

Whangarei District Council Meeting

Agenda

Date: Thursday, 27 April, 2023

Time: 9:00 am

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: His Worship the Mayor Vince Cocurullo
Cr Gavin Benney
Cr Nicholas Connop
Cr Ken Couper
Cr Jayne Golightly
Cr Phil Halse
Cr Deborah Harding
Cr Patrick Holmes
Cr Scott McKenzie
Cr Marie Olsen
Cr Carol Peters
Cr Simon Reid
Cr Phoenix Ruka
Cr Paul Yovich

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

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9.1 Confidential Minutes Whangarei District Council Meeting 23 March 2023

9.2 Confidential Minutes Extra ordinary Whangarei District Council 16 March 2023

9.3 Parihaka Mast Transmission Decision

9.4 Increase Delegations Chief Executive

10. Closure of Meeting / Te katinga o te Hui

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

Please refer to Council minutes for final resolution.

4. Public Forum

Meeting: Whangarei District Council
Date of meeting: 27 April 2023
Reporting officer: C Brindle (Senior Democracy Adviser)

1 Purpose

To afford members of the community an opportunity to speak to Council and to report on matters raised at public forums where appropriate.

2 Summary

Standing Orders allow for a period of up to 30 minutes to be set aside for a public forum at the commencement of each monthly council meeting.

The time allowed for each speaker is 5 minutes.

Members of the public who wish to participate should send a written application, setting out the subject matter and the names of the speakers, to the Chief Executive at least 2 clear working days before the day of the meeting.

Speakers

Speaker	Topic
Gillian Bruce	Request Council provides public toilets in Maungatapere Village. Maungatapere is a long way from Dargaville and Whangarei and the need is currently met by local businesses. Tabling 650 signatures in support of the request and letters of support from two local Councillors.

Item 6.1
Whangarei District Council Meeting Minutes

Date: Thursday, 23 March, 2023
Time: 9:00 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance
 His Worship the Mayor Vince Cocurullo
 Cr Gavin Benney
 Cr Nicholas Connop
 Cr Ken Couper
 Cr Jayne Golightly
 Cr Phil Halse
 Cr Deborah Harding
 Cr Patrick Holmes
 Cr Scott McKenzie
 Cr Marie Olsen
 Cr Carol Peters
 Cr Simon Reid
 Cr Phoenix Ruka
 Cr Paul Yovich

Also present Legal Counsel (Graeme Mathias)

Scribe C Brindle (Senior Democracy Adviser)

1. Karakia/Prayer

Cr Connop opened the meeting with a karakia/prayer.

2. Declarations of Interest / Take Whaipānga

Item 6.3 – Hundertwasser Art Centre Future

3. Apologies / Kore Tae Mai

There were no apologies.

4. Public Forum / Huihuinga-a-tangata

There were no speakers at public forum.

5. Confirmation of Minutes of Previous Meeting of the Whangarei District Council / Whakatau Meneti

5.1 Minutes Whangarei District Council Meeting held 23 February 2023

Moved By Cr Phil Halse

Seconded By Cr Marie Olsen

That the minutes of the Whangarei District Council meeting held on Thursday 23 February 2023, including the confidential section, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Carried

5.2 Minutes Whangarei District Council held 22 February 2023

Moved By Cr Carol Peters

Seconded By Cr Deborah Harding

That the minutes of the Whangarei District Council meeting held on Wednesday 22 February 2023, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Carried

6. Decision Reports / Whakatau Rīpoata

6.1 Adoption of the 2021-22 Annual Report

Subsequent to the agenda being circulated a supplementary agenda, Item 6.1.1, was issued. Item 6.1.1. provided replacement page 249 of the Annual Report and pages 17 & 18, of the Summary Document.

Moved By Cr Patrick Holmes

Seconded By Cr Simon Reid

That the Council

1. Receives the independent Auditor's Report.
2. Adopts the Annual Report and Summary Annual Report for the year ended 30 June 2022.
3. Authorises the Chief Executive to make any minor editing amendments that are required.

Carried

6.2 Draft Waste Management and Minimisation Plan 2023 - Adoption for Consultation

Moved By Cr Nicholas Connop

Seconded By Cr Simon Reid

That the Council adopts Draft Waste Management and Minimisation Plan Statement of Proposal and Summary Document for the Public Consultation commencing on 25 March 2023.

Carried

Cr McKenzie requested his vote against be recorded.

6.3 Hundertwasser Art Centre Update

Moved By Cr Phil Halse

Seconded By Cr Gavin Benney

That the Council;

1. Endorses the art and culture benefit the Hundertwasser Art Centre and the Wairau Māori Art Gallery bring to Whangarei, the wider Northland region, New Zealand and internationally.
2. Notes the Trust have followed the requirements set out in the Trust Deed and the Deed of Guarantee and Indemnity.
3. Notes the options presented for the future of the Hundertwasser Art Centre.
4. Approves option 1 as the preferred option
5. Approves the request for the remaining \$1 million guarantee held by the Trust, to be transferred from the Trust term deposit account to a council deposit account to be held on behalf of the Trust.
6. Approves the payment of \$300,000 of the \$1 million to the Trust, as per Item 5, this financial year 2022-2023.
7. Approves funding for the remaining shortfall this financial year of \$500,000 funded by way of an additional operational expense in the form of a grant as unbudgeted spend in this financial year and paid to the Trust in April 2023.
8. Approves additional annual operating funding of \$100,000 from 2023-2024 financial year and work with the Trust to review and implement a financial remediation plan, ahead of the Long-Term Plan 2024-2034.
9. Notes that after releasing the \$300,000 above in item 6, the remaining guarantee is still \$1,500,000, made up of \$750,000 original guarantee funds and \$750,000 Ngati Wai guarantee.
10. Approves providing up to \$500,000 of the \$1,500,000 in the 2023-2024 financial year to support Hundertwasser Art Centre operations for any financial deficit.

11. Notes that if \$500,000 were to be released during 2023-2024 financial year above in item 10, the remaining guarantee will be \$1,000,000, made up of \$250,000 original guarantee funds and \$750,000 Ngati Wai guarantee.

12. Council requests the Trust to seek additional funding sources including external funding and implementation of their own fundraising activities.

On the motion being put Cr Reid called for a division:

	For	Against	Conflict
His Worship the Mayor	X		
Cr Gavin Benney	X		
Cr Nicholas Connop	X		
Cr Ken Couper			X
Cr Jayne Golightly		X	
Cr Phil Halse	X		
Cr Deborah Harding	X		
Cr Patrick Holmes		X	
Cr Scott McKenzie	X		
Cr Marie Olsen		X	
Cr Carol Peters	X		
Cr Simon Reid		X	
Cr Phoenix Ruka	X		
Cr Paul Yovich		X	
Results	8	5	1

The motion was Carried (8 to 5)

Declaration of Interest:

Cr Couper declared a conflict of interest and withdrew from the table taking no part in discussions or voting on Item 6.3.

6.4 Council Appointments to Outside Organisations

Moved By Cr Patrick Holmes

Seconded By Cr Nicholas Connop

That the Council:

1. Adopts the proposed Policy on Council Appointments to Outside Organisations located at Attachment One.
2. Delegates to the Chief Executive the authority to make editorial and typographical changes to the Policy on Council Appointments to Outside Organisations, if required.

Carried

6.5 Oruku Landing Decision

Moved By Cr Gavin Benney

Seconded By Cr Phil Halse

That the Council

1. Notes the proposed development of the Oruku Landing by Prosper Northland Trust (PNT) and the socio-economic benefits it could bring to Whangarei.
2. Notes that this proposal is different to the previous proposal consulted upon within the LTP amendment, with Council not responsible for constructing or owning the building.
3. Notes that whilst the proposal reduces some risk exposure to Council, there is still an element of operational risk (through its CCO), and limited detail available regarding the proposed sub-lease arrangement between NECT2021 and PNT.
4. Notes that Government funding is only available until the end of March 2023.
5. That Council;
 - a) Approves NECT2021 entering into a lease with PNT to operate the Oruku Landing Conference Centre, along with grant funding to NECT2021 for Furniture Fittings & Equipment, marketing and operating (if required), subject to:
 - i. Council approving (at its sole discretion) the conditions and term of any leases to be entered into by NECT2021 (both through the current proposal and in future).
 - ii. Council's grant for Furniture Fittings & Equipment being for up to \$5m, subject to NECT2021 confirming costings and estimates with Council.
 - iii. The operating grant being for up to \$650k per annum for the first five years of operation, if considered necessary by Council based on cashflows, accounts and projections of NECT2021.
 - iv. The marketing grant being for up to \$50k per annum for three years, if considered necessary by Council based on cashflows, accounts and projections of NECT2021.
 - v. Council being satisfied following further review of the assumptions and financials underpinning the proposal

- b) Notes that approval in principle under this option is subject to conditions being met, with it being for Government to determine whether this satisfies it's requirements.
- c) Delegates the Chief Executive to negotiate and approve funding agreements and lease conditions/term, including, but not limited to, the conditions above.
- d) Notes that the funding mechanisms for Council's contribution will be determined through the 2024 – 2034 Long Term Plan.
- e) Notes that should the further review of the assumptions and financials underpinning the proposal not be favourable this matter will be brought back to Council by staff.

On the motion being put Cr Connop called for a division:

	For	Against	Abstain
His Worship the Mayor	X		
Cr Gavin Benney	X		
Cr Nicholas Connop		X	
Cr Ken Couper	X		
Cr Jayne Golightly		X	
Cr Phil Halse	X		
Cr Deborah Harding	X		
Cr Patrick Holmes		X	
Cr Scott McKenzie	X		
Cr Marie Olsen		X	
Cr Carol Peters	X		
Cr Simon Reid		X	
Cr Phoenix Ruka			X
Cr Paul Yovich		X	
Results	7	6	1

The motion was Carried (7 to 6)

8. Public Excluded Business / Rāhui Tangata

Moved By Cr Carol Peters

Seconded By Cr Scott McKenzie

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:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Confidential Minutes Whangarei District Council 23 February 2023	Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
1.2	Property Matter		
1.3	Land Purchase – Intersection Improvements		
1.4	Whangarei District Airport Contract		

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public, are as follows:

Item	Grounds	Section
1.1	For the reasons as stated in the open minutes	
1.2	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations:	Section 7(2)(h)
1.3	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations:	Section 7(2)(h)
1.4	To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or it the subject of the information.	Section 7(2)(b)(ii)

Carried

A break was taken from 10.55am to 11.05am.

9. Closure of Meeting / Te katinga o te Hui

Cr Connop closed the meeting with a karakia/prayer at 11.54am.

Confirmed this 27th day of April 2023

His Worship the Mayor Vince Cocurullo (Chairperson)

Item 6.2

Extraordinary Whangarei District Council Meeting Minutes

Date: Thursday, 16 March, 2023
Time: 1:30pm
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance
 His Worship the Mayor Vince Cocurullo
 Cr Gavin Benney
 Cr Nicholas Connop
 Cr Ken Couper
 Cr Jayne Golightly
 Cr Phil Halse
 Cr Deborah Harding
 Cr Patrick Holmes (Teams)
 Cr Scott McKenzie
 Cr Marie Olsen
 Cr Carol Peters
 Cr Simon Reid
 Cr Phoenix Ruka

Not in Attendance
 Cr Paul Yovich

Scribe
 C Brindle (Senior Democracy Adviser)

1. **Karakia/Prayer**

3. **Apologies / Kore Tae Mai**

Cr Paul Yovich

Moved By His Worship the Mayor

Seconded By Cr Carol Peters

That the apology be sustained.

Carried

4. **Decision Reports / Whakatau Rīpoata**

4.1 **2023-2024 Annual Plan**

Moved By Cr Simon Reid

Seconded By Cr Marie Olsen

That Council:

1. Request staff prepare detailed operating budgets for the 2023-24 Annual Plan based on approving the following as the preferred option:
 - 10.9% to general rates, with 3% to be allocated to roading
 - 7.9% to wastewater targeted rates
 - 5.9% to water targeted rates, including metered water (LGCI average)
 - 5.9% to flood targeted rates (LGCI average).
2. Consults on an alternative rates increase comprised of:
 - 7.9% general rates increase, as set in the Long-Term Plan 2021-31 and resolved on 22 December 2022, with 2.5% to be allocated to roading
 - 7.9% to wastewater targeted rates
 - 5.9% to water targeted rates, including metered water (LGCI average)
 - 5.9% to flood targeted rates (LGCI average).
3. Notes that the implications of a potentially larger increase will also be outlined within the Consultation Document.
4. Notes that growth will be allowed for in expected revenue from rates in accordance with the 2021-31 Long Term Plan. This budget assumption is to account for growth in new rateable properties and allows for an additional 1% for general rates, and 0.8% for wastewater and water.

Carried

Crs Benney and Golightly requested their votes against be recorded.

5. Public Excluded Business / Rāhui Tangata

Moved By His Worship the Mayor

Seconded By Cr Nicholas Connop

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:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Review Legal Judgement Three Waters	Good reason to withhold information exists under Section 7 Local Government Official Information and	Section 48(1)(a)

		Meetings Act 1987	
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This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public, are as follows:

Item	Grounds	Section
1.1	To maintain legal professional privilege	Section 7(2)(g)

Carried

The meeting adjourned at 3.13pm to be reconvened at 9am Tuesday 21 March 2023 in the Council Chambers, Forum North, Rust Avenue, Whangarei

Extraordinary Whangarei District Council Meeting Minutes

Date: Tuesday 21 March, 2023
Time 9:00am
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance

His Worship the Mayor Vince Cocurullo
 Cr Gavin Benney
 Cr Nicholas Connop
 Cr Ken Couper
 Cr Jayne Golightly
 Cr Phil Halse
 Cr Deborah Harding
 Cr Patrick Holmes
 Cr Scott McKenzie
 Cr Marie Olsen
 Cr Carol Peters
 Cr Simon Reid
 Cr Phoenix Ruka
 Cr Paul Yovich

Scribe C Brindle (Senior Democracy Adviser)

1. Karakia/Prayer

Cr McKenzie opened the meeting with a karakia/prayer.

3. Apologies / Kore Tae Mai

There were no apologies.

5. Public Excluded Business / Rāhui Tangata

Moved By His Worship the Mayor

Seconded By Cr Gavin Benney

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:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Review Legal Judgement Three Waters	Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public, are as follows:

Item	Grounds	Section
1.1	To maintain legal professional privilege	Section 7(2)(g)

Carried

6. Closure of Meeting / Te katinga o te Hui

The meeting concluded at 10.07am.

Confirmed this 27th day of April 2023

His Worship the Mayor Vince Cocurullo (Chairperson)

Item 6.3

Whangarei District Council Meeting Minutes

Date: Thursday, 30 March, 2023
Time: 9:00 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance
 His Worship the Mayor Vince Cocurullo
 Cr Gavin Benney
 Cr Nicholas Connop
 Cr Ken Couper
 Cr Jayne Golightly
 Cr Phil Halse
 Cr Deborah Harding
 Cr Patrick Holmes
 Cr Marie Olsen
 Cr Carol Peters
 Cr Simon Reid
 Cr Phoenix Ruka
 Cr Paul Yovich

Not in Attendance
 Cr Scott McKenzie

Scribe
 N. Pestana (Team Leader Democracy)

1. Karakia/Prayer

Cr Olsen opened the meeting with a prayer.

2. Declarations of Interest / Take Whaipānga

No declarations of interest were made.

3. Apologies / Kore Tae Mai

Cr Scott McKenzie

Moved By His Worship the Mayor

Seconded By Cr Deborah Harding

That the apology be sustained.

Carried

4. Decision Reports / Whakatau Rīpoata

4.1 2023-24 Proposed fees and Charges

Moved By Cr Marie Olsen

Seconded By Cr Nicholas Connop

That Whangarei District Council:

- a) Adopt the Statement of Proposal for 2023-24 fees and charges listed in Table A below which are subject to the Special Consultative Procedure process under the Local Government Act 2002
- b) Resolve to seek public submissions on these fees and charges in accordance with the Special Consultative Procedure:

Table A: 2023-24 Fees and charges subject to the Special Consultative Procedure

	Refer Statement of Proposal
Bylaw Enforcement	Page 7
Drainage (Waste Water and Trade Waste)	Page 4-6
Food Premises	Page 8-10
Gambling and Racing Act	Page 10
Health Act Registered Premises	Page 10-11
Public Places Bylaw	Page 12
Resource Management Act Council Professional Fees Monitoring and Land Use District Plan/Private Plan Changes	Page 13-21
Rubbish Disposal	Page 22-23
Water Supply	Page 24-25

- c) Adopt the 2023-24 fees and charges which are not subject to the Special Consultative Procedure listed in Table B below:

Table B: 2023-24 Fees and charges not subject to the Special Consultative Procedure

	Refer Attachment Proposed Fees and Charges
Animals: Dogs, Stock Control	Page 3-4
Building Control	Page 5-12
Cameron Street Mall Permits	Page 13
Cemetery	Page 14-15
Forum North Venue Hire	Page 26
Laboratory	Page 29-30
Land Information Memorandum	Page 35
Library	Page 31-33
Official Information	Page 37
Parks and Reserves	Page 38-40
Photocopying	Page 41
Searches	Page 50
Swimming Pool Fencing Inspections	Page 51
Transport	Page 52

- d) Authorise the Chief Executive to make minor amendments, drafting, typographical or presentation corrections necessary to the Proposed Fees and Charges and the Statement of Proposal prior to consultation

Carried

4.2 Annual Plan 2023-24 Consultation Document

Moved By Cr Simon Reid

Seconded By Cr Patrick Holmes

That Council:

1. Agrees on the consultation issues for the Draft Annual Plan 2023-24, which include:
 - OPTION 1: Increase general rates by 10.9%.
 - OPTION 2: Increase general rates by 7.9% in line with what was set in the Long Term Plan 2021-31.

2. Adopts the Consultation Document and Supporting Documents for the Draft Annual Plan 2023-24.
3. Authorises, through the Chief Executive any necessary drafting, administrative, typographical or presentation corrections prior to printing and distribution, including any updates required prior to finalising the Consultation Document.

Amendment

Moved By Cr Paul Yovich

Seconded By Cr Carol Peters

That Council:

1. Agrees on the consultation issues for the Draft Annual Plan 2023-24, which include:
 - Option1: Increase general rates by 10.9%, distributing the first 7.9% of the general rates increase generally in line with budget allocations in the 2022-23 Annual Plan and allocating the remaining 3% of the general rates increase specifically to Roding.
 - Option 2: Increase general rates by 7.9%, distributing the first 5.4% of the general rates increase generally in line with budget allocations in the 2022-23 Annual Plan and allocating the remaining 2.5% of the general rates increase specifically to Roding.
2. Adopts the Consultation Document and Supporting Documents for the Draft Annual Plan 2023-24.
3. Authorises, through the Chief Executive any necessary drafting, administrative, typographical or presentation corrections prior to printing and distribution, including any updates required prior to finalising the Consultation Document.

**The Amendment was Carried and
subsequently Carried
as the substantive motion**

4.3 Proposed name change for Te Kamo

Moved By Cr Phoenix Ruka

Seconded By Cr Deborah Harding

That Council:

1. Note the Te Kārearea Strategic Partnership Standing Committee (Te Kārearea) support a submission from Council to the New Zealand Geographic Board | Ngā Pou Taunaha o Aotearoa.
2. Note Te Kārearea requests that if a submission is made by Council it considers the submission from Ngāti Kahu o Torongare to be discussed at their hui on 2 April 2023.
3. Delegates His Worship the Mayor and Cr Deborah Harding (as Chair of Te Kārearea Strategic Partnership Standing Committee) to make a submission taking into account feedback from Council and the outcomes from the hui of Ngāti Kahu o Torongare.

Carried

*Councillors Reid and Olsen abstained from voting on Item 4.3.
Cr Yovich requested his vote against be recorded.*

*The meeting adjourned at 10.02am and reconvened at 10.20am.
Administrative note: The livestream concluded at 10.02am.*

5. Code of Conduct Hearing

5.1 Code of Conduct Complaint 2023

Procedural motion

Moved By Cr Gavin Benney

Seconded By Cr Ken Couper

That Council hold the hearing in confidential and that the resolutions only be released to open record.

On the motion being put Cr Benney called for a division:

Recorded	For	Against	Abstain
His Worship the Mayor		X	
Cr Gavin Benney	X		
Cr Nicholas Connop		X	
Cr Ken Couper	X		
Cr Phil Halse	X		
Cr Deborah Harding	X		
Cr Patrick Holmes	X		
Cr Scott McKenzie			
Cr Marie Olsen	X		
Cr Carol Peters		X	
Cr Simon Reid		X	
Cr Phoenix Ruka	X		
Cr Paul Yovich		X	
Results	7	5	

The procedural motion was Carried (7 to 5)

Cr McKenzie was absent.

Cr Golightly did not take part in discussions on the procedural motion and did not vote on the procedural motion.

Procedural motion

Moved By Cr Gavin Benney

Seconded By Cr Ken Couper

That Cr Golightly, her legal representative and her support person be allowed to remain in the room during the confidential proceedings.

Carried

Councillors Connop and Yovich requested their vote against be recorded.

Cr McKenzie was absent.

Cr Golightly did not take part in discussions on the procedural motion and did not vote on the procedural motion.

6. Public Excluded Business / Rāhui Tangata

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:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Code of Conduct Complaint 2023	Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public, are as follows:

Item	Grounds	Section
1.1	To maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members of officers or employees of any local authority, or any persons to whom section 2(5) of this Act applies in the course of their duty.	Section 7(2)(f)(i)

7. Closure of Meeting / Te katinga o te Hui

Cr Olsen closed the meeting with a prayer.

The meeting concluded at 11.50am.

