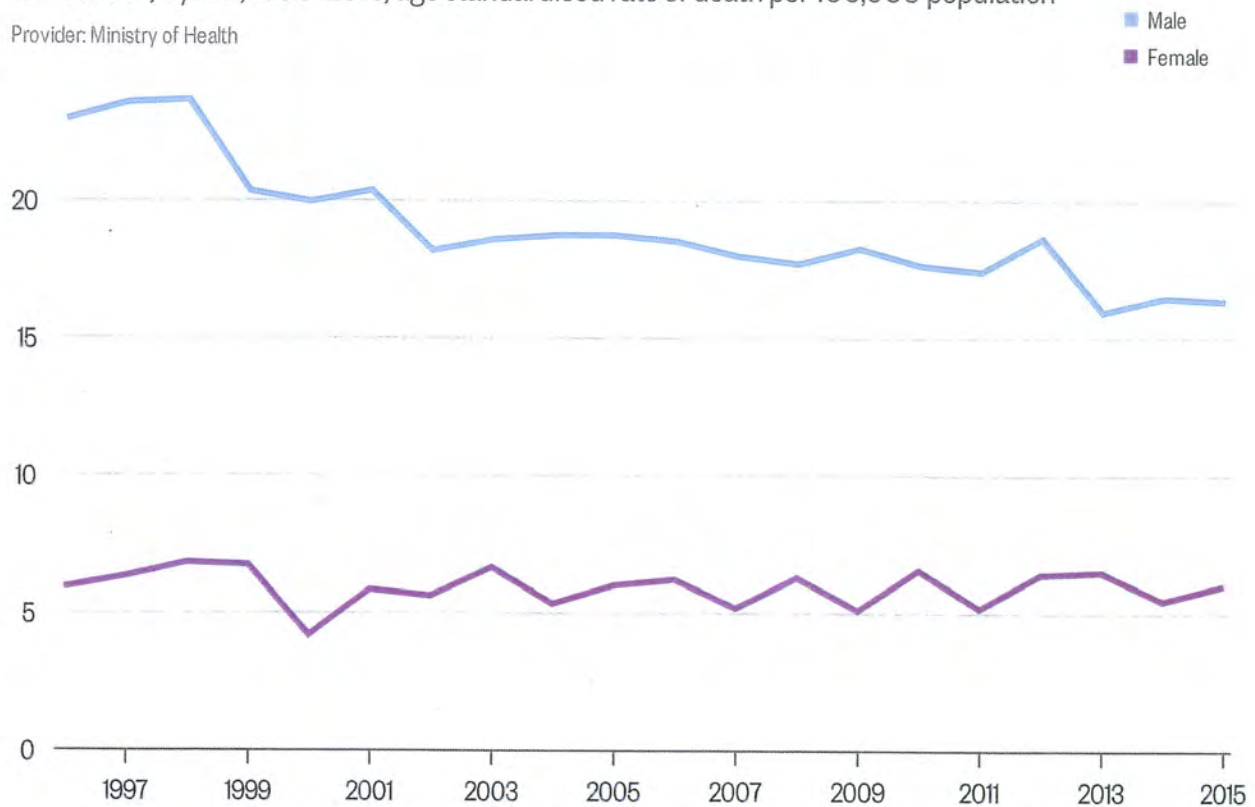
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Mortality rate for intentional self-harm in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population


Provider: Ministry of Health



Mortality rate for intentional self-harm in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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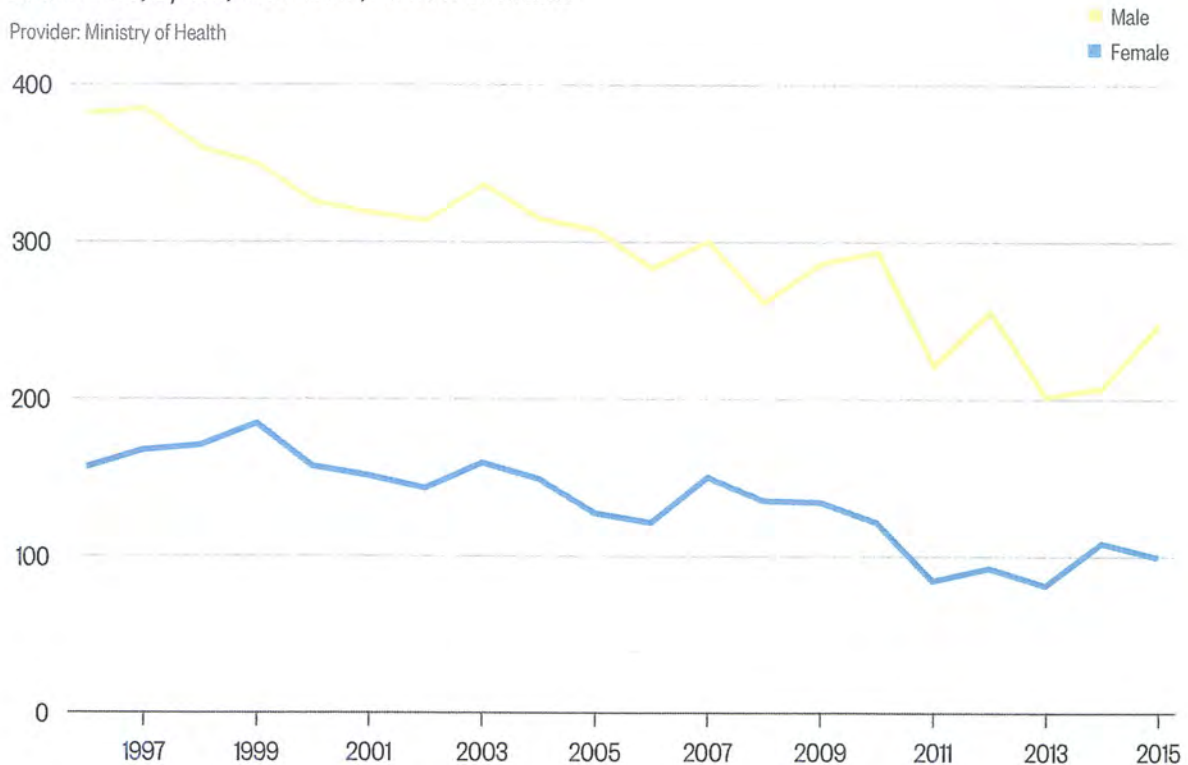
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Deaths caused by motor vehicle crashes in New Zealand


Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health





Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

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Death Health Mortality

3

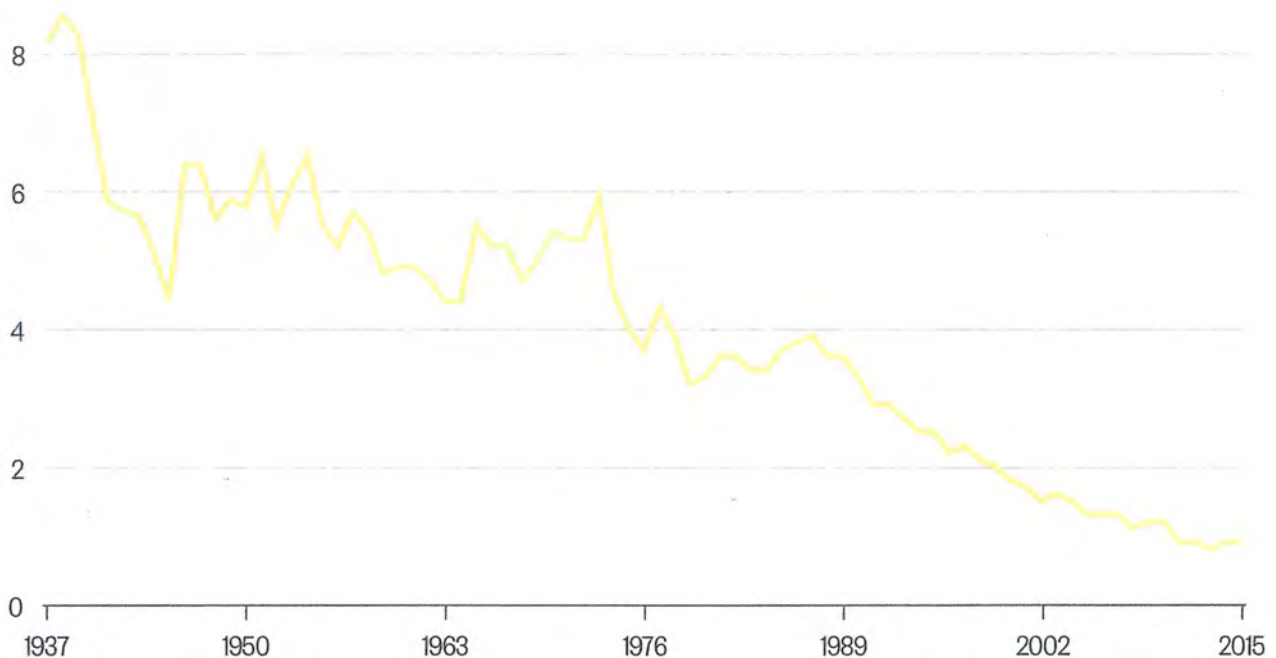
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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles

Provider: Ministry of Transport

figure.nz



Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles

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Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.568.268	56.459.008 ⁸⁾
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,6 ⁴⁾	751,1 ⁷⁾
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ⁷⁾
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ⁷⁾

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



Bundesanstalt für Straßenwesen
Federal Highway Research Institute
Brüderstrasse 53
D - 51427 Bergisch Gladbach
Phone +49 2204 43-0
E-Mail info@bast.de
www.bast.de

Traffic Accidents

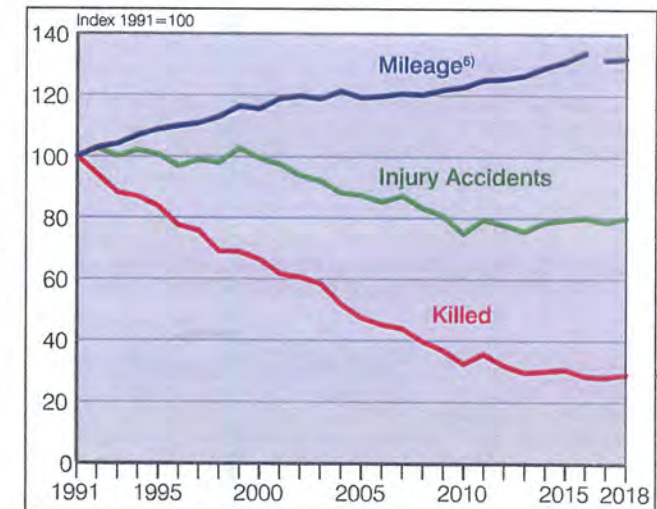
	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.-km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of									
motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.-km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	106.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of									
motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data
Summary Statistics – Germany

bast

Bundesanstalt für Straßenwesen (BAST)
Federal Highway Research Institute

Bergisch Gladbach, October 2019





What percentage of roads in Germany have no speed limits?

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70 percent

There are more than 8,000 miles of autobahn in **Germany**, and about **70 percent have no limits on speed**, according to the Federal **Highway** Research Institute, though other **roads** and freeways do **have restrictions**. Jan 25, 2019



A Speed Limit On Germany's Autobahns: 'Like Talking Gun

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like

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7

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - Whitney Manjala - 2019-11-05
Date: Tuesday, 5 November 2019 1:56:07 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

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Your Details:

* Full Name(s):

[Whitney Manjala](#)

Postal Address:

[62 Woodland Road, RD 1 Kamo 0185](#)

(This box will automatically expand)

* Contact Phone Number:

[0212385662](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

wmanjala@infogen.net.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill Road](#)

(This box will automatically expand)

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

[Just past Balmoral Road in Tikipunga to where it goes onto SH 1, it is currently a 100km zone and we have cars speeding on the curvy road, have seen several accidents near Riversong Road](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[All of them in the area](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[none](#)

(This box will automatically expand)

Additional Comments:

It is really great that these reviews are being made, they were long over due.

(This box will automatically expand)

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

No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - Stephanie Pelin - 2019-11-07
Date: Thursday, 7 November 2019 6:16:05 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

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Your Details:

* Full Name(s):

[Stephanie Pelin](#)

Postal Address:

[102 Vinegar Hill Rd](#)
[Kamo](#)
[Kauri](#)

(This box will automatically expand)

* Contact Phone Number:

[094355474](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

stephp1313@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill Rd](#)

(This box will automatically expand)

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

[outside 102 Vinegar Hill and the change from 50km just passed Balmoral to where it goes to Open Road \(100\)](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[Reduce from 100km to 80km at the Tikipunga end passed Bakmoral Rd](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[None](#)

(This box will automatically expand)

Additional Comments:

How is this reduction in speed limit going to be enforced? I've tried for week to get a young man on a motorcross bike (he lived in Balmoral) who rides his bike up Vinegar Hill at high speed doing wheelies without a helmet, and the police don't care? So who is going to enforce a reduction in speed - speed camera?

(This box will automatically expand)

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

☐ Yes

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - Rachel hill - 2019-11-07
Date: Thursday, 7 November 2019 6:57:49 AM
Attachments: [86B26487.gif](#)

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Your Details:

* Full Name(s):

[Rachel hill](#)

Postal Address:

[88 Cameron street whangarei. C/o ISU](#)

(This box will automatically expand)

* Contact Phone Number:

[0274657913](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

Rach.tony@hotmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[\(This box will automatically expand\)](#)

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

[\(This box will automatically expand\)](#)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[All. The roads here in northland feel unsafe. There are far to many deaths on our roads I have lived in the South Island all my life and never had this feeling ever. The 100 km speed limit must be decreased on open roads unless there is a central barrier between the lanes preventing head on crashes](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[I support all of them](#)

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - susan Forsyth - 2019-11-07
Date: Thursday, 7 November 2019 8:15:42 AM
Attachments: [86B26487.gif](#)

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Your Details:

* Full Name(s):

[susan Forsyth](#)

Postal Address:

[276 One Tree Point Road ONE TREE POINT 0118](#)

(This box will automatically expand)

* Contact Phone Number:

[0212085956](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[st hway 1](#)

(This box will automatically expand)

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

[between Oakleigh and Whangarei](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[reducing speed](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - Steve Marshall - 2019-11-07
Date: Thursday, 7 November 2019 2:35:24 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Steve Marshall](#)

Postal Address:

[31 Kaiatea Road](#)
[RD3](#)

(This box will automatically expand)

* Contact Phone Number:

[+6494344380](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

steve@stevespcs.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[the unformed section of Te Toiroa Road](#)

(This box will automatically expand)

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

[no](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

[my concern and expertise is limited to the unformed section of Te Toiroa Road](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[Changing the speed signs from fake official \("30 km/h recommended"\) to official continues to send the message that the road is no longer a](#)

paper road, that vehicles can do 30 km/h on it, and that the road has been built and maintained to a standard that makes it safe for motor vehicles to do so.

Anyone who has been on the track knows it isn't any of those things. It is a winding, single-lane track across a cliff-face

The council continues to go down a slippery slope with this road (pun intended).

Here's what council says about paper roads:

\\ A paper road is a legal road which Council owns but which hasn't been formed as a road for vehicles. The public is able to use paper roads, but generally only for walking or cycling. //

<http://www.wdc.govt.nz/TrafficandTransport/RoadingNetwork/Pages/PaperRoads.aspx>

Council asked for submissions about this paper road in 2017. The majority (42 out of 80) said it should be closed to motor vehicles.

Council remediated the track to cycle track standards. In the process it reformed a road for motor vehicles.

Arguably, that paper road is no longer an unformed legal road. Council took back responsibility for it. It has re-opened the road by deed. "Council maintenance does not end here." Council cannot re-form a legal road and continue to call it unformed. The track has to be remediated using roading standards applicable to the type of transport, because it is, legally, a road—and statutory requirements for roads apply (I checked).

A second legal issue builds on the fact that the semi-remediated road is no longer an unformed legal road. Council has intervened. It has taken back responsibility for the safety of those using the road.

\\ The cases which have been decided in New Zealand show that a territorial or other roading authority is only liable for misfeasance in repairing or constructing a road but not for nonfeasance. ("Misfeasance" means doing something in an improper or negligent manner causing damage; "nonfeasance" means doing nothing.) In spite of the breadth of powers to execute works on roads, there is no statutory obligation to do so. // (p. 30)

<https://www.walkingaccess.govt.nz/assets/Uploads/roadinglawapplicableunformedroads.pdf>

Will council allow motor-vehicles, cyclists, horse-riders and pedestrians to mix, or will it restrict the use of motor vehicles on safety grounds as provided by the 2011 Act?

WDC has a statutory obligation and a duty of care to restrict use of unformed legal roads that damage the environment and endanger users.

\\ 12. Unformed legal roads

12.1 Council may by resolution restrict the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, the road and adjoining land, and the safety of road users.

12.2 A person must not use a motor vehicle on a road contrary to a restriction made under clause 12.1. //

<http://www.wdc.govt.nz/PlansPoliciesandBylaws/bylaws/Documents/Proposed-Parking-and-Traffic-Bylaw/Parking-and-Traffic-Bylaw-2017.pdf>

The council already has a simple and legitimate, statutory means of making the unformed legal road safer. Close it to motor vehicles.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - Brandy Singleton - 2019-11-07
Date: Thursday, 7 November 2019 7:17:11 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Brandy Singleton](#)

Postal Address:

(This box will automatically expand)

* Contact Phone Number:

[0274630591](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Marsden poi t rd](#)

(This box will automatically expand)

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

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

[None](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[All](#)

(This box will automatically expand)

Additional Comments:

[Quit changing the speed limits, all it does is exacerbate the issues that](#)

actually cause road deaths and crashes , which are lack of driver education, impatience and aggression

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - Rebecca Baker - 2019-11-08
Date: Friday, 8 November 2019 8:01:48 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Rebecca Baker](#)

Postal Address:

[200 Marsden Point Rd Ruakaka](#)

(This box will automatically expand)

* Contact Phone Number:

[0275419557](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

becsbdesign@xtra.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Marsden Pt Rd](#)

(This box will automatically expand)

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

[The road is used as a race track and is very dangerous, trucks use it and boy racers use it. The speed limit is not adhered too. Being a straight road, at night cars fly down it. It is so dangerous and should be brought down to 50kms, Its a residential road.](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[50 in Marsden pt rd please](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

It would be appreciated the speed limit being dropped, very confusing signs along the rd and into the bypass lanes. These too need to be looked at.

(This box will automatically expand)

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

Select...

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - Juanita McGoldrick - 2019-11-08
Date: Friday, 8 November 2019 8:09:38 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Juanita McGoldrick](#)

Postal Address:

[3 Settlers View, Waipu](#)

(This box will automatically expand)

* Contact Phone Number:

[0279359808](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

richandwinny@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Nova Scotia Drive and The Centre](#)

(This box will automatically expand)

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

[From the Fire Station to the Fishing Club](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[I support the dropping of the speed along Nova Scotia Drive](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[I do not support there before three speed limits. I feel that the main street of Waipu and along Nova Scotia Drive to the fishing club should be just one speed limit of 50kph rather than the proposed 40km, 60km then 100km](#)

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Sue and Mick Welford

Postal address 9 Settlers View, Nova Scotia River Estate, Waipu 0510

Postal address _____

Contact Telephone Number 094321319

Email tanimara29@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

The speed limit on Nova Scotia Drive, Waipu.

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

The area between the Boat and Fishing Club bridge and the junction with the Centre, Waipu.

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☐ Not at all

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

I suggest that the "50 KPH" sign at present the village side of the bridge be moved to before the bridge. With more and more traffic going into Waipu and a huge increase in traffic coming out of the junction of Lochalsh Drive and Nova Scotia Drive it's becoming more difficult and dangerous to come out of the junction on to the road. Traffic sweeps over the bridge - huge trucks - one day the bridge will definitely collapse. A reduction in speed limit might prolong it's life.

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

Residents of the area have been asking for a reduction in this limit for years. It would be great to implement it now before a) the bridge collapses, b) someone is killed trying to pull out of the Lochalsh junction, especially at holiday times when traffic increases by at least two hundred percent.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Date: 8/11/19

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form: Speed Limits Bylaw Proposed Amendments - Christy Warren - 2019-11-08
Date: Friday, 8 November 2019 6:25:42 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Christy Warren](#)

Postal Address:

[18 Bay Road, St Heliers](#)

(This box will automatically expand)

* Contact Phone Number:

[212290303](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

christywarrennz@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Cove Road, Waipu](#)

(This box will automatically expand)

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

[From Waipu town to Waipu Cove](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

[I would like you to consider the stretch of road I refer to above. From](#)

the one lane bridge it is open road, then reduces to 80km then back to 100km/hr. All of these are too high. After the one lane bridge the road is winding and dangerous, then winds through a very built up area with school buses, cars travelling at 80km here is too dangerous. At the 100km increase, the road s straight for a while but this road is shared by cyclists, motorbikes, walkers!, caravans, boats, tractors and increasing traffic and driveways. In summer the road is very busy and very dangerous. Between McLean and Cullen Rd is extremely windy and dangerous and it is always dangerous trying to exit or enter our driveway in this area. 100 km/hr is much too fast for this stretch of road with the increase in housing and traffic to the area. This road does not fit your description of the features of this type of road - "100kmph • Rural arterial routes that are of high quality with a wide carriageway, clearly marked or separated lanes, shoulder areas and exhibit some form of engineered safety features". Please consider reducing the speed limit to 80km/hr in the open road areas and to 70km/hr in the 80km zone. There are no safe shoulders and nowhere to get off the road if walking/running/cycling. (Realise the walkway is coming and will eventually help the walkers but it is not complete). My son sprained his ankle when out jogging when he had to leap off the road into a ditch to avoid a car coming at him!

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Christopher Mark Little - 2019-11-09
Date: Saturday, 9 November 2019 9:37:34 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Christopher Mark Little](#)

Postal Address:

[7A Logan Place, Kamo, Whangarei](#)

(This box will automatically expand)

* Contact Phone Number:

[0220210276](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

littlefastcar@yahoo.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill](#)

(This box will automatically expand)

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

[Vinegar Hill Road from a point 800m north of Balmoral Road to a point 200m south-east of the intersection with Saleyards Road](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Vinegar Hill Road from a point 800m north of Balmoral Road to a point 200m south-east of the intersection with Saleyards Road to be 80kmph.](#)

[This is a stretch of road I only ever drive on for recreation, to get out of the traffic, take my family for a drive when baby won't go to sleep, so I'm not so familiar with the road as those who live there, and consequently would drive slower than them but that is a very windy road with some steep drop offs on the side at some points. Coming off the](#)

road could be fatal. I'm often made to feel I'm driving too slow around those corners. 100kph is definitely not appropriate for that road.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

Regarding Vinegar Hill Road from current 50kmph boundary to a point 800m north of the intersection with Balmoral Road.

I wouldn't change the uphill speed limit, or only reduce it to 80kph. But coming into Tikipunga I would reduce it as it is a really abrupt speed limit change coming down that hill into a 50kph area.

(This box will automatically expand)

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

☐ No

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Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Michelle Dixon

Postal address 374B Vinegar Hill Road, R.D.1,
Kamo, Whangarei

Contact Telephone Number 021 0266 4726

Email alan_and_michelle@hotmail.com
(underscore)



Please provide your submission and feedback below:

Which road speed limit are you most interested in?

I am wishing the Vinegar Hill to be changed
The whole road is windy with S bends. It is still 100kms.
Not suitable. No police can police that if its on 100km.

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

The top of the hill is where the entrance to our property
is. It is on the very verge of the flat at the top. People fly
over the top. They are often going around 80 kms.

Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

The road needs to all be only 60 kms going up the
hill. People cut corners. Pass you on wrong side
of road. fly around corners going speeds that you can't
do safely on this road. Police don't police it. as its 100 kms.

Which proposed speed reductions do you NOT support? (please name the roads and why)

People use the road to escape police as a back
way north. Trucks fly up the hill when empty
crossing centre lines. S bends. Don't take notice of
newer safety speeds on corners that are marked. "No policing"

Additional Comments

Both my husband and I have nearly been killed
exiting our ~~driveway~~ driveway. I've been almost halfway
across the road when a speeding car has literally flown
over the top and I've had to brake car before I got hit.
I'm halfway across to go right. They would be going at least 90km
you can't see either way past the vegetation for more than 40 metres.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

and top of
hills

ms aw

Date: 7/November 2019.

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Henry Edward Coll - 2019-11-10
Date: Sunday, 10 November 2019 10:08:57 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Henry Edward Coll](#)

Postal Address:

[229 Marsden Point Road, Ruakaka 0116](#)

(This box will automatically expand)

* Contact Phone Number:

[02040148129](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

hcoll.coll@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Marsden Point Road](#)

(This box will automatically expand)

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

[All of it](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[Marsden Point Road](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[None](#)

(This box will automatically expand)

Additional Comments:

More development and people along the road. Zoned as Medium density under the new urban plan changes with more dense development to come, so the speed limit should reflect that

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - NC Polkinghorne Glass - 2019-11-11
Date: Monday, 11 November 2019 10:28:19 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[NC Polkinghorne Glass](#)

Postal Address:

[326 Takahiwai Road](#)

(This box will automatically expand)

* Contact Phone Number:

[09 4327658](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

koura@slingshot.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[One Tree Point/Ruakaka Review Area](#)

(This box will automatically expand)

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

[Takahiwai Road, this is a very narrow road with deep drains, in some areas on both sides of the road,also there is a one way bridge on the road. School buses and trucks use the road on a daily basis, as well as residents. There are often accidents that go unreported on this road..](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[All. Country roads int Whangarei District are narrow, hilly and with sharp corners.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

Support all changes, long overdue.

(This box will automatically expand)

Additional Comments:

How does the Council envisage these new speed limits will be enforced?
Are police going to patrol roads?

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Nick Unkovich - 2019-11-11
Date: Monday, 11 November 2019 8:31:38 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Nick Unkovich](#)

Postal Address:

[408 Vinegar Hill Road](#)
[RD1](#)
[Kamo 0185](#)

(This box will automatically expand)

* Contact Phone Number:

[0272622003](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

nickunk408@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill Road from 50 km/h boundary near Balmoral Rd to a point 800 m north near the top of the hill.](#)

(This box will automatically expand)

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

[as above](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

[80 km/h to the 200 m before Saleyards Road](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[60 km/h on Vinegar Hill Road south end by Balmoral \(as above\)](#)

(This box will automatically expand)

Additional Comments:

The grade of this hill is to severe for such a speed reduction particularly heading up what is a significant grade - possibly 35-40%

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Lindy - 2019-11-18
Date: Monday, 18 November 2019 1:48:57 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Lindy](#)

Postal Address:

[57 Johnson Point Road, Waipu](#)

(This box will automatically expand)

* Contact Phone Number:

[021436751](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

lindyonbeach@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Cove Road](#)

(This box will automatically expand)

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

[The road between Waipu town and the Cove](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Cove Road speed limit should be reduced to 60km in consideration of the increased population in this area, the rapidly growing number of dwellings and the addition of a cycleway. The current speed limit of 100km is dangerous and you don't find this speed limit in other small NZ towns.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: [Roy Voss](#)
To: [Mail Room](#)
Subject: Speed Limits Bylaw
Date: Sunday, 17 November 2019 3:03:54 PM

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

To whom it may concern

Regarding the reducing of speed limits on roads in Whangarei Districts it is disappointing to see on WDC website that Cove Road Waipu is not included. I wrote to you in July 2011 about reducing the speed limit from Cullen Road to Waipu Cove and eight years later I am asking you again.

We now have Stage 2 of the long awaited Waipu Cycle and Walkway from the Cove to Cullen Road. Already the walkway is getting a lot of use and there are two section of this walkway that are not entirely completed. At the bridge going towards the Cove the path is not connected and one has to go onto the road to cross the bridge. It is no mean feat negotiating mobility scooters and bikes over the bridge with vehicles coming at 100 kms from both directions. A similar situation applies to the second section not completed, where the walkway changes to the other side of the road. It is extremely dangerous also with the vehicles travelling at 100 kms.

This situation is going to become worse as the festive season brings hundreds of holiday-makers to the very popular Waipu Cove. There has been a small amount of road resealing in the Cullen Road area where temporary 50 km signs have been left over the weekend and the slowing down of the traffic has been noticable.

I would hope some serious consideration will prevail. It made no sense to me that this stretch of road was 100 kms eight years ago but with the additional population and traffic even more so now.

Kind regards

Cynthia Voss

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - carli davis - 2019-11-18
Date: Monday, 18 November 2019 2:23:55 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

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Your Details:

* Full Name(s):

[carli davis](#)

Postal Address:

[57 johnson point](#)

(This box will automatically expand)

* Contact Phone Number:

[021500597](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[cove road, waipu](#)

(This box will automatically expand)

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

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

[Cove Road speed limit should be reduced to 60km in consideration of the increased population in this area, the rapidly growing number of](#)

dwelling and the addition of a cycleway. The current speed limit of 100km is dangerous and you don't find this speed limit in other small NZ towns.

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Jordan Davis - 2019-11-18
Date: Monday, 18 November 2019 4:53:43 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Jordan Davis](#)

Postal Address:

[57 johnson point road, waipu](#)

(This box will automatically expand)

* Contact Phone Number:

[N/A](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Cove road](#)

(This box will automatically expand)

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

[Between Waipu cove and Waipu town](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[As a doctor in the area I have responded to road traffic accidents, and been at fatalities. The section of Cove Road between the town and the cove has drivers going >100km/h and pedestraians walking on th side fo the road \(no footpath as yet\). Soon a cycleway will be made along the road. Having speed reduced to 60km will prevent casualties/fatalities](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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From: [Tania Dunn](#)
To: [Mail Room](#)
Subject: Speed Limits Bylaw
Date: Tuesday, 19 November 2019 12:17:48 PM

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Attention Shawn Baker, Roading Department
My Submission

I own a section in Logan Cameron Road.
I believe the speed limit should really be 50km (not the 60km proposed) .

Reason for this is more properties will be built there and it's a short road with no Exit.

I think your choice of 60km for Sales yard road & 80km for Vinegar Hill is a good speed.

Kind Regards
Tania Dunn
027 4442060

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Graeme Giles - 2019-11-20
Date: Wednesday, 20 November 2019 8:47:52 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Graeme Giles](#)

Postal Address:

[PO Box 78, Waipu 0545](#)

(This box will automatically expand)

* Contact Phone Number:

[0211184816](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

graeme.giles.au@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Nova Scotia Dr, Waipu](#)

(This box will automatically expand)

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

[From The Centre to 50m north of Localsh Dr should be reduced to 50kmh, then to the north side of McLeans Bridge should be 60kmh as proposed](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[Reducing the speed on Nova Scotia Dr, there are a significant number of new houses in the Nova Scotia subdivision reducing the speed will make turning into and out of Localsh Dr safer.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

Cove Rd from the Waionehu bridge to Riverview Rd should be reduced to 80kmh it is difficult to drive at 100kmh on this part of the road and then reduce it to 80kmh to McLeans Rd

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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From: [Beverly Woods](#)
To: [Mail Room](#)
Subject: Speed Limits ByLaw
Date: Wednesday, 20 November 2019 2:34:14 PM

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

- To Whom it May Concern
- My area of concern is Marsden Pt Rd Ruakaka, of which I am a resident at 129 .
- I agree that 50 km/hr is a realistic speed for this road.
- Many logging trucks/articulated side- covered vehicles that use this road do not adhere to the present 70 km/hr limit.(90? 100?]
- For noise comments the noise is particularly noticeable in the early hours of the morning. MPR is not made for heavy vehicles such as these. Every little bump in the road causes metal against metal surfaces to be highly intensified. Rattle Rattle Rattle! Help!!! Less sleep.
- For speed considerations the speed that the aforementioned vehicles reach during the day has to be a safety consideration, particularly on the bridge by the college. What is the weight allowances for that bridge? I remember very clearly the Cave Creek tragedy.
- It would be safe to say that I am one of the most consistent domestic users of a cycle on the MPR.
- The shoulders of the road are diabolical in places. That is, the white line on the side of the road has right next to it big potholes/drains. I am protecting myself all the time- thinking , thinking , thinking- my bit of the road, or the pothole/drain with a damaged body. Every day is a challenge because of new hazards that appear overnight- smashed bottles, new potholes, white line disappearing, new piles of metal.
- Speeding vehicles certainly make the road more of a challenge.
- I am extra careful to dismount from my cycle if at an intersection because the speed of vehicles leaves no wiggle room in your judgement about when to cross.
- To summarise : the problems of noise at night and speeding vehicles concerning cyclist and pedestrian safety will be greatly helped by a 50km/hr speed limit.

I really dont understand how you are going to monitor the new speed.

Regards Bev Woods

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Lindsay (NZ) Grant - 2019-11-20
Date: Wednesday, 20 November 2019 6:36:23 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Lindsay \(NZ\) Grant](#)

Postal Address:

[22B Balmoral Rd](#)

(This box will automatically expand)

* Contact Phone Number:

[021927865](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

lid195755@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill](#)

(This box will automatically expand)

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

[Corks rd to vinegar hill bridge should be 50 km/hr the remainder of the road 80 km/he all side roads 50km/hr](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[80 km/he not 100 on vinegar hill](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[80 km/he from corks rd to Balmoral rd](#)

(This box will automatically expand)

Additional Comments:

Who ever came up with this proposed change at the beginning of the road needs a slap

(This box will automatically expand)

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

No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Peter Connor - 2019-11-24
Date: Sunday, 24 November 2019 8:30:15 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Peter Connor](#)

Postal Address:

[3 Garland Rd, Ruakaka](#)

(This box will automatically expand)

* Contact Phone Number:

[0274774194](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

peter.connor@xtra.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Marsden Point Rd and One Tree Point Rd](#)

(This box will automatically expand)

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

[From SH1 to the intersection with SH15](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[There seems to be a discrepancy between the description and the map. While the map legend states "roads that have a speed limit" I assume this actually refers to the proposed speed limits not the existing. In Table 3 it proposes changing the Marsden Point speed limit from 70 to 60 but the map shows a reduction 50km. I support the reduction from 70 to 50 from the SH1 intersection to Sime Rd but then think from this intersection to the intersection with SH15 the speed limit should be 60km. I cycle along this route frequently and the shoulders are narrow or non-existent and the speed needs to be reduced. I also think the](#)

speed limit on SH15 should be reduced to 80km as the speeding logging trucks are hazardous and create dangerous wind gusts. Some Rd should also be 60. It makes no sense changing speed limits up for such a small section of road. It is just confusing. Also One Tree Point Rd should be reduced from 100 to 80.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Sarah Warburton - 2019-11-24
Date: Sunday, 24 November 2019 10:04:23 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Sarah Warburton](#)

Postal Address:

[54 Ruakaka Beach Road Ruakaka 0116](#)

(This box will automatically expand)

* Contact Phone Number:

[094327727](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

cswsltd@yahoo.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[1\) Ruakaka Beach Road Ruakaka](#)
[2\) Cove Road Waipu](#)

(This box will automatically expand)

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

[1\) Coming over the bridge to the roundabout on Ruakaka Beach Road](#)
[2\) From the Pizza Barn in Waipu Centre to The Cove a restaurant in Waipu Cove](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[1\) This is highlighted as continuing to be 50. Please reduce to 30 or add garden beds to force people to concentrate and slow down. Drivers come](#)

over the one way bridge and then speed along by the park and up to the round about. Many times we have seen drivers texting at the same time. We have a number of children in the area we would like them to have the opportunity to cross the roads safely.