Confirmed this 27th day of April 2023

His Worship the Mayor (Chairperson)

7.1 Review of Designation for Emergency Management of Buildings

Meeting: Whangarei District Council
Date of meeting: 27 April 2023
Reporting officer: Murray Mc Donald- Manager Building Control

1 Purpose / Te Kaupapa

To meet legislative requirements of the Building Act 2004 (the Act), the Territorial Authority (the TA) must periodically review if (at least every 90 days) any designation put in place for the emergency management of buildings is still needed.

2 Recommendation / Whakataunga

That the Council resolves pursuant to s133BG (1) of the Building Act 2004 that the designation put in place on 15 February 2023 is still needed for the emergency management of affected buildings.

3 Background / Horopaki

Following Cyclone Gabrielle, the Civil Defence Emergency Management Controller made the decision to designate Whangarei district under s133BJ of the Act for a period of 3 years. This allows management of buildings to be undertaken under Subpart 6B of the Act-Special provisions for buildings affected by emergency-, rather than the provisions of the Civil Defence Emergency Management Act (CDEM Act) and the general dangerous/insanitary building provisions of the Act once the State of Emergency is lifted.

4 Discussion / Whakawhiti kōrero

Section 133BG of the Act requires the TA to review whether the designation is still needed at least every 90 days. Section 133BD, sets out the matters to be considered by the decision maker.

133BD Decisions about designations (other than termination)

(1) A person may only make a designation decision if satisfied that the proposed decision is—

- (a) in the public interest; and
- (b) necessary or desirable for the protection of—
 - (i) persons, from injury or death; or
 - (ii) buildings, from damage or disruption to their use; or

- (iii) public thoroughfares, from disruption; or
 - (iv) critical infrastructure, from damage or disruption to its operation or use; or
 - (v) persons or buildings, from the effects of the insanitary condition (if applicable) of a building in the relevant area.
- (2) A person making a designation decision must, to the extent that is practicable in the circumstances, have regard to the following matters:
- (a) the scale and degree of the impact of the emergency and of its effects on buildings in the relevant area:
 - (b) the likelihood of a further emergency or any other relevant event occurring that could cause—
 - (i) buildings in the relevant area to pose increased or additional risks; or
 - (ii) land in the relevant area to pose a risk to a building:
 - (c) the principle that it is preferable that risks be managed, if possible, without the exercise or continued exercise of powers under this subpart.

At the time of writing, there were 5 “red”, 13 “yellow 2” and 6 “yellow 1” stickered buildings in the district. Red means that the building is subject to damage and may require demolition, yellow 2 cannot be occupied (but may be able to be repaired) and yellow 1 can be occupied but with restrictions on use.

At present it is considered that the designation is desirable to protect persons from injury and death. It is considered that it is in the public interest to keep the designation in place as affected home owners have a understanding of the process and in particular the red, yellow and white placard system. Should the designation not be continued the placard process would cease to have any effect and Council would need to reassess the buildings under the general dangerous/insanitary provisions of the Act.

This may create unnecessary confusion amongst the owners as well as creating additional work for staff. It may be that in the future as buildings are removed from the register following repairs or demolition, that the removal of the designation is warranted before it's expiry in 2026. However, at present it is considered appropriate that the designation remain in place.

5 Significance and engagement / Te Hira me te Arawhiti

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 publication on the website, as required by the Act.

7.2 Contract Extension – Water Meter Reading

Meeting: Whangarei District Council
Date of meeting: 27 April 2023
Reporting officer: Andrew Venmore, Manager Water Services

1 Purpose / Te Kaupapa

To seek the approval to extend contract 14073, for a period of three years beyond the scheduled contract end date, to allow Arthur D Riley and Company Limited to continue as Council's water meter reading contractor over the 3 Waters transition period.

2 Recommendations / Whakataunga

That the Infrastructure Committee approves;

1. The extension of CON14073 Water Meter Reading to Arthur D Riley and Company Limited, from 1 July 2023 until 30 June 2026.
2. The total contract value be increased from \$1,072,379.00 to \$1,578,729.00 (excluding GST) an increase of \$506,350.00 (excluding GST).

3 Background / Horopaki

The Three Waters Reform process is moving ahead, and legislation is in place to transfer responsibility for the provision of water services from Councils to New Entities on 1 July 2024. Three significant Water Services contracts are due to be completed at the end of June 2023 and under normal circumstances these contracts would be re-tendered. However, with the proposed reforms imminent, responsibility for managing assets and reading water meters may no longer fall to Council. At this stage it is not possible to predict what structure the proposed entity will adopt and therefore how individual contracts may be impacted in future. Even if the reforms do not proceed in their current form it is likely there will be significant change to service delivery over the next few years.

The Department of Internal Affairs who are handling the transition to the new Water Services Entities have indicated they would prefer if Councils do not re-tender longer term maintenance contracts at this time but are supportive of short-term extensions. Kaipara District Council (KDC) recently negotiated a short term 3 Waters Contract with Downer to see them through the transition period. WDC was involved in the initial discussion regarding the KDC contract and opportunities to align contracts across Councils were discussed. Whilst there was general agreement that alignment would be beneficial the short timeframe available did not allow for this to happen. Instead, it was suggested that contract expiry dates should be similar so that in future contracts could be aligned or merged. The KDC contract expires on 30 June 2026.

In addition to the Three Waters Reform there are significant cost increases across all sectors as well as changes to standards and rules related to water supply. These uncertainties make it a challenging time to go to the market for long term contracts. Consequently, it was recommended that rather than retendering long term contracts during this time of uncertainty, that contracts be extended for a period of three years.

It normally takes the best part of a year to tender a long-term contract. This includes a substantial period for a potential new contractor to establish where they may not have previously had suitable resources within the district. Consequently, a decision on procurement methodology was required in 2022. An agenda item was presented to the Infrastructure Committee meeting on 8th September 2022 recommending that each contract be extended by negotiation with the incumbent contractor for a period of three years. The recommendations related to the meter reading contract was that the committee approves;

“The Water Services Manager to begin negotiations with the Water Meter reading Contractor for the extension of contract CON14073”

and

“The Water Services Manager, on successful conclusion of negotiations, to seek approval of the appropriate committee or Council for extension of each contract”

These recommendations were carried by the committee.

4 Discussion / Whakawhiti kōrero

On 1 April 2015, DataCol NZ Limited were awarded CON14073; to read water meters for Whangarei District Council (WDC) for the tender price of \$430,965.00 (excl. GST). Subsequently Datacol were purchased by Arthur D Riley and Company Ltd (ADR) who now run the meter reading contract. ADR also undertake water meter reading for Watercare and read power and gas meters in Whangarei. ADR have done a good job of reading the meters and introduced an electronic reading system to align with that used on their other contracts. They are keen to continue with the contract over the coming years and would like to align it with their electrical and gas meter readings to provide increased efficiency.

Staff have discussed with ADR the terms and conditions for a contract extension and ADR indicated they would be happy to extend the contract on the same terms with a Consumer Price Index (CPI) adjustment. Staff believe this is a good result for Council as the meter readers, who were contracted to ADR, are now employees, resulting in ADR taking on more risk. Also fuel cost increases have been significant and are a factor in this contract, so a CPI increase is a reasonable outcome.

4.1 Financial/budget considerations

The contract includes a Cost Fluctuation Adjustment by Indexation clause to allow for inflation. The CPI, All Groups (Table 1) has been used to adjust the contractors rates each year (except for Year 1) which will then result in a revised Schedule of Prices applicable for the following year. The figure used is the March CPI figure and this is applied from the start of the financial year commencing 1 July, with the first adjustment applied from Year 2. Adjustment for the next three years have been estimated as 7%, 5% and 5% although this

may vary slightly. The cost fluctuations applied to date and the proposed adjustments for the next three years are shown below:

Financial Year	Contract value increase (assumed for years 9,10 and 11)	Annual Contract Value (including cost increase)
1. (2015-2016)	N/A	\$126,696
2. (2016- 2017)	\$766 (0.4%)	\$127,463
3. (2017-2018)	\$2,694 (2.2%)	\$130,157
4. (2018-2019)	\$1,377 (1.1%)	\$131,534
5. (2019-2020)	\$1,898 (1.5%)	\$133,432
6. (2020-2021)	\$3,210 (2.5%)	\$136,643
7. (2021-2022)	\$1,975(1.5%)	\$138,617
8. (2022 – 2023)	\$9,219.59 (6.9%)	\$147,837
9. (2023 – 2024)	\$9,998.58 (7.0%)	\$157,835
10. (2024 – 2025)	\$10,698.48 (5%)	\$168,534
11. (2025 – 2026)	\$11,447 (5%)	\$179,981
Overall Contract Value to end year 11		\$1,578,729

4.2 Three Waters

It is possible that when the new entities are created, local council may still continue to undertake the water billing on behalf of the entity. Having continuity of meter reader using the same software as is currently used will make that process much easier.

5 Significance and engagement / Te Hira me te Arawhiti

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 Attachments

1. Item 4.1 Infrastructure Committee meeting 8 September 2022
2. Minutes Infrastructure Committee meeting 8 September 2022

4.1 Extension of Water Services Operational Contracts

Meeting: Infrastructure Committee
Date of meeting: 8 September 2022
Reporting officer: Andrew Venmore (Manager – Water Services)

Purpose / Te Kaupapa

To seek approval to begin negotiations with the three existing Water Services long term contract holders to extend their contracts. These being for Water Reticulation Maintenance contract, the Water Meter Reading contract and Electrical and Electronic Maintenance contract for Water Services.

Recommendation/s / Whakataunga

That the Infrastructure Committee approves;

1. The Water Services Manager to begin negotiations with the Water Reticulation Maintenance Contractor for the extension of contract CON14032.
2. The Water Services Manager to begin negotiations with the Water Meter Reading Contractor for the extension of contract CON14073.
3. The Water Services Manager to begin negotiations with the Electrical and Electronic Maintenance Contractor for the extension of the contract CON15002.
4. The Water Services Manager, on the successful conclusion of negotiations, to seek approval from the appropriate committee or Council for the extension of each contract.

Background / Horopaki

All three of Water Services' long term maintenance contracts commenced on 1 July 2015 and have been granted three extensions as allowed for with the original contracts. All the contracts are due to expire on 30 June 2023. The details of the contracts are as follows.

Contract	Contractor	Annual Cost	Total Cost
Water Reticulation Maintenance 14032	Downer Ltd	\$2,321,678	\$16,175,438.62
Water Meter Reading 14073	AD Riley Ltd	\$261,459	\$1,072,379.00
Electrical and Electronic Maintenance 15002	McKay Ltd	\$412,213	\$2,399,808.09

All three contractors have performed well and assisted in maintaining the high levels of service for the water supply in Whangarei.

Discussion / Whakawhiti kōrero

Under normal circumstances, all three of the above contracts would be put out to public tender for a new fixed term but with provision for extensions to a total of at least eight years.

However, with the potential for the three waters reform to proceed, it is possible that ownership and responsibility for the three waters assets, which these contracts maintain, will no longer fall to Council as of July 2024. At this stage it is not possible to predict what structure the proposed entity or regional water supplier will adopt and therefore how these contracts may be impacted. Even if the ownership of the water assets does not change to a new entity, and remains with the Council, the structure of three water contracts may not be the same as it currently is. For example, there is an opportunity to combine water, waste and stormwater maintenance into a single contract in future.

At the same time, it is our responsibility to continue to provide a quality service to our community. There is a risk that the uncertainty of the situation for the incumbent contractors detracts from that.

Given the above uncertainty it is not prudent to go to public tender for the three contracts – this would be a significant exercise which would put pressure on staff and may not result in a competitive tender.

It is proposed that we extend, by negotiation, the existing contracts for a further three years to June 2026. The benefit of this approach is that it provides our community and our local workforce with continuity through any change.

It is anticipated that after three years there will be more certainty in the management of water services, and suitable, more long-term contracts can be put into place through public tender at that time.

The Department of Internal Affairs who are handling the transition to the new Water Services Entities have indicated they would prefer if Councils do not re-tender longer term maintenance contracts at this time but are supportive of short-term extensions. Kaipara District Council (KDC) recently negotiated a short term 3 Waters Contract with Downer to see them through the transition period. WDC was involved in the initial discussion regarding the KDC contract and opportunities to align contracts across Councils were discussed. Whilst there was general agreement that alignment would be beneficial the short timeframe available did not allow for this to happen. Instead, it was suggested that contract expiry dates should be similar so that in future contracts could be aligned or merged. The KDC contract expires on 30 June 2026.

In addition to the 3 Waters Reform there are significant cost increases across all sectors as well as changes to standards and rules related to water supply. These uncertainties make it a challenging time to go to the market for long term contracts. It is therefore proposed to negotiate with the current contractors an extension of three years (until 30 June 2026) and update the scope of works to reflect current requirements. It is proposed to bring the updated contracts and costs back to Council or the Chief Executive for approval early in the new year.

1.1 Financial/budget considerations

Budgets have been adjusted to reflect the requirements of the new drinking water standards and quality assurance rules. Whilst there have been significant increases in materials and other maintenance costs, it is anticipated that negotiations can deliver extended contracts within the existing budgets. Any change of rates or new items introduced, will be checked against the current market to ensure that best value for the ratepayers is maintained.

Budget is currently provided for in the Long-Term Plan (LTP) for all three of the above contracts.

1.2 Policy and planning implications

Whilst it is not usual to extend contracts beyond their stated completion date, Council's procurement coordinator advises that Council Procurement Policy allows for this, provided the rationale is clearly recorded and the appropriate delegated authority is obtained.

1.3 Options

The options are as follows

1. Negotiate an extension to the existing contracts to cover the transition period for the new entity, being two years from the date the new entity takes over the contracts.
2. Re-tender the contracts for a short contract period of 3 years to align with contracts in adjacent districts.
3. Re-tender the contracts for a normal maintenance contract period of at least 8 years.

Option 1 is recommended.

1.4 Risks

There are risks associated with going to the market in the present climate given the ever-increasing costs in construction and the uncertainty regarding the future of the water sector. The contractors' costs involved in tendering for maintenance contracts and setting up a new operation may reduce the chance of competitive tenders being submitted. Risks are reduced if a suitable contract can be negotiated with a reliable incumbent contractor.

There is a risk that other contractors would be unhappy with the contracts not being tendered at this time. However, with the uncertainty in the water sector it is likely that contractors wishing to tender for this type of work would prefer to wait until the long-term contracts scope and timeframes are confirmed rather than bid for short term contracts which are likely to change.

Significance and engagement / Te Hira me te Arawhiti

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.

Infrastructure Committee Meeting Minutes

Date: Thursday, 8 September, 2022
Time: 9:00 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance	Cr Greg Martin (Chairperson) Her Worship the Mayor Sheryl Mai 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 Anna Murphy Cr Carol Peters Cr Simon Reid
Not in Attendance	Cr Gavin Benney
Scribe	C Brindle (Senior Democracy Adviser)

1. Declarations of Interest / Take Whaipanga

No interests were declared.

2. Apologies / Kore Tae Mai

Crs Ken Couper and Carol Peters (late arrival)

Moved By Cr Phil Halse

Seconded By Cr Simon Reid

That the apologies be sustained.

Carried

3. Confirmation of Minutes of Previous Infrastructure Committee Meeting / Whakatau Meneti

3.1 Minutes Infrastructure Committee Meeting held 11 August 2022

Moved By Cr Anna Murphy
Seconded By Cr Greg Innes

That the minutes of the Infrastructure Committee meeting held on Thursday 11 August 2022 having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Carried

Cr Peters joined the meeting at 9.01am during Item 3.1.

4. Decision Reports / Whakatau Ripoata

4.1 Extension of Water Services Operational Contracts

Moved By Her Worship the Mayor
Seconded By Cr Nicholas Connop

That the Infrastructure Committee approves;

1. The Water Services Manager to begin negotiations with the Water Reticulation Maintenance Contractor for the extension of contract CON14032.
2. The Water Services Manager to begin negotiations with the Water Meter Reading Contractor for the extension of contract CON14073.
3. The Water Services Manager to begin negotiations with the Electrical and Electronic Maintenance Contractor for the extension of the contract CON15002.
4. The Water Services Manager, on the successful conclusion of negotiations, to seek approval from the appropriate committee or Council for the extension of each contract.

Carried

4.2 Road Safety Audit Standard (RSAS)

Moved By Cr Nicholas Connop
Seconded By Cr Simon Reid

That the Infrastructure Committee approves the adoption the Road Safety Audit Standard (RSAS) for the Whangārei District.

Carried

Cr Cocurullo joined the meeting at 9.05am during Item 4.2.

4.3 Indoor and Outdoor Courts Strategy August 2022

Moved By Cr Phil Halse
Seconded By Cr Carol Peters

That the Infrastructure Committee adopts the Indoor and Outdoor Courts Strategy August 2022 and funding for various projects be

included in the Infrastructure Strategy and be put forward for consideration in the development of the draft 2024-34 Long Term Plan.

Carried

Cr Couper joined the meeting at 9.13am during Item 4.3.

4.4 Three Waters – Transition Support Package

Moved By Her Worship the Mayor

Seconded By Cr Greg Innes

That the Infrastructure Committee

1. Notes that Council officers will be undertaking activities between now and July 2023 because of the Three Waters Reform.
2. Agrees to accept the Transition Support Pack (Tranche 1) of \$954,000 plus GST (if any).
3. If accepted, authorise the Chief Executive to sign the funding agreement for the support package.

On the motion being put Cr Golightly called for a division:

	For	Against	Abstain
Cr Greg Martin		X	
Her Worship the Mayor	X		
Cr Vince Cocurullo		X	
Cr Nicholas Connop	X		
Cr Ken Couper		X	
Cr Tricia Cutforth		X	
Cr Shelley Deeming		X	
Cr Jayne Golightly		X	
Cr Phil Halse		X	
Cr Greg Innes	X		
Cr Anna Murphy	X		
Cr Carol Peters	X		
Cr Simon Reid		X	
Results	5	8	0

The motion was Lost (5 to 8)

Further motion

Moved By Cr Tricia Cutforth

Seconded By Cr Jayne Golightly

That the Infrastructure Committee

1. Notes that Council officers will be undertaking activities between now and July 2023 because of the Three Waters Reform.
2. Rejects the Transition Support Pack (Tranche 1) of \$954,000 plus GST (if any).
3. Notes the confirmed position that Whangarei District Council has to opposing Central Government's position on Three Waters.

Amendment

Moved By Cr Ken Couper

Seconded By Her Worship the Mayor

4. Request the Chief Executive identify where in the budget the \$954,000 plus GST will be funded from.

The amendment was Lost

On the motion being put Cr Golightly called for a division:

	For	Against	Abstain
Cr Greg Martin	X		
Her Worship the Mayor		X	
Cr Vince Cocurullo	X		
Cr Nicholas Connop		X	
Cr Ken Couper	X		
Cr Tricia Cutforth	X		
Cr Shelley Deeming	X		
Cr Jayne Golightly	X		
Cr Phil Halse	X		
Cr Greg Innes		X	
Cr Anna Murphy		X	
Cr Carol Peters		X	
Cr Simon Reid	X		
Results	8	5	0

The motion was Carried (8 to 5)

5. Information Reports / Ngā Pūrongo Kōrero

5.1 Infrastructure Operational Report – July 2022

Moved By Cr Simon Reid

Seconded By Cr Greg Innes

That the Infrastructure Committee notes the Infrastructure Operational Report update.

Carried

6. Public Excluded Business / Rāhui Tangata

There was no business conducted in public excluded.

7. Closure of Meeting / Te katinga o te Hui

The meeting concluded at 10.30am.

Confirmed this 13th day of September 2022

Councillor Greg Martin (Chairperson)

Simon Weston (Chief Executive)

7.3 Contract Extension – Electrical and Electronic Maintenance – Water Supply

Meeting: Whangarei District Council
Date of meeting: 27 April 2023
Reporting officer: Andrew Venmore (Water Services Manager)

1 Purpose / Te Kaupapa

To seek the approval to extend Contract 15002, for a period of three years beyond the scheduled contract end date, to allow McKay Limited to continue as Council's electrical and electronic maintenance contractor for water supply over the Three Waters transition period.

2 Recommendation/s / Whakataunga

That the Infrastructure Committee approves;

1. The extension of Contract 15002 – Electrical and Electronic Maintenance, to McKay Limited, from 1 July 2023 until 30 June 2026.
2. The total contract value be increased from \$2,337,545.06 (excluding GST) to \$3,899,509.43 (excluding GST) an increase of \$1,561,964.37 (excluding GST)

3 Background / Horopaki

This contract is for Water Services Electrical and Electronic Maintenance. The contract involves the emergency response to electrical faults at Water Services treatment plants and other sites. It also includes routine inspection and calibration of all critical equipment and well as programming and fault resolution of monitoring and control equipment. The contract was awarded to McKay Electrical Limited in 2015. The original contract amount was \$ 591,049.54 excluding GST and was for a period of three years. The original contract allowed for a further extension to a total of eight years, which Council have previously granted. The current 8 year contract value is \$2,337,545.06 and it ends in June 2023. Under normal circumstances, this contract would be put out to public tender for an additional fixed term of three years, with provision for extension to a total of eight years.

However, with the potential for the Three Waters reform to proceed, it is possible that ownership and responsibility for the three waters assets, which this contract maintains, will no longer fall to Council as of July 2024. At this stage it is not possible to predict what structure the proposed entity make take and therefore how this contract may be impacted. Even if the ownership of the water assets does not change to a new entity, and remains with the Council, the structure of three water contracts may not be the same as it currently is. With the above uncertainty, the infrastructure committee agreed not begin the process of going to public tender for this contract, but to negotiate an extension to the contract for a further three years to June 2026. It is anticipated that after three years there will be more

certainty in the management of water services, and a suitable, more long-term contract can be put into place through public tender at that time.

The Department of Internal Affairs who are handling the transition to the new Water Services Entities have indicated they would prefer if Councils do not re-tender longer term maintenance contracts and are supportive of short-term extensions. Kaipara District Council (KDC) recently negotiated a short term 3 Waters Contract with Downer to see them through the transition period. WDC was involved in the initial discussion regarding the KDC contract and opportunities to align contracts across Councils were discussed. Whilst there was general agreement that alignment would be beneficial the short timeframe available did not allow for this to happen. Instead, it was suggested that contract expiry dates should be similar so that in future contracts could be aligned or merged. The KDC contract expires on 30 June 2026.

In addition to the Three Waters reform there are significant cost increases across all sectors as well as changes to standards and rules related to water supply and traffic management, which makes up a large cost for the maintenance of the water assets, some of which are in the road corridor. These uncertainties make it challenging time to go to the market for long term contracts. It normally takes the best part of a year to tender a long-term contract. This includes a substantial period for a potential new contractor to establish where they may not have previously had suitable resources within the district.

Consequently, a decision on procurement methodology was required in 2022. An agenda item was presented to the Infrastructure Committee meeting on 8th September 2022 recommending that the three water maintenance contracts be extended by negotiation with the incumbent contractor for a period of three years. The recommendations related to the Electrical and Electronic Maintenance contract was that the committee approves;

“The Water Services Manager to begin negotiations with the Electrical and Electronic Maintenance Contractor for the extension of contract CON15002”
And

“The Water Services Manager, on successful conclusion of negotiations, to seek approval of the appropriate committee or Council for extension of each contract”

These recommendations were carried by the committee

4 Discussion / Whakawhiti kōrero

Mckay Ltd, now in their 8th year of this contract and have the benefit of detailed knowledge of our networks, systems and equipment as well as significant experience in water infrastructure and its operational requirements.

Mckay Ltd have recently upgraded the SCADA (Supervisory Control and Data Acquisition) system for the entire water network providing them with intricate insight into the detailed functionality of all our complex systems. Subsequently, the McKay electrical engineering department has agreed to provide 24/7 on call SCADA support which has not been previously required. This significantly reduces risks of SCADA related issues impacting on water quality or quantity. The additional cost of this after hours support has been largely offset by changes in the water quality assurance rules which reduce the frequency of calibrations of some instruments and staff are now also doing in house verifications as opposed to McKay.

Overall, McKay Ltd have performed well on this contract. They consistently meet their Key Performance Indicators for response time to high priority work.

Staff have discussed the terms and conditions for a contract extension and have worked through the schedule with Mckay Ltd to ensure items reflect the requirements of the new rules and are adequately resourced.

Based on the negotiations with Mckay Ltd, amendments to the contract are proposed that result in an overall cost increase of 4% for 2023/24.

4.1 Financial/budget considerations

The contract includes a Cost Fluctuation Adjustment by Indexation clause to allow for inflation using the Consumer Price Index (CPI) All Groups (Table 1). This has been used to adjust the contractors rates most years during the contract. The exception has been when the scope of the contract has changed, for example when SCADA Engineering was added to the contract (year 4) and again when the SCADA system was upgraded and new drinking water rules were proposed (year 8). For 2023/24 the rates have been negotiated given the number of changes to the scope, however for follow 2 years a 5% increase is estimated. The historic and proposed future costs are shown below.

Financial Year	Contract value increase (recommended for years 9 to 11)	Annual Contract Value (including cost increase)
1. (2015-2016)	N/A	\$197,016.51
2. (2016- 2017)	\$638.47 (0.4%)	\$197,654.98
3. (2017-2018)	\$12,634.93 (6.4%)	\$210,289.91
4. (2018-2019)	\$95,881.15 (45%)	\$306,171.06
5. (2019-2020)	\$4,031.57(1.5%)	\$310,202.63
6. (2020-2021)	\$4,515.44(1.5%)	\$314,718.07
7. (2021-2022)	\$4,159.77 (1.5%)	\$318,877.84
8. (2022-2023)	\$163,736.22(50%)	\$482,614.06
9. (2023-2024)	\$ 19,143.07 (4.0%)	\$501,757.14
10.(2024-2025)	\$18,587.86 (5.0%)	\$520,344.99
11.(2025-2026)	\$ 19,517.85 (5.0%)	\$539,862.24
Overall Contract Value to end year 11		\$3,899,509.43

Note: Annual Contract Value increases are slightly less than the percentage rate increases due to provisional sums and contingencies within the contract remaining fixed.

Budget is currently provided for in the Long Term Plan (LTP) for this contract as follows.

	2023/2024	2024/2025	2025/2026
Production Maintenance Contracts	\$500,134	\$512,627	\$525,445

5 Significance and engagement / Te Hira me te Arawhiti

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 Attachments

Refer Item 6.2 - Meter Reading Contract Extension Item, for the following attachments:

1. Agenda report to from Infrastructure Committee meeting 8 September 2022
2. Minutes Infrastructure Committee meeting 8 September 2022

7.4 Old Municipal Building Decision

Meeting: Whangarei District Council
Date of meeting: 27 April 2023
Reporting officer: Jacki Cooper – Manager, Community Development
 Fiona Pratt – Project Engineer

1 Purpose / Te Kaupapa

To determine the next steps of the Old Municipal Building (OMB) project.

2 Recommendations / Whakataunga

That Council:

- a) Approves additional budget of \$3,254,784 (bringing the total project budget to \$7,430,961) so that the Old Municipal Building restoration project can progress from the design phase to the construction phase. *(Noting that \$1,998,429 of \$3,254,784 is already allocated in the draft Annual Plan).*
- b) Approves the necessary budget adjustment be made to the final 2023-24 Annual Plan to provide a total project budget of \$7,430,961.
- c) Notes total insurance proceeds of \$2,365,489 for Material Damage and Business Interruption have been received by Council.
- d) Notes the variation from the procurement policy requirement to not openly tender. This is due to a previous decision of council in a confidential agenda in March 2022. This variation will be signed off by the Chief Executive as required by the procurement policy.
- e) Notes that should any application for external funding be approved, the Council funded portion will be reduced accordingly.

3 Background / Horopaki

On Thursday 10th October 2019 there was a fire in the OMB. The fire affected different parts of the building to different degrees. Each part has its own history in terms of construction date, use and materials used. The building's exterior is listed as having heritage importance on the district register that limits changes to its outside construction and aesthetics.

The 1912 structure is a two-storey building with cavity brick external walls and timber upper and lower floors. The lower floor is supported off timber posts with typically brick pilasters. The upper roof level was timber framed with angled timber supports to rafters, supporting a clay tile roof and domed fibrous plaster ceilings.

A two-storey rear extension was added in 1955. This extension has been poured against the 1912 building, but tie connections to the old building have not been able to be determined at this point.

Seismic assessment of the building was undertaken in 2021 as part of the Vero Insurance claim. The scores for both the 1912 and 1955 building were less than 34% New Building Standard (NBS) meaning that the OMB was considered to be earthquake prone.

The reconstruction work will achieve 67%NBS, the minimum level recommended by the New Zealand Society of Earthquake Engineers, to meet today's Building Standards. Some seismic strengthening of the 1912 structure was undertaken in 2000 but inspections to date show that some of the work was not completed.

Insurance status

The insurance claim for the OMB fire was accepted in October 2019 and has now been settled. It should be noted that whilst the claim was accepted in October 2019, the settlement of the material damage portion of the claim was not completed until May 2021. This was due to COVID restrictions and staff availability with the project managers appointed by the insurers. Once the insurers were able to progress the claim, the challenges of rebuilding the Old Municipal Building, and the requirements within that, caused a delay in reaching settlement figures.

Council also made a successful claim for business interruption relating to the building which was settled in January 2023 at \$182,000.

Following completion of the insurance claim council made some decisions about the building and the contract that was awarded, as follows:

- 17 June 2021 - Community Development Committee meeting. Council approved the phased restoration plan (*Attachment 1*)
- 24 March 2022 – Council Meeting, Confidential section. Council approved a variation to the procurement policy.
- 25 August 2022 – Council Meeting, Confidential section. Council approved increased delegation for the Chief executive's delegated financial authority to enable award of contract. This will be revisited if the preferred option goes ahead.

Phased restoration

In November 2022, Mandeno Design were engaged to undertake architectural design and RSEng were engaged to undertake the structural design for the reconstruction. Both companies were previously engaged by Vero for preparation of architectural drawings and structural design drawings for the fire reinstatement insurance claim.

In March 2022, ARCO were engaged to provide specialist technical advice during the detailed design phase and undertake the:

- fire damage repair
- seismic strengthening works
- new lift construction
- internal alterations as required (*approved March 2022 – Council Agenda*).

The complex nature of dealing with an old building, which includes dealing with incorrect as-built data and limited information, is very challenging. This was further complicated by the need to make sure that the 'historic fabric and feel' of the building is maintained while still

achieving 67% NBS. The Building (Earthquake-prone Buildings) Amendment Act 2016 requires that all commercial buildings for Auckland and Northland obtain a seismic evaluation by 1 July 2032, this has already been completed.

If the building is deemed to be under 34% NBS (New Building Standard) and therefore classified as “earthquake prone”, then strengthening works are to be carried out within 35 years from the original assessment (2002); meaning we have circa 12 years left to complete this work. Engineers recommended that the building should meet the requirements of a Medium Risk scenario, this requires a level of strengthening of between 67% and 79%.

At the Community Development Community meeting on the 17th of June 2021, Council approved the seismic strengthening works to achieve 67% NBS to bring the building's life safety risk to medium and improve the building grade to B.

To meet the requirements an additional options assessment into alternative frame bracing to find a solution that didn't obstruct the windows and walls was undertaken.

It became apparent as the detailed design progressed, that the construction costs could exceed the original allocated budget. As such, value engineering activities took place and included:

- the re-design of the roof structure
- detailing of timber and structural steel connections to the masonry walls
- design of the lift to be structurally separated from the main building
- adjusting the internal layout to make use of the existing concrete and timber walls and floors
- destructive testing at locations where the risk for expensive re-designs during construction was the greatest.

The complexity of this building led to a substantial increase in the time needed to prepare a detailed design. Throughout the design process the structural engineers, architects and construction contractors, have worked together to find solutions to problems and ensure that those solutions are able to be implemented during construction.

The team have met weekly to discuss issues, designs and progress. At times they have been on site to observe destructive testing, assess access, identify finishing work required and assess phased restoration plans. They have also spent time assessing the condition of some elements of the 1912 building to gauge necessary requirements for reinstatement (e.g. brickwork) and the constructability of some elements as plans were drawn.

Parts of the building will need to be carefully removed and put back together in phases during reconstruction, and significant bracing will be necessary once the roof is removed. The works are a major undertaking and will require a plan, with monitoring by a structural engineer.

The strengthening and reconstruction of the existing 1912 and 1955 building will reveal more issues as the construction team move through the phases. There is expected to be a lot more construction monitoring required, with some design alterations needed, as these unforeseen issues arise.

It should be noted that we will be required to appoint a suitably qualified person to undertake the repairs on the damaged brickwork, this is being investigated.

BBD were engaged to provide Quantity Surveyor services for this work. Their latest estimate dated 18 April 2023 is \$5,470,000, before contingency and costs incurred to date. This estimate does not include all works completed to date and, at the time it was prepared, the final foundation plan had not been completed.

The reconstruction of this building will require considerable supervision by RSEng.

Final plans have been Peer Reviewed and the Building Consent was lodged 9 February 2023. It is expected that when work begins, the timeline for construction will be approximately 18 months.

4 Discussion / Whakawhiti kōrero

Council is committed to providing community buildings in the district as a means of enabling thriving and vibrant communities. The Old Municipal Building is one of four buildings in the WDC Community Property portfolio. Through the portfolio, affordable space in the central city is provided to community groups and services. These groups and services promote social and cultural well-being in the district and contribute to Council achieving its Community Outcomes.

The restoration of the OMB will achieve the retention of an asset that is well placed to meet the needs of the community both now and in the future. The building will be earthquake strengthened and will meet current Building Standards. The addition of a new lift along with modest changes to the floorplan ensures that the building is accessible and able to meet the needs of a wider range of community members.

The OMB is a landmark building that adds to the sense of place, history and culture of Whangārei. As well as the retention of a community asset, the project also achieves the restoration of a heritage building, bringing the OMB back to its former glory through the preservation of its original heritage features where possible.

Whilst the plans and designs for the restoration have been peer reviewed, finalised and submitted for building and resource consent approval, and contractors are in place to begin work on the building – the budget required to progress the project has risen due to an increase in construction costs. The costs are largely driven by labour shortages and the increased cost of materials due to supply chain issues.

The current approved budget for the OMB restoration is \$4,176,177. The total estimated construction budget is \$7,430,961, made up of estimated costs, contingency, and incurred costs to date. For the project to progress, a decision by Council to approve additional budget of \$3,254,784 is required. *(Noting that \$1,998,429 is already allocated in the draft Annual Plan).*

Cost breakdown

Description		Estimated Procurement Value (excluding GST)
Total funding currently available		\$4,176,177
Total funding already included in the draft Annual Plan 2023-2024	\$1,998,429	
Additional funding required through the Annual Plan	<u>\$1,256,355</u>	
Total additional funding required (through the Annual Plan 2023-2024)		<u>\$3,254,784</u>
Total Project costs (including, building reinstatement, contingency, costs to date to March 2023)		\$7,430,961

At a Council workshop on 28 February 2023, staff were asked to investigate:

- alternative funding options
- estimated commercial return on the building
- an option to demolish the building
- an option to retain the façade with a new structure behind.

Alternative funding options sought

Two funding applications were submitted to Lotteries Community Facilities (LCF) and Lotteries Environment and Heritage (LEH) funds on behalf of Council to cover the budget shortfall. Both applications are pending decisions at the end of May 2023.

(As an indication - the maximum grants allocated through the LCF and LEH funds for 2021/22 rounds to date were \$750,000 and \$580,740 respectively).

It is important to note that there is no guarantee that either of the applications will be successful. The eligibility of both applications is dependent on building and resource consent being granted on or before the 5th of May 2023. If one or both applications are successful, any funding granted may have conditions attached to ensure the use of the building aligns with the purpose of those funds. If either of the applications were successful, council would need to consider whether conditions placed on acceptance of the funding are aligned to the direction that council wishes to take.

Once the outcome of the funding decision from Lotteries Community Facilities is announced, the outcome will be brought to council if any criteria placed on receiving the funds is made.

For example, LCF funding may require the building to be used as a community only facility and LEH funding may allow 'mixed use' both community and commercial use of the building.

Potential commercial return

Staff investigated the potential commercial return for the OMB. This is estimated as being between \$176,000 and \$196,000 per annum gross plus GST, before outgoings. The estimate is based on the restoration plans, internal floor plans, achieving 67%NBS, and the building having a clean fit out.

Future use of the OMB

The decision about future use of the building is dependent on Council determining what the next steps of the OMB project are, therefore, future use of the building should be considered as a separate issue to be determined later.

Staff recommended option

Investigation into the likely costs and associated issues that could be incurred if the building was demolished or if the façade was retained, have been completed. The estimated costs were informed by input from RSEng and ARCO, as the primary contractors for this project. Engagement with RSEng was required to provide the necessary calculations for retaining the façade.

While the option to demolish the OMB is the least expensive option, as a Group B scheduled building in the District Plan it comes with its own set of considerations and issues. It is anticipated that demolition of the building will attract a high level of public interest and scrutiny. The resource consent process is also expected to be complex.

Retaining the façade and constructing a new building at the rear is the most expensive option with the longest estimated timeframe (40 months). This is because redesign will be required, and resource consent is expected to be complicated.

Despite being the second most expensive option, the restoration of the OMB remains the staff recommended option. This is because, of the three options (demolition, retain the façade with a new structure behind, or continue with the restoration as planned) staff believe that it is the most straight forward course of action. Most of the pre-construction project work has already been completed by staff (including engagement with key stakeholders), and the primary contractors are already in place. If the additional budget request is approved by Council, construction can begin as soon as the resource and building consents are granted.

4.1 Financial/budget considerations

The total budget included in the 2022-23 Annual Plan (including carry forwards from year one of the 2021-31 Long Term Plan) totalled \$4,176,177.

Under the staff recommended option, additional capital project budget required for the 2023/24 Annual Plan would be \$3,254,784.00. This would bring the total capital budget to \$7,430,961. This would have the impact of increasing debt, the capital programme, and interest on debt expense.

The project budget currently contained in the draft 2023-24 Annual Plan included an additional budget allowance of \$1,998,429 for the OMB. However, as this funding has not yet been formally approved by Council, for transparency, the entire shortfall has been included within this agenda's recommendation of \$3,254,784.00

This amount reflects the shortfall between the \$4,176,177 formally approved through the 2022-23 Annual Plan, and the anticipated project costs of \$7,430,961 under the staff recommended option.

Note insurance proceeds of \$2,365,489 for Material Damage and Business Interruption have been received and used to offset existing debt.

4.2 Options

Option 1 - Demolition – raise the building to the ground

Considerations

- The OMB is a Group B scheduled building in the District Plan, “demolition, destruction, or relocation (on-site or off-site) of a scheduled Group B built heritage item” is classed as a Discretionary Activity.
- A resource consent will be required, likely with a requirement for public notification as the building is a high-profile site.
- The consenting process is estimated to take a minimum of 9 months.
- A plan to transition community tenants into more permanent premises will need to be developed and implemented.
- No additional budget will be required to progress this option, but project costs incurred to date would be written off as operating expenditure.

Issues

- A design will be required for the demolition.
- Demolition of the OMB is anticipated to attract a high level of community interest incurring potential reputational risk to Council.
- Resource consenting will be complex.
- Loss of an asset in a central city location.

- Negative impact on Council's ability to influence types of activities that occur in the city centre.

The resource consent development will likely require:

- Heritage NZ Pouhere Taonga report (to justify demolition, loss of heritage)
- Cultural Impact Assessment (CIA)
- public notification and community consultation.

Once the consent has been lodged there is no guarantee that it will be granted. If consent is granted, it may be appealed, and Environment Court proceedings may follow.

Pricing

The following items have been allowed for in the scope when providing costs for this option:

- Design and consenting requirements for the demolition
- Site establishment including all Health and Safety requirements
- Demolition of the building and removal of all foundations
- Removal of all debris and rubbish from site to create a clean platform
- Supply and compact in hardfill to bring the carpark area ready for new hot mix
- Drainage for the new carpark – mostly connecting into the existing stormwater system
- Line marking
- Leaving the site clean and tidy on completion.

Option 2 – Retain the façade and construct a new structure at the rear

Considerations

- The OMB is a Group B scheduled building in the District Plan, “demolition, destruction, or relocation (on-site or off-site) of a scheduled Group B built heritage item” is classed as a Discretionary Activity.
- A resource consent will be required, likely with a requirement for public notification as the building is a high-profile site.
- The redesign phase is estimated to take 6 months.
- The consenting process is estimated to take a minimum of 9 months.
- There is potential to recoup some costs through commercial return.
- Community tenants will be accommodated while future use of the OMB is determined by Council.

Issues

A re-build does not meet the rules under the “City Centre Zone” or “General Community” - this will have to be included in the Resource Consent application.

A complete redesign for a new building will be required, including demolition plans for the old building and a design to retain the facade (2 side walls and the front). The redesign will impact further on project costs and time. The cost of a new design could be up to \$200,000, and it is likely to be 6 months before the resource consent is ready to be lodged.

The resource consent development will likely require:

- Heritage NZ Pouhere Taonga report (to justify demolition of rear of building and agree on redesign)
- Cultural Impact Assessment (CIA)

- public notification and community consultation.

Once the consent has been lodged there is no guarantee that it will be granted. It is also possible that conditions may be imposed, such as a requirement for design changes. If consent is granted, it may be appealed, and Environment Court proceedings may follow.

Additional budget would be required from Council to progress this option.

Pricing

This option would include most of the reinstatement estimate costs for the building. The structural engineer has advised that the bulk of the structural steel that is in the current design is required for the seismic bracing and would be required in this option as well. In addition to the above, the following items have been included in the scope:

- Additional bracing to hold up the three (3) exterior walls during the demolition of existing and construction of the new ones
- The addition of two (2) new full timber floors will be required to create the internal building structure (these currently remain in the reinstatement proposal)
- The rear wall required for the new building
- Precast panels or significant steelwork for the structural bracing of the building to hold up the three (3) new exterior walls
- Closing the footpath and the carpark behind the building
- Plastering that will be required to the exterior wall due to damage likely from the temporary bracing.

Option 3 – Restoration of the Old Municipal Building (staff recommended option)

Considerations

- The OMB is a Group B scheduled building in the District Plan, “demolition, destruction, or relocation (on-site or off-site) of a scheduled Group B built heritage item” is classed as a Discretionary Activity.
- Restoration of the original building does not require resource consent.
- Resource consent for the new lift annex is underway.
- The restoration project is approved by Heritage NZ Pouhere Taonga.
- Plans and designs for the restoration have been peer reviewed, finalised and submitted for building consent approval.
- Contractors that have been engaged by Council to undertake and oversee the restoration are already familiar with the OMB, and have the expertise required to carry out the project.
- There is potential to recoup some costs through commercial return.
- Community tenants will be accommodated while future use of the OMB is determined by Council.
- Applications to Lottery Heritage and Community Facilities Funds are active, outcomes to be determined 31 May 2023.

Issues

It is projected that more issues with the structure will be revealed as demolition takes place and that design alterations may be needed as unforeseen issues arise. This could impact on the project timeline.

Additional budget would be required from Council to progress this option.

Overview of costs and timeframes for each option:

Description	Option 1 - Demolition	Option 2 – Retain façade with new structure behind	Option 3 – Restoration (recommended)
Estimated costs (*including project costs incurred to date and contingency)	\$1,453,918	\$9,346,518	\$7,430,961
Budget allocated through LTP (**including insurance settlement)	\$4,176,177	\$4,176,177	\$4,176,177
Additional budget required	\$0	\$5,170,341	\$3,254,784
Estimated project timeframe	20 months	40 months	18 months

* Project costs to date = \$381,918 and contingency = 10%

** OMB Material Damage Insurance settlement amount= \$2,183,489 excluding GST

** OMB Business Interruption Insurance Settlement amount = \$182,000 excluding GST

4.3 Risks

The Old Municipal Building project is complex. The risks associated with the project vary and are dependent on the decision that council makes about the next steps for the project.