2) This is highlighted to continue to be 100. Continue 50 from the pizza barn to the one way bridge. Then please slow this down to 80 for the whole road. Then from Cullen Rd the 50 km speed must start and a solid orange line needs to be put in place. There is a crossover part at the lip of the hill outside 685 Cove Rd. The speed reduction must happen to stop a fatality happening here. The community are creating these great walkways for cyclists and walkers the speed must be reduced to support this.

(This box will automatically expand)

Additional Comments:

The speed reduction to 50 and a solid orange line from Cullen Road to the Cove must happen urgently. The walkway has been recently created which is fantastic but the cross over part needs the reduced speed to ensure safety for everyone.

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Richard David Cole - 2019-11-24
Date: Sunday, 24 November 2019 8:27:17 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Richard David Cole](#)

Postal Address:

[34 Halifax Drive, Waipu 0510](#)

(This box will automatically expand)

* Contact Phone Number:

[022 0833983](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

colefam1952@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Open speed limit outside Nova Scotia Drive](#)

(This box will automatically expand)

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

[The 100 kph should not apply north of Nova Scotia Drive until one has crossed Mcleans bridge and turned the corner. Although not proposed one should also consider Cove Road at the exit from Waipu. It currently changes from 50 kph after one crosses the bridge and the next corner has a 55 kph warning. Why not change from 50 kph after one reaches the 55 kph corner?](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[I support the other road speed changes particularly the lowering in The Centre, Waipu. Perhaps traffic calming could be employed as cars approach this area? Even a strip or two of very rough bitumen would provide an audible warning as well as a single?](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - nick jacob - 2019-11-25
Date: Monday, 25 November 2019 8:57:04 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[nick jacob](#)

Postal Address:

(This box will automatically expand)

* Contact Phone Number:

[02118233251](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

dbdaisycakes@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[pukenui road ngunguru](#)

(This box will automatically expand)

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

[all of it](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

[pukenui road has now become much much busier since the upgrade to the paper road old coach trail between te toiroa and pukenui roads especially rush hour morning and night and weekends with cyclists walkers, horses and just heaps of cars. given the tight narrow winding nature of pukenui road with short sight lines this road needs to be max 30kmh.its going to get heaps busier this summer.i have seen some nasty near misses and am surprised there hasn't been a serious accident.waiotoi likewise should be maximum of 50 kmh](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

also ngunguru road from te maika to tonagatu should be 30 as well (particularly around shops) as road is now too congested and there is a massive increase in traffic volumes (particularly summertime) and the road is often (weekends and sunny afternoons) compromised by many vehicles parked on side of road versus pedestrians/cyclists and some horses everywhere. likewise 100kmh zone from ngunguru to town needs to be 80kmh maximum

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Anastassia Parmson - 2019-11-25
Date: Monday, 25 November 2019 1:13:35 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Anastassia Parmson](#)

Postal Address:

[303 Nook Road](#)

(This box will automatically expand)

* Contact Phone Number:

[02041600924](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

anastasiaparmson@me.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Whangarei Heads Road](#)

(This box will automatically expand)

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

[Between Onerahi and Parua Bay](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Select...](#)

Which proposed speed changes do you support? Please name the roads and why.

[Dubbed the most dangerous road in Northland, only a couple of weeks ago there were yet again two crashed cars on the side of this road – a regular occurrence on the road that I drive almost daily between Whangarei and my home.](#)

[I have lived and driven around in many countries in my life. I have seen similar hair-raising roads in Italy: no verge, blind corners, sheer drops off the edge of the road... But I have n e v e r in my life seen a road like this with a 100km/h speed limit. It is outrageous, stupid and extremely](#)

dangerous.

Roads with 100km/h speed limits usually have four lanes or at least passing lanes. They don't have driveways exiting on blind corners. Roads with 100km/h speed limit usually have a verge wide enough to pull over in case of an emergency. They do not have steep curves with "suggested speed" of 45-55km/h.

It's time to change the maximum speed limit on Whangarei Heads Road to 70km/h.

After driving along this road in many cars and watching my friends drive I have no doubt in my mind that this is the safe maximum speed limit for this road. Most locals I have spoken to agree.

One may say that the maximum speed limit is only suggestive, that drivers may choose a lower speed to suit their abilities and conditions. In that case why not abolish speed limits altogether and let everyone decide what speed they are comfortable with on any road?

I was looking up the conditions for passing a driving test in New Zealand, one of them stated that during the test the person must drive within 5km/h of the speed limit, no more, no less. Can you imagine taking young drivers on WH Rd for their test and expecting them to maintain a speed of minimum 95km/h!? That is absolutely outrageous, stupid and dangerous.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

I also believe that the area nearing and in front of Parua Bay Tavern should be a 50 zone considering there are many elderly people crossing the road and cars pulling in and out of the parking that is directly on the road. Same goes for the Tamaterau residential area where I regularly see children and people with pets walking along the side of the road. I believe it would improve their quality of life, safety and quiet enjoyment of their properties to have a 50km/h speed limit in that area.

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Sally McKay - 2019-11-26
Date: Tuesday, 26 November 2019 9:11:53 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Sally McKay](#)

Postal Address:

[890 Cove Road, Waipu 0582](#)

(This box will automatically expand)

* Contact Phone Number:

[0212734039](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

sallytoad4@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Cove Road, Waipu](#)

(This box will automatically expand)

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

[at the Cove Settlement](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

[there are none](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[there are none](#)

(This box will automatically expand)

Additional Comments:

this section of road needs to have better signage as NOBODY slows down going through this little settlement. It is dangerous for children and residents particularly during the summer. I would like to see signs warning traffic of children playing and crossing as there is currently nothing that indicates this.

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Sally McKay - 2019-11-26
Date: Tuesday, 26 November 2019 9:06:36 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Sally McKay](#)

Postal Address:

[890 Cove Road Waipu 0582](#)

(This box will automatically expand)

* Contact Phone Number:

[0212734039](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

sallytoad4@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[The Braigh, Waipu](#)

(This box will automatically expand)

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

[The whole road](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[extending the speed reduction](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[the speed - there is a childcare centre on this road and it should be classed as a "school zone" outside of it and the speed reduced to 40kms](#)

(This box will automatically expand)

Additional Comments:

I would also like the footpath extended along this road so parents and children can walk safely as there is currently no way children can walk to the childcare centre or the other way to the primary school

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Neville Vallance

Postal address 455 Vinegar hill rd. RD 1 Kamo 0185

Contact Telephone Number 4351680

Email N.Vallance @xtra.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Vinegar hill road

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

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

Which proposed speed reductions do you NOT support? (please name the roads and why)

Vinegar hill road No one police the speed limit now with cars & motorcycles travelling well over 100 km now. SO WHO IS GOING TO TAKE NOTICE OF PROPOSED LIMITS

Additional Comments

A TIME WASTING EXERCISE

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Date: 22-11-19

Signature of submitter or authorised agent

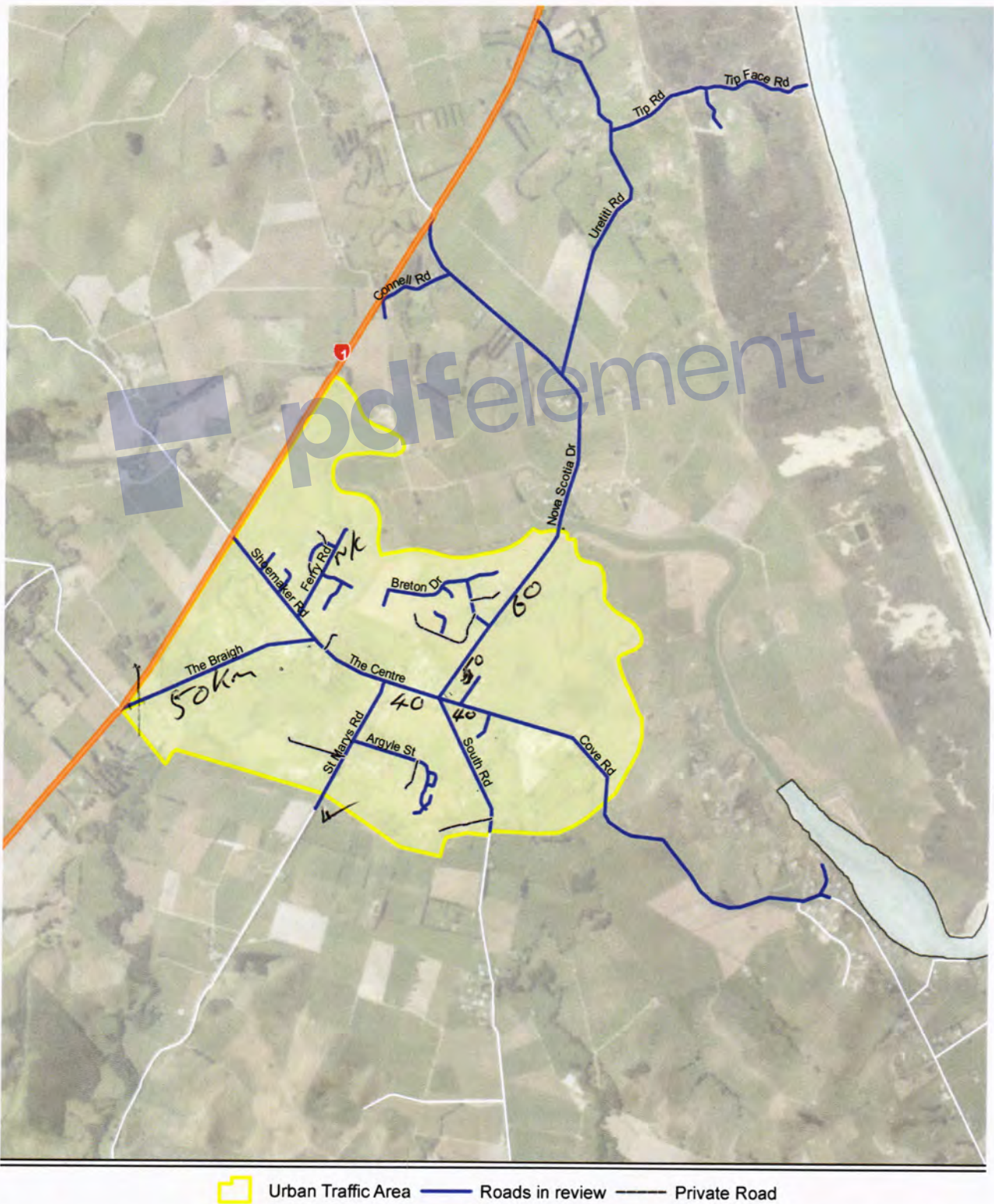
Note: Signature is not required if making your submission by electronic means.

Nova Scotia Drive / Waipu Review Area – Summary of Proposed Speed Limits

The review area incorporates the area identified in the map below, including the Waipu Urban Traffic Area; and Nova Scotia Drive from the intersection with State Highway 1 in the north, through to the intersection with Cove Road and all roads connecting, either directly or indirectly with Nova Scotia Drive, including:

- Uretiti Road
- Connell Road
- Tip Road
- Tip Face Road

Within the Urban Traffic Area; roads within new sub-divisions that are yet to be formed or vested in Council have been identified as it is anticipated that these roads will have an Urban Traffic Area speed limit applied once vested in Council.



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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge.	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1.	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road	100kmph	60kmph
Connell Road	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none">• Extend 120m east along Cove Road• Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none">• No change
St Mary’s Road	<ul style="list-style-type: none">• Extend 100m south along St Mary’s Road
The Braigh	<ul style="list-style-type: none">• Extend east along The Braigh to a point 50m east of the intersection with State Highway 1• Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none">• No change to Urban Traffic Area boundary• Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary’s Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none">• No change
Nova Scotia Drive	<ul style="list-style-type: none">• Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.



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 P +64 9 430 4200 | 0800 WDC INFO | 0800 932 463 F +64 9 438 7632
 E mailroom@wdc.govt.nz www.wdc.govt.nz

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

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Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name  margaret crichton

Postal address 332 glenmohr road waipu

Contact Telephone Number 094321123

Email magsc@farmside.co.nz



Please provide your submission and feedback below:

Which road speed limit are you most interested in?

all of them but especially the roads that feed onto SH1

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

a/a

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

all of them. Densely populated area, more cars, more traffic, more chance of accidents. Lots of elderly folk live in Waipu, therefore a realistic, comfortable speed limit should be enforced on these roads suggested.

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

These suggestions are relevant and should be taken into consideration. Glenmohr Road sign on SH1 is hidden by the other chevron sign. There needs to be a sign further north & south to alert motorists to this road. Similar to the additional sign to Uretiti road on SH1. Coming North Glenmohr road is just before an overtaking lane. Motorists often speed up and trying to turn right can be extremely hazardous. An additional sign is urgently needed.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

 Date: 26th November 2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Dennis Harrison - 2019-11-27
Date: Wednesday, 27 November 2019 3:37:20 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Dennis Harrison](#)

Postal Address:

[88 Main Road](#)

(This box will automatically expand)

* Contact Phone Number:

[094354421](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

dennis.harrison82@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[VINEGAR HILL RD](#)

(This box will automatically expand)

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

[ALL of the road](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[saleyards rd end,side roads at60k](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[allthese other roads need to be60k as too winding,not80k!Balmoral to Corks rd is all intown housing currently at 50k.DONT CHANGE THAT.](#)

(This box will automatically expand)

Additional Comments:

VERY easy keep all roads at 60k, this road is just too narrow winding and busy with tankers logging trucks using it.

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Christine Hitchcock - 2019-11-28
Date: Thursday, 28 November 2019 8:28:51 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Christine Hitchcock](#)

Postal Address:

[11 Settlers View Waipu 0510](#)

(This box will automatically expand)

* Contact Phone Number:

[0274869383](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

mumanddean@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Nova Scotia Road](#)

(This box will automatically expand)

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

[From Uretiti Road to The Centre intersection of Nova Scotia Road](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[From The Centre intersection to 260m North along Nova Scotia Road](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[From 260m along Nova Scotia Rd to Uretiti Road.](#)

(This box will automatically expand)

Additional Comments:

I think it would be safer to reduce the speed limit to 50k from Uretiti Road through to the intersection of The Centre and Nova Scotia Road. There is an increasing number of walkers along this stretch of road. Instead of 80k, then 60k, then 50k, would be better to make it 50k from Uretiti Road

(This box will automatically expand)

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

☐ Yes

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

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The collection and use of personal information by Whangarei District Council is regulated by the Privacy Act 1993.

Further privacy policy information can be found on our website.

☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Paul William Hudson - 2019-11-29
Date: Friday, 29 November 2019 8:38:52 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Paul William Hudson](#)

Postal Address:

[9 Bootmaker Avenue](#)
[Waipu](#)

(This box will automatically expand)

* Contact Phone Number:

[0274807337](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

paulhudnz@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[The Centre, Waipu.](#)

(This box will automatically expand)

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

[The section within the shopping area that has the combination of angled and parallel parking. There is the added problem of service trucks visiting the shops, Four Square and GAS station.](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[The lowering of the speed limit on the Centre from St Marys Rd through to The beginning of Cove Rd Should be extended to the West and East to include the Waihoihoi River bridge and to reach Braemar Lane at the Eastern end. There is a natural slowing down period or distance that occurs when a driver sees a change in speed zones and this extension would mean that a an adjustment will have been made by the time the](#)

driver reaches the areas of concern. The Pizza Barn is a very popular venue and travelling at 50kph past this establishment on a busy night is too fast. Similarly at the other end of town are the Inter-city bus stops and public toilets, both busy on weekends. i would support a 30kph "shared zone" proposal for the shopping area as adopted in Wairewa town centre a few years ago.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

I agree with all the proposals but feel there is the opportunity to extent all slightly. The addition of a second pedestrian crossing in the region of the Real Estate Agents/Bakery may help, but consideration would have to be given to traffic build up at the Nova Scotia Dr, intersection

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - David Coburn McKenzie - 2019-11-30
Date: Saturday, 30 November 2019 2:13:37 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[David Coburn McKenzie](#)

Postal Address:

[434 Shoemaker Road West R.D.2 Waipu](#)

(This box will automatically expand)

* Contact Phone Number:

[09 4320409](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

applex1@xtra.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Waipu Centre.](#)

(This box will automatically expand)

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

[Saint Marys Road intersection to Nova Scotia Drive intersection.](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[Waipu Centre Saint Marys to Nova Scotia Drive. Speed limit of 30.required due to angle parking.](#)

(This box will automatically expand)

Additional Comments:

Shoemaker Road West should have speed restriction of 70 due to the numerous corners.

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Louise Fromont - 2019-12-01
Date: Sunday, 1 December 2019 11:25:14 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Louise Fromont](#)

Postal Address:

[RD1 Kamo 0185](#)

(This box will automatically expand)

* Contact Phone Number:

[0211431415](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

Monkfromont@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar](#)

(This box will automatically expand)

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

[Main section](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

[Your map of the speed changes is full of errors compared to the chart](#)

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - karen van Beek - 2019-12-01
Date: Sunday, 1 December 2019 9:33:46 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[karen van Beek](#)

Postal Address:

[Hamon Road](#)

(This box will automatically expand)

* Contact Phone Number:

[095320063](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

karen.vanbeek@live.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Cove road from the current one way bridge over Waionehu stream east to just beyond Riverview Place](#)

(This box will automatically expand)

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

[The new proposal at the most eastern end will change the current speed limit of 80K from just before Seacape Crescent into a 100K zone before turn into 80k after the Riverview Place intersection.](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[The section from Seacape Crescent to just past Riverview place that will become 100K rather than the existing 80k. The road here is winding](#)

with a blind bend at Riverview place. With increased development both Seascape Cres and Riverview have increased traffic either turning in or out of these roads directly into a proposed 100k zone with limited visibility. Additionally, the Waipu cycleway ends here and many pedestrians cross the road to walk on the other side of the road to be facing oncoming traffic. It would make sense if the entire stretch from the oneway bridge was made 80K all the way through the winding corners to meet up with the current 80k zone at the start of Seascape Cres.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
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- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name GERARD WILLIAM MARSHALL

Postal address 159 SANDFORD RD. RUAKAKA
0171

Contact Telephone Number 0272800307

Email gerry_marshall@hotmail.co.nz



Please provide your submission and feedback below:

Which road speed limit are you most interested in?

SANDFORD RD

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

THE GRAVEL SECTION, FROM RUAKAKA
SCHOOL DOWN TO THE ONE WAY
BRIDGE

Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

SANDFORD RD

MARSDEN POINT ROAD

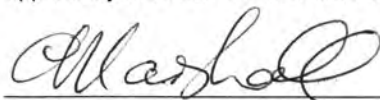
Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

① MARSDEN POINT ROAD NEEDS A SPECIAL
SCHOOL WARNING AT THE INTERSECTION
MARSDEN POINT RD + MIRAKA RD (POPPIES
KINDERGARTEN) ② SANDFORD RD NEEDS SCHOOL
WARNING AT SH.1, + SANDFORD RD INTERSECTION

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 22.11.19.

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

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- You can use more sheets if you need to.
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Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Jenny Lois Marshall

Postal address 159 Sandford Rd, R.D. 1
Ruakaka

Contact Telephone Number 021 036 1333 or 094327640

Email jenny.marshall@hotmail.co.nz



Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Sandford Rd, Ruakaka

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

It's extremely dusty in summer which may cause health problems to residents and school children attending Ruakaka Primary School which is located on Sandford Road. Also theres often large potholes in the road.

Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

60ks per hour for Sandford Road
and Marsden Point Road

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments The intersection between Sandford Road and State Highway one is extremely dangerous because visibility is extremely limited if you're driving a car because of the high hedge at A1 Homes. The speed limit on State Highway one should be lowered to '70' and a flashing warning light needs to be installed. School buses use this intersection daily.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

J Marshall
 Signature of submitter or authorised agent

Date: 22-11-2019

Note: Signature is not required if making your submission by electronic means.

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Roselle and Eric Johnson - 2019-12-03
Date: Tuesday, 3 December 2019 2:44:56 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Roselle and Eric Johnson](#)

Postal Address:

[458 Vinegar Hill Road](#)

(This box will automatically expand)

* Contact Phone Number:

[02102797266](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

rosellej645@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[70km per hour](#)

(This box will automatically expand)

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

[yes. The straight piece of road that extends from the top of the straight by our address right down into saleyards road where vinegar hill joins the main highway.](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

[put a limit of 70kms on Vineagr Hill. But this won't make one bit of difference to the idiot drivers as this road is used a a race track by motorbikes and cars](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

80km in vinegar hill Road

(This box will automatically expand)

Additional Comments:

Vinegar hill Road from the bridge on the Tikipunga side to the Kauri side needs a speed camera or some other deterrent to slow the traffic down. It would be great if the residents concerns would be considered

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Maria Jane Clark - 2019-12-03
Date: Tuesday, 3 December 2019 5:32:14 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Maria Jane Clark](#)

Postal Address:

[18 Main RD, RD1, Kamo 0185](#)

(This box will automatically expand)

* Contact Phone Number:

[0274595311](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

mariajclark@yahoo.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill Rd/Main Rd](#)

(This box will automatically expand)

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

[Main Rd](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Vinegar Hill to 80km/h](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[Main Rd being 80 km/h](#)

[It should be the same as Lauries Dr and Logan Cameron Rd \(60km/h\)](#)

(This box will automatically expand)

Additional Comments:

Main Rd is a no exit rural road servicing residents. It is unmarked and in part unsealed.

There is no footpath and residents have to walk on the road to get to their houses. The road gives access to the Glenbervie Forest which attracts cyclists, runners and walkers who all use Main Rd to gain access. The forest is also used by horse riders who regularly ride their horses along Main Rd to get to the forestry gate.

There is a horse riding academy on the road and again the riders regularly use Main Rd to get to her address and to go from there to the forestry.

For the same reasons I submit that Mangakino Lane and Main Rd should be the same speed as proposed for Lauries Dr (60km/h)

(This box will automatically expand)

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

☐ No

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Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

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- You can use more sheets if you need to.
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 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Kids 1st Childcare & Learning Centre Ltd

Postal address _____

Contact Telephone Number 094321411

Email kids1st@xtra.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

The Braigh Waipu

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

the whole road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

The area

Which proposed speed reductions do you NOT support? (please name the roads and why)

the reduction in speed is not enough

Additional Comments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Date: 4/12/2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
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How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Mark A Hingley M'Gintley
Postal address 1864 Pyle Road East, One Tree Point
Contact Telephone Number 021 411 308 or 021 172 4466
Email markhingley23@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

One Tree Point Urban Traffic Area
 Marsden Point Catchment (General)
 → Pyle Road East

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

The whole road is of concern, but primarily
 the area 600m south of the sharp bend to
 McEwan Road

Do you support the proposed speed amendments? (✓ one) ☒ Fully ☐ Partially ☐ Not at all

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

Pyle Road East proposed 50km/h and 60km/h zones
 This road is seeing an increasing volume
 of residential traffic including children riding
 bikes to school or waiting for a school bus.

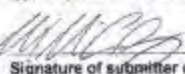
Which proposed speed reductions do you NOT support? (please name the roads and why)

N/A

Additional Comments

There is a significant amount of development underway
 in the One Tree Point / Ruahaka area. It is essential
 that appropriate speed limits and adequate
 infrastructure in place to support this. It should include
 sealing Pyle Road East given the proposed connections
 from two separate subdivisions (Marsden Cove and The Landing).
 I would like an opportunity to present my submission in person? (✓ one) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the
 opportunity to do so. We will contact you to talk about the best way of doing this.

 M. McEwan
 Signature of submitter or authorised agent

Date: 3 December 2019

Note: Signature is not required if making your submission by electronic means.

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

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- You can use more sheets if you need to.
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Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Eleanor Ann Holt

Postal address 22 Estaugh Close, R.D.1, Kamo 0185

Contact Telephone Number 09 4353963

Email pelleh@xtra.co.nz



Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Vinegar Hill

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

Between Corks Road and Balmoral Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

Which proposed speed reductions do you NOT support? (please name the roads and why)

The increase from 50km to 80km for the stretch of Vinegar Hill Road between Corks Road and Balmoral Road. One side of this road has continual housing and a School while the other side has a childrens playground and a proposed housing development. Increasing the speed from the current 50km will endanger the numerous children who use this stretch of road regularly to attend the schools in the Tikipunga area.

Additional Comments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

E. Hest

Date: 2nd December 2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Lysie McMahon - 2019-12-05
Date: Thursday, 5 December 2019 6:02:51 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Lysie McMahon](#)

Postal Address:

[240 Marsden Point Road](#)

(This box will automatically expand)

* Contact Phone Number:

[094327299](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

l.mcmahon@xtra.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Marsden Point Road](#)

(This box will automatically expand)

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

[From Ruakaka shopping centre to Salle Road](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[Marsden Point road being reduced from 70 kph to 50 kph.
The trucks travel too fast - very dangerous in a relatively built-up area.
The noise from trucks at night \(often from midnight on\) is excessive - disturbs sleep](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[N/A](#)

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

If you have supplied a valid email address, a copy of this completed form will be emailed to you. Otherwise please print a copy of it for your own records before you close this window.

*Submit Button - This button will become active when all mandatory fields are filled in (fields marked with *) and you click once on the button.*

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The collection and use of personal information by Whangarei District Council is regulated by the Privacy Act 1993.

Further privacy policy information can be found on our website.

☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - John McMahon - 2019-12-05
Date: Thursday, 5 December 2019 6:12:44 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[John McMahon](#)

Postal Address:

[240 Marsden Point Road Ruakaka](#)

(This box will automatically expand)

* Contact Phone Number:

[021678671](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

johnmcmahon67@outlook.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Marsden Point Road](#)

(This box will automatically expand)

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

[From McCathie Rd to Salle Rd](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[Marsden Point Rd reduced to 50 kph.](#)
[Large logging trucks are dangerous at current speeds.](#)
[House shakes like an earthquake everytime a truck drives by at speed.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[None](#)

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Louise Pemberton and Colin Brett Smith - 2019-12-05
Date: Thursday, 5 December 2019 7:19:46 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Louise Pemberton and Colin Brett Smith](#)

Postal Address:

[31 Mangakino Lane, Kauri 0185](#)

(This box will automatically expand)

* Contact Phone Number:

[0210430467](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

perkerkel@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill Road](#)

(This box will automatically expand)

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

[The part between the Corks rd intersection to Riversong road](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Support that Balmoral to bridge should be 60kmph.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[Corks to Balmoral needs to be 50kmph. Bridge to Riversong would be better at 80kmph after roadworks have fixed alignment. Mangakino needs to be 60kmph too.](#)

(This box will automatically expand)

Additional Comments:

There needs to be 'Children' signs around the playground .There is a lot of foot traffic down Mangakino from Tikipunga due to swimming hole and water fall. Mangakino needs to be 60kmph too.

(This box will automatically expand)

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

☐ No

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05 DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

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How to get this form to us:

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Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name ADRIANNE MAVIS LINDSAY

Postal address 608 VINEGAR HILL ROAD
TKIPUNGA

Contact Telephone Number 09 4351827

Email -

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

VINEGAR HILL ROAD TO CORKS ROAD.

PROPOSED INCREASE TO 80

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

VINEGAR HILL ROAD FROM BRIDGE THROUGH TO CORKS ROAD

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

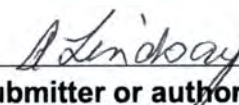
Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

THIS ROAD IS ALREADY 50 AND DOES NOT NEED AN INCREASE IN SPEED
 BECAUSE OF SCHOOLS IN AREA AND PLAYGROUND AT POTTERS PARK
 AND PROPOSED RESIDENTIAL AREA ON VINEGAR HILL ROAD.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.


 Signature of submitter or authorised agent

Date: 4-12-2019

Note: Signature is not required if making your submission by electronic means.

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

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Submissions must be received by 5:00pm, Monday 9 December 2019.

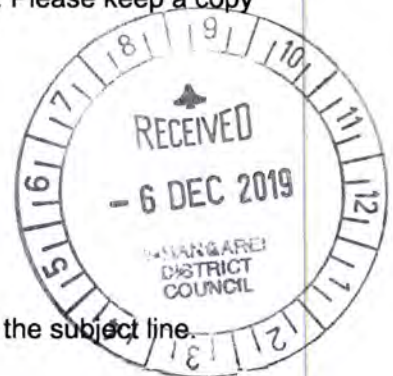
Please enter your details below

Full Name DAVID CHRISTOPHER CATTERALL

Postal address 13 GREEN ESTATE DRIVE WAIPU
WHANGAREI

Contact Telephone Number 022 677 9259

Email dcpcatterall@gmail.com



Please provide your submission and feedback below:

Which road speed limit are you most interested in?

* The Centre Road. In Particular But ALL ARE Relevant & need To go Further, in REDUCTION OF SPEED.

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

ALL This Road From Nova Scotia Drive To St Mary's

1

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

Definitely needs To Be A Speed Reduction.

Which proposed speed reductions do you NOT support? (please name the roads and why)

* This should Be Reduced To 30kmph. As There is only one Pedestrian Crossing, Many People Cross This Road All The Way Along.

Additional Comments

Requirement For Second Pedestrian Crossing.
 Maintenance Required on Existing Crossing As
 Camber Causing slipping & Accidental Falling of
 Aged People in Particular.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 20-11-2019.

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

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Private Bag 9023,
WHANGAREI 0148

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Eleanor Clare Leech

Postal address 42A Marsden Point Road
Ruakaka 0116

Contact Telephone Number (09) 4328684

Email essieleech@gmail.com



Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Marsden Point Road From 70Kmph ~~to~~ 50kmph.

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

MARSDEN POINT ROAD From SH1 to 70m. north of Sime Road (the whole section of this road) This a residential road not a Highway.

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

This road is like a racetrack. Cars come of the S.H1 come around the first corner then plant their foot and go like hell. Keep at 70 BUT there should be more presence of Traffic Police and the Radar Vans, not like the occasional ones that there are now. Holiday time is diabolical!

Which proposed speed reductions do you NOT support? (please name the roads and why)

The Marsden Point Rd — to Simes road. The 50 Kmph will frustrate drivers and they will not be able to contain themselves and not take any notice of speed limits.

Additional Comments

I know ~~is~~ this is not about speed but there should ^{not} be logging trucks using this road. We the taxpayers contributed to the building of the big roundabout on SH1 for them plus the Port Highway for them to get to the Port. There are times as they pass that my house shakes - and I wonder about the speed ~~about~~ they travel at.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

E. Leech

Date: *3rd Dec. 2019*

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Mere Kepa - 2019-12-06
Date: Friday, 6 December 2019 3:24:41 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Mere Kepa](#)

Postal Address:

[337 Takahiwai Rd. RD1 Ruakaka 0171](#)

(This box will automatically expand)

* Contact Phone Number:

[09 433 0360](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

tkep001@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Takahiwai Rd](#)

(This box will automatically expand)

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

[From the intersection with One Tree Rd to the western end.](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[Takahiwai, Ruakaka area. Population increase, Headhunter's presence, lifestyle blocks, and residents who are oblivious to the fact that Takahiwai Rd is a shared road-pedestrians, vehicles, and horses, at least.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[Nil](#)

(This box will automatically expand)

Additional Comments:

The residences have increased from 16 to around 200 since the late 70s

(This box will automatically expand)

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

No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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Further privacy policy information can be found on our website.

☐ [Privacy Policy](#)

From: scaffold@macsway.co.nz
To: [Mail Room](#)
Subject: Speed Limit Bylaw Submission
Date: Friday, 6 December 2019 6:22:28 PM
Attachments: 20191206175909638.pdf

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

To Whangarei District Council

Speed Limit Bylaw Submission

06.12.2019

from Macsway Scaffolding Ltd

Please find attached our Company Submission, including detailed reasoning as to why we do not support the proposed reductions in speed limits and accident statistics attachments,

regards,

Christine Macartney

Director

Macsway Scaffolding Ltd

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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WHANGAREI 0148

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Macsway Scaffolding LTD

Postal address

PO Box 175

PAKAKA 0151

Contact Telephone Number

09/ 43 27 643

Email

scaffold@macsway.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere

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

Marsden Point Road reduction
 Sallie Road, MC Cathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens

Which proposed speed reductions do you NOT support? (please name the roads and why)

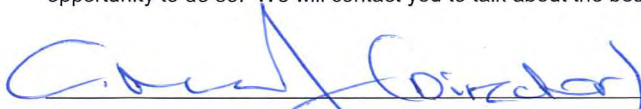
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letter

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.


 Signature of submitter or authorised agent

Date: 06.12.2019

Note: Signature is not required if making your submission by electronic means.

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

Nova Scotia Drive Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

Waipu Urban Traffic Area Existing Boundary	Proposed New Boundary and Speed Limits within the Urban traffic Area
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

Marsden City Urban Traffic Area (new) ¹⁷²

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road <i>70 slow enough</i>	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A <i>will cause crashes</i>	100kmph	80kmph
Salle Road <i>not necessary, few cars, no houses</i>	100kmph	80kmph
McCathie Road <i>few houses, not many cars</i>	100kmph	80kmph
Mcewen Road <i>main thoroughfare 80 too slow</i>	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road <i>too slow</i>	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyger Road <i>we don't use it much but 60 from</i>	100kmph	60kmph
Sandford Road <i>✓ ✓ ✓ 100??</i>	100kmph	60klmph

Submission re Speed limits bylaw.
06.12.2019
Macsway Scaffolding Ltd

We as a local Company do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marden Point and Waipu area.

We believe the speed limits are already quite low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not just about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

As a Company Director I have been driving safely for 40 years, having been brought up in Germany and regularly visiting there. I travel very often on the Autobahns at an average speed of 180/190km/hr and never had an accident. As the attached German statistics show, (attachments 5 to 7) drivers on the Autobahn (that have generally no speed limits), even have the least amount of crashes.

Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there licence needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver licence is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc. As director of our Company, I worry that because 15 Trucks and 7 Utes commute to and from clients from Warkworth to Kaitaia and beyond and perform multiple trips around One Tree Point and Waipu. Employees will travel approximately 90 km per day on average, Generally there are 2 employees in the truck. To travel the 90km at the current 90km speed limit for trucks it will take 1 hr/day, by potentially reducing the speed to 80km/hr it would take 7.7min per day longer. Thus resulting in a lot more cost to us (we have to pay for the extra employee travel time and

less actual work can be achieved). Therefore that extra travel time due to the potential speed limit reductions, costing us \$5.13/day /per employee*25 employees \$128.25/day * 48 weeks*5.5days=264days*128.25 = \$33858 approximate total extra (unproductive) cost to us per year . We do not need to waste additional employee working time and potentially paying an additional \$34000/year, unrecoverable time to our employees, due to a possible speed reduction forced upon us by Government, with Councils expected to follow suit and by people with too much time on their hands.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that all drivers are unable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road.) It is unproductive to most Companies and would cost many Firms in Northland thousands of dollars per year.

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparism with other mortality rates:

If we compare vehicle death (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the road fatalities have dropped from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), self-harm death however are much higher, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: (how about we only letting females drive, that definitely would be saver, based on the statistics!!) However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

In attachment 5, (Death caused by road crashes, relative to fleet size in New Zealand, we can clearly see how road death have dropped from 8.16 per 10000 vehicles in 1937 to 5.90 in 1973, 2.20 in 1996 and 0.91 in 2015 per 10000 vehicles for both males and females. The speed limit in 1937 was very slow (48km/hr (30miles) and look at the road death toll (8.16 per 10000 vehicles) compared to the 0.91 per 10000 vehicles when we drive 100km on many roads. Although note that the speed limit was in creased from 1987 onwards (80 to 100) YET ROAD DEATH TOLL KEPT DROPPING!! From the statistical evidence available it appears that speed has nothing to do with road death, when speed limits increased road death were much lower!

That would lead us to think that it is not safety the government is after, but revenue collection, when more speeding fines could be collected as many people get impatient with the slow speed limits proposed!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything and make businesses yet pay up again!

Regards,

Attachments:

- 1 MORTALITY RATE FOR MOTOR VEHICLE CRASHES IN NZ 1996 – 2015, by sex, per 100000 population
- 2 MORTALITY RATE FOR INTENTIONAL SELF-HARM IN NEW ZEALAND, 1996 -2015, by sex, per 100000 population
- 3 DEATH CAUSED BY MOTOR VEHICLE CRASHES IN NEW ZEALAND, by sex, 1996 to 2015
- 4 DEATH CAUSED BY ROAD CRASHES RELATIVE TO THE VEHICLE FLEET SIZE 1937 to 2015
- 5 TOTAL FLEET SIZE GERMANY (1970 to 2018)
- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

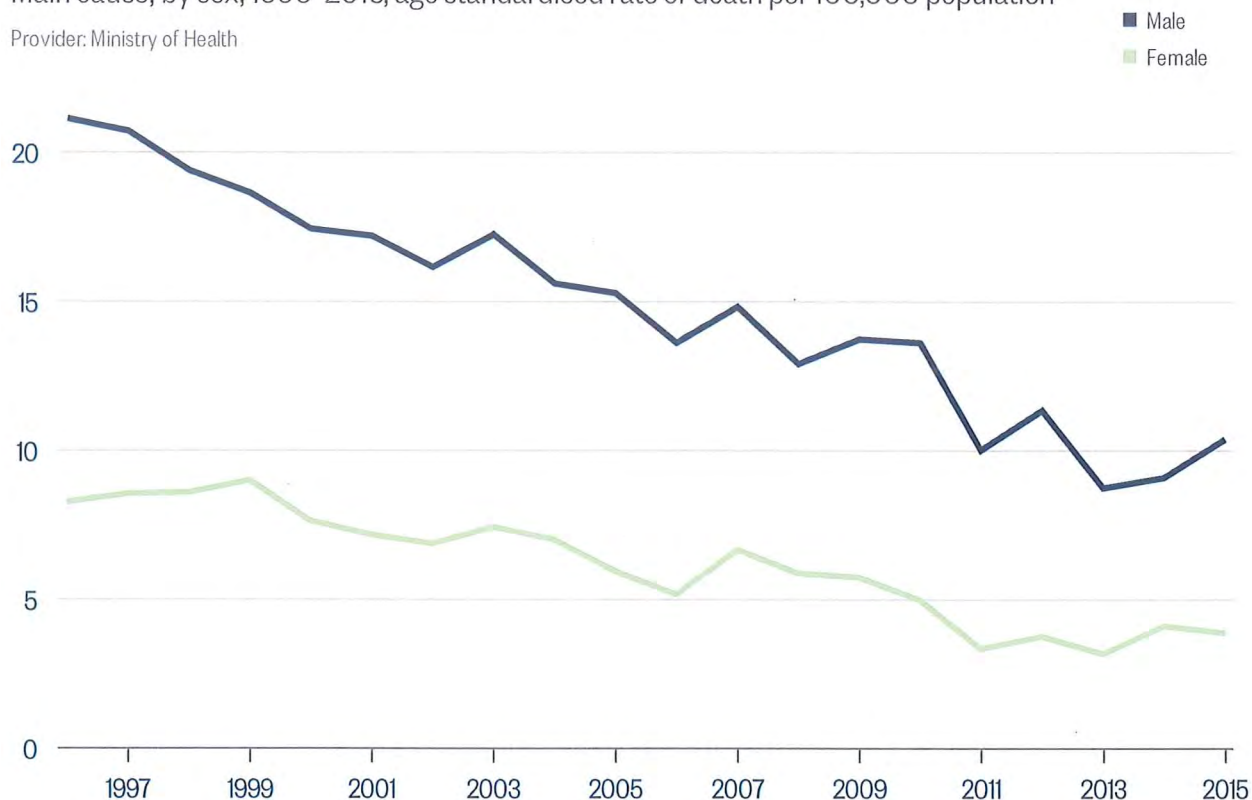
[or explore](#)

Mortality rate for motor vehicle crashes in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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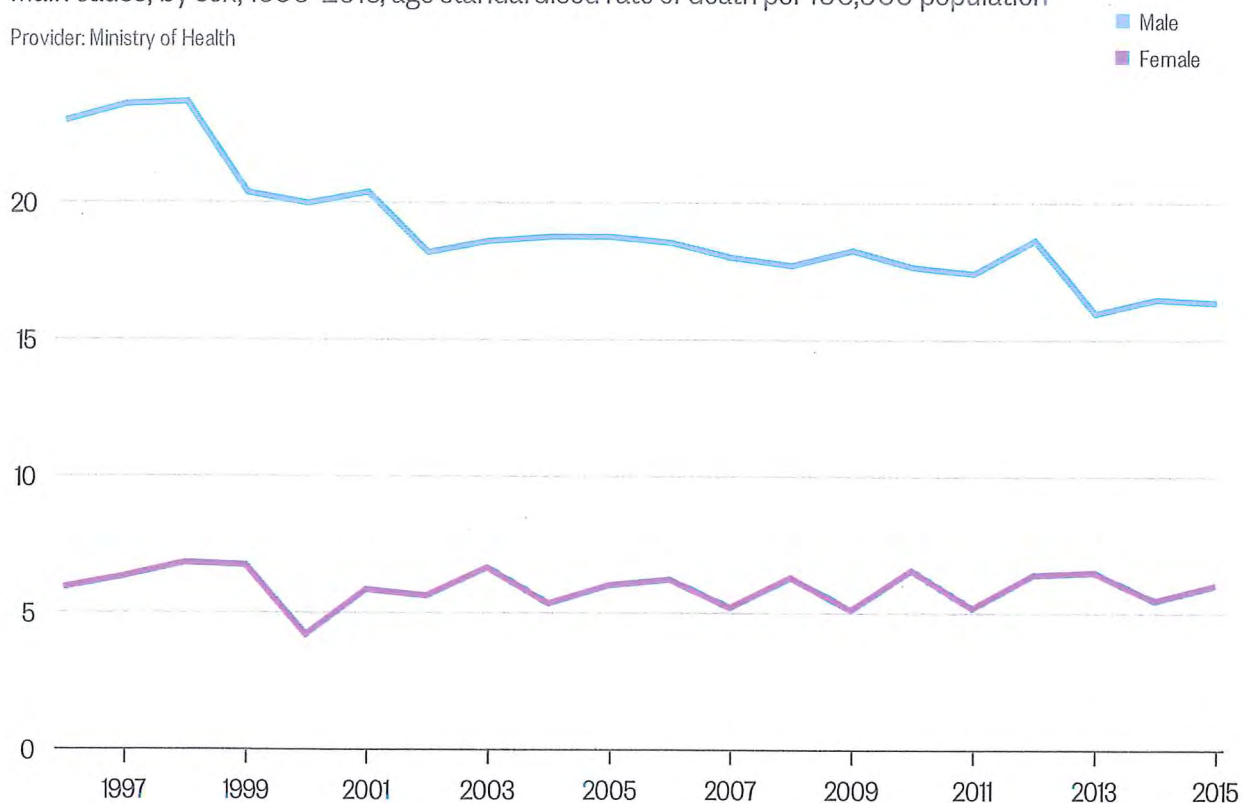
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Mortality rate for intentional self-harm in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for intentional self-harm in New Zealand



Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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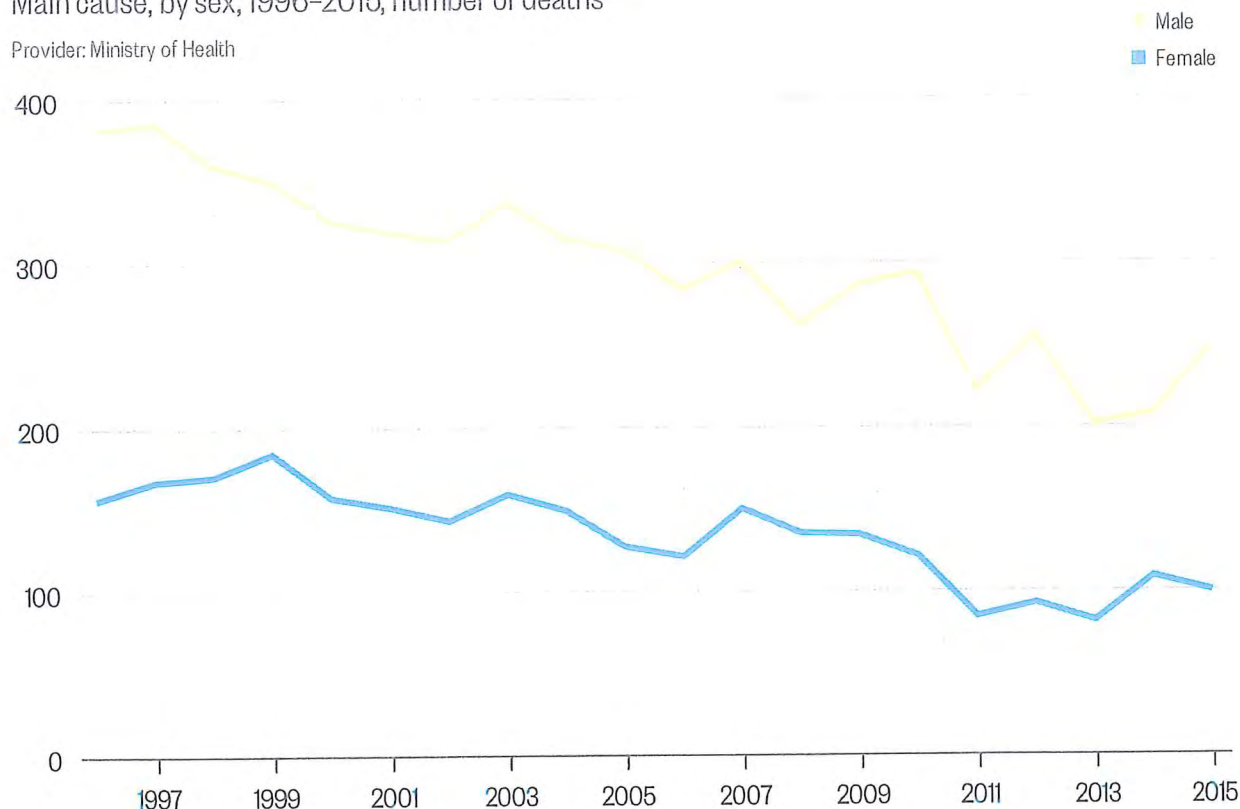
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Deaths caused by motor vehicle crashes in New Zealand

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Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health





Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

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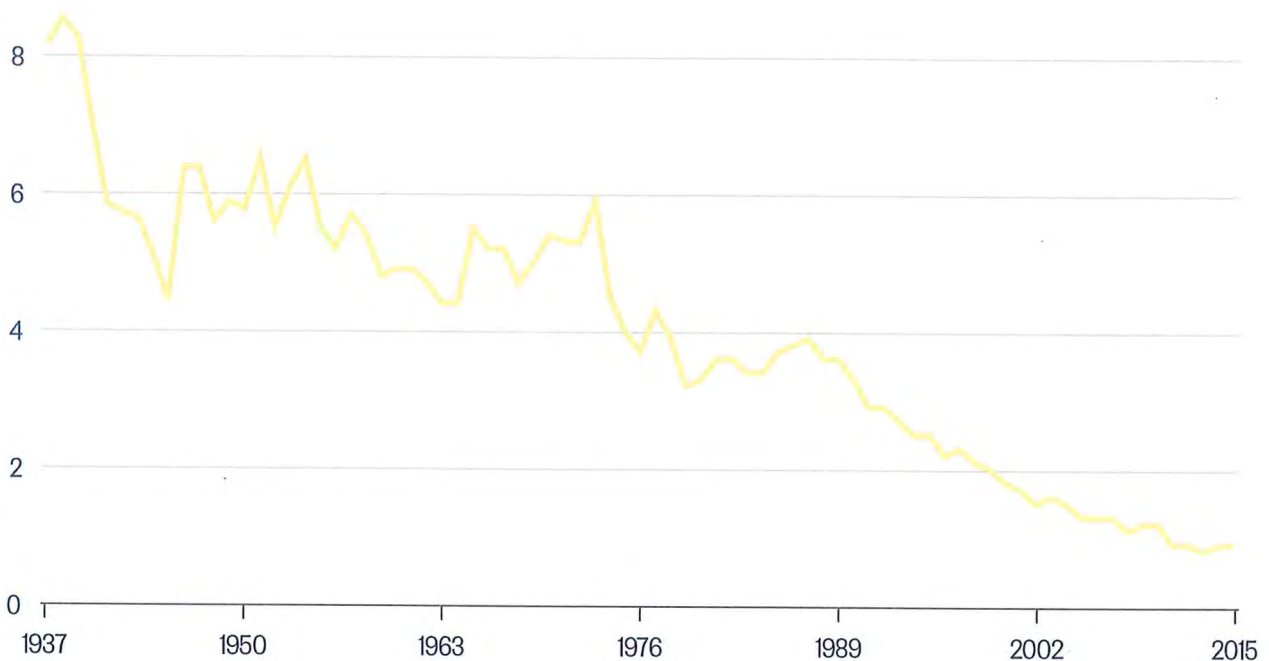
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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

figure.nz

1937–2015, rate per 10,000 vehicles


Provider: Ministry of Transport



Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937–2015, rate per 10,000 vehicles

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attachment

5/12/2019 4:49 p.m.

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4

Fleet Size in Germany

Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.568.268	56.459.008 ^{*)}
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,8 ^{*)}	751,1 ^{*)}
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ^{*)}
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ^{*)}

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



Bundesanstalt für Straßenwesen
Federal Highway Research Institute
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D - 51427 Bergisch Gladbach
Phone +49 2204 43-0
E-Mail info@bast.de
www.bast.de

attachment
S

Accidents & Deaths Germany

Traffic Accidents

	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.-km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of									
motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.-km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	106.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of									
motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data Summary Statistics – Germany

bast

Bundesanstalt für Straßenwesen (BASt)
Federal Highway Research Institute

Bergisch Gladbach, October 2019



Adm

171




What percentage of roads in Germany have no speed limits?

Q All

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About 30,600,000 results (0.74 seconds)

70 percent

There are more than 8,000 miles of autobahn in Germany, and about 70 percent have no limits on speed, according to the Federal Highway Research Institute, though other roads and freeways do have restrictions. Jan 25, 2019



A Speed Limit On Germany's Autobahns: 'Like Talking Gun

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like

About Featured Snippets

People also ask

What road in Germany has no speed limit?

Which countries don't have speed limits?

What is the percentage of roads in Germany?

Is there really no speed limit on the autobahn?

A Had. mt.

3

4/12/2019 5:06 p.m.



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9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Marina Macarthy
 Postal address PO Box 175
WHANGAREI 0151
 Contact Telephone Number +64 21 90 9012
 Email spotmma@hotmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere
 (Do not agree with the reduction!)

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

Marsden Point Road reductions
 Sallie Road, MC Cathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens
 We suggest a restriction for heavy trucks
 (if noise is a big problem) on Marsden Pt. Rd.

Which proposed speed reductions do you NOT support? (please name the roads and why)

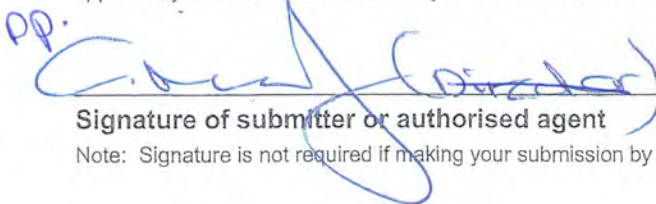
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letter
 and statistics

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

PP.  (Director)

Date: 06.12.2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road <i>70 slow enough</i>	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A <i>will cause crashes</i>	100kmph	80kmph
Salle Road <i>not necessary, few cars, no houses</i>	100kmph	80kmph
McCathie Road <i>few houses, not many cars</i>	100kmph	80kmph
Mcewen Road <i>main throughfare 80 too slow</i>	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road <i>too slow</i>	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyger Road <i>we don't use it much but 60 from</i>	100kmph	60kmph
Sandford Road <i>✓ ✓ ✓ 100 ?</i>	100kmph	60kmph

Submission re Speed limits bylaw.
06.12.2019

I do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marsden Point and Waipu area.

I believe the speed limits are already very low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not only about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

I have been driving for 40 years, having been brought up in Germany and regularly visiting there over our winter. I travel very often on the Autobahns at an average speed of 180/190km/hr and never had an accident. As the attached German statistics show, (attachments 5 to 8) drivers on the Autobahn (that have generally no speed limits), have the least amount of crashes.

Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there license needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver license is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc, therefore We do not want to waste additional time by spending even more time in the car, travelling to work and back and to and from jobs, at 80km/hr rather than the current 100km/hr.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that drivers are not capable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road). It appears that every aspect of life needs to be totally regulated by the

Government and/or the Councils, such as is the case in communist systems, (that, by the way, have not worked well in the past).

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparism with other mortality rates:

If we compare **vehicle death** (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the **road fatalities have dropped** from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), **self-harm death however are much higher**, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: **(how about we only letting females drive, that definitely would be saver, based on the statistics!!)** However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

In attachment 4, (Death caused by road crashes, relative to fleet size in New Zealand, we can clearly see how **road death have dropped from 8.16 per 10000 vehicles in 1937 to 5.90 in 1973, 2.20 in 1996 and 0.91 in 2015 per 10000 vehicles for both males and females.** The speed limit in 1937 was very slow (48km/hr (30miles) and look at the road death toll (8.16 per 10000 vehicles) compared to the 0.91 per 10000 vehicles when we drive 100km on many roads. Although note that the speed limit was in creased from 1987 onwards (80 to 100) YET ROAD DEATH TOLL KEPT DROPPING!! **From the statistical evidence available it appears that speed has nothing to do with road death,** when speed limits increased road death were much lower!

That would lead me to think that it is not safety the government is after but revenue when more speeding fines can be collected!

I would rather be paying an extra 1% income tax than continuously having to watch the speedo to ensure compliance with whatever new speed limit of the day is set predominantly, it appears from the statistical evidence, for revenue collecting!!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything!

Regards,

Christine Macartney



Attachments:

- 1 MORTALITY RATE FOR MOTOR VEHICLE CRASHES IN NZ 1996 – 2015, by sex, per 100000 population
- 2 MORTALITY RATE FOR INTENTIONAL SELF-HARM IN NEW ZEALAND, 1996 -2015, by sex, per 100000 population
- 3 DEATH CAUSED BY MOTOR VEHICLE CRASHES IN NEW ZEALAND, by sex, 1996 to 2015
- 4 DEATH CAUSED BY ROAD CRASHES RELATIVE TO THE VEHICLE FLEET SIZE 1937 to 2015
- 5 TOTAL FLEET SIZE GERMANY (1970 to 2018)
- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

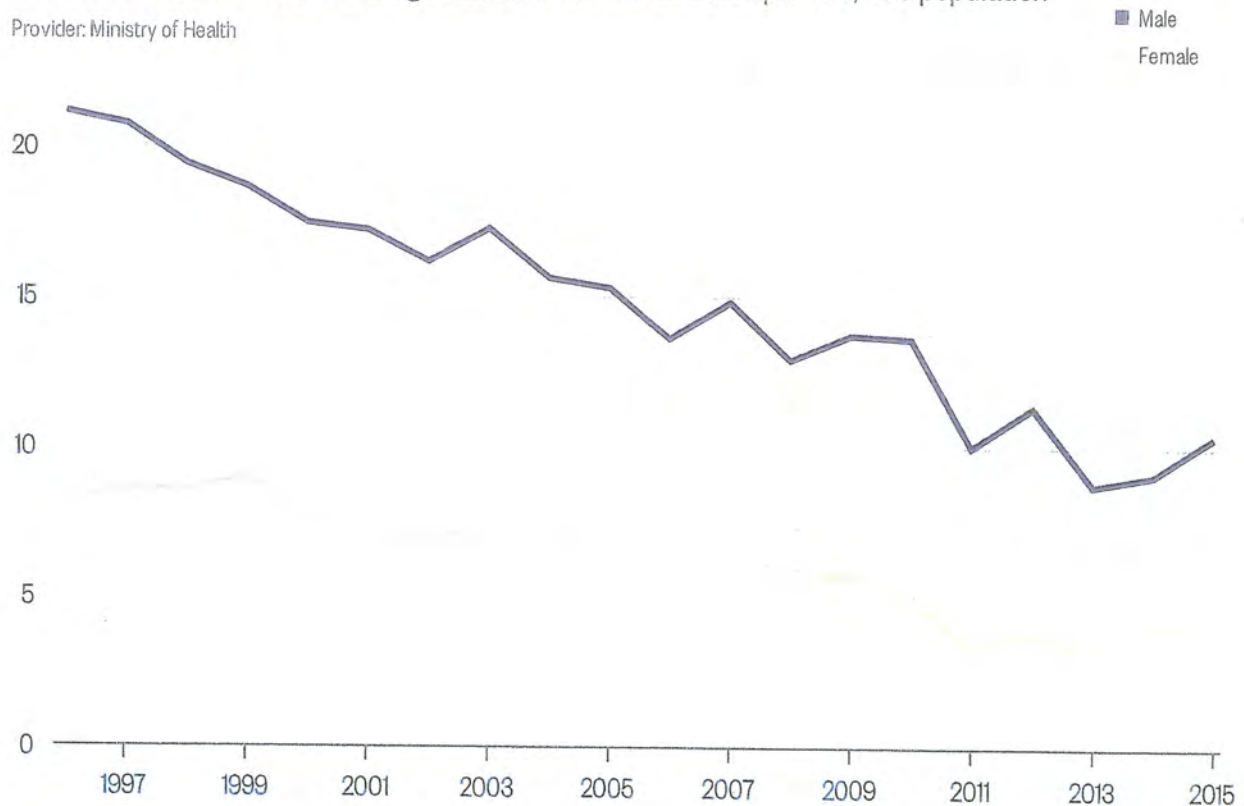
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Mortality rate for motor vehicle crashes in New Zealand

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Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population


Provider: Ministry of Health



Mortality rate for motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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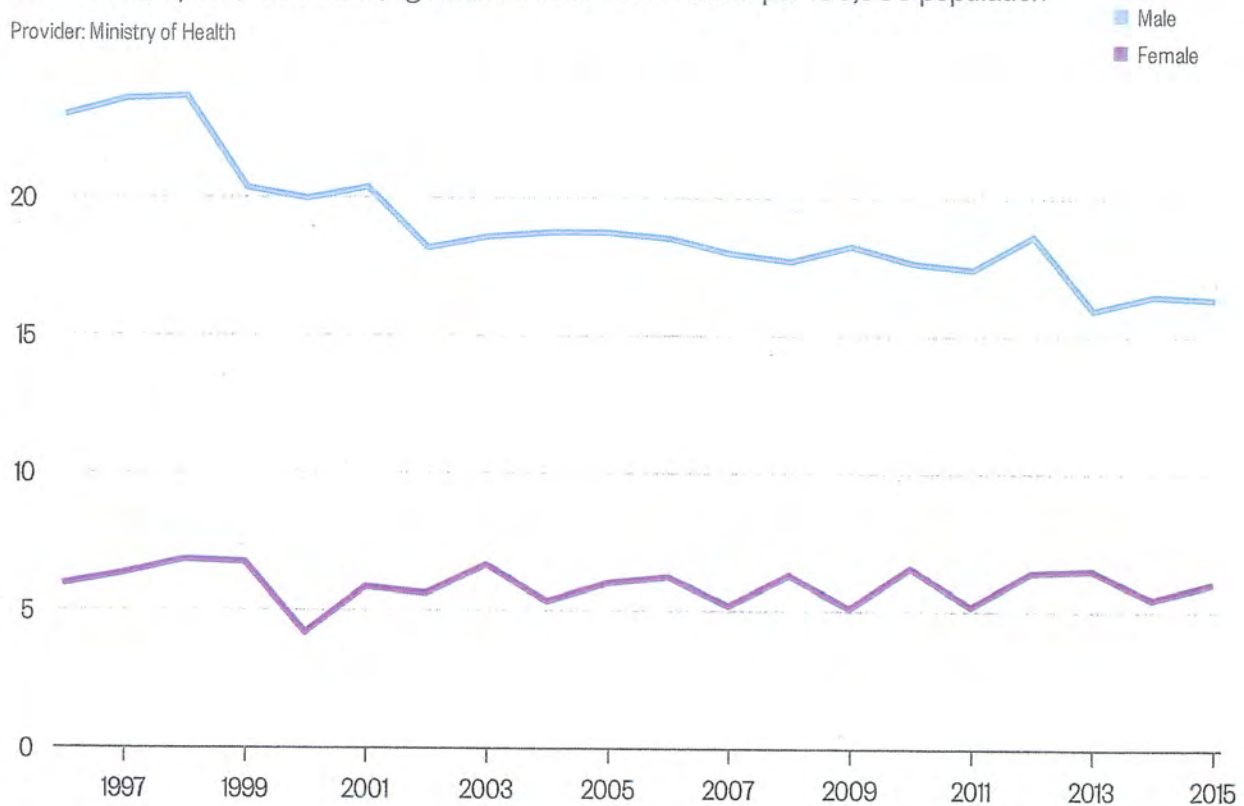
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Mortality rate for intentional self-harm in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for intentional self-harm in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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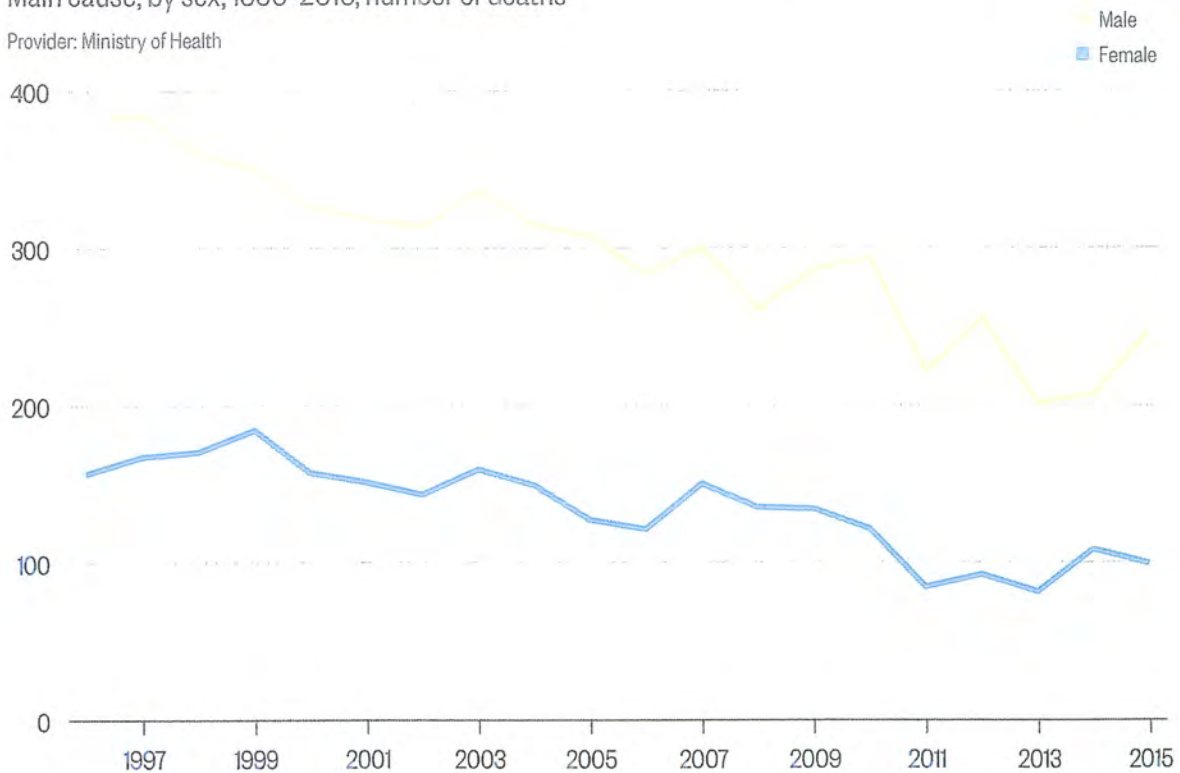
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Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health




Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

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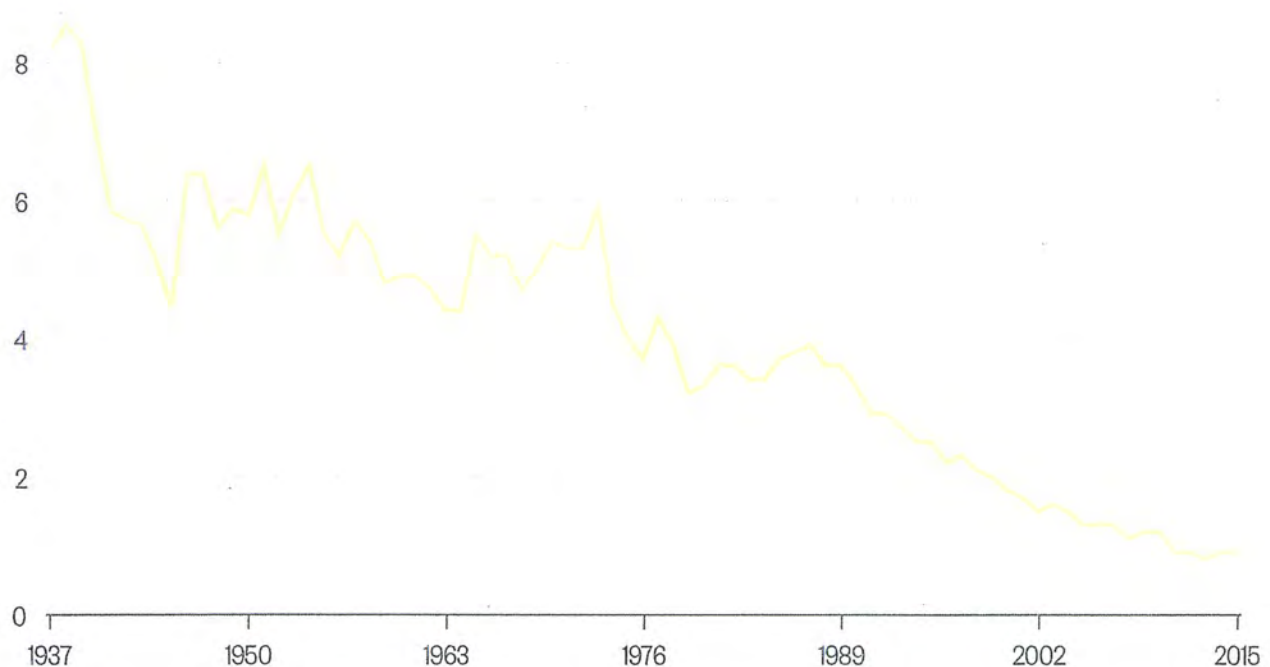
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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937–2015, rate per 10,000 vehicles

Provider: Ministry of Transport

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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937–2015, rate per 10,000 vehicles

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Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.568.268	56.459.008 ^{a)}
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,6 ^{a)}	751,1 ^{a)}
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ^{a)}
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ^{a)}

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



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Federal Highway Research Institute
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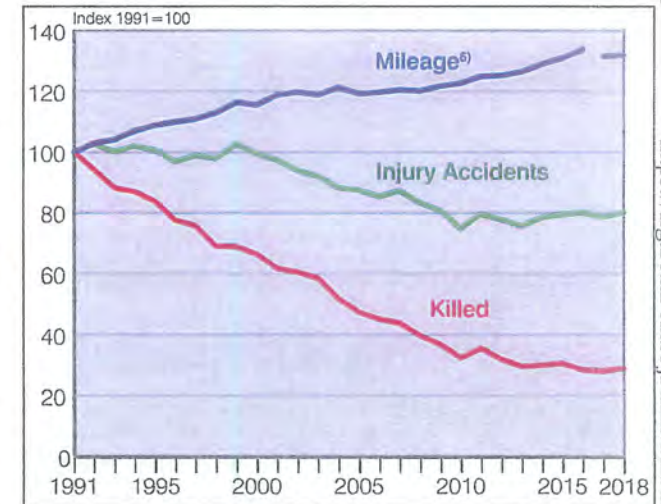
Traffic Accidents

	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.·km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of									
motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.·km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	106.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of									
motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data
Summary Statistics – Germany


Bundesanstalt für Straßenwesen (BAST)
Federal Highway Research Institute

Bergisch Gladbach, October 2019





What percentage of roads in Germany have no speed limits?