Anticipated risks are as follows:

- Cultural and Heritage loss for the city
- Loss of a community asset
- Reputational risk to Council
- Increase in costs if there are further delays to the project
- Increase in costs if significant issues are uncovered
- Impact on future budgets
- Potential to trigger Council's Significance and Engagement Policy.

5 Significance and engagement / Te Hira me te Arawhiti

The threshold for significance criteria being met is dependent on the option chosen by Council. Across the options, public impact/interest criteria is considered to be directly triggered by all three, noting that it is likely that two of the three proposed options - demolition and retaining the façade - will need to be publicly notified through the resource consent application process.

The significance criteria for consideration are set out below, with commentary included based on the three options requested by and presented to Council:

- Impact on Council's direction – Option 2 and 3 align with Council's strategic drivers and Community Outcomes, Option 1 may not.
- Level of service – Council owned central city buildings in the community property portfolio will be reduced by 25% if the building is demolished, potentially impacting on Council's ability to deliver its Community Outcomes.
- Level of public impact/interest – there will likely be public interest in Council's decision given the high-profile site of the building, its heritage status and the length of time it has been empty.
- Impact on Council's capability (non-cost) – Potentially impacts on Council's ability to deliver its Community Outcomes.
- Net financial cost/revenue – the cost to Council is not considered to trigger the criteria.

Whether the threshold for significance is met or not, the decision of Council needs to be clearly communicated together with rationale, including:

- Why the decision was made, and how it aligns to Council's direction
- How the decision benefits the community
- What the financial contribution is and the impact on rates.

OMB Tenants

To date tenants from the OMB have been provided with temporary premises by Council so that they can continue to provide services to the community. Some of the needs of these groups will have changed over time. When the next steps of this project have been determined by Council, tenants should be considered as a priority group that needs to be provided with a comprehensive update on the decision.

6 Attachment / Ngā Tāpiritanga

Attachment 1 – Agenda report and minutes 17 June 2021

4.2 Old Municipal Building restoration

Meeting: Community Development Committee
Date of meeting: 17 June 2021
Reporting officer: Afran Khan - Community Property Adviser
 Jonny Gritt – Manager Community Development

1 Purpose

To determine the next steps for the Old Municipal Building (OMB) restoration.

2 Recommendations

That the Community Development Committee approve the phased execution of the Old Municipal Building restoration project, including:

A. Phase 1: Fire Reinstatement Works -

Execute reinstatement works in line with the extensive scope of works attached and with potential for the use of non-original roof tile material substituted for the original tiles.

B. Phase 2: Seismic Strengthening Works -

Achieve 67% NBS which will bring the building's life safety risk to medium and improve the building grade to B.

C. Phase 3: Internal Alterations Works -

Reconfigure the ground floor meeting room and kitchen space (Brenda Gardner Room). Incorporate an accessibility lift/elevator and complete all compliance works required to open the building for community purposes and public use.

Financial /budget considerations:

Project Phase	Project Description	Estimated Budget (excluding GST)
1	Fire Reinstatement Works (Insurance pay-out)	\$2,183,489.02
2	Seismic Strengthening Works	\$1,500,000.00
3	Internal Alterations Works	\$650,000.00
	Overall Project Costs	\$4,333,489.02

Please Note: On 10th May 2021 the insurance company offered to pay a final settlement sum (excluding Business Interruption aspect) of \$ 2,511,012.37 GST inclusive, net of policy excess \$5,000.

3 Background

On Thursday 10th October 2019 an electrical fault caused a fire in the OMB. All tenants were provided with temporary premises in the Civic Arcade excepting for the Citizens Advice Bureau who chose to relocate to 69 Bank St. On 14th May 2021 the insurance company concluded their work and offered to pay a final settlement sum (excluding Business Interruption aspect) of \$2,511,012.37 GST inclusive, net of policy excess \$5,000. This figure is the full sum insured for the OMB.

Due to significant complexity around the roofing requirements the overall reinstatement of the OMB has been delayed mainly.

The insurance payment only covers the condition of the building at the time of the fire. Any enhancements to the building, such as those suggested at the Council Workshop for example reworking the meeting rooms on the ground floor, reconfiguring the upstairs room to its original layout and ceiling height, and adding a lift/elevator, will require additional investment from Council.

The Building (Earthquake-prone Buildings) Amendment Act 2016 requires that all commercial buildings for Auckland and Northland obtain a seismic evaluation by 1 July 2032, this has already been completed. If the building is deemed to be under 34% NBS (New Building Standard) and therefore classified as “earthquake prone”, then strengthening works are to be carried out within 35 years from the original assessment (2002); meaning we have circa 12 years left to complete this work. Engineers have recommended that the building should meet the requirements of a Medium Risk scenario, this requires a level of strengthening of between 67% and 79%. Council needs to confirm that it is content with this level.

The recommended seismic strengthening is 67% NBS with the following scope of works:

- The specialist consultants have recommended upgrading the building separately, i.e., 1955 extension from the 1912 construction.
- New steel portals or concrete shear walls installed in the 1912 portion.
- Further ties to the external brick walls with a strengthened diaphragm and connections at each floor for the 1912 portion. Heli fix or bowties or equivalent approved from the floor timber diaphragm to the external brick cavity walls of the 1912 building. Typically, between joist spacing approximately 450mm centres.
- Additional ties to the external brick walls at closer centres.
- Further strengthening in the roof structure for the 1912 portion. With steel ties at ceiling level across the building.
- The option of using a lightweight roof rather than clay tiles would reduce the seismic load and risk of heavy tiles falling.
- Additional subfloor bracing for both portions of the building.
- At least two new steel braces in each direction (four in total) for the 1955 extension. Additional foundation piling support may be required.
- New brick ties throughout the 1955 extension external walls at typical 400mm centres.
- Inspection of tying of the parapets and architectural features be checked during construction monitoring, and additional ties be retrofit as needed.

4 Discussion

The fire has affected different parts of the building to different degrees and each part has its own history in terms of construction date, use and materials used. The building’s exterior is listed as having heritage importance on the district register that limits changes to its outside construction and aesthetic. The building has also undergone a degree of internal seismic strengthening, but this was not completed in full. After investigation of the potential risk of earthquake given the local geological situation, Engineers have recommended that the building should meet the requirements of a Medium Risk scenario, requiring a level of strengthening of between 67% and 79%

Although the building is listed on the district register as having heritage importance, it may be possible to substitute the original, heavy concrete tiles that are unseen from the ground for new lightweight materials that look the same. This could create cost savings and more importantly allow for greater flexibility in terms of reconstituting the building to its former condition. Council are asked to decide on whether they are comfortable with using lighter roof tiles.

Initial indications from Heritage NZ are that using lighter roof tiles is appropriate. Staff also consider this to be worthwhile for the long-term protection and sustainability of the building.

The roof structure of the 1912 building is to be extensively reinstated, the option of a lightweight roof will have covered timber trusses throughout plus steel tie members to the perimeter and an upgraded steel ring beam, which will help reduce some of the seismic load in the event of an earthquake. This will also simplify the structure and meet the standard required to reach the 67% NBS(IL2) recommendation as part of the reinstatement works. A lightweight roof will be more cost effective. Noting this approach is provisional upon agreement from Heritage NZ.

Although seismic strengthening and fire reinstatement are critical to re-establishing the building, the potential to change elements of the internal shape, function and use create an opportunity to make the building more usable and include the installation of a lift. There are additional construction and cost benefits to incorporating these changes while reinstatement works are in progress. Council has previously indicated that the building should retain its Community purpose and be fit for that purpose.

Proposed internal alterations include reconfiguring the ground floor annex to create a new larger meeting space and a modular layout for different community purposes. Modernising it with a new kitchen will create a space that preserves the character of the Brenda Gardner room and form the basis for a café/community work space. This layout, similar in nature to the Orchard set up at Northland Inc, can then cater for community members and groups to enjoy and utilise for their own mahi.

The impact of this is, however, the original 8 community groups that were tenants will have less dedicated office space. Some of these groups needs will have changed and others may choose to expand elsewhere. However, the re-configured building will be able to achieve a wider community reach than pre-fire. The upstairs rooms will also be re-developed and made into larger office/meeting spaces in line with the building's original dimensions and without reinstatement of the suspended ceilings (where the fire started). Attachment 1 shows the relevant architectural drawings.

The following is non-exhaustive list of features which notably include addition of a hydraulic passenger lift/elevator at the rear of 1912 building:

- Standard pre-engineered hydraulic passenger elevator
- Elevator signal equipment
- Operation and control systems
- Accessibility provisions for wheelchair access
- Equipment, machines, controls, systems and devices are required for safely operating the specified elevators at their speed and capacity
- Materials and accessories as required to complete the elevator installation
- Elevator pit ladder
- All permits and inspections.

4.1 Financial/budget considerations

Project Phase	Project Description	Estimated Budget (excluding GST)
1	Fire Reinstatement Works (Insurance pay-out)	\$2,183,489.02
2	Seismic Strengthening Works	\$1,500,000.00
3	Internal Alterations Works	\$650,000.00
	Overall Project Costs	\$4,333,489.02

The additional funding required from Council will be \$2,150,000.00 which has been budgeted in LTP allocations.

4.2 Risks

Council Reputation is at risk through further time delays and as a consequence of the time taken to reach this point; and in making the building operational for public use. Similarly, relationships with tenants that previously occupied the building may be tested if some are no longer able to have its exclusive use. Our ability now to fund rents through the Community Funding mechanism mitigate this situation and create more flexibility for these groups. By providing grants to cover rents, groups are able to find accommodation that better suits their needs, simultaneously reducing the risk to Council as landlord.

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, Council News, Facebook or any other WDC channels.

6 Attachment

1. Proposed Internal Plans

Community Development Committee Meeting Minutes

Date: Thursday, 17 June, 2021
Time: 11:00 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance	Her Worship the Mayor Sheryl Mai 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
Not in Attendance	Cr Gavin Benney (Chairperson)
Scribe	C Brindle (Senior Democracy Adviser)

Open meeting

The Democracy Adviser opened the meeting and advised the Committee's Chairperson Gavin Benney was unavailable to chair the meeting. Nominations for an Acting Chairperson were called for. One nomination, to appoint Cr Cocurullo was received. Cr Cocurullo chaired the meeting.

1. Declarations of Interest

Item 4.1 – Community Funding – June 2021

2. Apology

Cr Gavin Benney

Moved By Cr Greg Innes

Seconded By Cr Carol Peters

That the apology be sustained.

Carried

4.2 Old Municipal Building restoration

Moved By Her Worship the Mayor

Seconded By Cr Anna Murphy

That the Community Development Committee approve the phased execution of the Old Municipal Building restoration project, including:

A. Phase 1: Fire Reinstatement Works -

Execute reinstatement works in line with the extensive scope of works attached and with potential for the use of non-original roof tile material substituted for the original tiles.

B. Phase 2: Seismic Strengthening Works -

Achieve 67% NBS which will bring the building's life safety risk to medium and improve the building grade to B.

C. Phase 3: Internal Alterations Works -

Reconfigure the ground floor meeting room and kitchen space (Brenda Gardner Room). Incorporate an accessibility lift/elevator and complete all compliance works required to open the building for community purposes and public use.

Financial /budget considerations:

Please Note: On 10th May 2021 the insurance company offered to pay a final settlement sum (excluding Business Interruption aspect) of \$ 2,511,012.37 GST inclusive, net of policy excess \$5,000.

Carried

Cr Murphy left the meeting at 12.30pm following Item 4.2.

Confirmed this 15th day of July 2021

Councillor Vince Cocurullo (Acting Chairperson)

7.5 Speed Limit Review Whangarei Heads Recommendations

Meeting: Whangarei District Council
Date of meeting: 27 April 2023
Reporting officer: Shawn Baker (Consultant, NTA).

1 Purpose / Te Kaupapa

To adopt the Recommendations Report and Interim Speed Management Plan for the Whangarei Heads Catchment Speed Limit Review.

2 Recommendations / Whakataunga

That the Council

1. Adopts the Regional Speed Limit Review Whangarei Heads Catchment Recommendations Report (Attachment A).
2. Adopts the Interim Speed Management Plan for Whangarei Heads (Attachment B).
3. Receives the report Regional Speed Reviews – Whangarei Heads Catchment Technical Report (Attachment C).
4. Delegates the Chief Executive to make any necessary minor drafting or presentation amendments to the attached Recommendations Report (Attachment A) and Interim Speed Management Plan for Whangarei Heads (Attachment B) and to approve the final design and layout of the documents prior to final printing and publication.

3 Background / Horopaki

Proposed new speed limits in the Whangarei Heads Catchment area were publicly notified in accordance with the Setting of Speed Limits Rule 2022 and the Local Government Act 2002. Written submissions were sought between 28th October and 5th December 2022.

A total of 170 submissions were received with 8 submitters attending the Hearing. Hearings were held at Forum North on 22nd February 2023. All submissions, including those that did not attend the Hearing were received and read by Council.

This Agenda item provides Council with recommended changes to speed limits in the Whangarei Heads Catchment area. The Recommendations Report (Attachment A) takes account of all submissions received, including the requirements of the Setting of Speed Limits Rule 2022; Road to Zero, National Road Safety Strategy 2020-2030; and National Speed Management Guidance.

Based on the attached Recommendations, an Interim Speed Management Plan has been produced (Attachment B). This Interim Speed Management Plan is the document that is

forwarded to the director of Waka Kotahi (NZTA) for certification under the Setting of Speed Limits Rule 2022.

The Technical Report that sets out the technical matters that must be considered under the Setting of Speed Limits Rule 2022 is attached (Attachment C). The inclusion of this Report within the decision documentation completes the documentation to show that council has considered all matters required under the relevant legislation. The Technical Report was publicly available as background information as part of the public consultation process.

Adopting the Recommendations Report and Interim Speed Management Plan enables staff to certify the Interim Speed Management Plan and commence the procurement and implementation phase of the Speed Limit Review.

No further decisions will be required to implement the new speed limits.

4 Discussion

Submissions

A total of 170 submissions were received with 8 submitters presenting in support of their submissions at a formal hearing on 22nd February 2023; held in Council Chambers at Forum North, Whangarei.

In preparing the Recommendations Report, all submissions were reviewed alongside the technical assessments required under the Setting of Speed Limits Rule 2017. Where required, additional site visits and engineering assessments were undertaken.

Direction was also taken from Council Briefings held on 07th March and 12th April 2023.

Decision process

This Agenda Item and Attachments provide all the information that Council, in its capacity as Road Controlling Authority, must consider when setting new speed limits. The recommendations on new speed limits have been informed by community feedback and meet national speed management guidance and legal requirements for setting speed limits.

Once the Recommendations Report and Interim Speed Management Plan are adopted, staff will commence the certification process by Waka Kotahi (NZTA). Certification is a legal requirement and ensures that the requirements the Setting of Speed Limits Rule 2022 has been met and ensures national consistency in speed limit setting.

Final detailed design of physical infrastructure (signage etc) and procurement will commence once the Interim Speed Management Plan has been certified. It is expected that the new speed limits will come into force in the second half of 2023.

Technical information

Section 3.15(2) of the Setting of Speed Limits Rule 2022 sets out a range of matters that must be considered when setting a speed limit. The Regional Speed Reviews –Whangarei Heads Catchment Technical Report (Attachment C) sets out all the technical information required under Section 3.15(2), except for community feedback. The Technical Report, along with the Recommendations Report sets out all the information required to support both the originally proposed speed limits and recommended speed limits.

The requirement to consider community feedback is satisfied by the consultation process undertaken and the resulting Recommendations Report.

4.1 Next Stage

Once the Recommendations Report and Interim Speed Management Plan is adopted, staff will finalise the certification of the Interim Speed Management Plan and commence the procurement and implementation process.

4.2 Financial/budget considerations

The installation and removal of the required signage will be funded from the Low Cost Low Risk (LCLR) Speed Limit budget as part of the 2023-2024 financial year budgets. Additional funding for some physical works to support new speed limits may be sought through the future LTP process.

4.3 Policy and planning implications

There is no ongoing policy or planning implication from this decision.

4.4 Options

Option 1: Council may adopt the Recommendations Report and Interim speed Management Plan in full. This option will enable certification and implementation of the new speed limits.

Option 2: Council may adopt the Recommendations Report and Interim Speed Management Plan with amendments. If Council decide on any amendments, additional assessments may be required to ensure that the amendments meet the requirements of the Setting of Speed Limits Rule 2022 and National Speed Management Guidance.

Option 3: Council may reject the Recommendations Report in its entirety. This option is not recommended as it may result in a need to re-consult.

The recommended option is **option 1**.

4.5 Risks

Adopting safe and appropriate speed limits in the Whangarei Heads Catchment is predicted to reduce death and serious injury from road trauma by up to 7 fatal or serious injury crashes over a 10-year period. If safe and appropriate speed limits are not adopted, Council will not meet its Road to Zero targets for reducing death and serious injuries from road trauma.

The Setting of Speed Limits Rule 2022 requires that 40% of schools comply with the new school speed limits set out in the Rule by June 2024, and all schools complying by the end of 2027. If the school speed limits are not adopted, Council may not meet its legal requirements for setting speed limits outside schools.

5 Significance and engagement

The matters in this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy as the decisions being made are the culmination of a community engagement exercise.

6 Attachments

- Attachment A: Regional Speed Limit Review Whangarei Heads Catchment – Recommendations Report
- Attachment B: Interim speed Management Plan – Whangarei Heads
- Attachment C: Regional Speed Reviews – Whangarei Heads Catchment Technical Report

Regional Speed Limit Review Whangarei Heads

Recommendations Report

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1 Overview

Whangarei District Council (Council) is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Whangarei District (except State Highways), including the setting of speed limits. Council is required to review all speed limits on roads it is responsible for under the Governments Road to Zero Road Safety Strategy.

The statutory role of Council as an RCA is set out under the Land Transport Act 1998 and the Setting of Speed Limits Rule 2022.

Council proposed new speed limits within the Whangarei Heads Catchment. The Catchment includes the Whangarei Heads Road, Parua Bay and all settlements along the northern edge of the Whangarei Harbour. The Catchment extends north to the Whangarei – Ngunguru Road but does not include that road (Whangarei-Ngunguru Road will be reviewed as part of the Tutukaka Coast Review). This Review also includes the following coastal settlements:

- Patau North
- Patau South
- Taiharuru
- Oceans Beach

The proposed changes to speed limits were publicly notified in accordance with Section 3.9 of the Setting of Speed Limits Rule 2022; with feedback being sought from 26th October to 5th December 2022. Hearings were held at Council Chambers, Forum North on 22nd February 2023.

This Report brings together all the information that must be considered under Section 3.15 (2) of the Setting of Speed Limits Rule 2022, as well as:

- Community feedback and recommendations (main body of Report)
- Recommended Speed Limit Maps (Appendix 1)
- Technical Information to be considered (Appendix 2 as a separate attachment)
- Statement of Proposal as notified (Appendix 3 as a separate attachment)
- An Interim Speed Management Plan that complies with the Setting of Speed Limits Rule 2022.

In addition to this Recommendations Report, it should be noted that all submissions were formally read and received by Council at the Hearings held on 22nd February and were attached to the agenda item for that meeting.

1.1 Purpose and Scope

The purpose of this Report is to make recommendations to Council on new speed limits and a final Interim Speed Management Plan for the Whangarei Heads review area. The recommendations arise from an assessment of all the information that the RCA is required to consider under Section 3.15 (2) of the Setting of Speed Limits Rule 2022 when setting speed limits, of which, community feedback is one component.

The detailed technical information that was collated and considered when proposing new speed limits for public notification and community feedback forms part of the decision-making process and is appended to this Report. The Technical Report was publicly available on Councils website as part of the consultation process.

This report meets the requirement of the Local Government Act (2002): Principles of Consultation (Section 82 and 82A). The report provides:

- A summary of the feedback received.
- A discussion of the issues raised by submitters, either individually; or collectively where there are similar themes.

- The recommendations arising from the feedback, including the reasons for the recommendations.

Feedback is acknowledged in this report; but individual submissions may not be specifically referenced within the body of this report due to the similarity of the decisions requested, reasons given, and the volume of submissions received.

1.2 Implementation of recommended speed limits

There are a number of factors that are required to ensure that a speed limit is legally enforceable:

- The Speed Limit must be set in accordance with the Setting of Speed Limits Rule 2022. This has been achieved through the speed limit review process (including associated consultation); and
- An Interim or Regional Speed Management Plan must be certified by Waka Kotahi once Council has adopted the recommendations of this Report.
- A record of the new speed limits must be loaded into the National Speed Limit Register. This Record sets the operative date.
- New speed limits signage must be installed in accordance with Setting of Speed Limits Rule 2022 and relevant standards; and
- Speed limit signage must match the speed limits set out in the National Speed Limit Register.

Once Council has adopted the Recommended Interim Speed Management Plan (arising from recommendations in this Report), staff will commence the certification and procurement process to implement the new speed limits. No further decision is required from Council. However, it should be noted that procurement and installation of the required physical works takes time. Implementation may be in a staged process over a reasonable timeframe.

1.3 National Speed Limit Register

All speed limits in Northland have been migrated from the previous Bylaws into the National Speed Limit Register (NSLR) in accordance with the Setting of Speed Limits Rule 2022. The NSLR has now become the legal instrument by which all speed limits are enforced.

The change in legal instrument from Bylaw to NSLR does not change the Whangarei District Council's role as a Road Controlling Authority. Speed limits are still set in accordance with the Setting of Speed Limits Rule 2022 (and its associated guidance).

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

2 Delegations

Speed Limits within the District are set by the RCA. The RCA is responsible for decisions relating to feedback on proposed speed limits.

3 Community Consultation Process

Section 3.9 (2) of the Setting of Speed Limits Rule 2022 requires Council to consult in accordance with Section 82 of the Local Government Act 2002 (LGA). Section 82 of the LGA sets out the principals of consultation.

It should be noted that the Rule specifically states that nothing in the Rule requires Council to consult in accordance with Section 83 of the LGA (Special Consultative Procedure).

3.1 Notification

In meeting the Principals of Consultation as set out in Section 82 of the LGA, the following has been undertaken:

- A Statement of Proposal (Appendix 3) was prepared and notified in local media and on Council's website.
- The full Statement of Proposal and supporting technical information and information on how to make a submission was made available on Council's website, including Facebook and other social media.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Drop-in information sessions were held at various locations within the review area, along with presentations to Ratepayer groups.
- Key Stakeholders and Statutory Consultees were notified directly.

3.2 Hearings

Section 83(1)(d) and (e) of the LGA 2002 requires the Local Authority to provide an opportunity for persons to present their views to the local authority in a manner that enables spoken (or New Zealand sign language) interaction between the person and the Local Authority, or any representatives to whom an appropriate delegation has been made.

The community was provided with an opportunity to provide written submissions between 26th October and 5th December 2022. All submitters were asked to indicate if they wished to be heard in person to support their submission.

All submitters that indicated that they wished to be heard in support of their submission were contacted by both email and telephone to confirm whether they still wished to be heard.

A total 8 submitters presented their submissions at a formal hearing on 22nd February 2023, held in Council Chambers at Forum North, Whangarei.

The Hearing was attended by full Council in their capacity as the Road Controlling Authority. Key Northland Transportation Alliance Staff, who are responsible for recommending decisions to the RCA were also in attendance.

3.3 Drop-in Session and Meeting Summary

Drop-in session and information events were held in the following locations:

- Whangarei Heads Ratepayers Association on Wednesday 26th October
- Taurikura Hall on Monday 14th November between 5pm and 7pm
- Parua Bay Residents and Ratepayers Association on Tuesday 15th November
- Parua Bay School Hall on Wednesday 16th November between 7pm and 8pm
- Tamaterau Hall on Monday 20th November between 5pm and 7pm

3.3.1 Whangarei Heads Ratepayers Association

Approximately 50 people attended an information, question and answer event at McLeod Bay Hall on 26 October. The event was organised and hosted by the Whangarei Heads Residents and Ratepayers Association.

Key issues raised at the meeting included:

- The need for pull over bays for slower drivers
- The number of proposed changes to speed limits along Whangarei Heads Road.
- Concerns about safety on "Darkies Hill" near the Parua Bay Tavern and Wharf Road intersection.
- The need for infrastructure to support speed limits, for example, speed bumps.
- The need to upgrade crossings at Parua Bay School.

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- Concerns related to some proposed speed limit transitions.
- Concerns relating to the overall condition of the network.
- Enforcement of the current speed limit is poor, and without proposer enforcement, new speed limits are unlikely to achieve significant outcomes.

3.3.2 Taurikura Hall

This drop-in session was poorly attended, as there had been a previously well attended meeting with the Whangarei Heads Ratepayers Association.

Attendees discussed the proposed speed limits in general, and were interested in getting more information before making a formal submission.

3.3.3 Parua Bay Residents and Ratepayers Association

Approximately 40 people attended a meeting at the Parua Bay Bowling Club. The event was organized and hosted by the Parua Bay Residents and Ratepayers Association. NTA initially addressed a recent fatal crash that occurred on Whangarei Heads Road at Darkies Hill. Staff then provided a background to the Speed Limit Review and answered questions raised by the audience.

3.3.4 Parua Bay School Hall

Approximately 20 people attended this drop-in session. Key issues discussed was the proposed 30kph speed limit around the school. Attendees noted that the roadside is active with students for a much greater period than many schools. This is because high school students catch buses to and from Whangarei City. Students are therefore utilising the road environment over an hour before and after normal school hours.

Attendees confirmed that the High School Bus picks up and drops off at the Community Centre. Students often walk between Parua Bay School, the Shopping Centre and the Community Centre.

3.3.5 Tamaterau Hall

This drop-in session was poorly attended. Those attending lived locally to Tamaterau. The issues raised included speeds travelled in the area near the Hall carpark (current speed limit of 50kph).

3.4 Hearing Summary

Submitters were provided an opportunity to present their views to Council in person on 22 February 2023. All submitters that indicated that they wished to be heard were initially contacted by email to advise of the Hearing date and times. This email was followed up with phone calls to confirm whether submitters still wished to be heard in support of their submission.

22 submitters indicated that they wished to be heard as part of their initial submission. A total of 8 submitters attended the Hearing.

A range of issues were expanded upon by submitters at the hearing. Most of those issues have been addressed throughout this Report in some detail. A full copy of each submission is available in the Council Hearing Agenda for 22nd February 2023. Additional notes presented by submitters are included in Appendix 5.

A summary of the matters raised by each submitter at the Hearing is set out below.

3.4.1 Tanja Wood

Summary of Written Submission:	Outside Review Area Ngunguru Road from Whangarei to the coast. Lack of signage of speed limits.
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Matters raised at Hearing	<p>Ms Wood lives in Ngunguru and most of her concerns relate to the Ngunguru Road. However, Ms Wood pointed out that these concerns equally applied to Whangarei Heads Road and other roads within the review area.</p> <p>Ms Wood stated that speed limits are not followed by visitors from outside the community. She considered that there is a need to improve lines and markings (Cats Eyes) on the road. Ms Wood believes that 80kph is an adequate speed but needs better markings and additional repeater signage as people don't know what the speed limit is supposed to be.</p> <p>Ms Wood also noted that she was unhappy with the tar seal job on Waiaitoi Road – Ngunguru Road.</p>
Response to issues raised	<p>It is agreed that road markings, where appropriate and signage does contribute to improved safety outcomes. Feature such as rumble strips and Cats Eyes assist with lane keeping, particularly at night.</p> <p>The Setting of Speed Limits Rule 2022 and associated guidance sets out minimum signage for speed limits. Additional signage such as Threshold Signs and advisory signs are identified as part of the detailed design stage when implementing new speed limits.</p>

3.4.2 Colin Edwards

Summary of Written Submission:	<p>Partial Support – supports Parua Bay Village changes but concerned with the number of speed limit changes along Whangarei Heads Road. Raises issues relating to Darkies Hill.</p>
Matters raised at Hearing	<p>Mr Edwards acknowledges that there is a safety “black spot” in Parua Bay Village. The slower speed limits through the village need to be supported with speed humps. Mr. Edwards stated that speed limits will not work on their own. There is a need for barriers as well as other infrastructure to go along with speed limits.</p> <p>Mr. Edwards cited the Wolf Road intersection where he stated that there had been 30 crashes in the last five years. He also stated that the first section of road out of Onerahi (from Beach Road) has a speed limit of 50kph, but most people drive this section at 70kph. He said that this is an example of people not changing behaviour unless it makes sense.</p> <p>Mr. Edwards was also concerned about the number of speed limit changes along the road. He also commented that the rumble strips are really good and need more of them.</p> <p>There are few places to enforce the speed limits.</p>
Response to issues raised	<p>Mr. Edwards statements about the need for infrastructure to support lower speed limits is acknowledged. Currently raised crossings in Parua Bay School are planned to support the new 30kph school speed zone. Road marking and other infrastructure will be included as part of this package. In addition, it is currently planned to incorporate a raised crossing and lighting in the Parua Bay Tavern 30kph speed zone.</p> <p>Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:</p>

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	<ul style="list-style-type: none"> • Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch. • Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit. • Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.
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3.4.3 Raewyn Weir

Summary of Written Submission:	Support – Parua Bay Tavern area. Needs installation of speed bumps.
Matters raised at Hearing	<p>Ms. Weir was mainly concerned with the Parua Bay Village and Parua Bay Tavern area. She stated that there is a need for speed bumps at both locations.</p> <p>Ms. Weir supported the overall reduction of the speed limit from 100kph to 80kph but stated that the overall speed limits must be simplified (less speed limit zones).</p> <p>Ms. Weir suggested that 90% of motorists do not comply with the current speed limits. There is a need for better enforcement, including speed cameras as there are no consequences for speeding.</p>
Response to issues raised	<p>Ms. Weir's comments relating to speed bumps and the need to simplify the speed zones are accepted. Currently raised crossings in Parua Bay School are planned to support the new 30kph school speed zone. Road marking and other infrastructure will be included as part of this package. In addition, it is currently planned to incorporate a raised crossing and lighting in the Parua Bay Tavern 30kph speed zone.</p> <p>Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:</p> <ul style="list-style-type: none"> • Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch. • Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit. <p>Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.</p>

3.4.4 Logan Carter

Summary of Written Submission:	Partial Support - for the most part, supports the proposed changes, except for specific areas mentioned in submission. Wharf Rd to Parua Bay reduce to 60kph and other specified areas seeking lower speed limit.
Matters raised at Hearing	Mr Carter stated that his primary focus is safety of other road users, including pedestrians and cyclists. Mr Carter noted that he was a regular cyclist on Whangarei Heads Road.

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	<p>Mr Carter stated that risk is related to traffic volume and nature of road. There are very few areas of the road where there is somewhere to go if run off the road (banks drop offs etc).</p> <p>Mr Carter sought a 60kph speed limit from Parua Bay Tavern Causeway to Parua Bay Village (Darkies Hill). Mr Carter questioned whether Whangarei Heads Road met the standards required for a 80kph speed limit and believes that a 70kph speed limit would be more appropriate.</p> <p>Mr Carter was asked if he had any experience riding a bike on the section, he wants reduced to 60kph? He stated that he had done one trip on a weekend and once was enough.</p>
Response to issues raised	<p>Mr. Carters comments relating to the road environment are acknowledged. The need to set a safe and appropriate speed on Whangarei Heads Road reflects the wider road environment. Including the aspects highlighted.</p> <p>Recognising the issues raised by several submitters, including the safe and appropriate speed from Parua Bay Tavern to Parua Bay Village and a desire to simplify the speed limits, it is recommended that:</p> <ul style="list-style-type: none"> Parua Bay Tavern over Darkies Hill to Parua Bay Village have a 60kph speed limit.

3.4.5 Jan Boyes

Summary of Written Submission:	Partial Support – identifies specific areas where submitter disagrees with proposals but supports main speed of 80kph on Whangārei Heads Road.
Matters raised at Hearing	<p>Mr. Rick Miller presented on behalf of Jan Boyes. Mr. Millar thanks the Council for the introduction of Catseyes on the road as this was an improvement. Mr. Millar noted that the road service is deteriorating. He also noted that there was a need for signage for passing bay areas and areas where slower drivers can pull over safely. Mr. Millar also requested that a moveable speed camera to cover Whangarei Heads Road be utilised.</p> <p>With respect to Parua Bay Village, Mr. Millar did not think that restrictive pedestrian crossings were appropriate for Parua Bay. He also thought that a bypass around the village was needed.</p>
Response to issues raised	<p>Mr. Millar's comments on behalf of Jan Boyes are noted. Improved signage for passing opportunities on Whangarei Heads Road is accepted. Funding for this signage is being sought through the 2024-2027 RLTP (Road funding mechanism). It is noted that speed cameras are now operated by Waka Kotahi (previously operated by Police). These cameras are able to be deployed in any location determined by Waka Kotahi in consultation with NZ Police.</p> <p>Pedestrian crossings in Parua Bay are planned as part of the wider Parua Bay Placemaking project that is currently underway. These crossings are intended to make the road safer for pedestrians and to support a slower speed limit. A Bypass</p>

	around the village is beyond the scope of the speed limit review, but may be considered as part of the Placemaking Project.
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3.4.6 Parua Bay Residents and Ratepayers Committee

Summary of Written Submission:	Partially Support – Strongly support the lowering of speed limits around schools to 30kph. Strongly support the lowering of the general speed limit on Whangarei Heads Road to 80kph. Raises other concerns including the number of speed limit changes.
Matters raised at Hearing	<p>The Parua Bay Ratepayer Association were supportive of a 30kph speed limit around schools and 80kph in other areas. However, they did raise concerns about the number of transitions from one speed to another. The Association highlighted the need for traffic calming, education, road markings, rumble strips, enforcement, landscaping and improved safety for walking and cycling, particularly in Parua Bay itself, with enhanced walking and cycling for the entire road as it would be great to commute by cycle.</p> <p>There is a need to communicate speed and speed limits very clearly and the association suggested the use of “your speed” electronic signs. It was noted that speeders are often local people.</p> <p>With respect to the school and shopping area, the Association considered that a variable speed limit would be better around the school as it is generally very quiet with few people outside of school hours. Considered that a Kea Crossing would be good, however, a Pelican Crossing (crossing with lights) would be better for the school.</p> <p>The association noted that most weeks there are overturned vehicles on the side of Whangarei Heads Road. The Placemaking Project in Parua Bay should identify road safety as a priority. There is also a need to monitor “near misses”.</p>
Response to issues raised	<p>Support for 30kph in Parua Bay and 80kph on the main part of the road is noted.</p> <p>Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:</p> <ul style="list-style-type: none"> • Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch. • Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit. <p>Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.</p> <p>Infrastructure to improve road safety will form part of the detailed design process, with additional infrastructure such as landscaping, passing bays etc. will be implemented as funding becomes available.</p>

	Raised table crossings are currently planned to support the school speed zone. The location of these crossings and whether they are “Kea” or “Pelican” crossings will be determined at the detailed design stage and through the Placemaking Project.
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3.4.7 Ocean Beach Residents Association

Summary of Written Submission:	Partially support – Ocean Beach Village – seeking to extend the lower speed limit of 30kph, including Ranui Road.
Matters raised at Hearing	<p>The Ocean Beach Residents Association was represented by Mr. John Greene. Mr. Greene presented a PowerPoint presentation and provided handouts.</p> <p>The Association had previously asked for a slower speed limit in 2021, with the Association seeking a 30kph speed limit for Ocean Beach. The 30kph descriptor is far closer for Ocean Beach and Mr. Greene felt that 30kph is better than 40kph. He requested that the lower speed limit start before the top of the hill approximately where the Peach Cove Track Car Park turn-off is. Mr. Greene noted that there is lots of traffic in and out of this carpark. He also stated that going around the corner at the turn off at 80kph is not safe.</p> <p>Mr. Greene was asked if the current speed bumps have any impact on speed? Mr. Greene said that he was unsure of what effect they are having but noted that they are old and worn and need to be replaced.</p>
Response to issues raised	<p>The nature of the Ocean Beach Community is recognised, and it is also note that there are some similarities with Pataua, which has a recommended 30kph speed limit.</p> <p>The section of road from the Peach Grove Track carpark is not a self-explaining 30kph. It is recommended that:</p> <ul style="list-style-type: none"> • A 40kph speed limit extend to a point approximately 50m west of the Peach Grove Track entry. • The 40kph speed limit extend to approximately 100m before Ranui Road. • A new 30kph zone that encompasses Ranui Road and the main area of carparking and pedestrian use.

3.4.8 Steve Westgate - NZ Automobile Association

Summary of Written Submission:	Various positions – Provides a detailed submission covering a range of matters.
Matters raised at Hearing	<p>The Automobile Association presentation was made by Mr Steve Westgate. The Associations considered that there were too many changes in speed limits along Whangarei Heads Road. This would result in confusion for drivers. Mr. Westgate stated that the roads must be self-explaining with respect to speed limits. He suggested a uniform 50kph speed limit through all residential communities, noting that Parua Bay has no DSI's</p>

	<p>(Death and Serious Injury), leading him to question the safety benefits of a slower speed limit.</p> <p>Mr, Westgate stated that better enforcement was the answer to speed related issues. He also noted that responsible drivers will drive to the conditions.</p> <p>Mr. Westgate was opposed to speed bumps.</p>
Response to issues raised	<p>A detailed response to the Automobile Association submission and presentation is provided in Section 4.23 below.</p> <p>The 30kph speed limit in Parua Bay Village is in response to the requirements for speed limits around schools under the setting of speed Limits Rule 2022. Other slower speed limits are reflective of the changing road environment with greater residential, pedestrian and cycling uses on or near the road carriageway. DSI data is only one aspect that the Road Controlling Authority is required to consider under the Setting of Speed Limits rule 2022.</p> <p>Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:</p> <ul style="list-style-type: none"> • Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch. • Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit. • Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.

4 Submissions Overview

4.1 Submissions Out of Scope

Out of scope submissions seek changes to speed limits that are outside of the current review area; are seeking non-speed related decisions, for example, road maintenance; or seek solutions that are beyond Council's legal mandate, for example, enforcement issues.

The main out of scope issues are set out below. Specific submission numbers are not quoted to avoid confusion as often submissions also included comments and feedback that were both in and out of the scope of the review.

4.1.1 Speed limits in other areas

Submissions seeking a change in speed limit in areas outside of the review area are out of the scope of the current review and associated consultation. In order to make a legal change to a speed limit outside of the current review area; additional technical assessments would be required, as well as a separate consultation process. Submissions relating to areas outside the current review area, where Whangarei District RCA has jurisdiction have been retained on file for later consideration.

It should be noted that speed limits in areas that have not already been the subject of a review will be reviewed as part of a regionwide review being undertaken throughout 2023.

4.1.1.1 State Highways

Some submitters requested speed reviews to be undertaken on parts of the State Highway network.

Council is an RCA for local roads only. This excludes State Highways, which are administered by Waka Kotahi (NZTA). Waka Kotahi (NZTA) have embarked on a review of speed limits on portions of the State Highway Network and are following a similar community consultation process to WDC.

All submissions relating to the State Highway network has been noted and passed through to the Waka Kotahi Speed Limits Review Group.

4.1.2 Enforcement

Some submitters have raised the issue of enforcement. The feedback received can be categorised into the following broad topics:

- Without proper enforcement, lower speed limits won't work
- Lower speed limits are intended for revenue collection

It is agreed that enforcement is a key component of ensuring compliance with speed limits and improving safety on our roads. However, if the speed limit is neither safe, nor appropriate for the road environment, then, even with a good level of enforcement, safety outcomes will not be achieved.

NZ Police base their enforcement activities on risk, with the sole purpose of reducing serious and fatal crashes on our roads. The NZ Police target drivers that are driving in an unsafe manner for the road environment or exceeding a safe and appropriate speed (proposed speed limits).

Speed Cameras

Speed cameras are an important road safety tool. Mobile speed cameras can be deployed at any location. The government has recently introduced new legislation relating to speed cameras. This legislation shifts the operation of speed cameras from the Police to Waka Kotahi.

It is expected that, over the coming years, there will be greater reliance on speed camera deployment, including the use of newer technology that measures vehicle speed over a greater distance.

Revenue

Although speed limits are set by the Road Controlling Authority (Whangarei District Council), the responsibility for enforcing those speed limits is with the NZ Police. Any fines, including speed camera fines, do not go to Council. Nor do they go directly to the NZ Police.

4.2 Other issues raised

Some submitters raised specific speed related issues that need to be specifically addressed. These issues raised by submitters were utilised to either oppose the lowering of speed limits generally; justify a different speed limit; or were made as a general comment.

4.2.1 Slow drivers

Feedback received noted that there is a lot of frustration with slower drivers, mainly on Whangarei Heads Road and a lack of passing opportunities (refer 4.2.2 below).

Whangarei Heads Road has a wide variety of road environments, including several coastal communities; torturous sections; and winding sections. In addition, road users include daily commuters, tourist users and holiday traffic. As a result of the complexity of the road, there will always be vehicles travelling at different speeds.

The evidence suggests that a driver going 80km/h in a 100km/h zone perceives the safe and appropriate speed for that road environment as 80km/h. Matching the speed limit to the actual safe and appropriate speed does not change the road environment. The slower driver will still perceive the safe and appropriate speed as 80km/h and continue driving at about that speed.

A driver that is currently driving at an unsafe speed for the road environment will slow down to better match the posted speed limit.

Matching the speed limit closer to the road environment and design speed of the road will result in more drivers driving at a similar speed. This results in less dangerous overtaking manoeuvres and less overall aggressive driving, significantly reducing the risk of crashes.

It should be noted that waiting for a safe place to overtake a slower driver has a minimal impact on your overall journey time; but enables you and everyone else to get to their destination.

4.2.2 Need for more passing bays on Whangarei Heads Road

A key issue raised by submitters is the lack of safe passing opportunities and the lack of warning when a passing bay or pull off area is ahead.

Funding for infrastructure such as passing bays and pull over areas is secured through the Regional Land Transport Plan (RLTP). The RLTP is a three yearly plan that sets out roading infrastructure projects and funding priorities. This Plan is used as a basis for securing central government subsidy funding.

A funding bid is currently being prepared as part of the High-Risk Rural Roads component of the RLTP for the Whangarei Heads Route, which includes formalizing existing pull over bays, and including advanced warning signage. It should be noted that funding would be for the 2024-27 funding RLTP cycle, and at this point cannot be guaranteed.

4.2.3 Multiple speed limit changes

Some submitters have raised concerns about multiple speed limit changes along the length of Whangarei Heads Road.

Whangarei Heads Road is relatively unique in the Whangarei District in that it is a long road that passes through several small coastal communities and beaches. The road also has tortuous and winding sections where a higher speed limit is not reasonably attainable and would be unsafe.

There are currently 13 separate speed limit zones along the length of Whangarei Heads Road. In all cases, these zones cater for significant changes in the road environment and use. Examples include beach access areas and coastal communities.

New speed zones include:

- Parua Bay Tavern, providing for significant pedestrian activity and vehicle manoeuvring and parking where there is limited advance visibility.
- Parua Bay town Centre and School, providing for a new school zone as required under the Setting of Speed Limits Rule 2022.
- Variable School Speed Zone for Whangarei Heads School, providing for a new school zone as required under the Setting of Speed Limits Rule 2022.
- Taurikura Bay beach area, providing for a safer speed limit for a popular beach access where there is pedestrian activity on both sides of the road.