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70 percent

There are more than 8,000 miles of autobahn in **Germany**, and about **70 percent** have **no limits** on **speed**, according to the Federal **Highway** Research Institute, though other **roads** and freeways do **have restrictions**. Jan 25, 2019



A Speed Limit On Germany's Autobahns: 'Like Talking Gun

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like

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To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Marina Macartney - 2019-12-07
Date: Saturday, 7 December 2019 1:25:18 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

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Your Details:

* Full Name(s):

[Marina Macartney](#)

Postal Address:

[P.O. Box 175, ruakaka, northland](#)

(This box will automatically expand)

* Contact Phone Number:

[0274909012](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

[Marinajm12@gmail.com](#)

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[70km and 80km changes](#)

(This box will automatically expand)

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

[Ruakaka, waipu and Whangarei](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

[The 30km speed limit by ruakaka beach and in Whangarei 60km.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[All 70 & 80km speed limits](#)

(This box will automatically expand)

Additional Comments:

It's not about the speed limit it's about having good quality roads and good drivers. It already takes so long to get anywhere in NZ, look at Europe they have unlimited speed limits on some roads and less accidents. If we could take the trucks off the road and have a train transporting goods, that would solve a lot of problems.

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

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To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Janey Pares Edney - 2019-12-07
Date: Saturday, 7 December 2019 12:20:49 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

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Your Details:

* Full Name(s):

[Janey Pares Edney](#)

Postal Address:

(This box will automatically expand)

* Contact Phone Number:

[0212772988](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

janey@oceanspirit.org

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Te Toiroa Road](#)

(This box will automatically expand)

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

[the legal unformed road - Old coach trail from Pukenui Road to Te Toiroa Road](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

[I walk the "Legal Unformed Road" section called the Paper Road between](#)

Pukenui Rd and Te Toiroa Rd daily. My experience of this track and its users is that it is becoming increasingly dangerous.

On Wednesday 4th Dec I walked it both in the morning and evening and I was extremely frightened by 2 incidents: 1. at about 8.30am a car came down the track dangerously fast, rounding a corner it encountered me and my dog pushed up as far as was physically possible on the very narrow edge with a drop off, in my attempt to get out of the way – the driver slammed on his brakes, the car skidded and I was unable to get any further off the track without falling over the edge. Fortunately no one was hurt.

2. About 6.30pm I walked down and up it again. A very strange 4 wheel bike, like a quad bike on steroids, literally came screaming up the track at high speed and high noise volume. I grabbed the dog and we scrambled to the side and I waved him to slow down. He revved up even more, totally ignoring us and disappeared on up the track. I encountered him again on his way back down and again I signalled him to slow down. He again totally ignored me and revved up as he 'hooned' off down the track.

I was extremely shaken by both incidents and feel it's my duty to inform Council of this type of irresponsible driving that is increasingly occurring along this very narrow, windy track. Walkers, runners, cyclists and horse riders lives are in danger.

Council are extremely lucky that no serious injuries have happened or lives have been lost to date. But with this type of reckless driving it is likely to happen. The chances of this happening can be removed if the track is closed to vehicular traffic. Failing this, the speed limit needs to be dramatically reduced to lessen the chances of accidents. A maximum limit should be 10kmh. The current speed limit of 30kmh is highly irresponsible for the condition of this track for the multiple users.

(This box will automatically expand)

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

☐ No

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Further privacy policy information can be found on our website.

☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - John Keswick - 2019-12-07
Date: Saturday, 7 December 2019 12:24:24 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[John Keswick](#)

Postal Address:

[87 Mill Road](#)

(This box will automatically expand)

* Contact Phone Number:

[0211184496](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

John.keswick@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[\(This box will automatically expand\)](#)

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

[\(This box will automatically expand\)](#)

Do you support the proposed speed amendments?

[Fully](#)

Which proposed speed changes do you support? Please name the roads and why.

[I fully support all the proposed speed changes](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[\(This box will automatically expand\)](#)

Additional Comments:

[\(This box will automatically expand\)](#)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Morris Somner - 2019-12-07
Date: Saturday, 7 December 2019 5:01:40 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Morris Somner](#)

Postal Address:

(This box will automatically expand)

* Contact Phone Number:

[0272589880](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

morrissomner10@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[The Centre \(Road\) Waipu](#)

(This box will automatically expand)

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

[The whole road - see below](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[nil - I support a reduction to 30km/hr as discussed below](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[40km/hr](#)

[The proposal to reduce the speed limit on The Centre \(Road\) is welcomed; however the proposal has not appropriately considered the number of vehicles and pedestrians frequenting the Waipu town centre. The Waipu town centre is the heart of our community. With significant](#)

development occurring within the Urban Traffic Area, and a projected increase in population and pedestrian footfall, the proposed reduction to the speed limit must appropriately reflect this. The town centre has a high occurrence of elderly and children, particularly during the summer months by both locals and tourists frequenting Waipu, any speed reduction must strive to ensure the balance of priority is swung towards the pedestrian. The proposed 40 kph will not adequately ensure this, and the risk of death and serious injury will remain inappropriately high, therefore the Authority must revise their proposed speed reduction to 30mph (Austroads Balance between harm reduction and mobility in setting speed limits: a feasibility study (2005)).

Should the Authority not reconsider reducing the speed 30kph, a schedule of complementary measures at key locations must be delivered to support their proposal. These include: an additional pedestrian crossing at the eastern end of The Circle (Road); vertical traffic calming features (raising pedestrian crossings); and, entry treatments to define the town centre area and its change in speed limit.

In addition, the Authority has not considered that the town centre starts and ends beyond the proposed speed limit between St Marys Road and Nova Scotia Drive. Therefore any reduction in speeds must consider reducing speeds before vehicles enter the town centre area, and extend from near the bus stop west of St Marys Road to Insley Road.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - WENDY AND ROSS BOYD - 2019-12-08
Date: Sunday, 8 December 2019 11:54:19 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

WENDY AND ROSS BOYD

Postal Address:

10 RIVERVIEW PL, WAIPU

(This box will automatically expand)

* Contact Phone Number:

094321447

(If you do not have a contact phone number, please type N/A in the above box).

Email:

wendyb@outlook.co.nz

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

The proposed 40km limit from the SH 1 to all ends of the current 50km stages as is now.

(This box will automatically expand)

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

The 30km limit needs to be extended to commence from the SH1 to town centre on the five entrances into Waipu. ie The Braigh, Shoemaker Rd and Nova Scotia Rd and South Road and Cove Rd.

(This box will automatically expand)

Do you support the proposed speed amendments?

Partially

Which proposed speed changes do you support? Please name the roads and why.

30kms within the shopping area. From the Braigh, Shoemaker, Nova Scotia Drive, South Rd and Cove Rd.

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

50kms as above

(This box will automatically expand)

Additional Comments:

The township of Waipu is increasing both in vehicles and pedestrians and many are retired and many have mobility scooters, frames or sticks. There needs to be better footpaths along Nova Scotia as there is not a safe pathway from Nova Scotia Estate, past the fire station . The footpaths in general need a jolly good survey as the pedestrian entrances are not suitable for the scooters or frames. r We have seen many people who not managed this and have fallen Plus the retirement village "Ranburn" is encouraging the patients to use the pathway, but they are not suitable.

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: [Graham and Moira Green](#)
To: [Mail Room](#)
Subject: Speed Limits Bylaw
Date: Sunday, 8 December 2019 3:29:00 PM

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dears Sirs,

We wish to make a submission about the proposed changes to the speed limits on Vinegar Hill Road. Instead of having a maximum speed limit of 80kph, it should be 70kph.

We have been residents of Galliard Way for 14 years. During that time traffic using Vinegar Hill Road has increased greatly - both commercial and residential. When the Totara Grove subdivision connects with Vinegar Hill Road there will be even more traffic. It has become a shortcut from SH1 to many northern parts of the city. The majority of the road, however, remains narrow and winding with no berms and steep drop-offs or large drains. Despite the lower speed restrictions on many of the corners, drivers are still consistently going too fast and using the wrong side of the road. The narrow and winding summit section is particularly dangerous if current limits are exceeded.

We approve of the majority of proposed changes but feel that the 80 kph limit between the lower speed posted corners is still too high and would prefer to see this set at 70kph. The distances between those corners are too short to be classed as open road. If you can keep a speed camera working (unlike the one near Balmoral Road), then that would be a good deterrent for drivers who ignore posted speed limits.

We recall that this road was once restricted for certain heavy vehicles. These trucks have become even bigger and this restriction should be brought back into force. Meeting a logging or milk truck and trailer on the narrow summit section is not a pleasant experience!

Yours sincerely,
Graham and Moira Green
29 Galliard Way
Vinegar Hill Road
RD 1, Kamo 0185.

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - John Mitchell - 2019-12-08
Date: Sunday, 8 December 2019 4:30:05 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[John Mitchell](#)

Postal Address:

[464 Vinegar Hill Road, Kauri](#)

(This box will automatically expand)

* Contact Phone Number:

[459-1067](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

mitchellsingodzone@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Vinegar Hill Road and Saleyards Road](#)

(This box will automatically expand)

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

[Saleyards Road into Vinegar Hill Road as far as Logan Cameron. A radar now and then would be helpful in keeping the speed limit in check in this area. It is like a race track at times and the limit is too high.](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Reducing the speed to 80 is probably a start in the right direction, but 70 would be safer as the road is narrow and winding in parts.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

(This box will automatically expand)

Additional Comments:

We travel to Tikipunga regularly on Vinegar Hill and find it is possible to drive between 60/70 comfortably and even less on some of the corners, which are now sign posted (thank you).

(This box will automatically expand)

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

☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Leah Goodhew - 2019-12-09
Date: Monday, 9 December 2019 8:46:37 AM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Leah Goodhew](#)

Postal Address:

[69 Main Rd, RD1, Kamo 0185](#)

(This box will automatically expand)

* Contact Phone Number:

[021943566](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

lgoodhew68@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Main Rd, Kauri. Vinegar Hill Rd, Saleyards road](#)

(This box will automatically expand)

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

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[Vinegar Hill rd to 80km, All side roads to 60km](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[60km speed restrictions on saleyards road and vinegar hill road these should be 80km. Main road should be 60km not 80km](#)

(This box will automatically expand)

Additional Comments:

Main Road is extensively used by foot, bike and horse traffic. It should be 60km for safety reasons. Vinegar Hill road at the Balmoral end should be 80km as this hill it would make it very difficult for trucks and towing vehicles to crawl up this hill that is pretty straight and will create more traffic congestion on this windy piece of road

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Government's Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name NAOMI FAITH MORGAN

Postal address 194 PYLE ROAD EAST, RD 7
RIKIAKA 0171

Contact Telephone Number 02111 38747

Email naomi.morgan.276@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

PYLE ROAD EAST, RUAKAKA

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

FROM OUR PROPERTY NORTH AND SOUTH
ACCORDING TO PROPOSED SOUTH SHOULD NOT BE
50 KM/H

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

FULL SUPPORT FROM GTP RD INTO PYLE ROAD EAST
TO LODGE BOUNDARY AFTER THE BOUNDARY
60 KM/H THEREAFTER SHOULD BE CONTINUED TO
END OF THE ROAD TO M'EWAN = PYLE ROAD EAST = 50 KM/H

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

DUE TO THE CONTINUED GROWTH OF THE AREA
IT SEEMS SHORT SIGHTED OF CONSIDERING TO NOT
SEPARATE THIS ROAD AND ENFORCE THE ENTIRE ROAD
IS 50 KM/H NOT REDUCING 60 KM/H & 50 KM/H
DRIFT IS AN ONGOING ISSUE FOR US AND THIS
IS A BUSY ROUTE ALSO

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

[Signature] Date: 8/2/19

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

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Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name KARL MORGAN

Postal address 194 PYLE ROAD EAST, RO1
WHANGAREI, 0171

Contact Telephone Number 021 784 558

Email karl.morgan@xtra.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

PLYE ROAD EAST.

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

THE ENTIRE ROAD.

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

PLYE ROAD EAST.

RATHER THAN HAVE THIS ROAD AS
 50KPH AND 60KPH - JUST MAKE THE ENTIRE
 ROAD 50KPH - DUST IS AN ISSUE FOR RESIDENTS

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

PLYE ROAD EAST NEEDS TO BE SEALED
 DUE TO MARSDEN COVE AND OTHER
 DEVELOPMENTS IN THIS AREA ADDING
 CONSIDERABLY TO VEHICLE MOVEMENTS

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 08/12/2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

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- You can use more sheets if you need to.
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 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Julie & Graeme Rowland

Postal address 421 Vinegar Hill Road,
Rd1, Kamo 0185

Contact Telephone Number 021 0555 146

Email jewellsrowland@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Vinegar Hill Road

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

Yes, the whole of Vinegar Hill Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

We support the speed limits being reduced but to different limits.

Which proposed speed reductions do you NOT support? (please name the roads and why)

from Balmoral Road

We believe all of Vinegar Hill Road should be a 70 kmh speed limit as most of the corners are sharp, vehicles travelling too fast struggle to keep within the road lines, and it is very dangerous turning into and coming out of driveways as people tend to treat this road as a speeding area.

*Additional Comments

*Please note on your speed limit map you have the start of Vinegar Hill Road showing as 80 kmh when it is currently 50 kmh, & it should stay at 50 kmh due to the number of houses in that location.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 9/12/2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Resource Consent Submission - Simon Jones - 2019-12-09
Date: Monday, 9 December 2019 4:21:35 PM
Attachments: [187542DA.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Details of person(s) or organisation(s) making submission

* Full Name:

[Simon Jones](#)

* Postal Address:

[One Tree Point Road](#)

* Phone:

[094327705](#)

Email:

(If you enter an email address in the above field, a copy of the form will be emailed to the address).

Details for correspondence (if different from above)

Full Name:

Postal Address:

Phone:

Email:

I/We are making a submission on the application for resource consent described below

* Name of Applicant:

[WDC](#)

* Council References:

[Speed Limit bylaw](#)

* Proposal:

[Speed Limit Bylaw](#)

In general, I / We

[Oppose the Application](#)

(Please select appropriate option)

*** The particular parts of the application I /We support/oppose or wish amendments to be made to are**

☒ Whole Application; or

Please specify the parts below:

0

*** The reasons for making my/our submission are**

Waste of rate payers money, doing the study

*** I /We wish Whangarei District Council to make the following decision**

[Decline the Application](#)

(Please select appropriate option)

If possible, please give details of the nature of any conditions sought:

Hearing by Commissioner if requested by Submitter

☒ Pursuant to section 100A of the Resource Management Act 1991 I/we request that you delegate your functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not part of Council.

Appearance at Council Hearing in support of submission

[I/We do not wish to be heard in support of my/our submission.](#)

(Please select appropriate option)

- If you wish to be heard, means that you **can** speak at the hearing.
- If you **do not** wish to be heard, means you **cannot** speak at the hearing.
- If others make a similar submission, you can consider presenting a joint case with them at the hearing.

Served Submission

☒ I/We have served a copy of my/our submission on the applicant. *This is required by Section 96(6) of the Resource Management Act 1991).*

Notes on Council Hearings

- A hearing may not be held on this application for resource consent in accordance with Section 100 of the Resource Management Act 1991 if the consent authority does not consider it necessary and/or the applicant and the submitters do not wish to be heard.
- In accordance with Section 101 of the Resource Management Act 1991, if a hearing is to be held on the application for resource consent, persons who have made a submission will be notified 10 working days before the date of the hearing of the date, time and place of the hearing.
- Pre-hearing meetings are provided for by Section 99 of the Resource Management Act 1991 for the purpose of clarifying, mediating or facilitating resolution of any matter or

issue relating to the application for resource consent. Persons who have made submissions on the application may be invited to such a meeting if held.

Privacy Information

Once your submission is lodged with the Council it becomes public information.

The information will be stored on a public register and held by the Whangarei District Council.

The details of your submission may also be available to the public on the council's website.

Please check that the details you have provided are correct before you submit the form – once you click the [Submit Form] button the form cannot be changed.

If you have supplied a valid email address, a copy of this completed form will be emailed to you. Otherwise please print a copy of it for your own records before you close this window.

*Submit Button - This button will become active when all mandatory fields are filled in (fields marked with *) and you click once on the button.*

All submissions are considered official information under the Local Government Official Information and Meetings Act, and may be published and/or made available to elected members and the public.

The collection and use of personal information by Whangarei District Council is regulated by the Privacy Act 1993.

Further privacy policy information can be found on our website.

☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Ian Macartney - 2019-12-09
Date: Monday, 9 December 2019 4:22:59 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Ian Macartney](#)

Postal Address:

[Po Box 175 Ruakaka 0151](#)

(This box will automatically expand)

* Contact Phone Number:

[0272810242](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

idmacartney@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

[Reductions from 100km to 80 km](#)

(This box will automatically expand)

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

[Anything in the Ruakaka area](#)

(This box will automatically expand)

Do you support the proposed speed amendments?

[Not at all](#)

Which proposed speed changes do you support? Please name the roads and why.

[Only agree with speed restrictions near schools and bus stops](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

[Marsden Point Road,\(wide safe road\), Salle Rd \(few cars, good road\), McCathie rd, Not much traffic, 100km is suitable, Mcewen Road,& all other roads on the Listused](#)

(This box will automatically expand)

Additional Comments:

Speed limit is fine as it is now

(This box will automatically expand)

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

No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

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☐ [Privacy Policy](#)

From: cms@wdc.govt.nz
To: [Mail Room](#)
Subject: Submission Form - Speed Limits Bylaw Proposed Amendments - Wendy Baird - 2019-12-09
Date: Monday, 9 December 2019 4:34:13 PM
Attachments: [86B26487.gif](#)

[Submitted by Anonymous User]

Do not reply to this email - This mailbox is not monitored. This is a copy of information submitted for your records.

Your Details:

* Full Name(s):

[Wendy Baird](#)

Postal Address:

[2454 State Highway 1, Ruakaka](#)

(This box will automatically expand)

* Contact Phone Number:

[02102509090](#)

(If you do not have a contact phone number, please type N/A in the above box).

Email:

aculog@gmail.com

(If you provide a valid email address, a copy of this form will be sent to you).

Your Submission / Feedback:

Which road speed limit are you most interested in?

(This box will automatically expand)

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

(This box will automatically expand)

Do you support the proposed speed amendments?

[Partially](#)

Which proposed speed changes do you support? Please name the roads and why.

[For Marsden Point, I propose speed changes to: Salle Rd, McCathie Rd, Mcewen Rd, Rama Rd, Marsden Bay Dr, Sandford Rd, I propose these speed changes, with still a few farms around the area we have farm machinery and farm bikes also using these roads regularly.](#)

(This box will automatically expand)

Which proposed speed reductions do you NOT support? Please name the roads and why.

Marsden Point Rd, 70-60k, 70k is fine for this road, maybe past the school and shopping centre could be reduced to 60k.

(This box will automatically expand)

Additional Comments:

(This box will automatically expand)

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

☐ No

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☐ [Privacy Policy](#)

From: [Mail Room](#)
To: [Mail Room](#)
Subject: FW: Whangarei District Council speed Limit Reviews
Date: Tuesday, 10 December 2019 12:19:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[image007.jpg](#)

From: Glenn Bunting <Glenn.Bunting@nzta.govt.nz>

Sent: Monday, December 9, 2019 3:48 PM

To: Shawn Baker <shawn.baker@wdc.govt.nz>

Cc: Elizabeth Bowen <Elizabeth.Bowen@nzta.govt.nz>; Simon Allen <Simon.Allen@nzta.govt.nz>; Kathy Chinn <kathy.Chinn@saferoads.co.nz>; Himanshu Chopra <Himanshu.Chopra@nzta.govt.nz>; Michael Brown <Michael.Brown2@nzta.govt.nz>; Neil Cook <Neil.Cook@nzta.govt.nz>; Mark Newsome <Mark.Newsome@nzta.govt.nz>

Subject: RE: Whangarei District Council speed Limit Reviews

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Shawn – this is the Transport Agency’s formal response to the Whangarei District Council speed Limit Reviews.

The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) details a number of requirements for road controlling authorities in setting speed limits on their network:

- Section 2.2(2): “In carrying out its functions under 2.2(1), a road controlling authority must consider whether a speed limit for a road is safe and appropriate in accordance with this Rule.”
- Section 4.2(2) “In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority must have regard to—
 (a) the information about speed management developed and maintained by the Agency; and
 (b) any relevant guidance on speed management provided by the Agency; ...”

The information and guidance provided by the Agency meets its requirements under the following sections of the Rule:

- 2.4(1) “The Agency must supply, to each road controlling authority, information about speed management for public roads within that road controlling authority’s jurisdiction.”
- 2.4(2) “The Agency must, in supplying information under 2.4(1), prioritise information about public roads where achieving travel speeds that are safe and appropriate is likely to deliver the highest benefits in terms of safety and efficiency.”

The guidance provided by the Agency is in the new Speed Management Guide dated November 2016, and the Safer Journeys Risk Assessment Tool (MegaMaps) available to all road controlling authorities (Edition II dated September 2018 is the latest edition). Safe and Appropriate travel speeds for all roads in the network that the Agency has information available for, together with the top 10% of regional networks likely to deliver the highest benefit in terms of safety and efficiency, are detailed in the MegaMaps.

The Agency's response, and the comments below, are focused on assisting Council with alignment of the proposals with the Rule and the intent of the Speed Management Guide, and on achieving national consistency (ie alignment with the information provided to RCAs by the Agency) for speed limits across all RCAs.

Roads in the top 10% of high benefit speed management opportunities

The government has tasked all Road Controlling Authorities to accelerate the implementation of

the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury (DSi) as quickly as possible (refer 2018-21 Government Policy Statement page 12). Vinegar Hill Road is included in the top 10% DSi saving network lengths in the District is addressed by the current proposals. The other top 10% local roads within the Whangarei District are Pipiwa Road North, Ngunguru Rd North, Maungakarama Rod, Dent Street, Riverside Drive South, Whangarei Heads Road and Cove Road (outside the urban traffic area). Addressing speed on these roads has been assessed to address over 2 DSi each year, and contribute to the 319 DSi saving annually through addressing the top 10% across the country. The Agency encourages Council to treat these top 10% corridors with safe and appropriate speed limits as quickly as possible.

The Agency generally agrees with all the proposals **with the following exceptions/comments:**

All Urban Traffic Areas – SAAS for residential access roads is 40km/h, and is recommended for all residential access roads in urban traffic areas. Extending existing 50km/h speed limits does not reflect the intent of the Speed management Guide.

Vinegar Hill Review Area

- Vinegar Road – introducing the 800m length of 60km/h limit on a straight length of road after the 80km/h length on the previous windy section, with no clear change of environment at the change point, does not conform with clause 3.3(3) of the Rule, and is unlikely to conform with clause 4.4(2)(c) of the Rule. The SAAS for the entire length of Vinegar Hill Road is 60km/h, with the governing factor high personal risk – this implies 80 could be made safe provided safety improvements to address the personal road safety risk are implemented. Note that speed limit buffers do not comply with 3.3(3) of the Rule and there is little evidence that they work – advance warning speed limit signs 2-300m in advance of the actual change of environment/speed limit change point have been shown to be far more effective in achieving compliance. Recommend either a consistent 60km/h speed limit for the whole length, or a consistent 80km/h on the whole length conditional on safety improvements being implemented.
- Steere Place, Thomas Street, Townsend Place and Balmoral Road all have SAAS of 40km/h, not 50km/h as proposed.
- The unsealed length of Main Road (IRR 2.02; mean speeds 30-34km/h) will not be safe at 80km/h – recommend 60km/h (and for the whole length if 60 is applied to Vinegar Hill Road)

Ruakaka Review Area

- Mean speeds on Marsden Point Road from SH1 to 70m north of Sime Road are 55-59km/h, so 50km/h speed limit will require engineering interventions to ensure compliance with clause 4.4(2)(c). A 60km/h speed limit would align with the Sime Road proposed 60km/h.
- SAAS for Mcewen Road is 60km/h (mean speeds 60-64km/h), governed by high personal risk – 80km/h as proposed will be safe only if the personal crash road safety risk is addressed
- Bens View Road has SAAS of 40km/h, not 50km/h as proposed
- Te Kamo Street and Karawai Street is proposed as 30, but the last length of Tamingi Street, which looks and feels the same, has been left at 50 – the SAAS for all this 40km/h which is recommended and would reflect national consistency/the intent of the Speed Management Guide
- Rama Road SAAS is 60 (IRR 1.71/1.89) and Mardsen Bay Drive SAAS is 60 (IRR 1.74, so higher than 1.6 that makes 80 safe) and neither will be safe at the 80km/h proposed –

recommend 60km/h for both

- One Tree Point Road SAAS is 80 (IRR 1.42 so higher than 1.2 that makes 100 safe), mean speeds are 60-64, yet existing 100 is proposed – recommend 80km/h to reflect SAAS
- Prescott Road SAAS is 60 (IRR 1.88/1.96/2.39, so well higher than 1.6 that makes 80 safe), mean speeds are 35-39 – recommend 60km/h to reflect SAAS

Waipu Review Area

- Cove Road – the obvious change in the nature of the road where the lower 40 speed limit should start seems to be at Insley Road, not Braemar Lane where there is no obvious change in environment - physical infrastructure change/threshold will be required at Braemar Lane (or somewhere between Braemar Lane and Insley Road) to meet clause 3.3(3) of the Rule.
- The Braigh doesn't look or feel like a 50km/h urban environment, and mean speeds reflect this at 55-59km/h – recommend 60km/h speed limit.

Thank you for the opportunity to respond to the proposals. The Agency is happy to support these comments at Council hearings if that would be helpful in ultimately ensuring the correct, safe and appropriate speed limits are set by Council.

Glenn Bunting / Manager Network Safety

Safety, Health and Environment
Regulatory Services

DDI +64 4 894 5025 / M +64 21 962 829

E glenn.bunting@nzta.govt.nz / W nzta.govt.nz

Chews Lane / Victoria Arcade, 50 Victoria Street,
Private Bag 6995, Wellington 6141, New Zealand



From: Shawn Baker <shawn.baker@wdc.govt.nz>

Sent: Wednesday, 6 November 2019 2:15 PM

To: Michael Brown <Michael.Brown2@nzta.govt.nz>

Cc: Elizabeth Bowen <Elizabeth.Bowen@nzta.govt.nz>; Simon Allen <Simon.Allen@nzta.govt.nz>; Glenn Bunting <Glenn.Bunting@nzta.govt.nz>; Kathy Chinn <kathy.Chinn@saferoads.co.nz>; Himanshu Chopra <Himanshu.Chopra@nzta.govt.nz>

Subject: FW: Whangarei District Council speed Limit Reviews



In reply please quote: *NTA Speed Management Review*

Or Visit www.wdc.govt.nz/SpeedBylaw

5th November 2019

Attention: The CEO – New Zealand Transport Agency

RE: Whangarei District Council Speed Limit Reviews

As a key stakeholder in Northland's speed management and road safety and statutory consultee, we would like to update you on recent progress toward reviewing speed limits on some Whangarei District roads. We have also provided this information to Michael Brown of NZTA's

Auckland Office.

On 4th November 2019, Council publicly notified a review of speed limits in the following areas:

- Marsden Point, including Ruakaka, One Tree Point and the surrounding areas
- Waipu, including Nova Scotia Drive and the surrounding area
- Vinegar Hill Road and connecting roads
- Te Toiroa legal unformed road (currently used as a shared four-wheel Drive and cycleway track)

The review proposes changes to speed limits on roads within the review areas to better match the speed limit with the wider road environment and overall condition of the road.

In proposing the changes, Council has produced a Statement of Proposal, in accordance with Section 83 of the Local Government Act 2002. The Statement of Proposal is attached for your information. In addition to the Statement of Proposal, the following additional information is available on Councils website at www.wdc.govt.nz/SpeedBylaw

- Information on how to make a submission, including an online submission form
- Technical Speed Review Report
- Frequently Asked Questions
- A proposed speed review programme for the next 12 months

Submissions and feedback are sought before 9th December 2019.

Yours faithfully



Shawn Baker

For and on behalf of

Northland Transport Alliance

Find the latest transport news, information, and advice on our website:

www.nzta.govt.nz

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From: [Richard Morris](#)
To: [Mail Room](#)
Subject: Speed Limits Bylaw
Date: Tuesday, 10 December 2019 1:37:55 PM

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

I appreciate that submissions closed last evening but for what it's worth.

I support the proposed speed reductions in the Waipu/ Ruakaka area.

I live on Marsden Point Road. In speaking to neighbors (who hadn't submitted) they are also supportive of reducing speed limits.

In particular, the proposed reduction along Marsden Point Road will have the added benefit of reducing heavy traffic which currently uses Marsden Point Road when coming from and to the South as a shortcut. Reducing the permitted speed will encourage these heavy vehicles for the port & refinery to continue up SH1 and use the Port Highway as the quicker route. This will avoid undue road wear on a secondary road as well as improving safety.

Regards

Hilary Malcolm

From: Hilary Malcolm
Sent: Tuesday, 3 December 2019 3:52 PM
To: Shawn Baker
Subject: FW: Cove Road - Speed limit

From: Ari Davis <aridavis2@gmail.com>
Sent: Tuesday, 3 December 2019 12:26 PM
To: Hilary Malcolm <Hilary.Malcolm@wdc.govt.nz>
Subject: Cove Road - Speed limit

EXTERNAL: This email originated from outside Whangarei District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Hilary,

I am local resident at waipu - Johnson Point road. I often ride my bike into the town, and have had far too many close calls with car's going 100km+ per hour. This is a death sentence to bikers like myself if hit at these speeds. This is a coastal road and I strongly believe that the speed limit between Waipu town and Waipu cove should be reduced to 60km per hour. Lot's of other locals feel this way too. Far too many blind corners. Please take action before someone get's hurt.

Thank for your understanding,

Ari



Private Bag 9023, Whangarei 0148, New Zealand
 P +64 9 430 4200 | 0800 WDC INFO | 0800 932 463 F +64 9 438 7632
 E mailroom@wdc.govt.nz www.wdc.govt.nz



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
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How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name BARBARA FAUST HEFFNER & MATTHIAS HEFFNER
 Postal address 45 WAIRIKU WAY
WAIRIKU
 Contact Telephone Number 09-4320388
 Email M. HEFFNER @HOTMAIL.DE

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Reducing speed limit along THE BRIGHT
 from 70 km/h to 50 or 60 km/h

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

between SH1 and playground

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

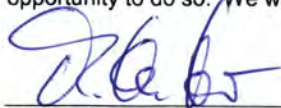
Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

In General we'd suggest reducing speed limit
 in the Urban Spe Zone in Waipua to 50 km/h.
 Recommendation: don't have a forest of different
 speed limit signs within Waipua

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 2/11/19

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name CORRAIE BETTS

Postal address 296A COVE ROAD
RD2, WAIPU 0582

Contact Telephone Number 027 658 5217

Email corraie6@yahoo.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

MARSDEN POINT ROAD & COVE ROAD SHOULD STAY AS IS. IT IS DRIVER BEHAVIOUR THAT NEEDS TO CHANGE - THE NEED TO LOOK, INDICATE & GIVE

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

WAY TO WHERE NECESSARY
 YES PEOPLE NOT STOPPING OR LOOKING WHEN TURNING FROM RUAKAKA BEACH ROAD TO MARSDEN POINT ROAD SAME AT SALLE ROAD INTERSECTION WITH MARSDEN POINT ROAD.

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

CENTRE OF WAIPU & RUAKAKA SHOPPING CENTRE SHOULD BE 30 DUE TO LACK OF DRIVERS LOOKING BEFORE REVERSING
 SALLE ROAD, MCATHIE ROAD, MCEWEN ROAD SHOULD BE 80
 NOVA SCOTIA DRIVE SO & 60 changes but not 80
 TIP ROAD, CONNELL ROAD & URETITI ROAD CHANGES ✓

Which proposed speed reductions do you NOT support? (please name the roads and why)

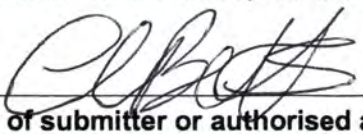
I DO NOT SUPPORT MARSDEN POINT ROAD SPEED CHANGE
 I THINK 70 IS ADEQUATE HERE IT IS BAD DRIVING THAT CAUSES ACCIDENTS BUT AGREE WITH 80 FROM SIME ROAD TO SH1

Additional Comments

PLEASE MAKE THE INTERSECTION OF NOVA SCOTIA DRIVE TO SH1 A "STOP SIGN" LIKE THE OTHER 2 EXITS FROM WAIPU TO SH1.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.


 Signature of submitter or authorised agent

Date: 24/11/19

Note: Signature is not required if making your submission by electronic means.

4 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

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Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name WILLIAM BARRY CONNELL

Postal address 13 COVE RD WAIPU

Contact Telephone Number 094320411

Email

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

NOVA SCOTIA DRIVE - URETITE RD WALKWAY

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

NOVA SCOTIA DRIVE WALKWAY + URETITE ROAD WALKWAY TO TIP RD WALKWAY - UP TO 35 BACKPACKERS USE THESE TWO ROADS AT NIGHT WHEN LOW TIDE IS LATE

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☐ Not at all

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

50 K TO 260 M NORTH OF THE CENTRE INTERSECTION

Which proposed speed reductions do you NOT support? (please name the roads and why)

URETITE RD WALKWAY MANY PEOPLE + BACKPACKERS + CYCLIST USE THIS ROAD OFTEN - NO ROOM FOR THEM TO GET OFF RD AS ROAD IS NARROWER NOW SINCE WATER TABLES HAVE BEEN WIDENED TO TAR SEAL

Additional Comments

SPEED LIMIT ON MCLEANS BRIDGE SHOULD BE 30 K NEEDS A CYCLE + WALK LANE ON BRIDGE

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

WD Cornell

Date: 3 DEC 019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

4 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

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How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Denis John Livingston

Postal address 10 Pukeko Street Rukaka 0116

Contact Telephone Number 0274071009

Email denis.robbyn@xtra.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

The 80 KMH limit proposed for Marsden Bay Drive

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

All of it from the Marsden Highway to Ruariri Drive.

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

All except the Marsden Bay Drive change.

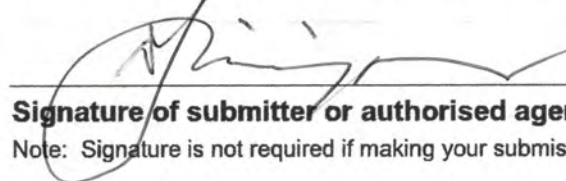
Which proposed speed reductions do you NOT support? (please name the roads and why)

Marsden Bay Drive. I consider this should be a 70KMH zone as it is narrow, has no shoulder on the South side for a significant part of it's length, has poor visibility in places and multiple entrances and exits, plus the type of traffic, including cyclists, boat trailers being towed and heavy vehicles servicing the Port, The Marsden Cove and The Landing developments, make it unsuitable as an 80KPH road.