In most cases, new speed limit zones are being introduced within existing coastal community areas, for example Parua Bay. In all cases, it is considered that these new speed limit zones are located in areas that are "self-explaining" and as such, is unlikely to result in driver confusion.

Concerns about the number of speed limit zones are accepted. Changes to some speed limits have been recommended to reduce the number of speed limit zones, including from:

- ***Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch.***
- ***Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit.***
- ***Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.***

4.2.4 Maintenance and Upgrade

Some submitters stated that Council should expend more effort on road maintenance rather than lowering speed limits. It was also noted that Council should upgrade or improve the roads instead of lowering speed limits.

4.2.4.1 Maintenance

Roading currently consumes one third of Council's overall Operating Expenditure (this excludes capital expenditure). In addition, Council receives additional subsidised funding from the government, which effectively triples Council budget for most road maintenance.

We are already doing a lot to maintain our roads and to make them safer, but we have an extensive local road network that often traverses challenging geography. Upgrading our roads takes time, and in the meantime, crashes resulting from speed that is inappropriate for the road environment are still happening.

Ensuring speed limits that are safe and appropriate for the road environment is one way that we can reduce serious and fatal crashes until we are able to upgrade a road or route.

4.2.4.2 Upgrading and widening roads

Submitters that have opposed the lowering of speed limits have stated that Council should widen or upgrade roads so that they are better quality, instead of lowering the speed limit.

Whilst upgrade and widening work may be desirable or planned; it is necessary to ensure that our speed limits reflect the current road environment. As roads are upgraded, speed limits can be revisited.

As part of the speed limit review process, Council undertook a desktop exercise to identify what would be required to upgrade roads to meet the standard required for existing speed limits. This study focussed on Whangarei Heads Road and Whareora Road, as these are the busiest and most high-risk roads in the review area.

The results of the desk-top study were included in the Technical Report that was available as part of the consultation documents and available on Council's website. The estimated cost (early 2022) is \$95million to treat Whangarei Heads Road from Onerahi to just past Parua Bay township.

Council has a limited budget available for maintaining and upgrading our road network, even with government subsidies. Given the costs involved, it is necessary to prioritise which roads should be upgraded over time. Consideration needs to be given to a range of matters, including:

- The strategic nature of the road, for example, roads providing an efficient east-west linkage.
- The economic benefits of upgrading the road, for example reduced travel times.
- Other road priorities, including sealing unsealed roads

Once a road is identified for an upgrade, the time required to secure finances (including government subsidies), complete planning and design work and undertake the upgrades is typically between 2 and 5 years, depending on the size and nature of the work to be undertaken. In most cases, it is cost prohibitive to upgrade the full length of a road to a consistent 100kph standard. Therefore, any upgrade work is normally undertaken in a staged manner over a several years.

4.3 Statutory Consultee Submissions

Section 3.9 of the Land Transport Rule: Setting of Speed Limits 2022 sets out the consultation requirements for the creation of a Speed Management Plan. Section 3.9(2) makes it clear that the Principals of Consultation (Section 82 of the Local Government Act 2002) apply. However, Council is not required to utilise the Special Consultative Procedure set out in Section 83 of the Local Government Act 2002.

The Setting of Speed Limit Rule 2022 does not identify specific Statutory Consultees. However, in undertaking the consultation process, Council directly notified the following key stakeholders:

- The Chief Executive of the Automobile Association (via the Northland Branch of the AA)
- New Zealand Transport Agency (NZTA)
- The Commissioner of Police and the Northland Area Commander
- Māori contacts that Council consult in the Whangarei Heads area.

The identified stakeholders were directly notified of the proposed new speed limits; were provided a full Statement of Proposal and advised of where additional information could be found.

The Whangarei Heads Catchment area does not share a boundary with another Territorial Authority. In addition, no local roads within the review area adjoin any State Highway. It should be noted that the Northland Transportation Alliance is an alliance of the three Northland District Councils and the Northland Regional Council. Co-ordination between the three road Controlling Authorities is therefore inherent in this review process.

4.3.1 Automobile Association (AA)

In keeping with previous speed reviews, the full submission of the Automobile Association is set out in this Recommendations Report. Given the detailed nature and size of the submission, it has been included in Appendix 1, rather than in the main body of the Report.

Responses to key issues raised:

Responses are provided to the more general issues raised by the AA as well as specific comments on specific roads. Where the AA has supported a proposal, no specific response is provided. Recommendations are set out in the Tables in Section 7 of this Report or under specific headings (Significant Roads).

The AA was consulted through the Chief Executive and the Northland Branch with representatives of the Northland Branch attending the Hearing.

General comments provided by the Automobile Association

Submission 1.1 to 1.4: It is acknowledged that lowered speed limits on their own will not eliminate the road toll. This consultation and the resultant Speed Management Plan seeks to set safe and appropriate speed limits on the roads within the review area. The proposals and reports are therefore necessarily "speed centric". However, the Road to Zero Strategy is clear that there are a number of components such as driver education, enforcement, infrastructure and safer vehicles that need to combine to achieve a significantly lower road toll.

As a Road Controlling Authority, Council has a role in some of these additional aspects and are actively engaged in supporting those non-speed related aspects of road safety. Section

3 of the Technical Report provided an outline of those other road safety aspects that Council, as a Road Controlling Authority contribute to, including:

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

Infrastructure improvements and speed management.

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

Vehicle safety

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

Work-related road safety.

Council supports work undertaken in this sphere of road safety through its wider road safety and planning activities.

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

Road user choices

The Whangarei District Council and Kaipara District Council have contracted the Northland Road Safety Trust for the regional land transport plan funding period 2021 – 24 to deliver various road safety programmes.

Since its inception, the Trust has developed programmes in response to road safety priorities which focus on developing and changing driving behaviour using one-to-one and group education approaches. The Trust provide a range of programmes such as driver licensing mentoring and education, recidivous drink driving, speeding and driver behaviour programmes.

System management.

System Management is about developing a road safety management system that reflects international best practice. The road safety system is complex – involving many agencies at both national and local level. Council as a Road Controlling Authority is one component of the overall safe system approach.

Submission 1.4: It is important to note that crash risk data relies on historical data and does not consider the changing road environment and the use of the road environment. The lower 40kph speed limits (and in some cases 30kph) are consistent with international best practice. The lower speed limit provides for a safer environment for communities and growing pedestrian activity. A 40kph speed limit also provides for a better living environment for residents.

Submission 1.5 – 1.10: Paragraph 1.5 of the submission succinctly highlights that the current speed limits on most of Whangarei Heads Road is neither safe nor appropriate. Loss of control crashes are an indicator that the driver is travelling too fast for the road environment. The number of crashes indicate that education has not worked, and drivers are not driving to the conditions or “reading the road”.

Setting a speed limit that is closer to the safe and appropriate speed for the road and closer to the actual operating speed of the road provides a clear signal to drivers as to a safe speed. In addition, evidence suggests that those travelling at a higher speed (than the current speed limit) will modify their behaviour to some extent. This does not mean that they will suddenly comply with the speed limit, but their top end speed will reduce to reflect the legal consequences of being caught.

Submission 1.11 (v): It should be noted that the Setting of Speed Limits Rule 2022 sets a requirement of 30kph speed limits around all Category 1 Schools, which generally includes all urban schools and some rural schools.

Submission 1.11 (x): It is recognised that high-risk drivers will often ignore speed limits. However, from an enforcement perspective, the consequences of being caught driving over the speed limit increases significantly as the degree of infringement increases, including an immediate forfeiture of the vehicle. Evidence also clearly shows that setting a safe and appropriate speed limit that reflects the road environment does modify driving behaviour and reduces risk. The evidence also shows that the very high end speeds are also reduced. There will, however, always be outliers.

Submission 2 - Functions of residential roads/ proposed blanket lowering of 50 kph speed limits: The urban streets within the review area are all located within smaller coastal settlement and communities. Many of these communities have easy pedestrian access to beaches, for example, Taurikura and Pataua.

In several instances, Council has received consistent and long-term requests from communities for slower speed limits accompanied by appropriate infrastructure. For example, Pataua.

A large number of streets within these communities do not support a 50kph speed limit due to their narrow, winding, or tortuous nature, for example, Reotahi. In a number of areas, residents have taken their own steps to slow traffic with homemade signage, and in the case of Pataua, the installation of informal speed bumps.

A 40kph speed limit, with a 30kph speed limit in specific circumstances where there is a greater degree of shared space, provides consistency of approach in these communities and does not increase travel times to any significant extent.

Submission 3 - Specific comments on proposed changes

Submission 3.1-3.2: General support for unsealed and sealed roads approach is noted.

Submission 3.3: It should be noted that the Setting of Speed Limits Rule 2022 sets a requirement of 30kph speed limits around all Category 1 Schools, which generally includes all urban schools and some rural schools.

There are two schools within the review area, Parua Bay School and Whangarei Heads School.

Parua Bay School has had an extended 30kph speed limit applied to it as it is a Category 1 School. In addition to school activities, the school pick-up point for children attending schools in Whangarei City is located at the Community Centre. Community feedback has indicated that school pick-up and drop-off at this point operates well outside of normal school hours. In addition, there is a growing shopping area located opposite the school.

The Parua Bay Placemaking work that Council is undertaking in consultation with the community is expected to result in this community centre growing. It is also expected that

infrastructure such as raised crossing points will also be installed to support a slower speed limit.

Whangarei Heads School is located on Whangarei Heads School Road. This road is a short, steep road with a narrow carriageway. Given the narrow nature of the road and the expectation of encountering pedestrians, it is considered that a 30kph speed limit is appropriate. The operating speed of this road is very low and a 30-40kph speed limit would be appropriate irrespective of the school.

A Variable Speed Limit (VSL) has been set along Whangarei Heads Road near Whangarei Heads School Road. Whangarei Heads Road is a Rural Connector Road with a speed limit of 80kph at this location. There is a current School Zone signed on the road. However, the signage is static, and it is unclear whether there is significant compliance with the school zone rules.

Feedback and observations indicate that children do walk on the footpath to school and cross Whangarei Heads Road to gain access to Whangarei Heads School Road. The footpath is below the level of the road and there is very limited visibility for pedestrians crossing and for drivers to see pedestrians that are about to cross.

As a Category 1 School, and a location where children are known to access the school by walking, Council is required to implement a 30kph speed limit. Given the road environment, and the Rural Connector use of Whangarei Heads Road, it is considered appropriate that a Variable School Speed Limit is implemented. The 30kph VSL solution complies with the Setting of Speed Limits Rule 2022 school zone requirements.

Submission 3.4 – Speed Limits in Urban Streets. The submitter states that “we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits.” It is agreed that there are a certain group of motorists that will flagrantly ignore the speed limit and drive at speeds significantly above the posted speed limit. However, there are many other drivers who travel at 55kph-60kph regularly within the urban area. These drivers would be traveling slower with a lower speed limit. These issues are primarily addressed through education, enforcement and infrastructure that supports a posted speed limit.

It should be noted that research indicates that, even if everyone obeyed the road rules, there would still be more than 180 deaths on the road each year (Road to Zero National Road Safety Strategy). This indicates that there are factors, other than flagrant speeding as highlighted by the submitter, contributing to road fatalities and serious injuries. Speed limits (including in urban areas) are one contributing factor.

To provide context, in the 10 years from 2009-2018, 332 pedestrians and 78 cyclists died in crashes involving other motor vehicles, largely within New Zealand’s urban areas.

The submitter states that “there is no credible evidence presented to justify lowering speed limits on urban streets from 50 to 40 other than the generalised premise that lower speeds result in lower crash rates.” The submitter continues by stating that “NZTA and other authorities have consistently presented overstated claims and unsubstantiated and discredited graphs (including the Wramborg curves) to supposedly ‘show’ the alleged relationship between pedestrian fatality risk and speed.” The submitter provides a graph by Mackie Research (2018) to support these claims.

A review of the Mackie Research Paper referenced indicates that the graph is only one of several contained in the Research Paper and deals with fatalities only. It is unclear if the Paper has been fully peer reviewed. Figure 7 of the Mackie Research Paper (identified below) provides curves for serious injury risk.

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The Figure below, taken from Mackie (2018) indicates that the risk of serious injury to the pedestrian is about 35% (mid-range of graph); this rises to about 60% at 40kph (mid-range of graph); and 85% at 50kph.

Figure 7. Severe injury risk and impact speed potential diagram



Mackie (2018) states in the final discussion relating to the proposed risk curves that *"It would make sense that design speeds also considered 90%ile collision situations (in terms of frailty). For example, for pedestrians, this might mean that an appropriate speed/fatality risk profile curve follows a profile that is relevant for older people and where heavy vehicles are involved. Interestingly if this approach was taken, then the curve would be very similar to the original curve proposed by Wrangborg!!!"*

Mackie's Research Paper seems to support a design approach that takes account of the more frail and vulnerable road users.

Where are pedestrian injuries and fatalities occurring?

The Waka Kotahi website provides some insight into where pedestrians are being seriously injured. Nine out of ten reported pedestrian injuries (92%) and nearly seven out of ten pedestrian fatalities (67%) occur on urban roads (roads with speed limits of 70 kilometres per hour or under). Most commonly, roads with 50 kph speed limits are involved.

The overwhelming majority (around 90%) of pedestrians injured on public roads are struck while crossing the road, as opposed to while walking on a footpath, walking along the side of a road, or, for example, 'playing' on the road.

The majority of reported pedestrian crashes (over 60%) occur mid-block, rather than at intersections. Eight out of ten occur at un-controlled sites, with around one in ten occurring on signalised crossings, and a further one in ten at or near a zebra crossing.

Sixty three percent of pedestrians are hit while on the near side of the road, rather than after they have crossed the centre line.

The impact of speed on pedestrians

Technology such as anti-lock brakes and stability control are designed to enable greater control over the vehicle, not shorten stopping distances. There may be a very small

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reduction in braking distance with modern technology, but not enough to significantly affect your overall stopping distance¹.

Stopping distances include the distance travelled while the driver notices a hazard and applies the brakes (thinking distance), and while the vehicle comes to a full stop from its initial speed (braking distance).

Although various studies vary slightly in overall stopping distances, they all agree to within a few meters. Assuming that the driver is not distracted and is fully alert and has a reaction time of 1.5seconds (ie: best case scenario):

- 30kph the total stopping distance is approximately 18m.
- 40kph the total stopping distance is approximately 26m.
- 50kph the total stopping distance is approximately 36m.
- 60kph the total stopping distance is approximately 46m.

Source: *Brake.co.nz*

Waka Kotahi provides an additional assessment of overall stopping distances and states that an alert driver travelling at 50 kph can just stop in time to avoid a pedestrian who steps out onto the road three house sections away (45 metres). The same driver, travelling at 60kph will still be travelling at 44 kph when the pedestrian is hit. This data is comparable with the data provided by Brake.co.nz with slight differences in reaction times applied.

Even small increases in speed means significantly longer braking distances. Braking distances are much longer for larger and heavier vehicles, and in wet conditions, so again these figures are a minimum.

Evidence is clear.

There is significant evidence, both New Zealand based and overseas based, to clearly show that lower speeds in urban areas are appropriate and provide a safer environment for all road users and the wider community.

Within our smaller communities and many parts of our larger urban areas, the design speed of roads are less than 50kph. The Whangarei District Council Urban Design Guidelines for Residential Development – Subdivision Design (3.2) indicates that local roads should have a maximum speed of 40km/h while a 30km/h maximum speed might be appropriate on very quiet residential roads.

Shifting the speed limit in urban areas from 50kph to 40kph (or 30kph in some circumstances) is consistent with the Road to Zero Strategy, Councils own Urban Design Guidelines and the bulk of the available evidence in relation to the impact on road safety for all road users.

Specific roads highlighted by the submitter:

3.5.1 - Whangarei Heads Road:

- (d)(i) It is recognised that there are some differences in speed limits through different settlements along Whangarei Heads Road. This reflects key differences in the road environment, including but not limited to beach access and reserve access directly adjacent to the road environment, schools, shopping centres and specific pedestrian issues.
- (d)(ii) The speed limit through Waikaraka, Tamaterau, McLeod Bay and Urquhart's Bay reflects the dual purpose of the Road at these locations, being an urban connector road and also an urban residential area. In these cases, there is no additional road environment issues that lead to a 30kph speed limit (shared space / stopping area / high pedestrian area). However, a 40kph speed limit can be considered due to the urban nature of the area. However, as the road is also a through road (effectively an Urban Connector), retaining the 50kph speed limit was considered appropriate.

(d)(iii) The proposed 30kph speed limit outside Parua Bay Tavern is to address a potentially dangerous situation where vehicles are manoeuvring in and out of the road carriageway with very limited visibility and pedestrians are crossing with limited visibility. Some submitters have suggested some form of variable speed limit for when the Tavern is open. A variable speed limit can be set under Section 4 of the Setting of Speed Limits Rule 2022 but would require the approval of the Director of Land Transport. A Variable speed limit outside Parua Bay Tavern has been rejected for the following reasons:

- A Variable Speed Limit would need to change at different times of the day and on different days, depending on opening hours of the Tavern and expected pedestrian activity. This would lead to greater confusion for drivers and less compliance when the lower speed limit is required. Such an outcome is inconsistent with the Automobile Associations concerns in relation to driver confusion with different speed limits.
- A Variable Speed Limit would preclude the ability to install planned hard infrastructure to support a lower speed limit. A lack of hard supporting infrastructure would result in poor safety outcomes.

Maintaining a 60kph speed limit within a known stopping area is inconsistent with current speed management guidance and the One Network Framework. A 60kph speed limit, even a 50kph speed limit is not considered safe or appropriate, particularly when having regard to visibility distances to where pedestrians are crossing.

(d)(iv) The Parua Bay School is a Category 1 School as defined by the Setting of Speed Limits Rule 2022 and associated guidance. As a Category 1 School, a speed limit of no more than 30kph is required under the Setting of Speed Limits Rule 2022. The extent of the 30kph speed limit reflects the main walking routes to and from the school, as required by the Rule. There are additional school bus pick-up and drop off areas at the Community Centre for children that attend schools in Whangarei City.

Feedback from the local community indicates that school pick-up and drop-off (for children attending Whangarei City schools) can be an hour before or after normal school hours. The standard variable school speed zone is therefore not appropriate in this situation.

In addition to the school, there is also a shopping centre and other community facilities located in the immediate area. Council is also currently working with the local community, who have expressed significant concerns about speed along this section of road, as part of the Parua Bay Placemaking project. This project will result in changes to the road environment where a 50kph speed limit is inappropriate.

It is therefore considered that a permanent 30kph speed limit, accompanied by additional hard infrastructure is appropriate, and will address much of the communities highlighted issues with speed.

With respect to Taurikura, the 30kph area is located along the beach front where there is recreational facilities and parking on both sides of the road. This area is well known for its pedestrian activity and is considered a Stopping Place as part of the One Network Framework.

3.5.1 (e)-(g)

The Whangarei Heads Road is somewhat unique in the Whangarei District as it is a particularly long road and it passes through several harbourside communities, beaches and other stopping locations, including small urban areas. Speed Limit changes along this road are addressed in 4.3.3 (above).

3.5.1 (h)-(i)

The issue of passing bays is a matter raised by a number of submitters and is addressed in Section 4.2.2 above.

3.5.1 (j)-(k)

It is agreed that safety upgrades and infrastructure is a key component of a safe system approach to improving road safety, alongside safe and appropriate speed limits, enforcement and education.

Section 4.2.4 (above) addresses safety upgrades and other similar issues in detail.

3.5.2 Other High Benefit Roads

Specific roads highlighted by the submitter are addressed through the tables in Section 7, including the section-by-section comments on Whangarei Heads Road. However, the following general comments are made:

The submitters comments on side roads that are short, or “no-exit” are noted. However, we are required to assign a speed limit to all roads under the control under Council’s jurisdiction as a Road Controlling Authority.

If a speed limit is not assigned, then a 100kph default speed limit generally applies. This would give rise to inconsistencies and would not be compliant with the Setting of Speed Limits Rule 2022 and associated guidance. In addition. The Director of Land Transport is unlikely to approve an Interim Speed Management Plan where such discrepancies occur.

Any speed limit, including a change of speed limit must be sign posted in accordance of the Setting of Speed Limits Rule 2022 requirements in order to be a legally enforceable speed limit. This includes an increase in the speed limit from a small side road to a main arterial route.

It should be noted that Council regularly receives complaints about speeds on short no-exit side roads, including requests to lower the speed limit, from residents on those roads.

4.3.2 Waka Kotahi - New Zealand Transport Agency (NZTA)

The Northland Transportation Alliance has regular update meetings with the Waka Kotahi Speed Management Team for Northland. As part of this process, Waka Kotahi was provided advance notice of the proposed new speed limits and progress on reviewing speed limits in the Whangarei Heads Catchment area, along with other current reviews in Kaipara district and Far North District.

The Waka Kotahi Speed Management Team and the Waka Kotahi Northland Regulatory Manager were directly notified and provided with a Statement of Proposal and information on where additional information was available.

No formal submission was received from Waka Kotahi (NZTA).

4.3.3 NZ Police

NZ Police were directly notified and provided with a Statement of Proposal and information on where additional information was available. Notification was made to the Road Policing Manager for Northland.

NZ Police were provided with advance warning of the consultation process, and were provided formal notification (including a copy of the Statement of Proposal) on 05 October 2022 (in advance of the 26 October public notification),

No formal submission was received from NZ Police.

4.3.4 Māori

There are no Marae in the review area. Council therefore notified key contacts that are actively consulted on other projects within the Whangarei Heads area, particularly in the Parua Bay area.

Additional time was provided (until February 10th, 2023) to make any submissions. This additional time recognised the need to consult more widely with hapu and other groups. The following response was received:

I can confirm that the Trustees of Ngati Pukenga ki Pakikaikutu Kainga Charitable Trust support the speed limit changes under the proposed Speed Management Plan.