Additional Comments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 2 December 2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name J. Russell Lewis

Postal address 1841 Saint Marys Rd

Contact Telephone Number 021 24 222 44 09 946 01 02

Email _____

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

~~St Marys Rd~~ ~~St Marys Rd~~ ~~St Marys Rd~~
 St Marys Rd

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

(0-500m) starting from CBD

There is no proposed limit for Marys St

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☐ Not at all

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

Suggested speed limit 40 km/h

Which proposed speed reductions do you NOT support? (please name the roads and why)

Shoemaker towards Highway 1
 Current speed limit is 60 km/h

Additional Comments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☐ No

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Date: _____

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Friday, 19 August 2016 5:30 PM

3 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

"Speed Limit Bylaw Submission"

Cliff McKegg 4322688

We would like submit to the District Council a request for a speed limit to be put on the Marsden Bay Drive from Finch st. To the end to the end of Marsden Bay drive 30 kph.

As there is a lot small children at the play ground and the cars come a great speed to the end of the road and out again and we are very concerned that a child will be killed or badly hurt if they are not made to slow down. We also think Humps would slow them down as well.

A lot of cars do wheelies and stir up the dust while people are trying to eat their meals while having a picnic ,which does seam very nice.

We love watching the children having a good time and enjoying the play area.

All the local people agree that something should be done

V.M McKegg 151 Marsden Bay Drive.

Cliff McKegg 151 Marsden Bay Drive

149 Marsden Bay Drive.

144 Marsden Bay Drive.

Christine Clapham 127 Marsden Bay Drive

Peter Clapham 127 Marsden Bay Drive

Lyn & Vince Kay 128 Marsden Bay Drive

N.P. McKegg 138 Marsden Bay DC

VERNE M'FADDEN

157 Marsden Bay

153 Marsden Bay Drive

Rebecca Skew Gorrie

155 Marsden Bay Drive

22 NOV 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Gayle McPhee

Postal address PO Box 61 Ruakaka

Contact Telephone Number 0272730417

Email #gayle.mcphee@wdc.govt.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Marsden Point Rd - should remain 70km.

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

This road was specifically built for the Refinery to a high standard.
 Most problems are driver error not the road.

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

If there is to be a reduction in speed to 60km only

Which proposed speed reductions do you NOT support? (please name the roads and why)

Marsden Point Rd should not be at 50km - enforce other rules to make this safer, stop signs should be adhered to e.g. Salle Rd. Driver education is more that is required not speed decreasing.

Additional Comments

Marsden Point road is wide enough, has service lanes if you abide by speed limit, road rules and concentrate on the road - all is well.

Driver education - stop signs, no cell phones, be alert of surroundings.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Signature of submitter or authorised agent

Date: 25.11.19

Note: Signature is not required if making your submission by electronic means.



Whangarei
District Council

Private Bag 9023, Whangarei 0148, New Zealand
P +64 9 430 4200 | 0800 WDC INFO | 0800 932 463 F +64 9 438 7632
E mailroom@wdc.govt.nz www.wdc.govt.nz

RECEIVED - CUSTOMER SERVICES

22 NOV 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name David Nobel Rickey

Postal address 158 Marsden Point Road
Burkhead

Contact Telephone Number 09 4327431

Email

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Marsden Port Highway

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

From roundabout on state Highway ① To McRath Road
Corner Please reduce to 80K

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☐ Not at all

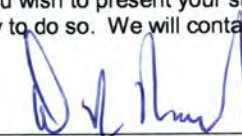
Which proposed speed changes do you support? (please name the roads and why)

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 14/11/2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Trevor Wayne Smith

Postal address 168 B Marsden Point Rd

Contact Telephone Number 028 404 7221 or 09 432 7819

Email wsmith270@yahoo.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Marsden Point Rd

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

all of it

Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

Which proposed speed reductions do you NOT support? (please name the roads and why)

width and surface

Additional Comments

Service lane need speed of no more 20 K

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

T W Smith

Date: 18-11-2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

22 NOV 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

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Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name GLENIS RICKEY

Postal address 158 MARSDEN PT. ROAD. RUAKAKA 0116

Contact Telephone Number 09 4327 431

Email _____

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

MARSDEN POINT ROAD

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

THERE IS NOT MUCH ROOM TO GET OFF THE ROAD
 WHEN CYCLING TO TOWN CENTRE FROM
 RUAKAKA BEACH TOO MANY BROKEN EDGES IN TAR SEAL.

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

MARSDEN POINT ROAD - BUT ONLY TO 60KM
 AT THE PRESENT TIME. MAYBE 50KM
 WHEN THE NEW PORT OPENS (EX AUCKLAND)

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

OUTSIDE OUR HOUSE THE NEW SEALING WAS
 STOPPED. THIS IS LIKE A JUDER BAR +
 EVERY TRUCK + TRAILER + CAR WITH BOATS OR
 TRAILER^{ETC} THAT GOES OVER THIS RATTLES + BANGS
 CREATING UNNECESSARY NOISE ESPECIALLY EMPTY
 TRUCKS + TRAILERS

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

G. Rickes

Date: 18.11.1920

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

22 NOV 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name GLENIS RICKEY

Postal address 158 MARSDEN POINT ROAD
Rua Kaka

Contact Telephone Number 09 4327431

Email

Please provide your submission and feedback below:

RECEIVED - CUSTOMER SERVICES

Which road speed limit are you most interested in?

22 NOV 2019

WHANGAREI
DISTRICT COUNCIL

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

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☐ Not at all

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

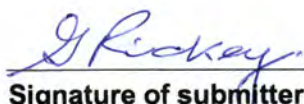
Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

WHEN LEAVING RUAKAKA MOTORS on to
 MARSDEN PT. ROAD it is NOT POSSIBLE to SEE
 Traffic approaching from the (Oil Refinery) or
 NORTH AS THE HUGE 70 SPEED SIGN STOPS
 Vision WHY is THIS SIGN SO LARGE?

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 18.11.2019.

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

27 NOV 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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Please enter your details below

Full Name Glenis Rickey

Postal address 158 Marsden Point Road
RuaKaka

Contact Telephone Number 09 4327431

Email _____

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

refer to prior submission

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

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☐ Not at all

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

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

who is responsible for the area before the tarseal on our Roads - Marsden Point Road by the Commercial area Daltons + the Truck Stop - domestic residents have to have crossings. also outside the truck depot on to Marsden Bay Road the tarseal is all pot holes + temporary repairs, not

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

at all safe for cyclists to negotiate.

J. Riekey

Date: 27.11.2019.

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.



Private Bag 9023, Whangarei 0148, New Zealand

P +64 9 430 4200 | 0800 WDC INFO | 0800 932 463 F +64 9 438 7632

E mailroom@wdc.govt.nz www.wdc.govt.nz



Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Andreas Thirling

Postal address 199 Marsden Pt Rd
Ruakakō

Contact Telephone Number 432 8601

Email athirling@thirlinggmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Marsden Pt Rd

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

all of it

Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

all

Which proposed speed reductions do you NOT support? (please name the roads and why)

-

Additional Comments

70 km/h on northern end of Marsden Pt Rd

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 18.11.2019

Signature of submitter or authorised agent

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Whangarei
District Council

Private Bag 9023, Whangarei 0148, New Zealand

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Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

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How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Susan Tisdall

Postal address 46, Pirihiki Road, Takahiwai
R.D.1. Whangarei 0171.

Contact Telephone Number 09-4398112

Email tisdolls@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

All. Fully.

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

Intersection at Takahiwai, One Tree Point & McEwen Road. (Roundabout will be good)
 Intersection at One Tree Pt, McEwen & Highway 15. ↑

Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

All of them

Which proposed speed reductions do you NOT support? (please name the roads and why)

N/A.

Additional Comments

Please make sure there is adequate signage so every one understands what is required off them? Zebra crossing for Bream Bay College / Shopping centre.?

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Date: 18/11/19.

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Anne Andrews + Graham wood

Postal address 40 Marsden Point Road
Ruakaka.

Contact Telephone Number 0212550968

Email anneagrahamw@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

Marsden Point Road

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

From the shop area to south
towards turn off to state Highway
one

Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

Marsden Point Road from SH1
change speed limit from 70 kmph to 60
or 50 kmph

Children on school buses stopping to drop off - Public walking
and nearly get sucked under speeding trucks

Which proposed speed reductions do you NOT support? (please name the roads and why)

N/A

Additional Comments

Marsden Point Rd from SH1 to shopping area
is very dangerous at 70 kmph. the road has
become very populated now and houses are filling
up the Rd. People like to walk + cycle but speed of traffic
is too dangerous. Trucks tend to speed as well so if it was
50 kmph the trucks would use the road built for them and speed

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☐ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.



Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Date: 4 12 2019

Whangarei District CouncilSTATEMENT OF PROPOSAL: Proposed Amendments to the Speed Limits Bylaw 2019.**SUBMISSION from AA Northland District Council****GENERAL COMMENTS**

1. The Northland District Council of the NZ Automobile Association represents over 45,000 AA Members who live in Northland. The AA Northland District Council welcomes the opportunity to submit on the proposed speed limit changes in the Whangarei District.
2. We note that the procedure being followed, although logical, is not consistent with the Speed Management Guide. However, we do note that other R.C.A.s have also deviated from the SMG procedures, and that the SMG procedures are likely to be reviewed in the near future.
3. In particular, we note that some of the roads proposed for a lower speed limit have no history of SDIs since 2000 (The Centre and The Braigh at Waipu, for example). These can hardly be considered to rank among the top 10% of dangerous roads in the district! We note that there has been 1 death and 4 SI's on Nova Scotia Drive so we can support the proposed speed reduction on this road.
4. While we appreciate the general principles involved with the description of the Speed Environments, we reserve the right to question the application of the speed limits.
 - a. For example, the question of speed around schools is best addressed by the government's proposed variable speed policy at school start and finish times, rather than adopting a 24/7 reduced speed environment.
 - b. Similarly, although 40 k/h through a shopping centre may be a safe and appropriate speed at peak times - and in fact is likely to be self-regulating -, a 24/7 speed reduction that could result in countless and unwarranted speeding infringement notices is not justified.
5. In the experience of some of our councillors who drive frequently on unsealed roads, we regard a safe speed as totally dependent on the current state of the road. On a recently graded road with copious loose gravel, a maximum speed of 50 k/h may be appropriate, but on a well-swept road with minimal loose gravel, we would regard speeds of 70 k/h as safe. For city drivers unfamiliar with unsealed roads, signage showing a lowered speed limit would provide an appropriate warning but again, we would not want to see over-zealous enforcement.
6. Our submissions on each of the review areas follows.

Regards

Steve Westgate

AA Northland District Chairman

09/12/2019

7. Vinegar Hill Review Area

Which road speed limit are you most interested in?

Vinegar Hill Review Area

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

No.

Do you support the proposed speed amendments?

Partially.

Which proposed speed changes do you support? Please name the roads and why.

We consider that the proposed new speed limit of 80 k/h for Vinegar Hill Road and other sealed roads represents a safe and appropriate speed for each of the listed roads, given the road widths, shoulder widths, restricted line-of-sight due to hills and bends, etc.

Which proposed speed reductions do you NOT support? Please name the roads and why.

While we support a reduced speed limit on unsealed roads, we do not support a limit of 60 k/h. We consider that 70 k/h is a safe and appropriate speed on some unsealed roads, depending on their condition at the time. There are occasions when only 50 would be a maximum safe speed. There needs to be some room for driver discretion.

Additional Comments:

Any new speed zones need to be well signed so that motorists are aware of the changes. Road markings in addition to sign posts, and repeater signs, are recommended.

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

No thank you.

One Tree Point / Ruakaka Review Area

Which road speed limit are you most interested in?

One Tree Point / Ruakaka Review Area

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

One Tree Point Road.

Do you support the proposed speed amendments?

Partially.

Which proposed speed changes do you support? Please name the roads and why.

In principle, all sealed roads except One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.

While we support a reduced speed limit on unsealed roads, we do not support a limit of 60 k/h. We consider that 70 k/h is a safe and appropriate speed on some unsealed roads, depending on their condition at the time. There are occasions when only 50 would be a maximum safe speed. There needs to be some room for driver discretion.

Which proposed speed reductions do you NOT support? Please name the roads and why.

One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.

Given the subdivision development extending for 1 km from the junction with SH 15A, the significant intersection with Takahiwai Road, and for the benefit of consistency, we consider that a speed limit of **80 k/h** would be a safer and more appropriate speed than **100 k/h**. This is a 'collector' road, not even an 'arterial' road.

While we support a reduced speed limit on unsealed roads, we do not support a limit of **60 k/h**. We consider that **70 k/h** is a safe and appropriate speed on some unsealed roads, depending on their condition at the time. There are occasions when only 50 would be a maximum safe speed. There needs to be some room for driver discretion.

Additional Comments:

Any new speed zones need to be well signed so that motorists are aware of the changes. Road markings in addition to sign posts, and repeater signs, are recommended.

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

No thank you.

Nova Scotia Drive / Waipu Review Area

Which road speed limit are you most interested in?

Nova Scotia Drive / Waipu Review Area

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

Cove Road.

The Braigh

Do you support the proposed speed amendments?

Partially.

Which proposed speed changes do you support? Please name the roads and why.

In principle, all except Cove Road and The Braigh. In particular, we consider the proposed speed reductions on Nova Scotia Drive to be safe and appropriate, given the road nature, the residential development, and the SDI history (1 death, 4 SIs since 2000).

In addition, while we support a reduced speed limit on unsealed roads, we consider that 70 k/h is a safe and appropriate speed on some unsealed roads, depending on their condition at the time.

Which proposed speed reductions do you NOT support? Please name the roads and why.

We do not consider that the extent of urban development along The Braigh warrants a reduction to 50 k/h along its entire length. Mega Maps show the 'safe and appropriate speed' to be 60 k/h. It would seem that a lower speed than this (i.e. 50 k/h) cannot be justified. Mega Maps show there have been no DSIs along The Braigh since before 2000, other than at the intersection with SH 1.

While we support a reduced speed limit on unsealed roads, we do not support a limit of 60 k/h. We consider that 70 k/h is a safe and appropriate speed on some unsealed roads, depending on their condition at the time. There are occasions when 50 would be a maximum safe speed. There needs to be some room for driver discretion.

The section of Cove Road still shown to be 100 k/h we would like to see reduced to 80, although we understand that this may be part of a later review.

Additional Comments:

1. A 'Street View' of The Braigh on Google Earth dated May 2019 shows significant tar bleed with consequent limited surface grip, especially in wet conditions. Speed management should not be a substitute for basic road maintenance.



2. While a 40 k/h limit may be appropriate in the town centre during shop opening hours when there are numerous pedestrians around and there are cars reversing into street parking spaces, we would not want to see overly rigid enforcement at other times. We do note that there is a pedestrian crossing at the main car park, and Mega Maps show there have been no DSIs at The Centre since before 2000, so we do question whether a lowered speed limit from the present 50 is in fact necessary.

3. Any new speed zones need to be well signed so that motorists are aware of the changes. Road markings in addition to sign posts, and repeater signs, are recommended.

I would like an opportunity to present my submission in person: No thank you.

Which road speed limit are you most interested in?

Te Toiroa Road.

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

No.

Do you support the proposed speed amendments?

Fully.

Which proposed speed changes do you support? Please name the roads and why.

Te Toiroa Road, as a shared use path.

Which proposed speed reductions do you NOT support? Please name the roads and why.

None.

Additional Comments:

It should be made clear that the speed limit applies to cyclists as well as motorists.

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

No thank you.

RE: WHANGAREI DISTRICT COUNCIL SPEED LIMIT REVIEWS

RECEIVED - CUSTOMER SERVICES
10 DEC 2019
WHANGAREI
DISTRICT COUNCIL

Thank you for your letter of 14th November 2019 re the speed limit reviews on Vinegar Hill Road. It is good to have this opportunity to respond.

A year ago, when I was returning home from work at 6.30 pm, I had my car written off by a young driver who sped into the 45 kph corner at Riversong Road and lost control. His car spun 180 degrees and he slid sideways across both lanes. He crashed into the side of my car where I had just managed to stop on the grass verge. My car was written off and I suffered a neck and lower back strain and a cut finger.


Before and since then my wife and I have seen other accidents on Vinegar Hill Road. Most involve only one vehicle, but in just about all cases, the vehicle has crossed both lanes while out of control. Our four grandchildren and their parents travel this road often to see us and we have concerns for their safety.

Vinegar Hill Road is a populated area with many properties opening onto the road. In view of this, and because there are so many bends with restricted speed limits (55 kph / 45 kph), an overall speed limit of 70 kph for Vinegar Hill would be appropriate. At present, drivers accelerate up the hill from both directions (Kauri and Tikipunga) and on any relatively straight sections, and are driving at high speeds when they encounter the bends.

A speed camera (or speed cameras) could be effective also when dealing with reckless or inexperienced drivers. They are more likely to take notice of fines than of signs.

Yours faithfully

Dr Jordan Pishief

 8/12/2019

9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

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 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Ross Dean

Postal address 198 Marsden Pt Road
Ruakaka

Contact Telephone Number 0272546828

Email cardean01@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

All

③ Marsden Point Rd. 50kph will quieten down a busy Road. Making it cycle and pedestrian safe and improve sleep at

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

① Some road should be all 50kph especially with the new shopping development linking a road to Peter Snell Rd

② 15kph for current 50kph Roads running parallel to Marsden Point Rd. These are multi use, no footpaths.

Do you support the proposed speed amendments? (✓ box) ☒ Fully ☐ Partially ☐ Not at all

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

All with the above alterations.

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

① Some Rd will become higher use with the shopping development and will require "town" speeds especially with the Takuta Road about to join it becoming a through Road.

② Parallel lanes to Marsden Pt Rd are footpaths not 50kph roads.

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Ross Dean

Date: 6th Nov 2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

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Please enter your details below

Full Name Belinda Jane BLEYENDAAL

Postal address 24 Mangakino Lane, R D 1, Kauri

Contact Telephone Number 027 337 4607

Email belindableyendaal@xtra.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

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

Yes, Vinegar Hill Road and Mangakino Lane

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☒ Partially ☐ Not at all

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

Which proposed speed reductions do you NOT support? (please name the roads and why)

Additional Comments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

Date: 8.12.19

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.



Private Bag 9023, Whangarei 0148, New Zealand
 P +64 9 430 4200 | 0800 WDC INFO | 0800 932 463 F +64 9 438 7632
 E mailroom@wdc.govt.nz www.wdc.govt.nz

RECEIVED - CUSTOMER SERVICES

9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

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You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Aculeg Safety Systems
 Postal address PO Box 175
REWAHIA 0151
 Contact Telephone Number 09/4327649
 Email aculega@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere
 (Do not agree with the reduction!)

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

Marsden Point Road reductions
 Salle Road, McCathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens
 We suggest a restriction for heavy trucks
 (if noise is a big problem) on Marsden Pt. Rd.

Which proposed speed reductions do you NOT support? (please name the roads and why)

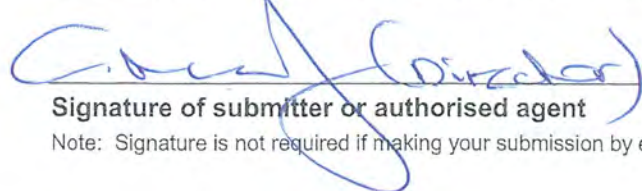
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letter
 and attachments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

 (Director)

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Date: 06.12.2019

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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A	100kmph	80kmph
Salle Road	100kmph	80kmph
McCathie Road	100kmph	80kmph
McEwen Road	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyger Road	100kmph	60kmph
Sandford Road	100kmph	60kmph

Submission re Speed limits bylaw.
06.12.2019

I do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marsden Point and Waipu area.

I believe the speed limits are already very low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not only about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

I have been driving for 40 years, having been brought up in Germany and regularly visiting there over our winter. I travel very often on the Autobahns at an average speed of 180/190km/hr and never had an accident. As the attached German statistics show, (attachments 5 to 8) drivers on the Autobahn (that have generally no speed limits), have the least amount of crashes.

Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there license needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver license is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc, therefore We do not want to waste additional time by spending even more time in the car, travelling to work and back and to and from jobs, at 80km/hr rather than the current 100km/hr.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that drivers are not capable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road). It appears that every aspect of life needs to be totally regulated by the

Government and/or the Councils, such as is the case in communist systems, (that, by the way, have not worked well in the past).

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparism with other mortality rates:

If we compare **vehicle death** (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the **road fatalities have dropped** from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), **self-harm death however are much higher**, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: **(how about we only letting females drive, that definitely would be saver, based on the statistics!!)** However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

In attachment 4, (Death caused by road crashes, relative to fleet size in New Zealand, we can clearly see how **road death have dropped from 8.16 per 10000 vehicles in 1937 to 5.90 in 1973, 2.20 in 1996 and 0.91 in 2015 per 10000 vehicles for both males and females.** The speed limit in 1937 was very slow (48km/hr (30miles) and look at the road death toll (8.16 per 10000 vehicles) compared to the 0.91 per 10000 vehicles when we drive 100km on many roads. Although note that the speed limit was increased from 1987 onwards (80 to 100) YET ROAD DEATH TOLL KEPT DROPPING!! **From the statistical evidence available it appears that speed has nothing to do with road death,** when speed limits increased road death were much lower!

That would lead me to think that it is not safety the government is after but revenue when more speeding fines can be collected!

I would rather be paying an extra 1% income tax than continuously having to watch the speedo to ensure compliance with whatever new speed limit of the day is set predominantly, it appears from the statistical evidence, for revenue collecting!!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything!

Regards,

Christine Macartney



Attachments:

- 1 MORTALITY RATE FOR MOTOR VEHICLE CRASHES IN NZ 1996 – 2015, by sex, per 100000 population
- 2 MORTALITY RATE FOR INTENTIONAL SELF-HARM IN NEW ZEALAND, 1996 -2015, by sex, per 100000 population
- 3 DEATH CAUSED BY MOTOR VEHICLE CRASHES IN NEW ZEALAND, by sex, 1996 to 2015
- 4 DEATH CAUSED BY ROAD CRASHES RELATIVE TO THE VEHICLE FLEET SIZE 1937 to 2015
- 5 TOTAL FLEET SIZE GERMANY (1970 to 2018)
- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

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Mortality rate for motor vehicle crashes in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for motor vehicle crashes in New Zealand


Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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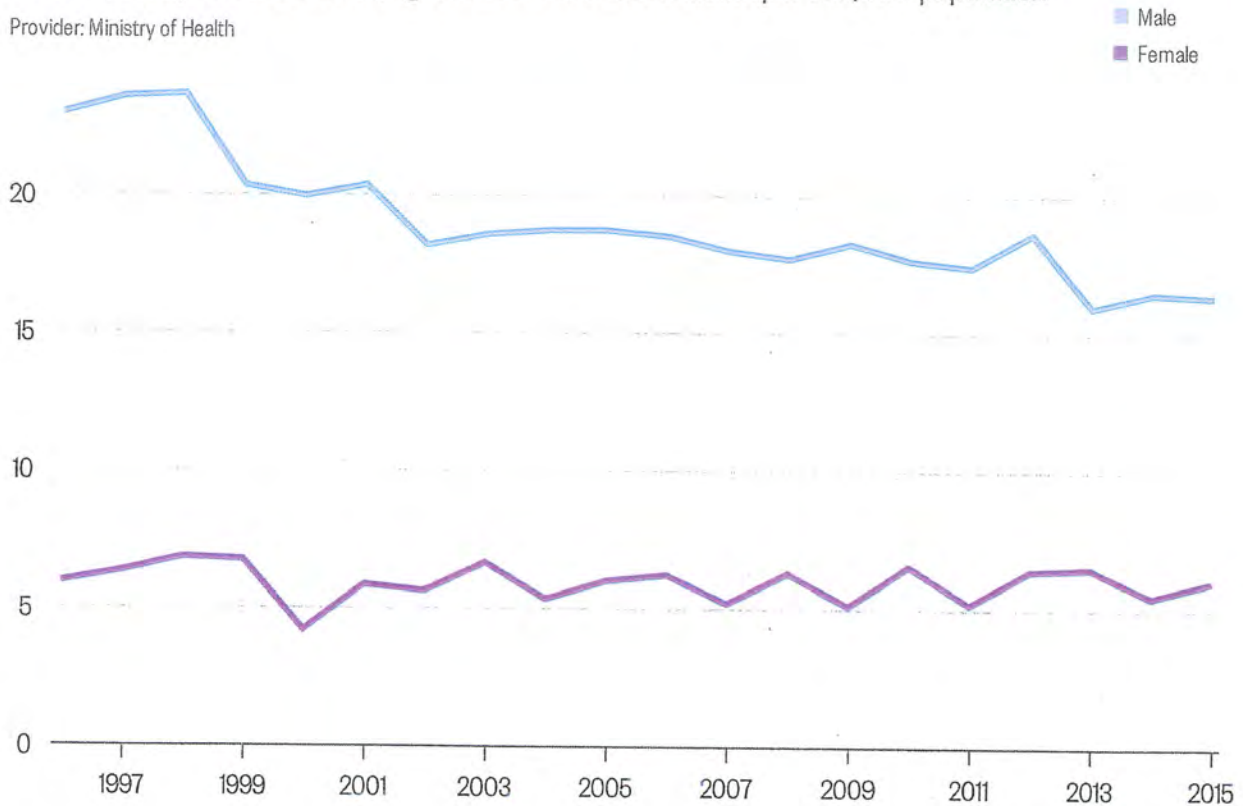
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Mortality rate for intentional self-harm in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health




Mortality rate for intentional self-harm in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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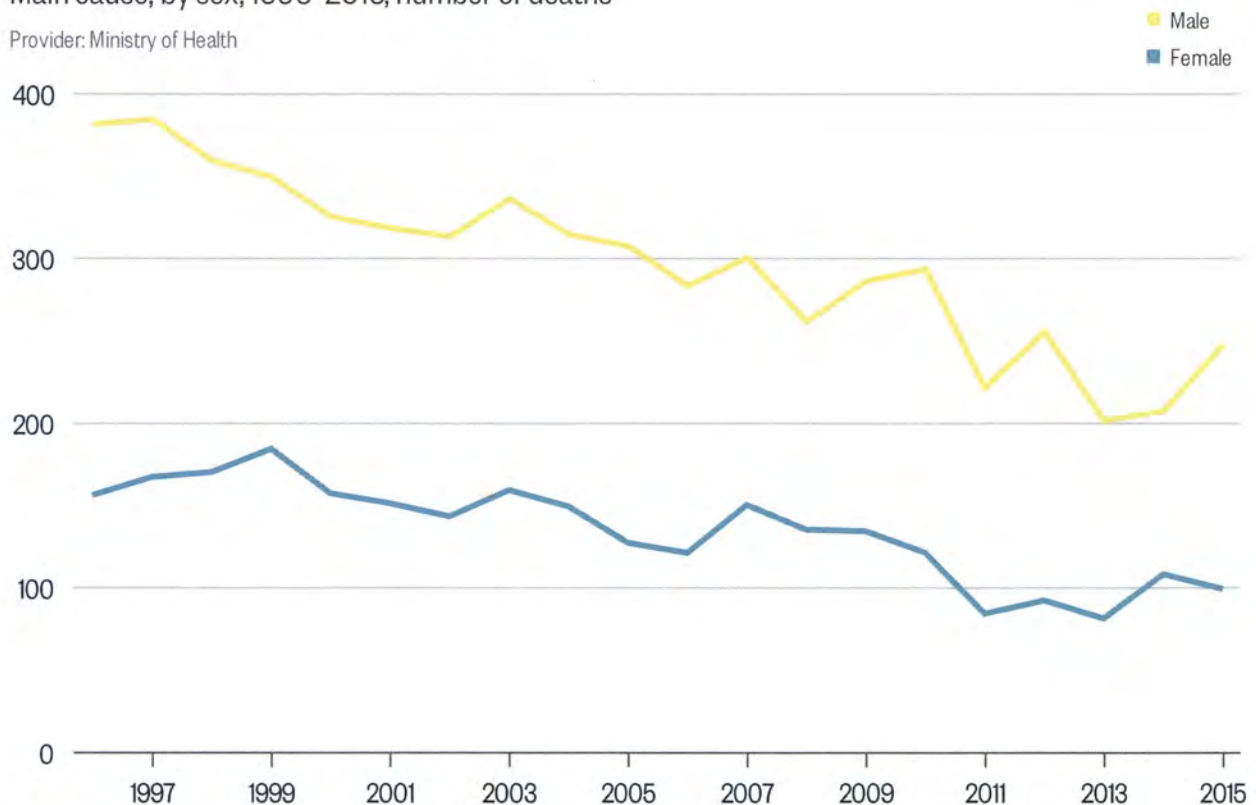
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Deaths caused by motor vehicle crashes in New Zealand



Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health



Deaths caused by motor vehicle crashes in New Zealand



Main cause, by sex, 1996–2015, number of deaths

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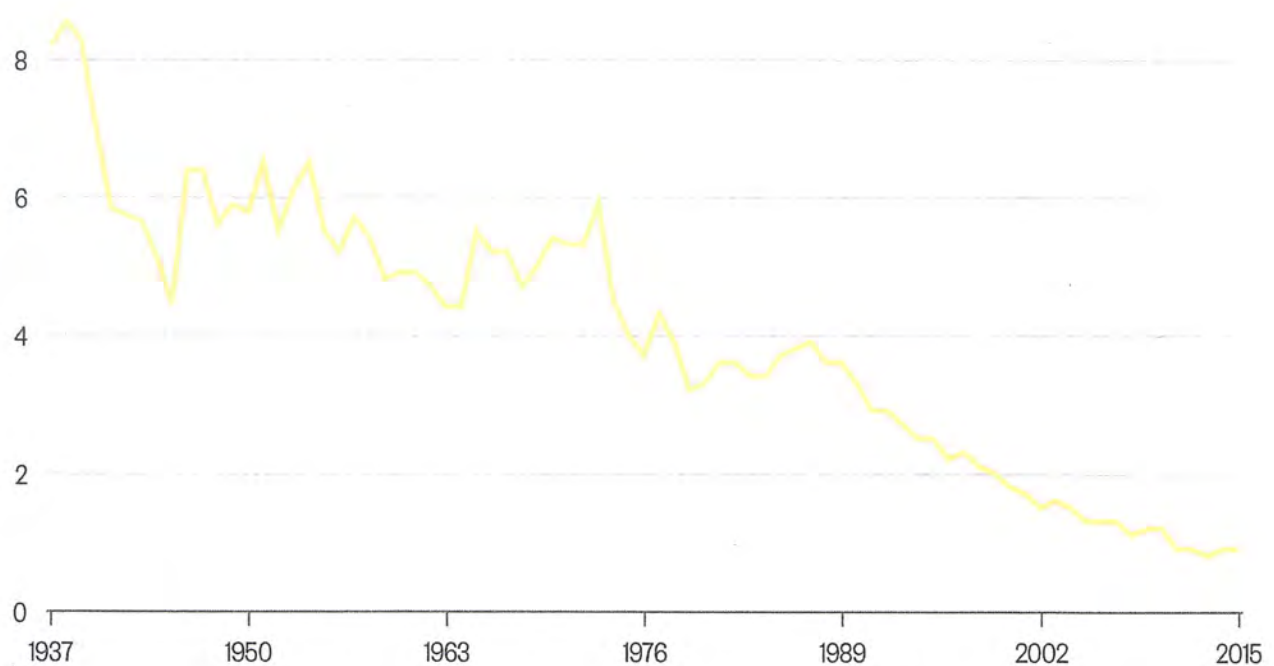
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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles

Provider: Ministry of Transport

figure.nz



Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles

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Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.568.268	56.459.008 ⁸⁾
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,6 ⁶⁾	751,1 ⁷⁾
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ⁷⁾
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ⁷⁾

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



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Federal Highway Research Institute
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D - 51427 Bergisch Gladbach
Phone +49 2204 43-0
E-Mail info@bast.de
www.bast.de

Traffic Accidents

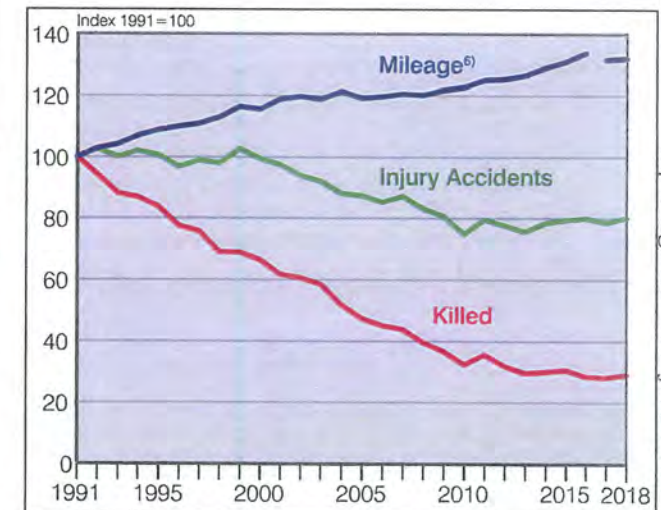
	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.·km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.·km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	106.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data
Summary Statistics – Germany

bast

Bundesanstalt für Straßenwesen (BASt)
Federal Highway Research Institute

Bergisch Gladbach, October 2019





What percentage of roads in Germany have no speed limits?

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70 percent

There are more than 8,000 miles of autobahn in **Germany**, and about **70 percent have no limits on speed**, according to the Federal Highway Research Institute, though other roads and freeways do have **restrictions**. Jan 25, 2019



[A Speed Limit On Germany's Autobahns: 'Like Talking Gun](#)

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like



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9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Chelmapa Pao
 Postal address PO Box 175
BAVANA 0151
 Contact Telephone Number 09/4327643
 Email foxcon2014.com@hotmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere
 (Do not agree with the reduction!)

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

Marsden Point Road reductions
 Sallie Road, MC Cathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens
 We suggest a restriction for heavy trucks
 (if noise is a big problem) on Marsden Pt. Rd.

Which proposed speed reductions do you NOT support? (please name the roads and why)

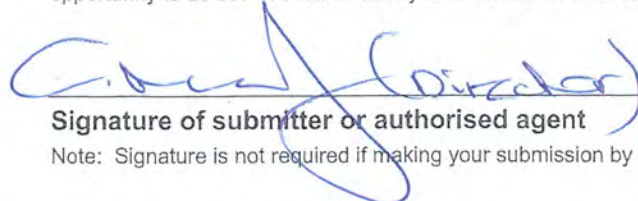
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letter
 and attachments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

 (Director)

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Date: 06.12.2019

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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road 70 slow enough	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A will cause crashes	100kmph	80kmph
Salle Road not necessary, few cars, no houses	100kmph	80kmph
McCathie Road few houses, not many cars	100kmph	80kmph
Mcewen Road main throughfare 80 too slow	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road 100 slow	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyger Road we don't use it much but 60 from	100kmph	60kmph
Sandford Road ✓ ✓ ✓ 100 ??	100kmph	60kmph

Submission re Speed limits bylaw.

06.12.2019

I do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marsden Point and Waipu area.