Trustees include myself, Mark Scott, Leanne Brownie, Karen Lee, Karina Donaldson and Daniel Pitman.

We do not speak for all owners of the Pakikaikutu land block, but notification has been sent to them, and some may have already contacted you directly.

5 Schools

The Setting of Speed Limits Rule 2022 is prescriptive in relation to speed limits outside schools. In determining what sections of road are outside of a school (area of a school speed zone) regard must be given to:

- (i) Typical or expected routes for pedestrians to access the school; and
- (ii) The purpose of making people feel safer to walk to and from school (or travel to and from school on cycles or mobility devices) and encouraging them to do so; and
- (iii) What are the school travel periods for a school, having regard to any guidance provided by the Agency about school travel periods.

The Rule sets out the maximum speed limit outside schools as:

- (i) Category 1 Schools – 30kph, permanent or variable
- (ii) Category 2 Schools – A maximum of 60kph, permanent or variable, provided that a full explanation is provided as to why the speed limit set is safe and appropriate for the road.

5.1 Parua Bay School

Parua Bay School is a Category 1 School and therefore must have a 30kph speed limit. There is a shopping centre opposite the school and a community centre to the north of Richie Road. School bus pick up and drop off occurs at the community centre for secondary school students that catch busses into Whangarei City. Students walk to and from Richie Road and the shopping centre once dropped off or to get picked up by the bus.

5.1.1 Feedback received.

The Parua Bay School made a submission supporting the proposed speed limit of 30kph in the Parua Bay Village and outside the school. The submission noted that the safety of the children, their whanau and staff at Parua Bay School is their primary concern.

Parua Bay School stated that the speed at which vehicles travel through Parua Bay village is a genuine concern. On a daily basis we experience unsafe speeds during the school drop-off and pick up times, as well as during the school day and after the school has closed (noting that after-school care operates into the early evening). Specifically, these unsafe speeds create risk for children and parents crossing the road and the entry / exit to the car park for the school and the childcare centre. We feel that the current speed limit is not compatible with the activities that take place within the Village.

The school agrees that speed management is a crucial element in improving safety for all transport users, however we also encourage council to continue to deliver physical improvement to the road which will support and encourage safer speeds, including formalize crossing points, interventions such as reducing corridor width or 'build-outs'.

Parua Bay School noted stated that they support the speed management plan in its entirety. However, a priority for the school is the proposed 30kph speed limit for Whangārei Heads Road from 65m before Ritchie Road to 40m past Kiteone Rd (Heads side). This stretch of Whangarei Heads Road is located directly outside our school and is the location of the key interaction between school children, whanau and staff and road users. This includes school bus drop off and arrivals (on both sides of the road), parent drop-off and collection by car and foot and crossing the road to the shops.

We have also heard from whanau that road safety is a key concern, to the extent that some won't allow their children walk to school and instead drive to drop their children at school.

The feedback provided by Parua Bay School was echoed by a number of submitters that support the proposed 30kph speed limit. However, many submitters noted that Parua Bay Village (including the area outside the school highlighted that more thorough solutions were needed. Even though some modifications have been put in place it is still exceptionally dangerous for pedestrians and school children.

One submitter noted that the road is difficult to pull out of when there are a lot of cars, so slower cars might mean that it's easier to turn around. Also, slower speeds would make it easier for the kids to walk across.

Some submitters felt that a Variable School Speed Zone would be more appropriate. In some cases, submitters suggested a Variable 40kph speed limit with a base of 50kph outside of the normal school pick-up and drop-off times.

Within both the formal feedback and submission process and through other feedback, Council has received consistent feedback from the local community requesting much slower speeds through the village,

Submitters opposing the 30kph permanent speed limit believed that such a speed reduction is not necessary because Parua Bay School has a large drop off/pick up zone on the same side of the road as the school and a controlled crossing. A proper pedestrian crossing would be better.

The Automobile Association submitted that a permanent 30kph zone rather than a variable 30kph zone past the school is unlikely to achieve compliance. Previously, a median speed of 46.8 kph past the shops was recorded. The AA proposed a Variable School Speed Limit of 30kph.

One submitter that believes that a Variable School Speed Limit is more appropriate stated that this is a semi-rural area and outside school hours, especially evening and nights there is very little traffic movement. A permanent 30 kph which is in place during school holidays and at times of low traffic movement will result in low compliance at all times.

5.1.2 Response to submissions

The Setting of Speed Limits Rule 2022 requires us to set a 30kph speed limit (either permanent or variable) outside all urban schools and those schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school. The requirement applies to all urban schools and some rural schools. Rural schools where there is no active use of the road environment by student pedestrians, can only have a speed limit of 60kph or less.

As a Category 1 School, it is now mandatory to have a 30kph speed limit outside and near the school. The only area of discretion is the extent of the 30kph zone, and whether a Variable speed Zone is utilised.

Variable Speed Zone

A Variable Speed Zone is not favoured for the Parua Bay School for the following reasons:

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- The school is very active outside normal school hours, including after school care activities operating until the early evening.
- School pick-up and drop-off occurs on both sides of the road.
- High school students catching the bus into Whangarei are picked up well before the normal school day and are dropped off after 4pm.
- The shopping centre operates well outside school hours and creates a Stopping Place.

A standard School Variable Speed Zone cannot cater for the range of hours that students are active on or near the road environment.

Improved crossings and other infrastructure are currently planned for Parua Bay Village Centre, including raised crossings. This new infrastructure would not be appropriate without a permanent slower speed limit. Compliance is expected when new infrastructure is considered alongside the 30kph speed limit.

Extent of 30kph Zone

Some submitters, including attendees at drop-in sessions raised concerns about the extent of the 30kph zone. Feedback received clearly shows that the Community Centre is actively used to drop-off and pick-up students catching a bus to school in Whangarei. Students regularly walk between the School, Richie Road and the Community Centre.

The Speed Limit Guidance that accompanies the Setting of Speed Limits Rule 2022 requires that school speed zones should be set outside schools, but also along key walking and cycling routes to and from school.

Recommendation

The recommendations for the 30kph speed limit in Parua Bay Village and Parua Bay School also recognises the wider recommendations to reduce the number of separate speed limit zones along Whangarei Heads Road as a whole.

It is recommended that:

- **The proposed short 50kph speed limits in Parua Bay Village be removed.**
- **A permanent 30kph speed limit be set from 65m east of Richie Road to 65m west of Kiteone Road.**
- **Traffic calming, including raised crossings be installed near Parua Bay School.**

5.2 Whangarei Heads School

Whangarei Heads School is a Category 1 School, located at the end of on Whangarei Heads School Road. The road is a narrow low speed road. In addition to the school and a play centre, the road provides access to a few residential dwellings that are located on a private extension of the road.

Students accessing the school also walk on the footpath along Whangarei Heads Road to access the school. This footpath has a section near Whangarei Heads School Road that is below the elevation of the road carriageway. Pedestrians can appear with little warning to cross the road.

On Whangarei Heads Road, a Variable 30kph (with a base speed limit of 80kph) speed limit was proposed. The extent of this 30kph variable speed limit matches the current sign posted school zone and will be operational before and after school when students are arriving or leaving school.

5.2.1 Feedback Received

There was only limited feedback specifically relating to the Whangarei Heads School Variable Speed Zone on Whangarei Heads Road. However, many submitters felt that a

Variable School Speed Limit operating before and after school was the most appropriate solution.

One submitter stated that Whangarei Heads School is located up a long driveway with ample parking at the top for pick up and drop off. Students from McLeod Bay travel on a bus, so they are not crossing the road to access the driveway.

The submitter also stated that schools are only open for 200 days of 365 each year, so there are many days when a speed reduction is not necessary. The submitter noted that, in their experience, motorists rarely slow to 40kph, so no point in lowering the speed limit further. Better to enforce what we have.

Another submitter supported the Variable School Speed Limit of 30kph near Whangarei Heads School as being a sensible proposal.

The Automobile Association stated that their policy supports variable school speed zones. The AA believe that existing 40 kph VSLs are effective and may be retained but any new school VSLs are required by the 'Speed Limit Rule 2022' to be set at 30 kph. Where speeding near schools is currently a problem, additional enforcement or an engineering solution may be required.

5.2.2 Response to submissions

There are two roads that are impacted by the new School Speed Limits. Whangarei Heads School is a Category 1 School. As such, a 30kph speed limit is required. It is accepted that two separate solutions are required for Whangarei Heads School Road, and Whangarei Heads Road.

Whangarei Heads School Road is a narrow, slow speed road that provides access to the school and a private road. There are a few residential dwellings located on the road. It is therefore considered that a permanent 30kph speed limit is appropriate. It should be noted that a 30kph speed limit on this road will not impact journey times as the road is very short, and the current 100kph speed limit cannot be reasonably driven.

Whangarei Heads Road is a Rural Connector Road with a speed limit of 80kph at this location. There is a current School Zone signed on the road. However, the signage is static, and it is unclear whether there is significant compliance with the school zone rules.

Feedback and observations indicate that children do walk on the footpath to school and cross Whangarei Heads Road to gain access to Whangarei Heads School Road. As a Category 1 School, and a location where children are known to access the school by walking, Council is required to implement a 30kph speed limit. Given the road environment, and the Rural Connector use of Whangarei Heads Road, it is considered appropriate that a Variable School speed Limit is implemented.

Recommendation

It is recommended that:

Whangarei Heads School Road - A permanent 30kph speed limit apply to the whole of road to the end of current Council maintenance.

Whangarei Heads Road - A Variable 30kph speed limit matching the current sign posted school zone to be operational before and after school when students are arriving or leaving school. The base speed limit at other times is 80kph.

6 Significant Roads

Following the consideration of submissions received, NTA Staff undertook additional site visits to further assess submitters views and the road environment. All recommended speed limits are set out in the Tables in Section 7 of this Report. Additional detail as to the reasons

for recommendations have been provided for Whangarei Heads Road as this road was the subject of extensive submissions.

6.1 Whangarei Heads Road

Whangarei Heads Road is approximately 25km long, connecting Onerahi with Urquhart Bay near the Whangarei Heads. The Whangarei Heads Road passes through several small harbourside communities, including:

- Waikaraka
- Tamaterau
- Parua Bay and Parua Bay Village
- McLeod Bay
- Taurikura
- Urquhart Bay

In addition to communities, the road also connects several harbourside beach areas and popular fishing locations, for example, Fisherman Point. There is a wide variety of road environments, with sections ranging from tortuous where the road follows the harbour edge, through to winding. There are some straights, however, these are few and relatively short.

The Whangarei Heads is becoming an increasingly busy commuter road as more development occurs in the Whangarei Heads area, particularly around Parua Bay. The road is also popular with tourists as well as day trippers from Whangarei accessing the Whangarei Harbour, fishing spots, boat ramps and beaches.

6.1.1 Community Feedback

Most of the feedback received related to Whangarei Heads Road. Many submissions were general in nature and did not refer to specific sections of Whangarei Heads Road. feedback on key sections of Whangarei Heads Road are set out below.

The feedback set out below provides a summary of the type of feedback received. Specific feedback is available in the Submissions Reports that were received by Council on 22nd February 2023.

6.1.1.1 General

Support

There was significant support for a general reduction of speed limits from 100kph to 80kph. This general support is reflected in the informal feedback received as part of the wider consultation process, including drop-in sessions and community meetings.

Support for a drop from 100kph to 80kph did not necessarily translate into support for proposed speed limits that were lower than 80kph, for example, Waikaraka and Parua Bay. These areas are addressed separately. One submitter expressed this general but conditional support by stating:

I support having an 80kph open road limit the entire length of Whangarei Heads Road with limits of between 30kph and 60kph in designated zones where safety is of concern, i.e. outside Schools during School hours; top of Darkies Hill to the Parua Bay Pub area, in areas where there are no footpaths and residents use to walk to local shops or Halls, e.g. the Community Centre and the Parua Bay Shops, however the current 50kph is adequate along most of the McLeod Bay portion for example

Another submitter stated that *"I believe that the maximum speed on roads from Onerahi to Ocean Beach (and to Pataua South) should be 80kph with 50 kph through the various villages and where there is housing with 40 kph by schools and boat ramps."*

Other submitters stated that our current road conditions in areas of Whangarei Heads are not suitable to support the previously sign posted speed limits.

The concern relating to speed limits below 80kph often related to the number of different speed limit zones. This issue is addressed in Section 4.2.3 above.

Other submitters supported the lower speed limits, but raised issues about enforcement, the need for safe cycle areas on both sides of the road as well.

Oppose

Although there was significant support for the proposed speed limits, there was also opposition. Opposition to the proposed speed limits centred around the number of speed limit zones, increase in journey time and exacerbation of slow drivers.

Many of the submissions received opposing the proposed speed limits provided little reasoning for the opposition. Those submissions have been noted.

The reasons for opposing speed limits were varied. One submitter stated that all the speed limit cuts will do will slow down the law-abiding citizens. In some cases, submitters felt that only two speed limits were necessary, 80kph and 50kph (through built up areas). The submitter felt that it would be cheaper and quicker to implement and drivers would find it easier to adapt to.

Some submitters noted that the Whangarei Heads Road is a daily commuter for most, and the dramatic speed limit reductions will double the commute time without doing anything for safety. Another submitter felt that the changes will stop growth in areas by increasing the slow journey. This will put people off the destination. The submitter questioned whether that was the outcome that is intended.

A consistent issue raised is slow drivers and the lack of passing bays. Some submitters requested that the speed limits be kept the same, and slow drivers be accommodated with pullover bays and signage asking them to use the pullover bays.

6.1.2 Response to submissions

Submissions in support and opposing the proposed new speed limits are acknowledged.

Council is undertaking speed limit review as part of the governments Road to Zero National Road Safety Strategy and the requirements of the Setting of Speed Limits Rule 2022.

It is recognised that setting safe and appropriate speed limits on our roads is not a panacea of achieving zero serious injury or fatal crashes. Infrastructure, improved roads, enforcement, improved vehicle stock and driver choices are all part of the mix.

No specific changes to speed limits have been made in response to general submissions. However, recommendations have been made to address the issue of the number of speed limit changes along Whangarei Heads Road.

Recommendation

It is recommended that:

- ***Waikaraka to Tamaterau – a consistent 60kph speed limit through the entire stretch.***
- ***Parua Bay Tavern over Darkies Hill to Parua Bay Village with a single 60kph speed limit.***
- ***Adjustments to the speed limits on the outskirts of Parua Bay Village to reduce the number of speed limit changes.***

6.1.3 Waikaraka to Tamaterau

The section of Whangarei Heads Road from Waikaraka to Tamaterau received significant feedback. Consistent feedback is that vehicles travel very fast through Waikaraka.

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Submitters opposed to the proposed speed limit reduction through Waikaraka and Tamaterau considered that a lower speed limit would be more dangerous as it would encourage impatient drivers to take more risks to pass at this speed here.

Other submitters considered that the reduction from 70kph to 50kph is pointless or unrealistic. It was highlighted that this is a wide straight road with strip housing in a rural setting. A 50kph speed limit is not appropriate and is outside the Road to Zero criteria and should be 70kph. One submitter said that 70kph is what people currently drive. 60kph is inconsistent, and it will become a chore to continuously adjust.

Another submitter felt that a 50kph speed limit is not necessary. The road has huge shoulders and very few houses gain immediate access onto the main road. There are also collector roads coming off Whangarei Heads Road here. The speed limit should be left at 70kph.

One submitter stated that extending the current 50kph speed limit up the hill to Scott Road is not safe. This would place an 80kph to 50kph speed transition at the top of a hill with very short sight lines from the heads side and on top of the Scott Rd intersection. A speed limit change at this location risks creating a crash black spot. The submitter believes that it is better to leave the speed transition where it is on the downhill section with clear site lines from both directions and no other distractions.

Another submitter echoed the concern for the transition from 50kph but felt that the transition should be toward the Golf Club. This submitter highlighted some of the issues with the Whangarei Heads and Scott Road intersection and stated that it is dangerous for school children and residents at the top of the hill. There are school children crossing the road here and pedestrians who walk out to Manganese point from the opposite side of Whangarei Heads Road. Other submitters noted that the hill leading up to Scott Road has a lot of residential houses and the school bus drops off at Scott Road.

Submitters supporting a lower speed limit of 50kph through Waikaraka were mainly concerned about the residential land-uses, increased development and school bus pick-up and drop-off. One submitter summarised the issues by stating:

In Waikaraka it has become increasingly urbanised since we moved here, and the current speeds are inappropriate for the number of children in the area. Children are getting on and off buses and crossing the road. It's supposed to be a 70kph speed limit, but vehicles go much faster. There are a lot of households now, which also means more animals as well. The current speeds make turns in and out of driveways more dangerous.

Several submitters stated that cars go too fast through Waikaraka, and it is not safe. The lack of footpaths was also a concern. Other submitters believe that the proposed speed limit reduction from 70kph to 50kph through this urban area is appropriate for safety of residents and pedestrians.

6.1.4 Response to submissions

There was a wide variety of submissions, both supporting and opposing the new speed limits. One of the significant issues raised by submitters is the number of speed limit zones along the full length of Whangarei Heads Road. The Waikaraka to Tamaterau section of Whangarei Heads is a good example of this. Consideration has therefore been given to the following options:

Option 1

- Changing the speed limit (current 70kph) to 60kph.
- Retaining the proposed 60kph from Waikaraka to Tamaterau (current 100kph / 50kph transition)
- Extending the Tamaterau 50kph speed limit zone to approximately 80m east of Scott Road intersection

This option will reduce the overall number of speed limit transitions by removing the short 60kph speed zone between Waikaraka and Tamaterau (currently a 100kph zone). However, it does result in a slightly higher 60kph speed limit through Waikaraka.

Option 2

- Removing the proposed 60kph speed limit between Waikaraka and Tamaterau and carrying a 50kph zone all the way through Waikaraka to Tamaterau.
- Extending the Tamaterau 50kph speed limit zone to approximately 80m east of Scott Road intersection

This option will reduce the overall number of speed limit transitions by removing the short 60kph speed zone between Waikaraka and Tamaterau (currently a 100kph zone). The option does retain the proposed 50kph speed limit through Waikaraka, which is favoured by a number of residents that made submissions. This option reduces the speed limit between Waikaraka and Tamaterau to 50kph, which is not considered a “self-explaining speed limit”.

Issues Considered

The issue of children catching school busses is recognised. This issue was recently highlighted by a serious injury crash between a vehicle and pedestrian crossing the road to catch a school bus. In this instance, the 20kph speed limit (in both directions) past school buses that are picking up or dropping off school children did not apply as the bus had not yet arrived when the child crossed the road.

The issue of pedestrians and the lack of connecting footpaths is also recognised.

Road environment.

The section of Whangarei Heads Road from Waikaraka to Tamaterau has two different road environments. Waikaraka has some footpaths, although not fully connected, and some residential access onto the carriageway. However, most residential properties access the side roads, with the rear of the property facing the main carriageway. In most instances, these properties on the harbourside are fenced off from the road.

The road environment through Waikaraka supports a speed limit of 60kph. With further development of the footpath and accompanying kerb and channel work, this part of the road would support a 50kph speed limit.

The section of road from Waikaraka through to Tamaterau has minimal direct residential access onto the road carriageway. The road features guard rails on the harbourside and steep embankments on the landside of the carriageway. The only significant exit point is Fisherman's Point. This car parking area, popular with fishers has clearly marked and formed entry and exit points and is protected by a guard rail.

Urban development

Geography and the current District Plan indicates that significant development on the inland side of Whangarei Heads is unlikely. Current development is focussed on the harbourside of the Road.

Safe and appropriate speed

The current assessed Safe and Appropriate Speed through Waikaraka is 60kph. This is calculated through the Mega Maps as a desktop exercise. The Safe and Appropriate Speed calculation considers metrics such as crash risk information; road geometry; immediate road environment (eg: footpaths etc.) and the surrounding land-uses.

The section of road from Waikaraka to Tamaterau has a safe and appropriate speed of 60kph. This speed reflects the tortuous nature of the road, the lack of shoulder areas and steep drop-offs into the harbour.

Preferred option

The part of Waikaraka that is partly urbanised currently supports either a 60kph or a 50kph speed limit. A 50kph speed limit would normally require additional infrastructure like footpaths and kerb and channel. To achieve this, would require a significant unplanned investment as it will be necessary to resolve significant drainage and flooding issues as part of the urbanisation of Waikaraka. The issue is whether it is appropriate to implement a 50kph speed limit before there is budgeted infrastructure to support that speed limit.

The part of Whangarei Heads Road connecting Waikaraka with Tamaterau does not support a 50kph speed limit but does support a 60kph speed limit. Ensuring that this section of road is more self-explaining (therefore creating a greater degree of compliance) would require significant infrastructure investment. Such infrastructure is not currently planned or budgeted and would reduce the budget available for other areas where there is a greater infrastructure need.

It should be noted that the Setting of Speed Limit Rule 2022 requires that speed limits are reviewed on the three yearly cycle in conjunction with the Regional Land transport Plan (the funding mechanism for roading). If Council completed footpaths and kerb and channelling along this section of Whangarei Heads Road, the speed limit can be revisited within the three-yearly cycle. Revisiting the speed limit at this location can also be undertaken in response to further urban development.

Having reviewed the available options and including an additional option of a 50kph speed limit through the entire section of road, it is recommended that **Option 2 (60kph)** be adopted for the following reasons:

- It better reflects the current Mean Operating Speed through the entire section and will achieve a further reduction in Mean Operating Speed through Waikaraka.
- 60kph reflects the current calculated Safe and Appropriate Speed.
- A 60kph speed limit is more self-explaining from Waikaraka to Tamaterau as it is consistent with the wider road environment.
- Option 2 achieves the goal of reducing the number of speed limit zones over a short distance.