I believe the speed limits are already very low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not only about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

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Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there license needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver license is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc, therefore We do not want to waste additional time by spending even more time in the car, travelling to work and back and to and from jobs, at 80km/hr rather than the current 100km/hr.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that drivers are not capable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road). It appears that every aspect of life needs to be totally regulated by the

Government and/or the Councils, such as is the case in communist systems, (that, by the way, have not worked well in the past).

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparison with other mortality rates:

If we compare **vehicle death** (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the **road fatalities have dropped** from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), **self-harm death however are much higher**, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: **(how about we only letting females drive, that definitely would be saver, based on the statistics!!)** However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

In attachment 4, (Death caused by road crashes, relative to fleet size in New Zealand, we can clearly see how **road death have dropped from 8.16 per 10000 vehicles in 1937 to 5.90 in 1973, 2.20 in 1996 and 0.91 in 2015 per 10000 vehicles for both males and females.** The speed limit in 1937 was very slow (48km/hr (30miles) and look at the road death toll (8.16 per 10000 vehicles) compared to the 0.91 per 10000 vehicles when we drive 100km on many roads. Although note that the speed limit was increased from 1987 onwards (80 to 100) YET ROAD DEATH TOLL KEPT DROPPING!! **From the statistical evidence available it appears that speed has nothing to do with road death,** when speed limits increased road death were much lower!

That would lead me to think that it is not safety the government is after but revenue when more speeding fines can be collected!

I would rather be paying an extra 1% income tax than continuously having to watch the speedo to ensure compliance with whatever new speed limit of the day is set predominantly, it appears from the statistical evidence, for revenue collecting!!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything!

Regards,

Christine Macartney



Attachments:

- 1 MORTALITY RATE FOR MOTOR VEHICLE CRASHES IN NZ 1996 – 2015, by sex, per 100000 population
- 2 MORTALITY RATE FOR INTENTIONAL SELF-HARM IN NEW ZEALAND, 1996 -2015, by sex, per 100000 population
- 3 DEATH CAUSED BY MOTOR VEHICLE CRASHES IN NEW ZEALAND, by sex, 1996 to 2015
- 4 DEATH CAUSED BY ROAD CRASHES RELATIVE TO THE VEHICLE FLEET SIZE 1937 to 2015
- 5 TOTAL FLEET SIZE GERMANY (1970 to 2018)
- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

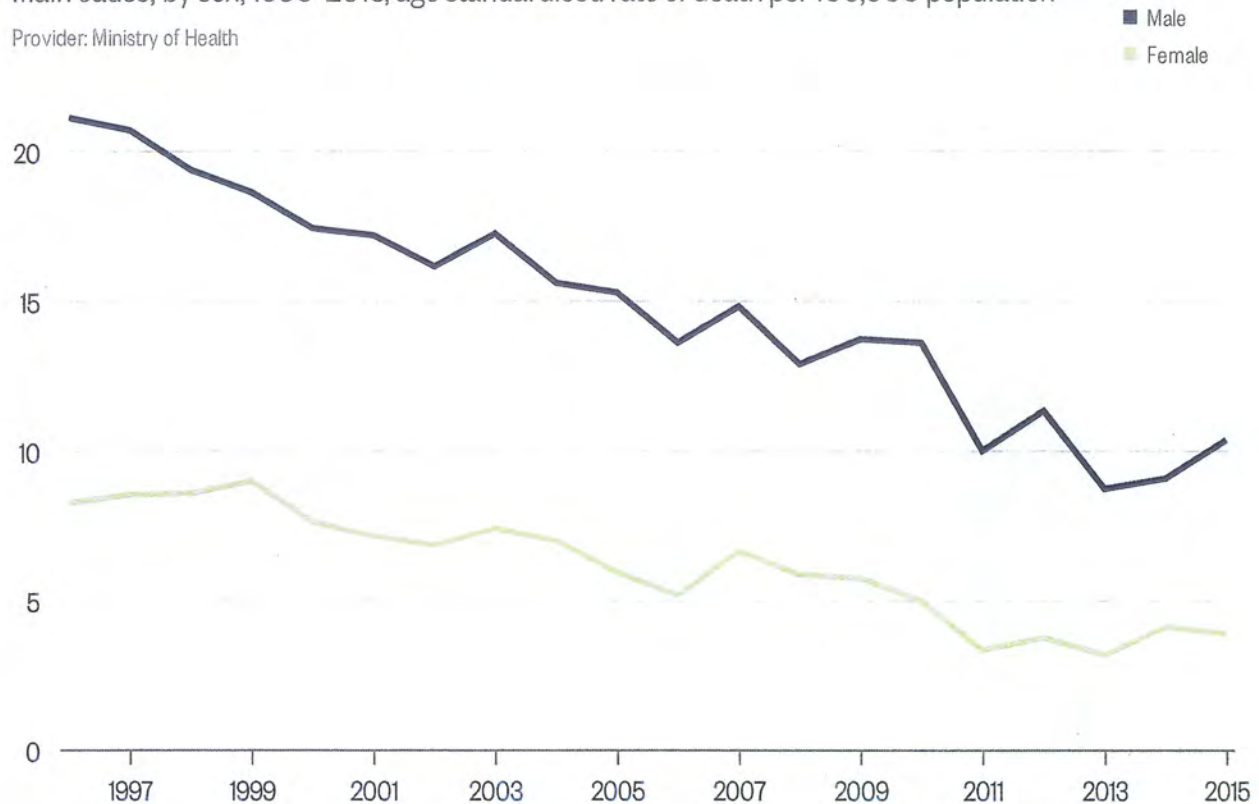
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Mortality rate for motor vehicle crashes in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for motor vehicle crashes in New Zealand



Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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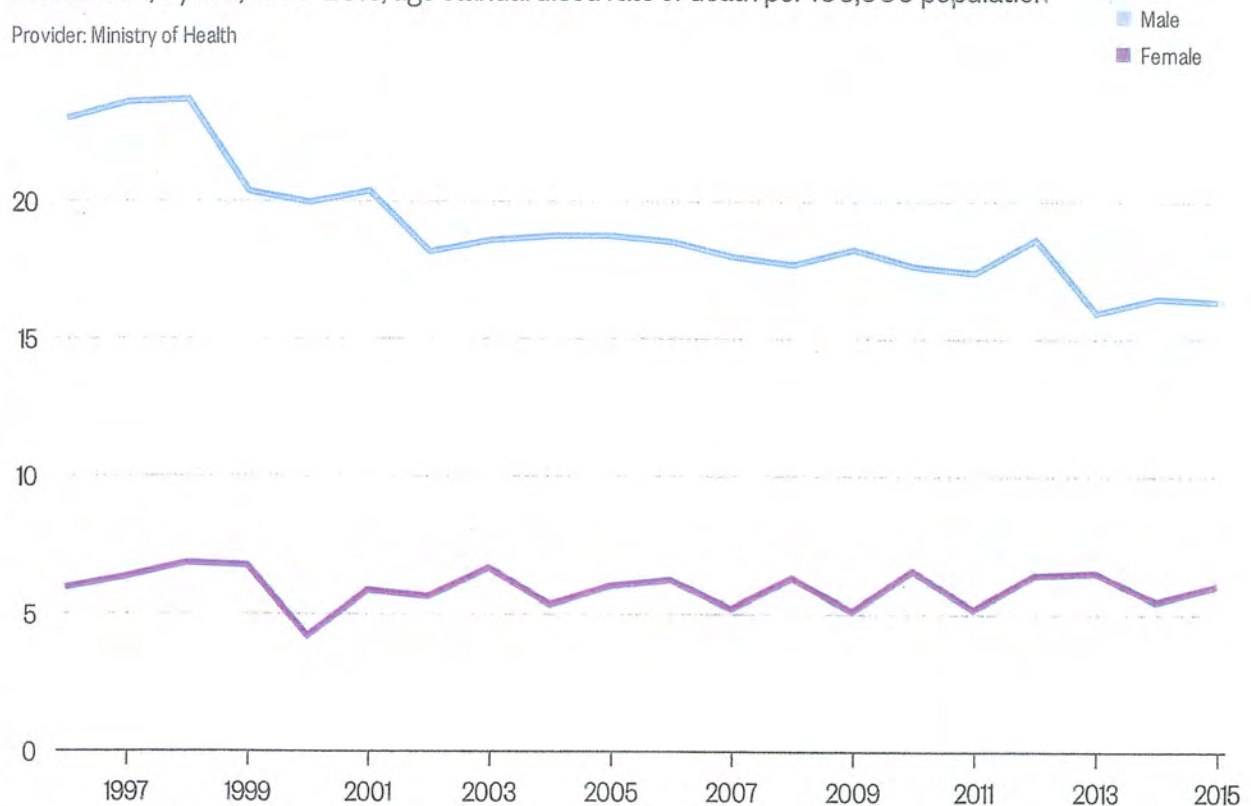
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Mortality rate for intentional self-harm in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for intentional self-harm in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

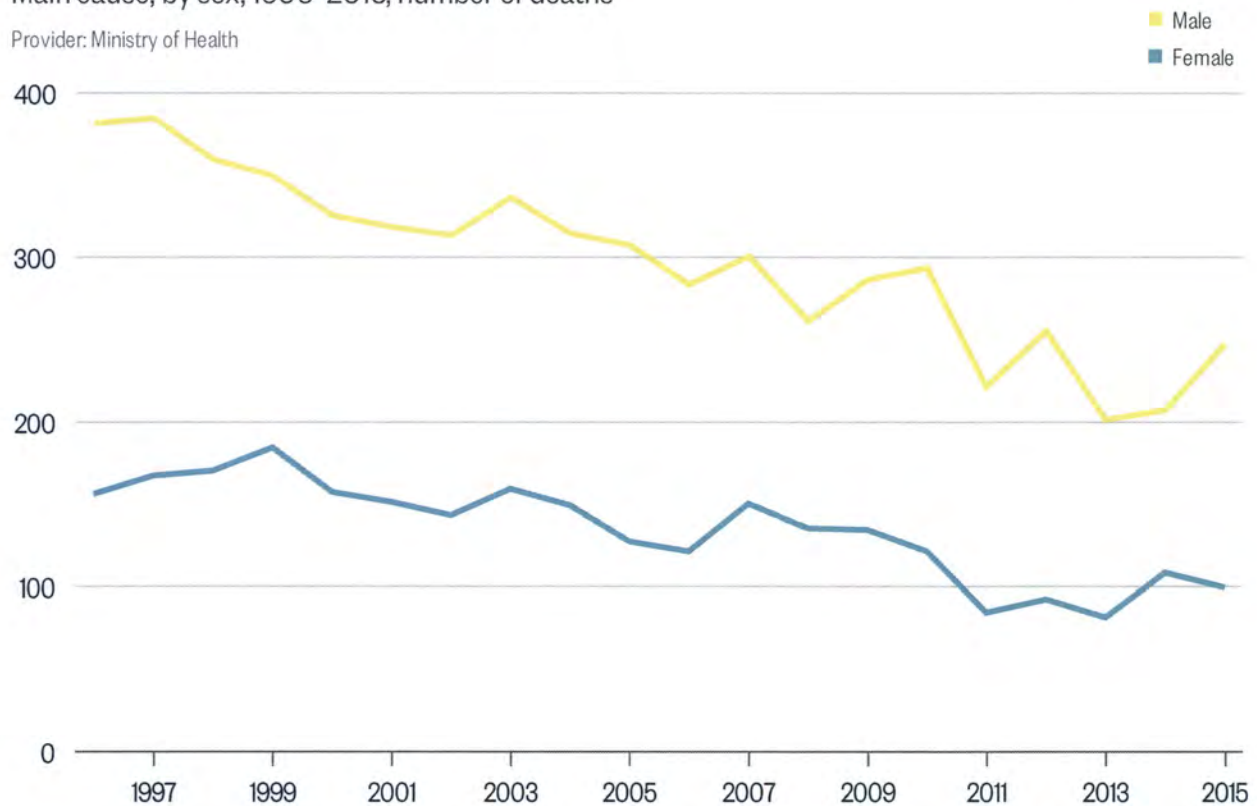
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Deaths caused by motor vehicle crashes in New Zealand

[figure.nz](#)

Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health



Deaths caused by motor vehicle crashes in New Zealand



Main cause, by sex, 1996–2015, number of deaths

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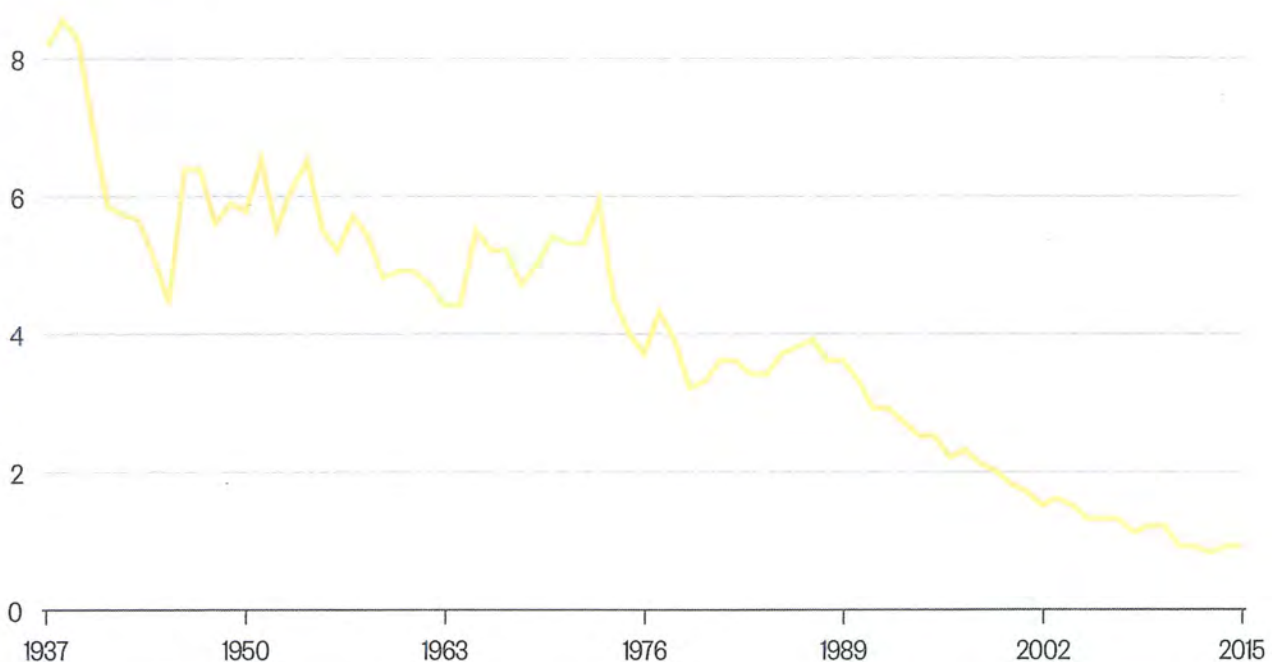
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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

figure.nz

1937-2015, rate per 10,000 vehicles

Provider: Ministry of Transport



Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles

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Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.568.268	56.459.008 ⁶⁾
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,6 ⁶⁾	751,1 ⁷⁾
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ⁷⁾
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ⁷⁾

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



Bundesanstalt für Straßenwesen
Federal Highway Research Institute
Brüderstrasse 53
D - 51427 Bergisch Gladbach
Phone +49 2204 43-0
E-Mail info@bast.de
www.bast.de

Traffic Accidents

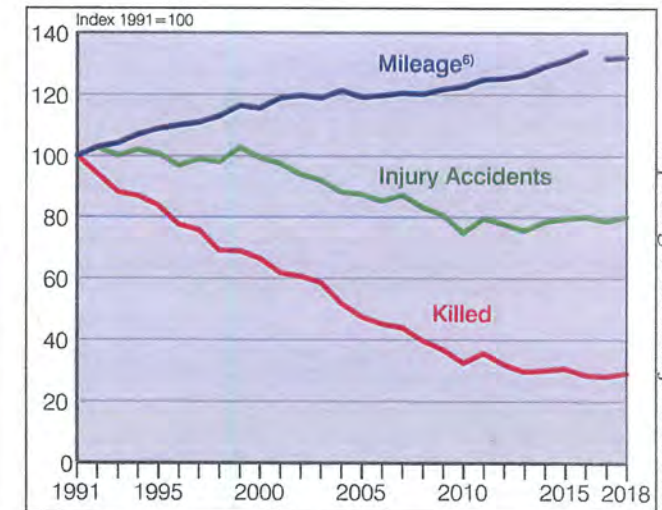
	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.-km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of									
motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.-km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	106.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of									
motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data
Summary Statistics – Germany

bast

Bundesanstalt für Straßenwesen (BAST)
Federal Highway Research Institute

Bergisch Gladbach, October 2019





What percentage of roads in Germany have no speed limits?



All



Images



News



Maps



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More

Set

About 30,600,000 results (0.74 seconds)

70 percent

There are more than 8,000 miles of autobahn in **Germany**, and about **70 percent have no limits on speed**, according to the Federal **Highway Research Institute**, though other **roads** and **freeways** do **have restrictions**. Jan 25, 2019



A Speed Limit On Germany's Autobahns: 'Like Talking Gun

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like



About Featured Snippets

People also ask

What road in Germany has no speed limit?

Which countries don't have speed limits?

What is the percentage of roads in Germany?

Is there really no speed limit on the autobahn?

7

4/12/2019 5:06 p.m.

288

9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Elle Macartney

Postal address PO Box 175
WAKARUA 0151

Contact Telephone Number +64 21 42 58 62 50

Email ellemacartney@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere
 (Do not agree with the reduction!)

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

Marsden Point Road reductions
 Sallie Road, McCathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens
 We suggest a restriction for heavy trucks
 (if noise is a big problem) on Marsden Pt. Rd.

Which proposed speed reductions do you NOT support? (please name the roads and why)

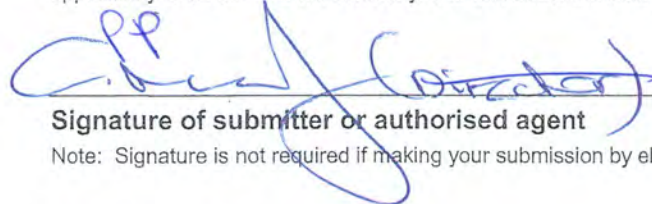
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letters
 and statistics

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

 (Director)

Date: 06.12.2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

Marsden City Urban Traffic Area (new) 302

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment <i>Do not support</i>	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road <i>70 slow enough</i>	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A <i>will cause crashes</i>	100kmph	80kmph
Salle Road <i>not necessary, few cars, no houses</i>	100kmph	80kmph
McCathie Road <i>few houses, not many cars</i>	100kmph	80kmph
Mcewen Road <i>main throughfare 80 too slow</i>	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road <i>too slow</i>	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyger Road <i>we don't use it much but 60 from</i>	100kmph	60kmph
Sandford Road <i>✓ ✓ ✓ 100 ??</i>	100kmph	60kmph

Submission re Speed limits bylaw.
06.12.2019

I do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marsden Point and Waipu area.

I believe the speed limits are already very low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not only about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

I have been driving for 40 years, having been brought up in Germany and regularly visiting there over our winter. I travel very often on the Autobahns at an average speed of 180/190km/hr and never had an accident. As the attached German statistics show, (attachments 5 to 8) drivers on the Autobahn (that have generally no speed limits), have the least amount of crashes.

Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there license needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver license is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc, therefore We do not want to waste additional time by spending even more time in the car, travelling to work and back and to and from jobs, at 80km/hr rather than the current 100km/hr.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that drivers are not capable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road). It appears that every aspect of life needs to be totally regulated by the

Government and/or the Councils, such as is the case in communist systems, (that, by the way, have not worked well in the past).

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparism with other mortality rates:

If we compare **vehicle death** (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the **road fatalities have dropped** from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), **self-harm death however are much higher**, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: **(how about we only letting females drive, that definitely would be saver, based on the statistics!!)** However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

In attachment 4, (Death caused by road crashes, relative to fleet size in New Zealand, we can clearly see how **road death have dropped from 8.16 per 10000 vehicles in 1937 to 5.90 in 1973, 2.20 in 1996 and 0.91 in 2015 per 10000 vehicles for both males and females.** The speed limit in 1937 was very slow (48km/hr (30miles) and look at the road death toll (8.16 per 10000 vehicles) compared to the 0.91 per 10000 vehicles when we drive 100km on many roads. Although note that the speed limit was in creased from 1987 onwards (80 to 100) YET ROAD DEATH TOLL KEPT DROPPING!! **From the statistical evidence available it appears that speed has nothing to do with road death,** when speed limits increased road death were much lower!

That would lead me to think that it is not safety the government is after but revenue when more speeding fines can be collected!

I would rather be paying an extra 1% income tax than continuously having to watch the speedo to ensure compliance with whatever new speed limit of the day is set predominantly, it appears from the statistical evidence, for revenue collecting!!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything!



Regards,

Christine Macartney



Attachments:

- 1 MORTALITY RATE FOR MOTOR VEHICLE CRASHES IN NZ 1996 – 2015, by sex, per 100000 population
- 2 MORTALITY RATE FOR INTENTIONAL SELF-HARM IN NEW ZEALAND, 1996 -2015, by sex, per 100000 population
- 3 DEATH CAUSED BY MOTOR VEHICLE CRASHES IN NEW ZEALAND, by sex, 1996 to 2015
- 4 DEATH CAUSED BY ROAD CRASHES RELATIVE TO THE VEHICLE FLEET SIZE 1937 to 2015
- 5 TOTAL FLEET SIZE GERMANY (1970 to 2018)
- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

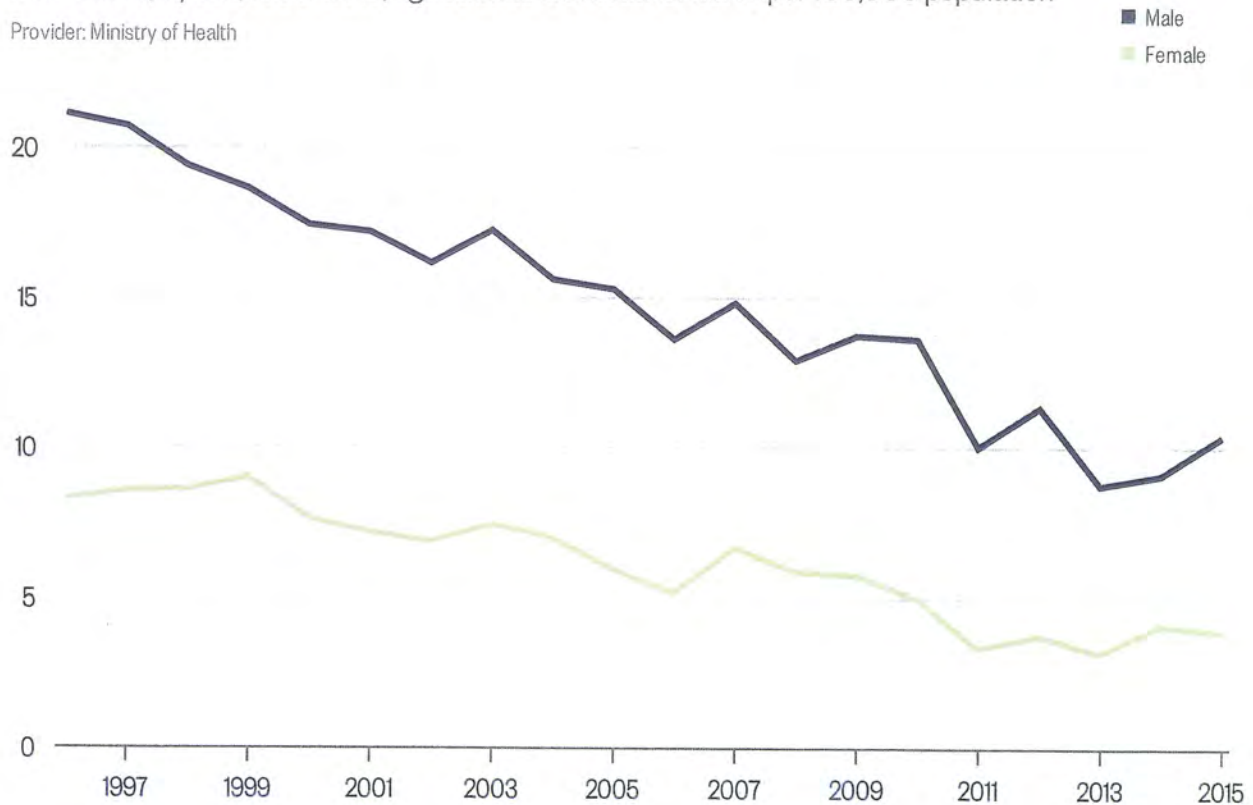
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Mortality rate for motor vehicle crashes in New Zealand

figure.nz


Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health





Mortality rate for motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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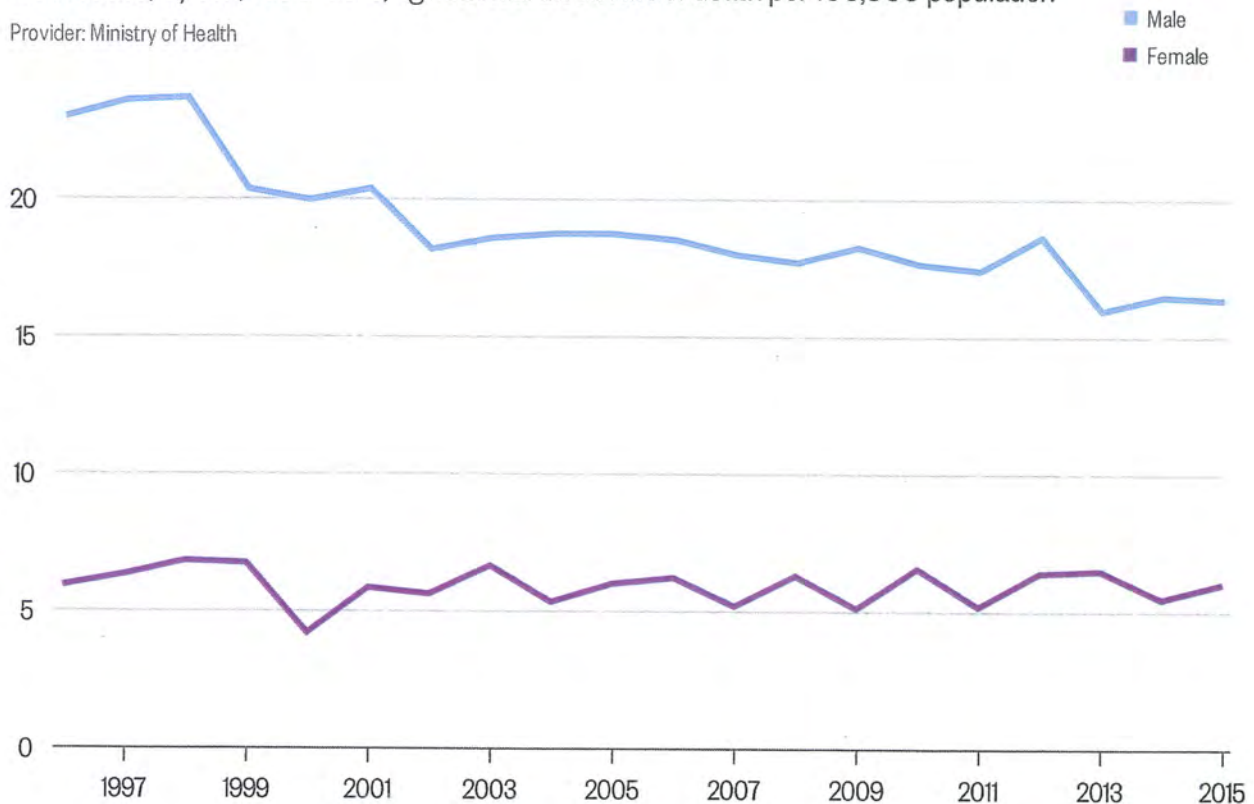
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Mortality rate for intentional self-harm in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for intentional self-harm in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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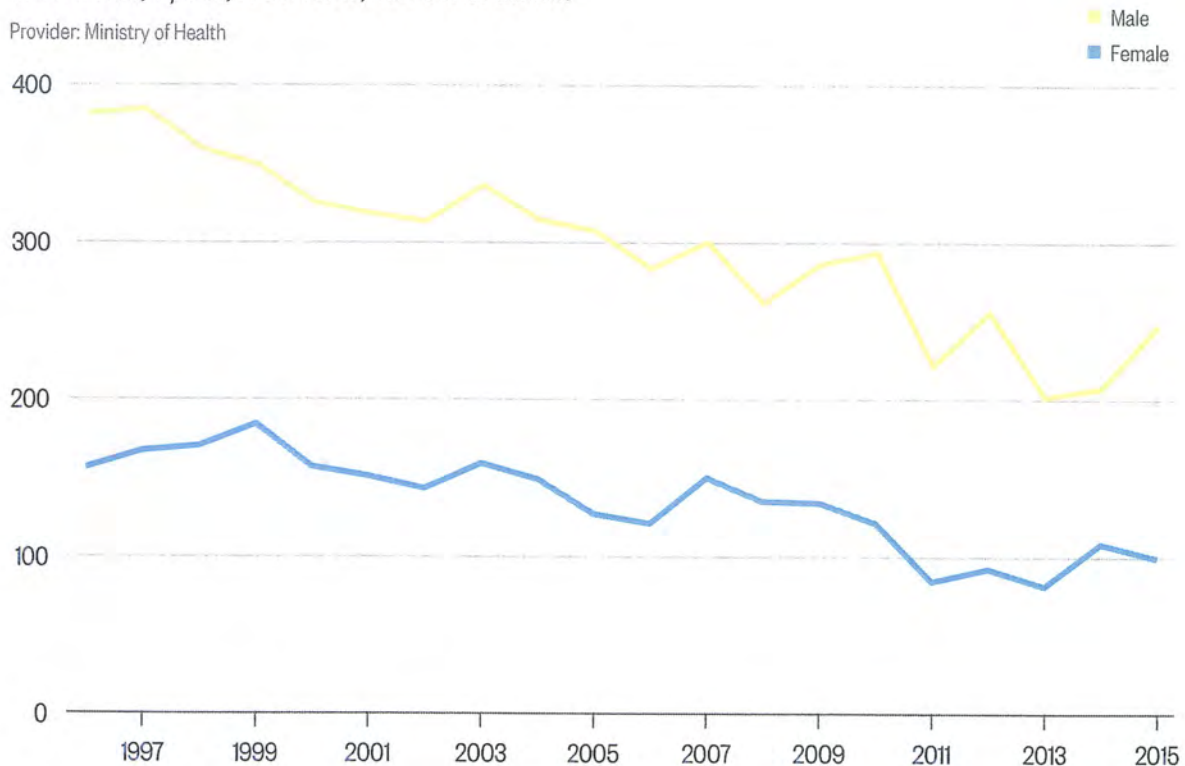
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Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health



Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

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3


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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles

Provider: Ministry of Transport




Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles

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Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.568.268	56.459.008 ⁸⁾
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,6 ⁶⁾	751,1 ⁷⁾
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ⁷⁾
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ⁷⁾

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



Bundesanstalt für Straßenwesen
Federal Highway Research Institute
Brüderstrasse 53
D - 51427 Bergisch Gladbach
Phone +49 2204 43-0
E-Mail info@bast.de
www.bast.de

Traffic Accidents

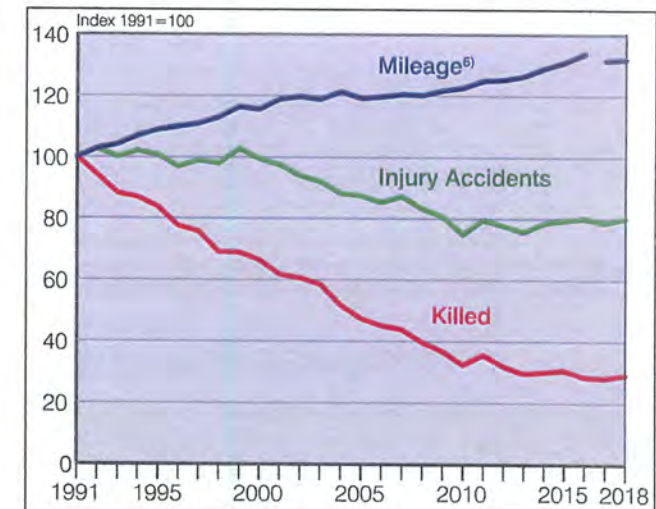
	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.-km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of									
motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.-km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	106.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of									
motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data
Summary Statistics – Germany

bast

Bundesanstalt für Straßenwesen (BAST)
Federal Highway Research Institute

Bergisch Gladbach, October 2019





What percentage of roads in Germany have no speed limits?

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About 30,600,000 results (0.74 seconds)

70 percent

There are more than 8,000 miles of autobahn in **Germany**, and about **70 percent** have **no limits** on **speed**, according to the Federal **Highway** Research Institute, though other **roads** and freeways do **have restrictions**. Jan 25, 2019



A Speed Limit On Germany's Autobahns: 'Like Talking Gun

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like

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Which countries don't have speed limits?

What is the percentage of roads in Germany?

Is there really no speed limit on the autobahn?

9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Paris Macarthy

Postal address PO Box 175
Whangarei 0148

Contact Telephone Number +64 2142 6252

Email parismac@hotmail.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere
 (Do not agree with the reduction!)

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

Marsden Point Road reduction
 Sallie Road, McCathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens

We suggest a restriction for heavy trucks
 (if noise is a big problem) on Marsden Pt. Rd.

Which proposed speed reductions do you NOT support? (please name the roads and why)

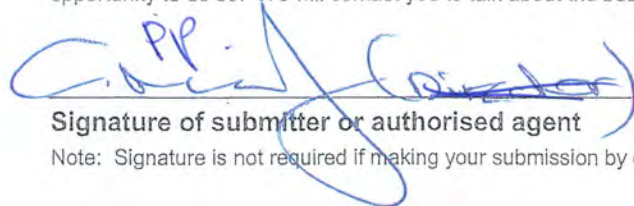
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letter

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

PP.


Date: 06.12.2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

Marsden City Urban Traffic Area (new) 316

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road <i>70 slow enough</i>	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A <i>will cause crashes</i>	100kmph	80kmph
Salle Road <i>not necessary, few cars, no houses</i>	100kmph	80kmph
McCathie Road <i>few houses, not many cars</i>	100kmph	80kmph
McEwen Road <i>main throughfare 80 too slow</i>	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road <i>100 slow</i>	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyer Road <i>we don't use it much but 60 from</i>	100kmph	60kmph
Sandford Road <i>✓ ✓ ✓ 100 m</i>	100kmph	60kmph

Submission re Speed limits bylaw.
06.12.2019

I do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marsden Point and Waipu area.

I believe the speed limits are already very low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not only about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

I have been driving for 40 years, having been brought up in Germany and regularly visiting there over our winter. I travel very often on the Autobahns at an average speed of 180/190km/hr and never had an accident. As the attached German statistics show, (attachments 5 to 8) drivers on the Autobahn (that have generally no speed limits), have the least amount of crashes.

Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there license needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver license is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc, therefore We do not want to waste additional time by spending even more time in the car, travelling to work and back and to and from jobs, at 80km/hr rather than the current 100km/hr.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that drivers are not capable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road). It appears that every aspect of life needs to be totally regulated by the

Government and/or the Councils, such as is the case in communist systems, (that, by the way, have not worked well in the past).

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparison with other mortality rates:

If we compare **vehicle death** (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the **road fatalities have dropped** from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), **self-harm death however are much higher**, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: **(how about we only letting females drive, that definitely would be saver, based on the statistics!!)** However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

In attachment 4, (Death caused by road crashes, relative to fleet size in New Zealand, we can clearly see how **road death have dropped from 8.16 per 10000 vehicles in 1937 to 5.90 in 1973, 2.20 in 1996 and 0.91 in 2015 per 10000 vehicles for both males and females.** The speed limit in 1937 was very slow (48km/hr (30miles) and look at the road death toll (8.16 per 10000 vehicles) compared to the 0.91 per 10000 vehicles when we drive 100km on many roads. Although note that the speed limit was increased from 1987 onwards (80 to 100) YET ROAD DEATH TOLL KEPT DROPPING!! **From the statistical evidence available it appears that speed has nothing to do with road death,** when speed limits increased road death were much lower!

That would lead me to think that it is not safety the government is after but revenue when more speeding fines can be collected!

I would rather be paying an extra 1% income tax than continuously having to watch the speedo to ensure compliance with whatever new speed limit of the day is set predominantly, it appears from the statistical evidence, for revenue collecting!!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything!

Regards,

Christine Macartney



Attachments:

- 1 MORTALITY RATE FOR MOTOR VEHICLE CRASHES IN NZ 1996 – 2015, by sex, per 100000 population
- 2 MORTALITY RATE FOR INTENTIONAL SELF-HARM IN NEW ZEALAND, 1996 -2015, by sex, per 100000 population
- 3 DEATH CAUSED BY MOTOR VEHICLE CRASHES IN NEW ZEALAND, by sex, 1996 to 2015
- 4 DEATH CAUSED BY ROAD CRASHES RELATIVE TO THE VEHICLE FLEET SIZE 1937 to 2015
- 5 TOTAL FLEET SIZE GERMANY (1970 to 2018)
- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

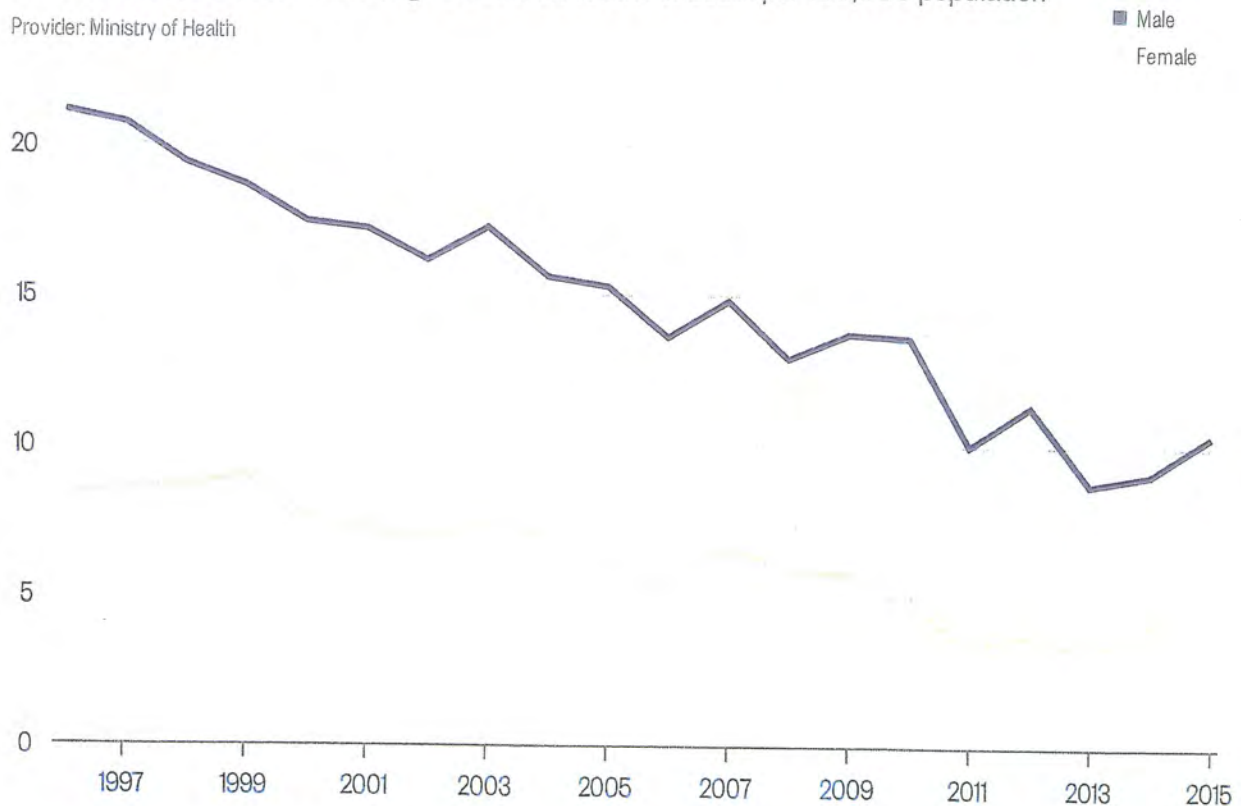
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Mortality rate for motor vehicle crashes in New Zealand

figure.nz

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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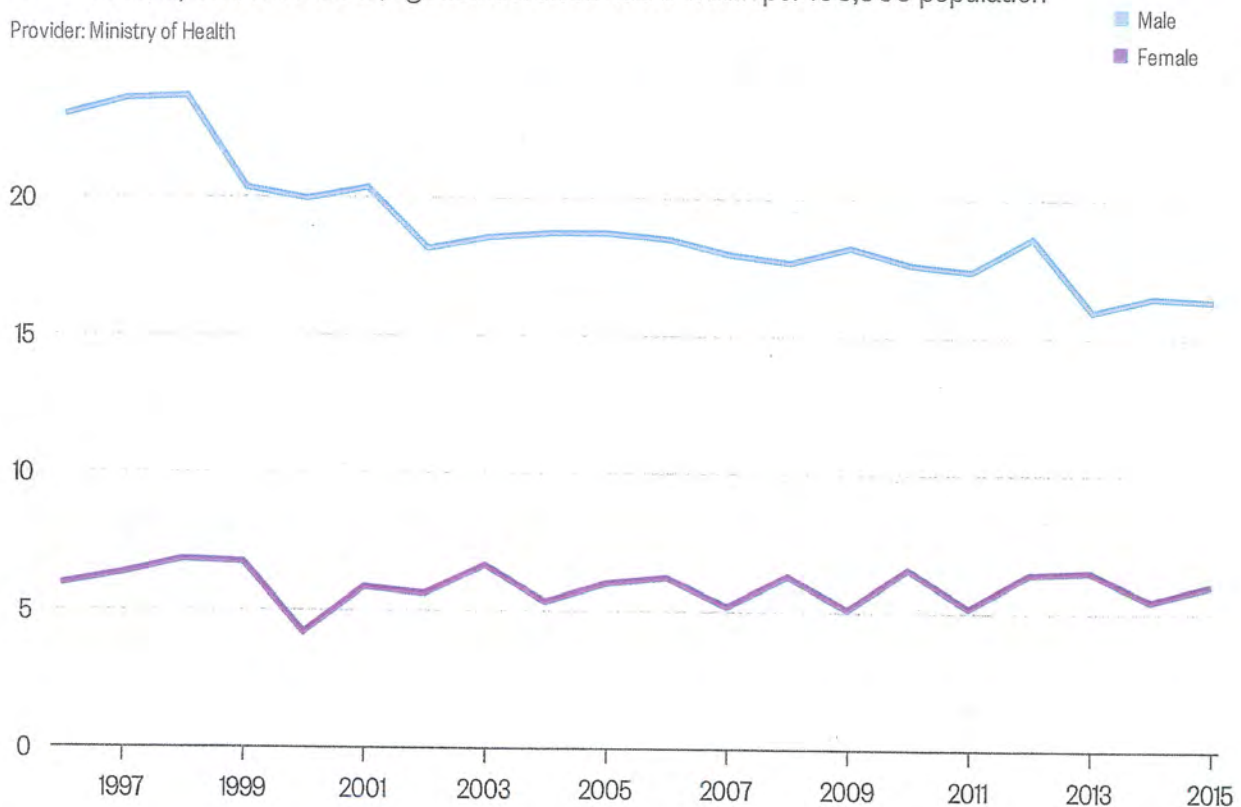
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Mortality rate for intentional self-harm in New Zealand

figure.nz


Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health




Mortality rate for intentional self-harm in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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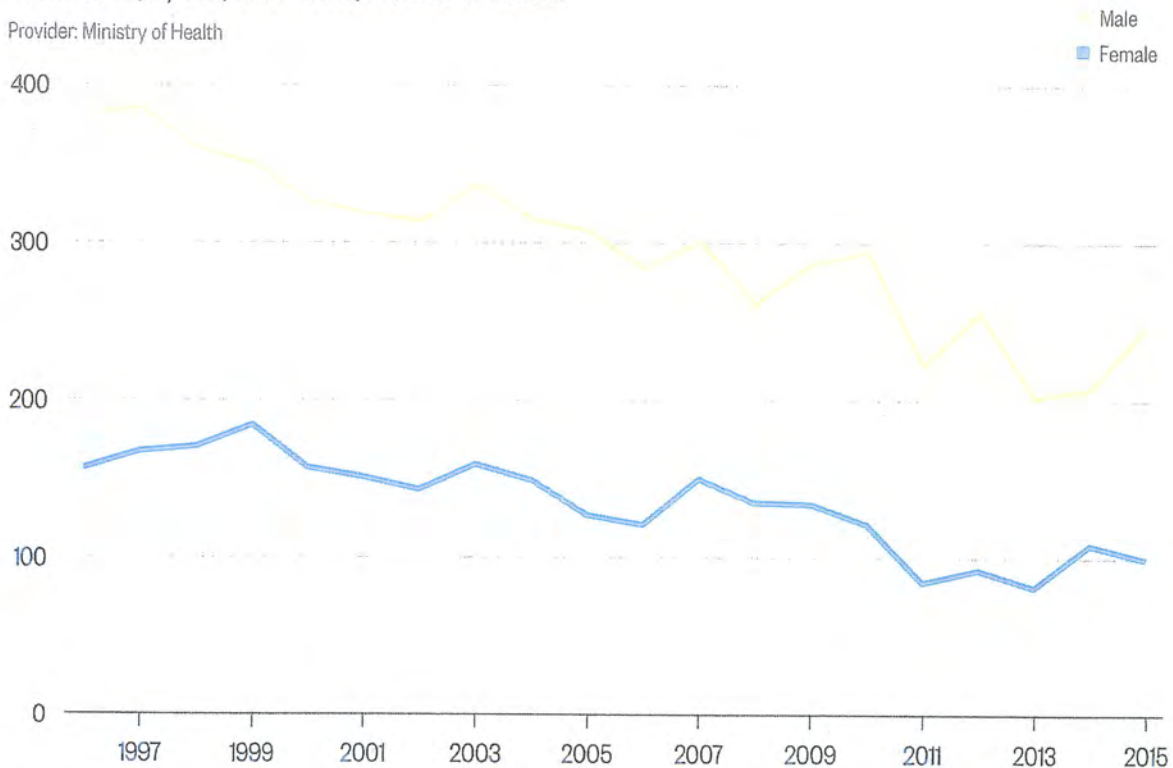
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Deaths caused by motor vehicle crashes in New Zealand

figure.nz



Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health



Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

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3

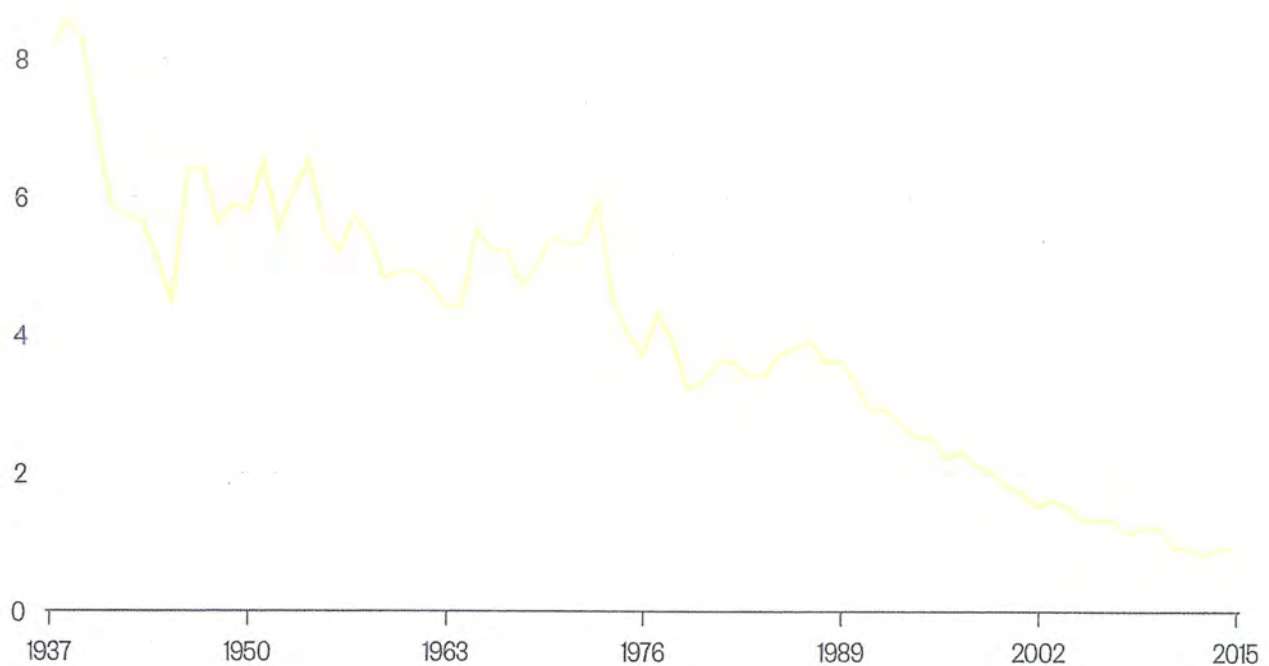
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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937–2015, rate per 10,000 vehicles

Provider: Ministry of Transport

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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937–2015, rate per 10,000 vehicles

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4

Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.566.268	56.459.008 ⁶⁾
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,6 ⁶⁾	751,1 ⁷⁾
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ⁷⁾
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ⁷⁾

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



Bundesanstalt für Straßenwesen
Federal Highway Research Institute
Brüderstrasse 53
D - 51427 Bergisch Gladbach
Phone +49 2204 43-0
E-Mail info@bast.de
www.bast.de

Traffic Accidents

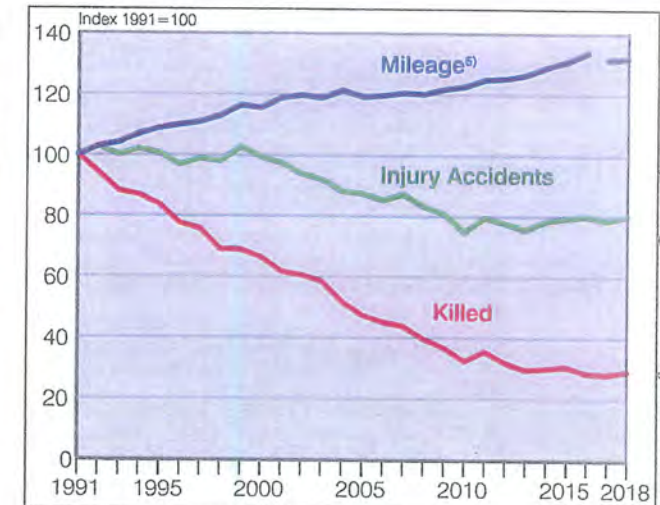
	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.-km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of									
motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.-km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	106.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of									
motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data
Summary Statistics – Germany

bast

Bundesanstalt für Straßenwesen (BAST)
Federal Highway Research Institute

Bergisch Gladbach, October 2019





What percentage of roads in Germany have no speed limits?

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70 percent

There are more than 8,000 miles of autobahn in **Germany**, and about **70 percent have no limits on speed**, according to the Federal **Highway** Research Institute, though other **roads** and freeways do **have restrictions**. Jan 25, 2019



A Speed Limit On Germany's Autobahns: 'Like Talking Gun

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like

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9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
Whangarei District Council,
Private Bag 9023,
WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Maria Jean Ltd

Postal address PO Box 175
WAKARUA 0151

Contact Telephone Number +64 274 90 90 12

Email marinaj12@gmail.com

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere
 (Do not agree with the reduction!)

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

Marsden Point Road reductions
 Sallie Road, McCathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens
 We suggest a restriction for heavy trucks
 (if noise is a big problem) on Marsden Pt. Rd.

Which proposed speed reductions do you NOT support? (please name the roads and why)

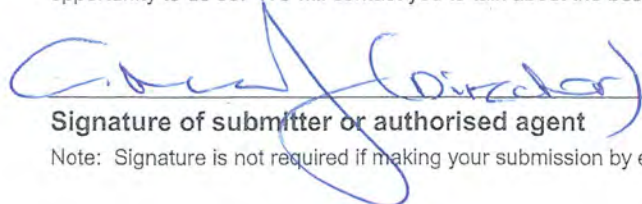
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letter
 and attachments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

 (Director)

Date: 06.12.2019

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

Marsden City Urban Traffic Area (new)

330

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A	100kmph	80kmph
Salle Road	100kmph	80kmph
McCathie Road	100kmph	80kmph
Mcewen Road	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyger Road	100kmph	60kmph
Sandford Road	100kmph	60kmph

Submission re Speed limits bylaw.

06.12.2019

I do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marsden Point and Waipu area.

I believe the speed limits are already very low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not only about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

I have been driving for 40 years, having been brought up in Germany and regularly visiting there over our winter. I travel very often on the Autobahns at an average speed of 180/190km/hr and never had an accident. As the attached German statistics show, (attachments 5 to 8) drivers on the Autobahn (that have generally no speed limits), have the least amount of crashes.

Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there license needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver license is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc, therefore We do not want to waste additional time by spending even more time in the car, travelling to work and back and to and from jobs, at 80km/hr rather than the current 100km/hr.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that drivers are not capable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road). It appears that every aspect of life needs to be totally regulated by the

Government and/or the Councils, such as is the case in communist systems, (that, by the way, have not worked well in the past).

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparism with other mortality rates:

If we compare **vehicle death** (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the **road fatalities have dropped** from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), **self-harm death however are much higher**, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: **(how about we only letting females drive, that definitely would be saver, based on the statistics!!)** However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

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I would rather be paying an extra 1% income tax than continuously having to watch the speedo to ensure compliance with whatever new speed limit of the day is set predominantly, it appears from the statistical evidence, for revenue collecting!!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything!



Regards,

Christine Macartney



Attachments:

- 1 MORTALITY RATE FOR MOTOR VEHICLE CRASHES IN NZ 1996 – 2015, by sex, per 100000 population
- 2 MORTALITY RATE FOR INTENTIONAL SELF-HARM IN NEW ZEALAND, 1996 -2015, by sex, per 100000 population
- 3 DEATH CAUSED BY MOTOR VEHICLE CRASHES IN NEW ZEALAND, by sex, 1996 to 2015
- 4 DEATH CAUSED BY ROAD CRASHES RELATIVE TO THE VEHICLE FLEET SIZE 1937 to 2015
- 5 TOTAL FLEET SIZE GERMANY (1970 to 2018)
- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

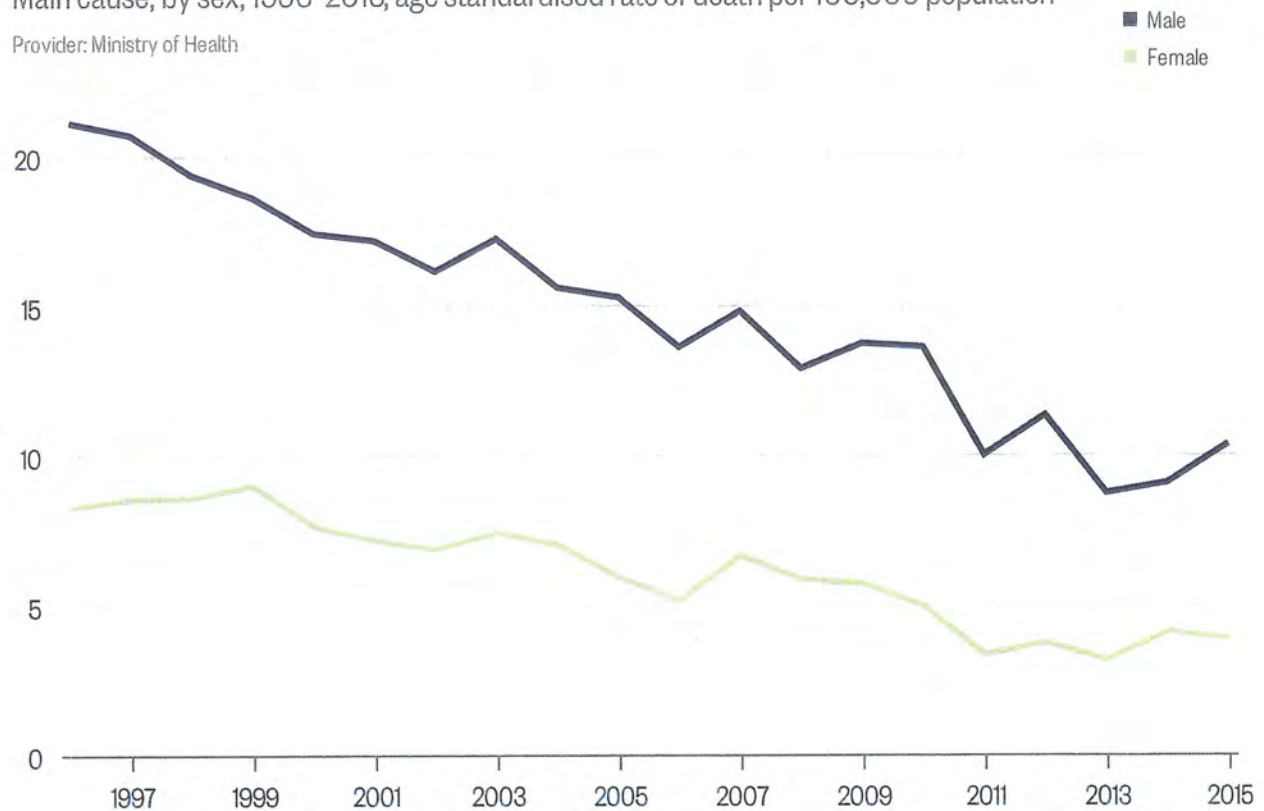
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Mortality rate for motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population


Provider: Ministry of Health



Mortality rate for motor vehicle crashes in New Zealand


Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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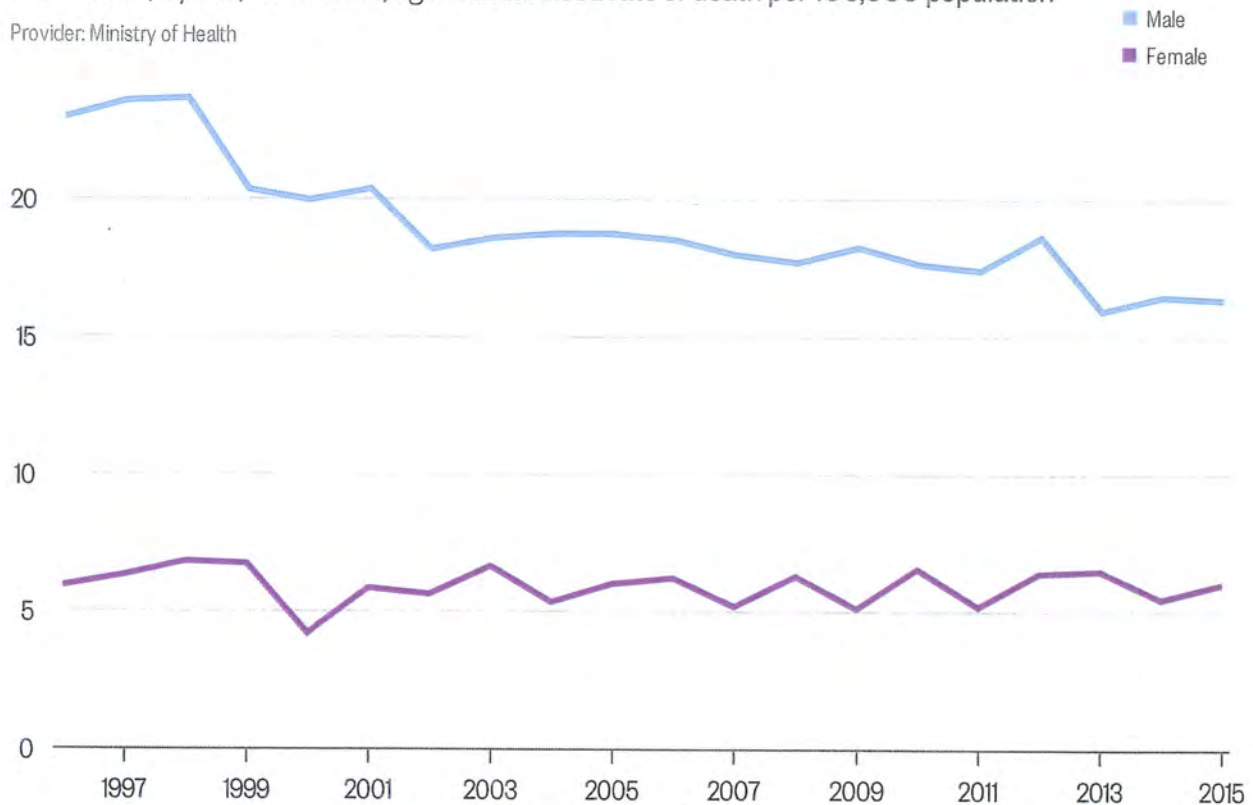
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Mortality rate for intentional self-harm in New Zealand

figure.nz


Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health



Mortality rate for intentional self-harm in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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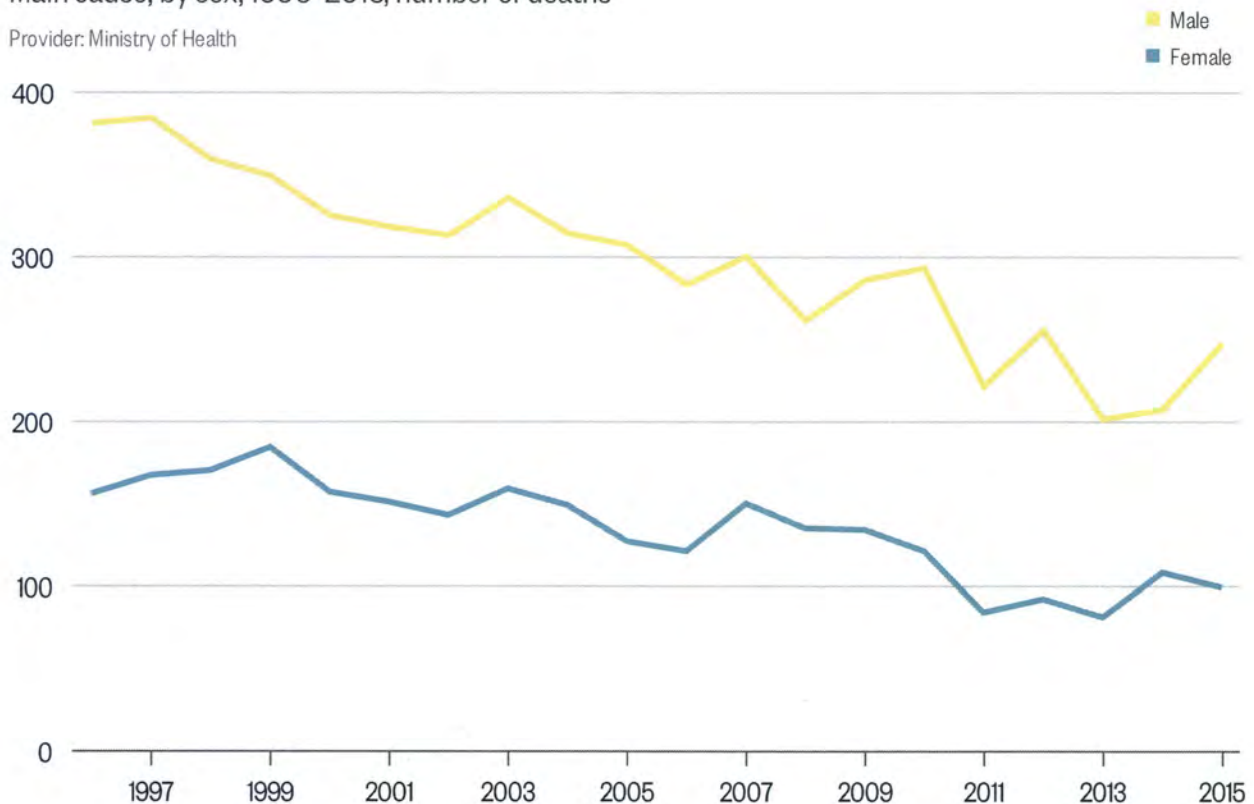
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Deaths caused by motor vehicle crashes in New Zealand



Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health



Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

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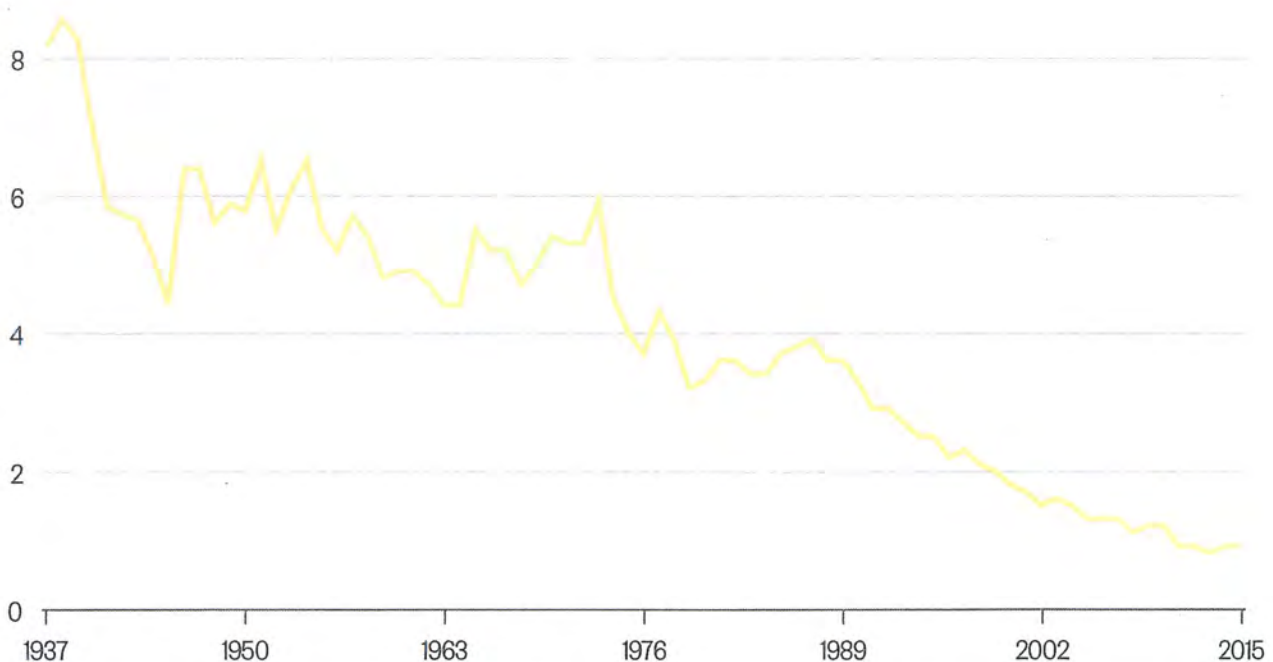
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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles


Provider: Ministry of Transport



Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937-2015, rate per 10,000 vehicles

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Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.568.268	56.459.008 ⁶⁾
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,6 ⁸⁾	751,1 ⁷⁾
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ⁷⁾
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ⁷⁾

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



Bundesanstalt für Straßenwesen
Federal Highway Research Institute
Brüderstrasse 53
D - 51427 Bergisch Gladbach
Phone +49 2204 43-0
E-Mail info@bast.de
www.bast.de

Traffic Accidents

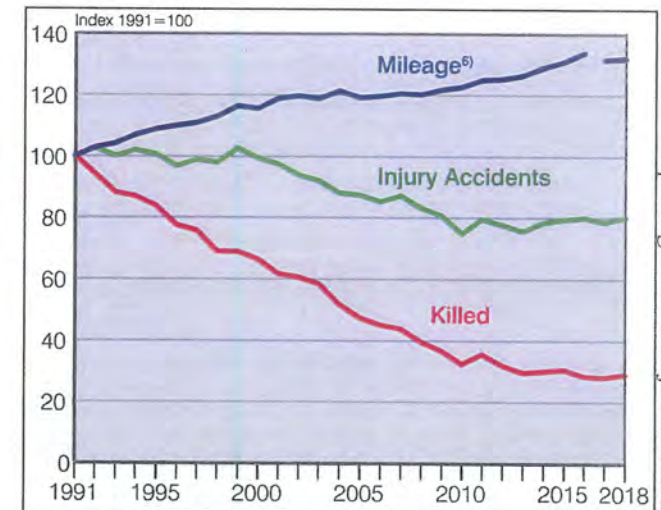
	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.·km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.·km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	106.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data
Summary Statistics – Germany

bast

Bundesanstalt für Straßenwesen (BASt)
Federal Highway Research Institute

Bergisch Gladbach, October 2019





What percentage of roads in Germany have no speed limits?

[All](#)

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About 30,600,000 results (0.74 seconds)

70 percent

There are more than 8,000 miles of autobahn in **Germany**, and about **70 percent have no limits on speed**, according to the Federal **Highway Research Institute**, though other **roads** and freeways do **have restrictions**. Jan 25, 2019



[A Speed Limit On Germany's Autobahns: 'Like Talking Gun](#)

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like



About Featured Snippets

People also ask

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Is there really no speed limit on the autobahn?

7



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9 - DEC 2019

WHANGAREI
DISTRICT COUNCIL

Have Your Say: Proposed Amendments to Whangarei Speed Limit Bylaw

As part of the Governments Safer Journeys Strategy, we are required to review speed limits in the Whangarei District.

We are doing this in a staged process, focussing on areas where the evidence indicates that changing the speed limit will have the greatest impact on reducing fatal and serious harm crashes and improving overall road safety.

We have taken an evidence-based approach to reviewing speed limits to match the proposed speed limit with the road environment; but would also like your feedback on our proposals before we make any decisions.

Points to remember when making a submission

- Please print clearly. The form should be easy to read and be understood and may need to be photocopied.
- You can use more sheets if you need to.
- We will respond in writing to every submission received. Please make sure that you give us your contact details so that our response gets back to you. An email address is best.
- All submissions are considered public under the Local Government Official Information and Meetings Act. Your submission (not including your contact details) could be published and made available to elected members and the public.
- Your submission won't be returned to you once it is lodged with Council. Please keep a copy for your reference.

How to get this form to us:

If you are not completing this form online, you can:

Mail to: Speed Limit Bylaw,
 Whangarei District Council,
 Private Bag 9023,
 WHANGAREI 0148

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

You can make a submission online at www.wdc.govt.nz/SpeedBylaw

Submissions must be received by 5:00pm, Monday 9 December 2019.

Please enter your details below

Full Name Maisselle Ltd

Postal address PO Box 175
WAIKANA 0151

Contact Telephone Number 09/4327 643

Email scaffold@macquay.co.nz

Please provide your submission and feedback below:

Which road speed limit are you most interested in?

100 km to 80 km restriction everywhere
 (Do not agree with the reduction!)

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

Marsden Point Road reductions
 Sallie Road, McCathie Road, McEwen Rd
 Marsden Bay Drive, Nova Scotia Drive
 One Tree Point Road

Do you support the proposed speed amendments? (✓ box) ☐ Fully ☐ Partially ☒ Not at all

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

We only support speed reductions around
 schools and kindergartens
 We suggest a restriction for heavy trucks
 (if noise is a big problem) on Marsden Pt. Rd.

Which proposed speed reductions do you NOT support? (please name the roads and why)

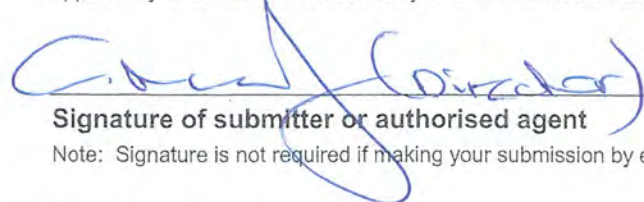
please see attached letters
 All of the proposed limits are too low
 we would like to keep the existing
 speed on all roads

Additional Comments

please refer to the attached letter
 and attachments

I would like an opportunity to present my submission in person? (✓ box) ☐ Yes ☒ No

Note: If you wish to present your submission in person, or further discuss your submission, you will be given the opportunity to do so. We will contact you to talk about the best way of doing this.

 (Director)

Signature of submitter or authorised agent

Note: Signature is not required if making your submission by electronic means.

Date: 06.12.2019

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

<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge. <i>not necessary</i>	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1. <i>Not many houses, great road 100 just fine</i>	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road <i>we do not use it a lot but 40km</i>	100kmph	60kmph
Connell Road <i>lower seems ridiculous</i>	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> Extend 120m east along Cove Road Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> No change
St Mary's Road	<ul style="list-style-type: none"> Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> No change to Urban Traffic Area boundary Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> No change
Nova Scotia Drive	<ul style="list-style-type: none"> Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.

Marsden City Urban Traffic Area (new) 344

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Marsden Point Catchment (General)

This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map "One Tree Point / Ruakaka Speed Limit Locations" later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

Marsden Point Catchment <i>Do not support</i>	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road <i>70 slow enough</i>	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A <i>will cause crashes</i>	100kmph	80kmph
Salle Road <i>not necessary, few cars, no houses</i>	100kmph	80kmph
McCathie Road <i>few houses, not many cars</i>	100kmph	80kmph
McEwen Road <i>main throughfare 80 too slow</i>	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road <i>too slow</i>	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyger Road <i>we don't use it much but 60 from</i>	100kmph	60kmph
Sandford Road <i>✓ ✓ ✓ 100??</i>	100kmph	60kmph

Submission re Speed limits bylaw.
06.12.2019

I do not support any of the proposed speed limit reductions, in particular in the One Tree Point, Marsden Point and Waipu area.

I believe the speed limits are already very low in New Zealand compared to Europe and the reasoning behind the speed reductions (safer roads = less fatalities) is not statistically supported (please see attachments).

If the Government's goal is not only about revenue collection for speeding fines, but to truly improve safety on the roads, better driver training would be a much more worthwhile tool, such as a compulsory defensive driving course for all drivers and compulsory driving school classes, to enable people to obtain a licence. Improved road quality would also help!

I have been driving for 40 years, having been brought up in Germany and regularly visiting there over our winter. I travel very often on the Autobahns at an average speed of 180/190km/hr and never had an accident. As the attached German statistics show, (attachments 5 to 8) drivers on the Autobahn (that have generally no speed limits), have the least amount of crashes.

Additionally, in most of Europe, the often very narrow and curvy country roads, are almost always 100km/hr as well, but people are taught to drive well and have no problem negotiating it and very few road death per 100000 population.

In New Zealand, it appears that the slow drivers are often at fault for other drivers getting stuck behind them for long periods of time, getting impatient and attempting risky overtaking maneuvers, therefore endangering everyone. There are too many hesitant drivers on the road, driving 80km in 100km zones, perhaps they could benefit from further driver training and there license needs to be renewed rather than bring everyone else's speed down. If the speed limit was reduced to 80km they would likely be driving only at 60km/hr.

In Germany the driver license is much harder to obtain and all people have to attend practical driving school classes.

Personally, I value the time available in my life and we already spend too much time getting to/from work etc, therefore We do not want to waste additional time by spending even more time in the car, travelling to work and back and to and from jobs, at 80km/hr rather than the current 100km/hr.

In my opinion reducing speed limits restricts peoples' freedom and the ability to think for themselves, by suggesting that drivers are not capable to decide what speed is safe under certain conditions (for example certain conditions will require a speed of 30km/hr on a 100/km hr road). It appears that every aspect of life needs to be totally regulated by the

Government and/or the Councils, such as is the case in communist systems, (that, by the way, have not worked well in the past).

What next? In another 5 years we reduce speed to 60km/hr?? How about walking speed – certainly very safe (perhaps?)

Please refer to the attached statistics regarding mortality rates for vehicle crashes and in comparism with other mortality rates:

If we compare **vehicle death** (attachment 1) with the Mortality rate for intentional self-harm (attachment 2) in New Zealand, we can see that the **road fatalities have dropped** from over 20 (21.12) per 100000 population in 1996 to about 11 (10.36) in 2015 (males), **self-harm death however are much higher**, at 23 (22.95) males in 1996 to (still) 17 (16.34) males in 2015 per 100000 population, perhaps we concentrate on and improve our very bad self-harm statistics first!!

Females road death by the way were 8 (8.25) per 100000 in 1996 and in 2015 reduced to 4 (3.85) per 100000, as a suggestion: **(how about we only letting females drive, that definitely would be saver, based on the statistics!!)** However for females, the mortality rate for self-harm is also still higher than the road death per 100000 females (6 (5.85) in 1996 and gone up to 6 in 2015 per 100000 population from self-harm, to 2015).

In attachment 4, (Death caused by road crashes, relative to fleet size in New Zealand, we can clearly see how **road death have dropped from 8.16 per 10000 vehicles in 1937 to 5.90 in 1973, 2.20 in 1996 and 0.91 in 2015 per 10000 vehicles for both males and females.** The speed limit in 1937 was very slow (48km/hr (30miles) and look at the road death toll (8.16 per 10000 vehicles) compared to the 0.91 per 10000 vehicles when we drive 100km on many roads. Although note that the speed limit was increased from 1987 onwards (80 to 100) YET ROAD DEATH TOLL KEPT DROPPING!! **From the statistical evidence available it appears that speed has nothing to do with road death,** when speed limits increased road death were much lower!

That would lead me to think that it is not safety the government is after but revenue when more speeding fines can be collected!

I would rather be paying an extra 1% income tax than continuously having to watch the speedo to ensure compliance with whatever new speed limit of the day is set predominantly, it appears from the statistical evidence, for revenue collecting!!

Please let us continue to have some freedom in this beautiful country and lets not over regulate everything!



Regards,

Christine Macartney



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- 6 TOTAL ACCIDENTS AND DEATH ON AUTOBAHNS AND OTHER ROADS IN GERMANY (1970 to 2018)
- 7 GOOGLE EXTRACT ON GERMAN AUTOBAHN PERCENTAGES

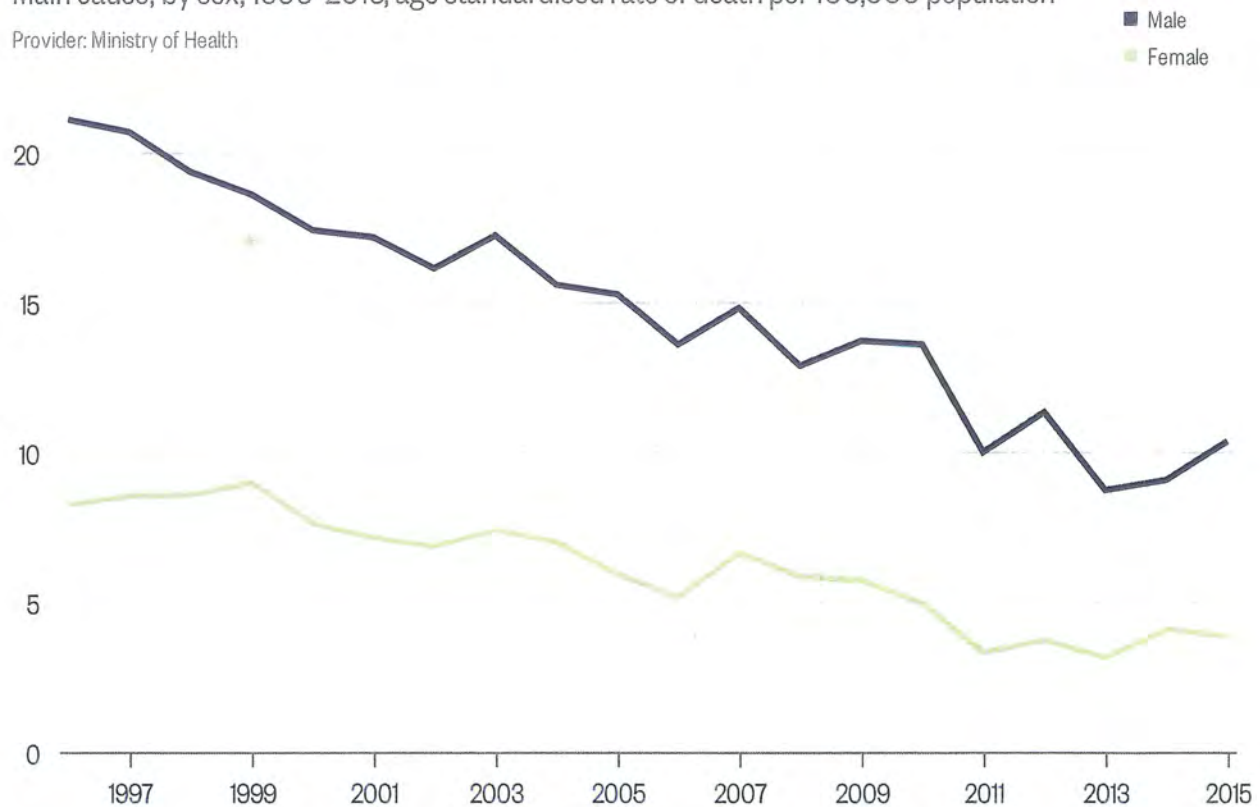
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Mortality rate for motor vehicle crashes in New Zealand

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Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

Provider: Ministry of Health





Mortality rate for motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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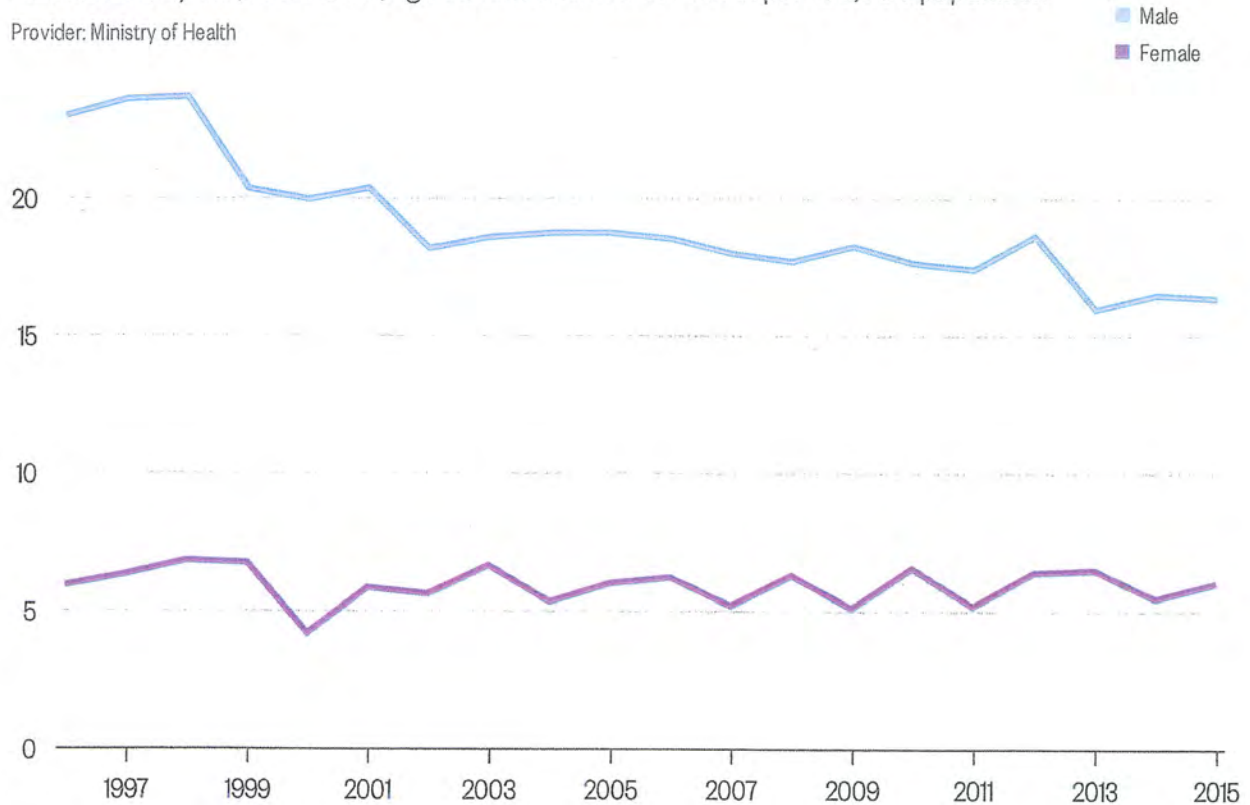
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Mortality rate for intentional self-harm in New Zealand

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Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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Mortality rate for intentional self-harm in New Zealand

Main cause, by sex, 1996–2015, age standardised rate of death per 100,000 population

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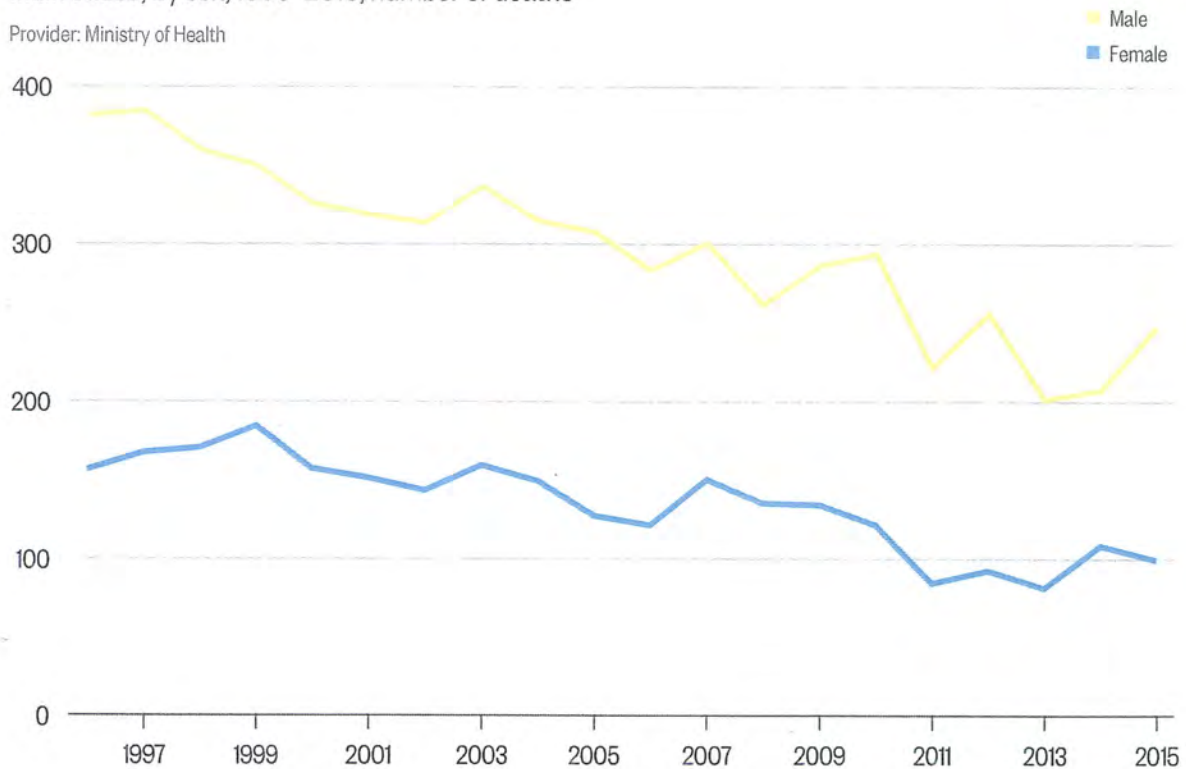
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Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

Provider: Ministry of Health



Deaths caused by motor vehicle crashes in New Zealand

Main cause, by sex, 1996–2015, number of deaths

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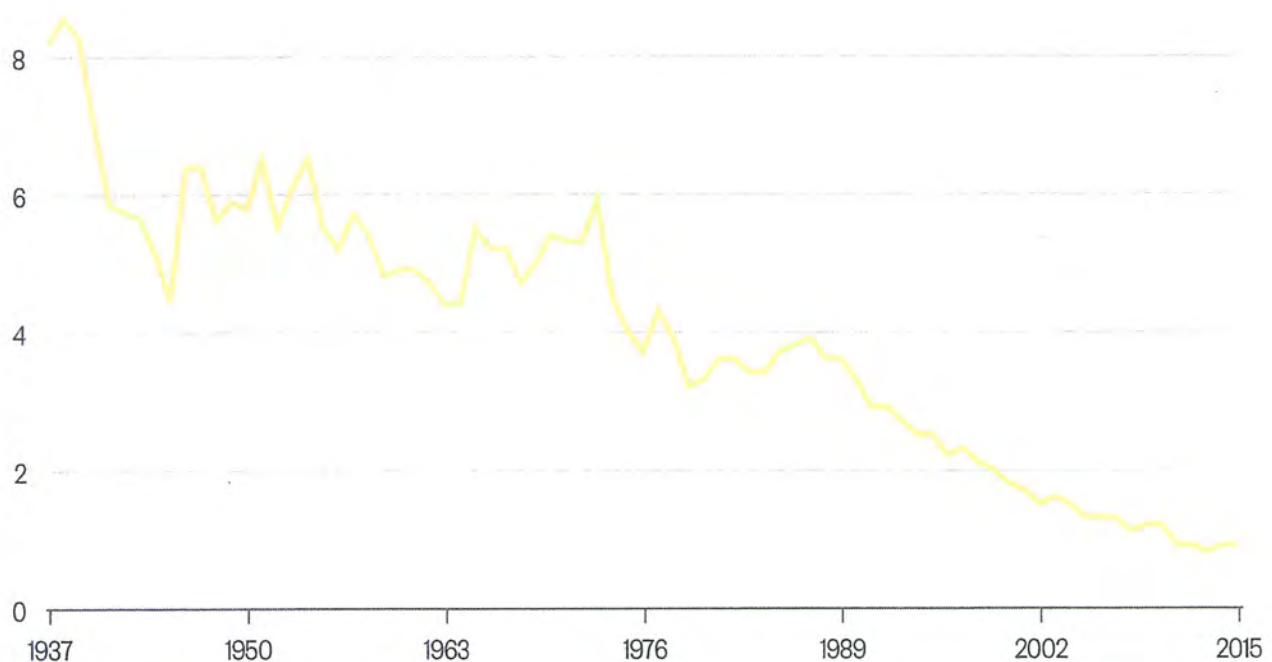
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Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937–2015, rate per 10,000 vehicles

Provider: Ministry of Transport



Deaths caused by road crashes relative to the vehicle fleet size in New Zealand

1937–2015, rate per 10,000 vehicles

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Motor Vehicle Population (since 2007 including temporarily deregistered vehicles, since 2008 without decommissioned vehicles) ¹⁾

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous)	16.783.227	29.226.359	36.702.727	53.107.377	52.288.623	55.751.993	55.568.268	56.459.008 ⁶⁾
mofas, mopeds ²⁾	-	2.110.208	954.449	1.742.704	2.104.204	2.036.352	-	-
motorcycles ³⁾	228.604	571.930	1.233.100	3.337.848	3.762.561	4.145.392	4.314.493	4.372.978
passenger cars	13.941.079	23.191.616	30.684.811	42.839.906	41.737.627	44.403.124	45.803.560	46.474.594
buses	47.253	70.458	70.370	85.574	76.433	77.501	78.949	79.438
trucks	1.028.116	1.277.167	1.388.505	2.526.896	2.385.099	2.701.343	2.911.907	3.031.139
tractor-trailers	34.638	60.293	78.166	162.409	184.589	188.481	201.984	201.941

Highway Network for Interstate Traffic (in Kilometer, as of 01 January in each case, in urban areas und rural areas)

	1970	1980	1990	2000	2010	2015	2017	2018
Total	162.344	171.521	173.861	230.735	230.969	230.147	229.970	229.903
autobahns	4.110	7.292	8.822	11.515	12.813	12.949	12.996	13.009
national roads	32.205	32.248	31.063	41.321	39.887	38.917	38.068	38.018
state roads	65.358	65.543	63.299	86.823	86.615	86.331	86.968	86.964
district roads	60.671	66.438	70.677	91.076	91.654	91.950	91.938	91.912

Mileage (in billion Kilometer)

	1970	1980	1990	2000	2010	2015	2017	2018
Total (including miscellaneous) ⁴⁾	251,0	367,9	488,3	663,0	704,8	752,3	749,6 ⁶⁾	751,1 ⁷⁾
by type of motor vehicle ⁴⁾								
mofas, mopeds	4,6	7,6	2,7	3,8	4,7	4,6	4,0	3,9
motorcycles	1,9	3,3	5,9	13,0	11,6	12,9	9,8	9,8
passenger cars	212,9	314,3	431,5	559,5	599,0	635,8	642,8	642,2
buses	2,0	3,0	3,1	3,7	3,3	3,4	4,6	4,6
trucks	26,4	33,1	33,1	58,9	60,7	68,6	64,0	65,7
tractor-trailers	2,0	4,0	5,8	12,7	16,9	17,2	20,1	20,5
on federal highways ⁵⁾								
autobahns	35,0	80,6	135,6	203,4	216,8	237,6	246,4	249,4 ⁷⁾
national roads rural areas	51,6	62,5	80,3	108,2	107,9	107,4	108,3	109,4 ⁷⁾

Reference:

Federal Statistical Office, Federal Motor Transport Authority (KBA), Federal Ministry of Transport and Digital Infrastructure, German Institute for Economic Research (DIW), Federal Highway Research Institute (BAST).

All data until 1990 (incl.) old federal states.

Footnotes:

- 1) until 2000 as of 01 July in each case; from 2005 onwards: as of 01 January in each case; since 01.01.2006: passenger cars including mobile homes, ambulances, emergency doctor's cars
- 2) including light three- and four-wheeled vehicles with insurance licence plates, from 2017 no more data available from KBA
- 3) until 1990 without light and small motorcycles (LMC, SMC); from 1995 onwards including LMC, SMC; from 2004 onwards including three- and light four-wheeled vehicles with registration number
- 4) resident mileage (including routes covered by German vehicles abroad), DIW
- 5) domestic concept, BAST
- 6) recalculation of the mileage and consumption bill as of 2017
- 7) provisional data
- 8) from 2017 no more stock data of mopeds will be available at KBA



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Federal Highway Research Institute
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D - 51427 Bergisch Gladbach
Phone +49 2204 43-0
E-Mail info@bast.de
www.bast.de

Traffic Accidents

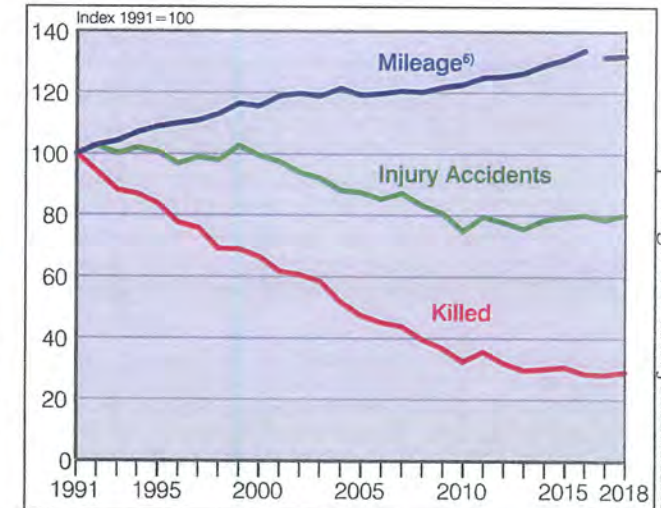
	1970	1980	1990	1991	2000	2010	2015	2017	2018
Total accidents	1.392.007	1.684.604	2.010.575	2.311.466	2.350.227	2.411.271	2.516.831	2.643.098	2.636.468
Injury accidents	377.610	379.235	340.043	385.147	382.949	288.297	305.659	302.656	308.721
of which in urban areas	254.198	261.302	218.177	245.617	245.470	195.833	209.821	207.562	213.124
rural areas without autobahns	107.762	101.701	97.559	112.182	111.901	73.635	75.725	74.166	75.060
of which in national roads	47.810	35.825	34.109	40.728	38.754	24.245	24.786	23.690	23.826
autobahns	15.650	16.232	24.307	27.348	25.578	18.829	20.113	20.928	20.537
Injured accident rates [accidents/million veh.·km]									
total	1,50	1,03	0,70	-	0,58	0,43	0,41	0,40	0,41
autobahns	0,45	0,20	0,18	-	0,13	0,08	0,08	0,08	0,08
national roads rural areas	0,93	0,57	0,42	-	0,36	0,23	0,23	0,22	0,22
Total killed	19.193	13.041	7.906	11.300	7.503	3.648	3.459	3.180	3.275
of which in urban areas	8.494	5.124	2.205	3.349	1.829	1.011	1.048	976	984
rural areas without autobahns	9.754	7.113	4.765	6.399	4.767	2.207	1.997	1.795	1.867
of which in national roads	4.785	2.850	1.942	2.713	1.908	829	771	688	661
autobahns	945	804	936	1.552	907	430	414	409	424
pedestrians	6.056	3.095	1.459	1.918	993	476	537	483	458
drivers/riders and passengers of									
motorcycles	1.553	1.997	939	1.235	1.102	709	701	642	697
passenger cars	8.989	6.440	4.558	6.801	4.396	1.840	1.620	1.434	1.424
bicycles	1.835	1.142	711	925	659	381	383	382	445
persons under the age of 15 years	2.167	1.018	355	511	240	104	84	64	79
from 18 to 24 years	3.403	3.221	1.976	2.749	1.736	690	473	394	369
persons aged 65 years and over	4.016	2.733	1.574	1.853	1.311	910	1.024	994	1.045
Fatality rate [fatalities/billion veh.·km]									
total	76,5	35,4	16,2	-	11,3	4,9	4,6	4,2	4,4
autobahns	27,0	10,0	6,9	-	4,5	1,9	1,7	1,7	1,7
national roads and rural areas	92,7	45,6	24,2	-	17,6	7,1	7,2	6,4	6,0
Total injured	531.795	500.463	448.158	505.535	504.074	371.170	393.432	390.312	396.018
of which in urban areas	331.176	323.656	265.643	298.712	300.798	238.131	253.560	250.782	256.150
rural areas without autobahns	173.483	151.704	143.388	163.520	163.078	104.166	107.498	105.838	108.955
of which in national roads	80.183	55.570	53.172	62.526	59.939	36.735	38.026	36.421	36.582
autobahns	27.136	25.103	39.127	43.303	40.198	28.873	32.374	33.692	32.913
pedestrians	77.449	56.451	39.169	46.307	38.115	29.663	31.073	30.564	30.485
drivers/riders and passenger of									
motorcycles	46.983	96.370	44.821	55.080	59.383	43.507	45.345	42.351	45.526
passenger cars	342.277	279.649	283.344	313.589	309.496	211.556	219.663	218.440	211.560
bicycles	40.531	50.436	64.145	70.005	72.738	65.192	77.793	79.346	88.535
persons under the age of 15 years	70.332	58.914	43.049	50.773	45.141	28.525	28.151	29.198	29.134
from 18 to 24 years	131.477	142.718	123.321	132.015	111.210	72.482	65.683	62.572	60.607
aged 65 years and over	27.842	30.795	28.905	32.011	36.327	39.592	47.666	48.592	52.223

Traffic and Accident Data
Summary Statistics – Germany

bast

Bundesanstalt für Straßenwesen (BAST)
Federal Highway Research Institute

Bergisch Gladbach, October 2019





What percentage of roads in Germany have no speed limits?

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70 percent

There are more than 8,000 miles of autobahn in Germany, and about 70 percent have no limits on speed, according to the Federal Highway Research Institute, though other roads and freeways do have restrictions. Jan 25, 2019



[A Speed Limit On Germany's Autobahns: 'Like Talking Gun](https://www.npr.org)

<https://www.npr.org> › 2019/01/25 › a-speed-limit-on-german-highways-like

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Which countries don't have speed limits?

What is the percentage of roads in Germany?

Is there really no speed limit on the autobahn?

From: [Mary McDonald](#)
To: [Mail Room](#)
Subject: Fwd: SH1 Speed Limit - Maungawhai Road to SH12
Date: Thursday, 9 January 2020 6:07:01 PM
Attachments: [image001.png](#)
[image003.jpg](#)
[image005.jpg](#)
[image007.jpg](#)
[image009.jpg](#)

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TO WHOM IT MAY CONCERN

Submission On Speed Limits.

From: Mary McDonald ,
 Address: 475 Mangapai Road,
 Mangapai ,
 R.D.8 , Whangarei.
 Postal Address:
 P.O.Box 79,
 Maungakarama, 0146,
 Whangarei.

Phone: 09 43 22 595

I am a ratepayer and have no business or other profit motive for making this submission.

The stretch of road from the Oakleigh turn-off to the Tauraroa/ Waiotira intersection is now too dangerous for 100k speeds. I am seeking a reduction to 60k. My reasons are as follow.

*When there are major road problems on State Highway One between the Maungakarama turn-off and Oakleigh, the Main Highway traffic is diverted through Maungakarama and comes through Tauraroa and then along Mangapai Road to the Oakleigh Turn-off. Similarly , if there are major problems between the South side of the Brynderwyn Hill and Oakleigh, traffic is diverted through Paparoa and from there along Mangapai Road to exit on to Main Highway One at Oakleigh . At these times the full volume of State Highway One can be using Mangapai Road.

* Mangapai is a commuter suburb of Whangarei.

*This road is a major access to the hinterland behind State Highway One and Dargaville.

*This stretch of road is a school bus route.

*It has seven side roads entering it from concealed entrances and / or exits.
 The seven side roads are: McCullough Road, Ormandy Road, McAllister Road, Waipu Caves Road, Thomson Road, Ruarangi Road, Paparoa Road , Waiotira Road .

*There is ribbon housing development along both sides of the road.

*It is a tourist route.

*The road passes through hilly country with many twisty tight corners, blind corners, and blind hills.

I take my life in my hands every time I leave my driveway, seventy metres below a blind hill. My case is only one of many . It is only a matter of time before a whole family gets wiped

out. The present speed limit , except through Mangapai Village itself where it is eighty, is 100k . Most cars travel along it at at more than this speed . Trucks form a large proportion of the vehicles using this road: logging trucks , milk tankers, cattle trucks, metal trucks, fertilizer and cattle feed trucks just for starters. Most of these have to be driven with their wheels over the centre line as the road was not built for trucks of the size of those now using it.

I therefore request that you review this situation with urgency. Northland already has a shameful accident record and this road gets busier every day.

I have approached NZTA on this matter. They advised me it was a Whangarei District Council matter.

They have referred my concerns to Shawn Baker.

Mary McDonald.

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RESOLUTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

1.	The making available of information would be likely to unreasonably prejudice the commercial position of persons who are the subject of the information. {Section 7(2)(c)}
2.	To enable the council (the committee) to carry on without prejudice or disadvantage commercial negotiations. {(Section 7(2)(i))}.
3.	To protect the privacy of natural persons. {Section 7(2)(a)}.
4.	Publicity prior to successful prosecution of the individuals named would be contrary to the laws of natural justice and may constitute contempt of court. {Section 48(1)(b)}.
5.	To protect information which is the subject to an obligation of confidence, the publication of such information would be likely to prejudice the supply of information from the same source and it is in the public interest that such information should continue to be supplied. {Section 7(2)(c)(i)}.
6.	In order to maintain legal professional privilege. {Section 2(g)}.
7.	To enable the council to carry on without prejudice or disadvantage, negotiations {Section 7(2)(i)}.

Resolution to allow members of the public to remain

If the council/committee wishes members of the public to remain during discussion of confidential items the following additional recommendation will need to be passed:

Move/Second

"That _____ be permitted to remain at this meeting, after the public has been excluded, because of his/her/their knowledge of Item _____.

This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because _____.

Note:

Every resolution to exclude the public shall be put at a time when the meeting is open to the public.