6.1.5 Recommendation

It is recommended that:

- ***The speed limit through Waikaraka be set at 69kph.***
- ***A speed limit of 60kph be set from Waikaraka to Tamaterau making a single 60kph speed limit from Waikaraka to Tamaterau.***
- ***Retain and extend the current Tamaterau 50kph speed limit zone to approximately 80m east of Scott Road intersection.***

6.1.6 Parua Bay Tavern and Darkies Hill

This section of road and the feedback received extends from the 30kph speed limit at Parua Bay Tavern, to include Whangarei Heads from the tavern through to Parua Bay Village (incorporating Darkies Hill).

There were a range of submissions relating to the proposed 30kph speed limit around the Parua Bay Tavern, including:

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- Opposed to the 30kph speed limit (60kph or 70kph speed limit).
- Supportive of the 30kph speed limit (including other suggested speed limits).
- Opposing a permanent 30kph speed limit but supporting a Variable Speed Limit for the opening hours of the tavern.

One submitter noted that the community has been lobbying Whangarei District Council for years to reduce the speed outside the tavern to 50kph, with no success. However, this submitter believed that 50kph would be complied with, but 30kph would be ignored.

Some submitters sought the current 70kph speed limit from Solomons Point to past the tavern to be maintained.

Other submitters supported a 50kph speed limit outside the tavern, with a consistent theme that it is dangerous for people crossing the road and pulling out of the tavern. Some submitters highlighted the blind corner and lack of visibility when approaching the tavern from the Whangarei direction.

One submitter opposed to the 30kph speed limit suggested a flexible speed limit as the tavern does not operate all day or seven days per week. The submitter suggested that an electronic sign could be used at peak times around the tavern.

One submitter suggested that current access outside or opposite the tavern be restricted as it is dangerous.

Submitters supporting the 30kph speed limit highlighted that 30kph makes sense for the safety of pedestrians crossing. One submitter noted that the speed limit outside the tavern needs to be lowered so that a pedestrian crossing can be installed.

With respect to Darkies Hill, most submissions focussed on the intersection with Wharf Road, with one submitter stating that reducing speed limit is definitely needed. Turning into Wharf Rd is a hazard both ways and cars slipping off the road has been a common occurrence.

One submitter stated that the black spot at the intersection of Whangarei Heads Road and Wharf Road has been dramatically improved with the addition of plastic markers. These markers make people think before they get to the corner going too fast. The submitter believes that the main issue is with driver distraction at this location.

Submitters, including those that cycle the route sought a lower speed limit of 60kph to be extended over Darkies Hill to Parua Bay Village.

6.1.7 Response to submissions

The proposed 30kph speed limit outside Parua Bay Tavern addresses a potentially dangerous situation where vehicles are manoeuvring, including pedestrians with limited visibility.

Maintaining a 60kph speed limit within a known stopping area is inconsistent with current speed management guidance and the One Network Framework. A 60kph speed limit, even a 50kph speed limit is not considered safe or appropriate, particularly when having regard to visibility distances to where pedestrians are crossing.

A variable speed limit can be set under Section 4 of the Setting of Speed Limits Rule 2022 but would require the approval of the Director of Land Transport. A Variable Speed Limit outside Parua Bay Tavern is not recommended for the following reasons:

- A Variable Speed Limit would need to change at different times of the day and on different days, depending on opening hours of the Tavern and expected pedestrian activity. This would lead to greater confusion for drivers and less compliance when the lower speed limit is required.

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- A Variable Speed Limit would preclude the ability to install planned hard infrastructure to support a lower 30kph speed limit. A lack of hard supporting infrastructure would result in poor safety outcomes.
- A Variable Speed Limit would preclude the ability to construct a Raised Table Mid-block pedestrian crossing facility, which is the preferred safe system primary treatment for this location and requested by community.

Darkies Hill is located on the Parua Bay Village side of the Parua Bay Tavern and Parua Bay Causeway near Wharf Road. The bottom of Darkies Hill was the site of a fatal crash during the consultation period for this speed limit review.

As a result of the fatal crash, temporary remedial was immediately undertaken, with further long-term remedial works to be undertaken, including a seal upgrade.

As a result of submissions, including the overall theme of reducing the number of speed limit zones, three options have been considered:

Option 1 – Retain the proposed speed limits.

This option has the effect of slowing vehicles coming down Darkies Hill into a difficult turn and intersection and reduces the risk of a vehicle leaving the road and impacting on the Youth Camp. However, it does introduce a relatively short 1.8km 80kph speed zone. A short 80kph speed limit zone is opposed by many submitters seeking less speed limit zones.

Option 2 – Extend the 60kph speed limit toward Parua Bay Village (Community Centre)

If the 60kph speed zone is extended, it would be necessary to take it all the way through to Parua Bay Village, otherwise the resulting 80kph speed zone would be much shorter. This would further exacerbate the issue of the number of speed limit changes.

If the 60kph speed zone were extended to Parua Bay Village, it would have the effect of reducing the number of speed limit zones along Whangarei Heads Road. In addition, this option would slow the approach speed to Parua Bay Village, leading to better compliance with village speed limits.

Extending the 60kph through to Parua Bay Village will result in 37 seconds in additional journey time over the approximately 2.5km stretch. It should be noted that some additional changes at the Parua Bay Village entry in conjunction with this recommendation (refer Section 5 Schools).

Option 3 – Remove the 60kph from Parua Bay Tavern to 220m past Wharf Road – replace with an 80kph,

This option has the effect of reducing the overall number of speed limit zones (as for Option 2). This option will require additional engineering, particularly near Wharf Road. Some of this engineering is currently underway, which includes a guardrail on the wharf road bend and improved delineation and curve advisory programmed for 2021 – 2024.

This option results in a significant speed limit drop from 80kph to 30kph on the approach to the Parua Bay Tavern 30kph zone. Such a significant drop could require advance warning signage and, potentially greater threshold treatment to ensure compliance with the 30kph zone. The introduction of a raised crossing at the Tavern (as currently proposed) means that compliance with the drop in speed limit would be essential and require engineering to achieve this.

An 80kph zone will also result in the need to retain either a 50kph or 40kph speed zone on the Parua Bay Village approach. Although this short 50kph zone can sustain a 60kph speed limit (as set out in Option 2), it would not be safe and appropriate for an 80kph zone.

The effect of Option 3 would be to reduce the number of speed limit changes at the Parua Bay Tavern end, but not at the Parua Bay Village end (Option 2). An 80kph zone is therefore not recommended.

Option 2 is the favoured option as it:

- Reduces the number of speed limit zones along the road as a whole.
- Provides a more consistent speed limit, including a slower speed on the approaches to the bottom of darkies Hill.
- Achieves a slower speed on the approaches to Parua Bay Village, leading to better compliance with village speed limits.

6.1.8 Recommendation

It is recommended that:

- That a speed limit of 30kph be implemented on Whangarei Heads Road from 110m before Parua Bay Tavern to 50m on the Heads side of Crisp Road.
- That traffic calming, including a raised crossing be installed at the Parua Bay Tavern
- Set a 60kph speed limit from 50m on the Heads side of Crisp Road to 65m before Rishie road in Parua Bay Village.

6.1.9 McLeod Bay

Submitters noted that the proposed speed limit at McLeod Bay is 50kph. It was requested that the speed limit should be reduced to 30kph due to the playground and people wanting access to the beach.

6.1.10 Response to submissions

It is noted that, although a submitter sought a 30kph speed limit at McLeod Bay, there were a number of submitters that opposed a proposed 30kph speed limit at Taurikura Beach. It has been assumed that those submitters opposing a 30kph speed limit at Taurikura would also oppose a 30kph speed limit at McLeod Bay for similar reasons.

There is a key difference between McLeod Bay and Taurikura in that there are recreational facilities on both sides of the road at Taurikura, along with a children's playground and beach access with no separation between the carriageway and these facilities.

This section of Whangarei Heads Road is an urban connector road with an operating speed of 53kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit.

6.1.11 Recommendation

It is recommended that a 50kph speed limit be set from the 100kph / 50kph boundary at McLeod Bay to current 50kph/100kph boundary.

6.1.12 Taurikura

Submitters noted that this speed limit has not been altered to 30km/h with the other proposed limit reductions in the surrounding beach community areas (has been left at 50km/h). Other submitters stated that 30kph is appropriate for the safety of beach users, campground users and pedestrians crossing the road.

One submitter noted that, as a frequent resident of the Bay, cars, motorbikes, and trucks can be seen speeding through here regularly causing safety concerns for beach goers, people launching boats and accessing the council carpark across the road from the beach, boatsheds and playground. This submitter suggested that the 30kph speed limit be extended for a further 100m to accommodate other activities in Taurikura.

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Some submitters were opposed to a 30kph speed limit, stating that a 50kph speed limit should be maintained, similar to other beach communities on Whangarei Heads Road, for example, McLeod Bay.

6.1.13 Response to submissions

A park, including children's play areas and beach is accessed directly off the carriageway with no separation for parking. There are also crossing points along this section of road. The road function is a Stopping Place. A lower 30kph speed limit is therefore appropriate.

6.1.14 Recommendation

It is recommended that a 30kph speed limit be implemented from Whangarei Heads Road from RP23103 (2312 Whangarei Heads Road) to RP23302 (110m east of tennis courts).

7 *Summary of submissions received and recommendations (road by road)*

All submissions have been read and considered before recommending new speed limits. Submissions were broken down to comments on individual roads wherever possible. Summary information is provided in the following tables, including:

- Road name
- Current posted speed limit
- Proposed speed limit (as set out in the Statement of Proposal)
- A summary of the feedback received
- Northland Transportation Alliance Road Safety Engineer (Team Lead) comments and recommendations
- Recommended new speed limit.

The summarised Northland Transportation Alliance Road Safety Engineer comments, and the resulting recommended speed limit, are made having considered:

- The initial assessment of the road
- Evidence based matters that are required to be considered under Section 4.2(2) of the Setting of Speed Limits Rule 2022 and associated guidance; and set out in the following Reports as referenced in the Statement of Proposal and published on Council's Website:
- Regional Speed Limit Review Whangarei Heads Catchment (Technical Report)
- Community feedback received during the consultation process.
- Additional site visits and assessments undertaken as a result of the community feedback received.

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Abbey Caves Road from Whareora Rd to Forest Ridge Rd No1 (Private Road)	100	80	Opposed slowing a major commuting route for Whareora residents.	80kph is consistent with other similar two lane undivided sealed roads. Although classified as tortuous, this road is on the winding end of the spectrum with many straights.	80
Abbey Caves Road from Forest Ridge Rd No1 (Private Road) to 80m South of Abbey Caves entrance.	100	40	One submitter supported a 60kph speed limit but opposed 40kph. The road is occasionally but mainly quiet. Peak pedestrian activity is outside work hours. Opposed slowing a major commuting route for Whareora residents. One submitter fully supported the proposed speed limit reduction, noting that the roads have many blind corners, and the surfaces are in poor condition. There are no cycle lanes or foot paths. None of the roads can justify 100 kph speed limit safely.	<p>This area of Abbey Caves Road has carparking for a mountain bike park, as well as the Abbey Caves area. The facilities have recently been upgraded. Cyclists and pedestrians are expected at any time of the day. A slower speed limit is therefore appropriate.</p> <p>The difference in travel time between the current temporary 60kph speed limit and the proposed 40kph speed limit is approximately 10 seconds.</p>	40
Abbey Caves Road from to Old Parua Bay Rd.	100	60	One submitter fully supported the proposed speed limit reduction, noting that the roads have many blind corners, and the surfaces are in poor condition. There are no cycle lanes or foot paths. None of the roads can justify 100 kph speed limit safely. One submitter opposed slowing a major commuting route for Whareora residents is pointless.	This section of Abbey Caves Road is tortuous and has a narrow carriageway. This road is on the winding end of the spectrum with many straights. The road is not considered a through road. A 60kph speed limit is appropriate.	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Adams Road	100	60	No feedback received	Proposed speed limit appropriate	60
Addison Road	100	60	No feedback received	Proposed speed limit appropriate	60
Attwood Street	50	40	One submitter requested a 30kph speed limit.	Attwood Street is located within Waikaraka community. 30kph is appropriate given that the carriageway is very narrow, similar to Waikaraka Beach Road which has a 30kph speed limit.	30
Aubrey Road	50	30	Fully support Aubrey Road. The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work. Support, but the speed changeover is right before a blind corner and needs to be shifted back to a more suitable place.	There has been significant local community support for a 30ph speed limit within the Pataua North community. This has been reflected in community engagement and submissions. The transition from 60kph to 30kph on a blind corner is noted. It is therefore recommended that the 60kph/30kph speed boundary be shifted 50m along Pataua North Road to the current 100/50kph boundary. This will enable the section of Aubrey Road to the boat ramp to maintain a 30kph speed limit with no additional signage required.	30
Basil Road	100	60	No feedback received	Proposed speed limit appropriate	60
Bay View Place	50	40	No feedback received	Proposed speed limit appropriate	40
Bay View Road from WHG Heads Rd to Bay View Place	50	40	No feedback received	Proposed speed limit appropriate	40
Bay View Road from Bay View Place to end	50	40	No feedback received	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Beach Road (WHG Heads)	50	30	No feedback received	Proposed speed limit appropriate	30
Beasley Road	100	60	No feedback received	Proposed speed limit appropriate	60
Blue Horizon Road	100	60	No feedback received	Proposed speed limit appropriate	60
Campbell Road	100	60	Support lowering the speed limit on Campbell Road, but it should be 50kph, not 60kph.	Consistent with proposed speed limits on similar rural unsealed roads. Although tortuous in places, this does not provide sufficient justification for a lower speed limit across the entire road in of itself.	60
Christie Close (Patau North)	50	30	No feedback received	There has been significant local community support for a 30kph speed limit within the Pataua North community. This has been reflected in community engagement and submissions.	30
Clapham Road	100	60	No feedback received	Proposed speed limit appropriate	60
Cornfoot Avenue	50	40	Cornfoot Avenue in McLeod Bay should be 30 kph rather than the proposed 40kph as it is a very short, urban road.	This road is in a coastal residential area that provides access to the beach area and boat ramp. It is recognised that this is a short "no exit road". 40kph provides safe environment for pedestrians that are expected in this environment. A 40kph speed limit is consistent with the other residential streets in McLeod Bay.	40
Craig Road	100	60	Support reduction from 100kph to 60kph.	Proposed speed limit appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Crisp Road	70	80	No feedback received	Proposed speed limit appropriate	80
Darch Point Road	50	40	No feedback received	Proposed speed limit appropriate	40
Davidson Avenue from Scott Rd to 11 Davidson Ave	50	40	One submitter supported noting that many people wander this road, often with children and dogs and the occasional kayak. The footpath is only on one side of the road and is narrow. Children walk to /from school buses.	Proposed speed limit appropriate	40
Davidson Avenue from 11 Davidson Ave to Manganese Point Rd	50	60	On submitter did not support a change from 50kph to 60kph, noting that the speed limit should continue at 40kph. Davidson Ave forms part of a popular walking loop along Scott Road, Manganese Point Road and Davidson Ave. There are no footpaths. Some driver speed. It feels very dangerous walking there at times.	Increasing the speed limit from the current 50kph is inappropriate given the use of this road as a walking loop. It should be noted that the submitters comments have been verified during a site visit. Continuing Davidson Avenue at 40kph provides additional consistency in the speed limit.	40
Dickson Road	100	60	No feedback received	Proposed speed limit appropriate	60
Edward Road	100	40	No feedback received	Proposed speed limit appropriate	40
Franklin Road	100	60	No feedback received	Proposed speed limit appropriate	60
Giovanni Drive	50	40	No feedback received	Proposed speed limit appropriate	40

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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Glengarry Lane	50	40	No feedback received	Proposed speed limit appropriate	40
Grahamtown Road	100	60	No feedback received	Proposed speed limit appropriate	60
Hall Road	50	30	Fully support Hall Road The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	There has been significant local community support for a 30kph speed limit within the Pataua North community. This has been reflected in community engagement and submissions.	30
Harambee Road	100	60	No feedback received	Proposed speed limit appropriate	60
Harris Road	100	80	Harris Road has four discrete sections; Ngunguru Rd to Dickson Road which most drivers keep to under 80Kph. The section leading up to the crest of the hill the actual speed limit is clearly unsafe to overtake when heading toward the crest of the hill or when too near the Dickson Rd intersection. the area leading from the crest of the hill to Adams Rd where the present speed limit is actually a relaxed speed and overtaking is generally safe and easy (being a 2.3km straight with excellent visibility). The section from Adams Rd to Whareora Rd is winding and leads to a yield in which overtaking isn't safe. Generally, people drive 50-80 depending on their style/car. I find it hard to believe that 100k on that long straight is not a safe and reasonable speed.	Harris road is a sealed road with centreline markings. Although there is an approximate 2.3km long straight in the mid-section of the road, the carriageway is of medium width with little or know shoulder width. There are deep drainage ditches on either side of the road. The submitter notes that only the 2.3km straight in the central part of the road is safe to drive at 100kph. Retaining a 100kph speed limit would create 3 separate speed limit zones over a short distance. Consistent general feedback from the community seeks to avoid multiple speed zones. Overall, the road does not meet the safety design requirements for a 100kph road. An 80kph speed limit is therefore considered safe and appropriate for this road.	80

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Hutchinson Road	100	40	No feedback received	Proposed speed limit appropriate	40
Kauri Mountain Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kaye Road	50	30	Fully support Kaye Road. The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	There has been significant local community support for a 30kph speed limit within the Pataua North community. This has been reflected in community engagement and submissions.	30
Kerr Road	100	60	No feedback received	Proposed speed limit appropriate	60
Kiteone Road from Whangarei Heads Rd to 110m south of Whangarei Heads Rd	50	30	One submitter questioned why there is a 30kph speed limit at the start of the road. The submitter stated that, if the speed limit is for the kindergarten, then it is un-necessary as they are not old enough to go to school by themselves and the facility is accessed via a driveway with off-street parking and a pull-off bay so that pick-up and drop-offs do not interfere with normal road operations. Another submitter finds the current speed limits very scary when trying to walk in these areas and supports 30kph for the first part of Kiteone Road.	The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School. The Guidance also requires that 30kph school speed zones be extended around schools to encompass the main walking and cycling routes into the school. The short distance provides an appropriate lead in to the 30kph speed limit on Whangarei Heads Road. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate.	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Kiteone Road from 110m south of Whangarei Heads Rd to end.	50	40	<p>Submitters that do not support a reduction from 50kph to 40kph as it is a standard residential street and is not a high use road, good visibility. It has a footpath for the children walking home. Others opposed to the proposed 40kph speed limit stated that there is no reason for a rural road to be lowered as the sealed section is in good condition with good footpaths.</p> <p>Submitters supporting the proposed speed limit noted that there is a lot of foot traffic along this road before and after school. This road is currently used as a short cut and vehicles speed through here.</p> <p>The 50kph sign halfway along has been removed three times in the past five years and is currently missing again. Other issues raised include the need for more footpaths and for the road to be sealed for its entire length, particularly as more development.</p>	A 40kph speed limit is consistent with current standards for residential streets and roads within smaller communities. Submitters note that there are pedestrians that utilise the road and that there is a lack of footpaths for the full length of the road. Additional development is expected along this road.	40
Kohinui Road	100	60	No feedback received	Proposed speed limit appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Konini Street from Old Parua Bay Rd to 22 Konini St	100	60	No feedback received	Proposed speed limit appropriate	60
Konini Street from 22 Konini Street to Mackelsey Rd	50	40	No feedback received	Proposed speed limit appropriate	40
Lamb Road from Whangarei Heads Road for a distance of 100m	100	30	Lamb Road/heads Rd/Parua Bay School would benefit from a 30kph speed limit, but not such a huge distance.	The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School. The Guidance also requires that 30kph school speed zones be extended around schools to encompass the main walking and cycling routes into the school. The 30kph speed limit also takes account of the Parua Bay shopping centre.	30
Lamb Road	100	60	No feedback received	Proposed speed limit appropriate	60
Lion View Road	50	30	No feedback received	Proposed speed limit appropriate	30
Mackesy Road	50	40	One submitter noted that a roundabout would be great at the intersection of Mackesy Road and Riverside Drive.	Proposed speed limit appropriate	40
Mahanga Road	50	30	Supports proposed speed limit. The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	There has been significant local community support for a 30kph speed limit within the Pataua North community. This feedback also extends to Pataua South. This has been reflected in community engagement and submissions.	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Mangahui Road	100	60	No feedback received	Proposed speed limit appropriate	60
Manganese Point Road from Scott Rd to Davidson Ave	50	40	One submitter supported the proposed 40kph speed limit. This part of Manganese Point Road forms part of a popular walking loop along Scott Road, Manganese Point Road and Davidson Ave. This part of the road is used for walking by Scott Road residents, Headland Farm Park residents, Davidson Ave and Manganese Point Road residents.	40kph is consistent with Scott Road that provides access to Davidson Avenue. 40kph is consistent with other similar roads in smaller harbourside and rural communities that have an urban feel to them. Submitters note the use of this road as part of a popular walking route.	40
Manganese Point Road from Davidson Ave to end	50	60	One submitter did not support the proposed 60kph speed limit, stating that they believed that it should remain 50kph. The submitter stated that locals walk this road for exercise, despite there being no footpaths. The submitter questioned the consistency of increasing the speed on a narrow windy road with no footpath from 50 to 60. Many drivers, including visiting fisher-people think the speed limit is 100 kph.	Increasing the speed limit from the current 50kph is inappropriate given the use of this road as a walking loop. It should be noted that the submitters comments have been verified during a site visit.	50
Matuku Street	50	40	No feedback received	Proposed speed limit appropriate	40
May Grove Lane	50	40	No feedback received	Proposed speed limit appropriate	40
McDonald Road	100	30	No feedback received	Proposed speed limit appropriate	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
McGregor Street	50	40	No feedback received	Proposed speed limit appropriate	40
McRae Road	100	40	No feedback received	Proposed speed limit appropriate	40
Memorial Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Mt Tiger Road from Whareora Rd to Wrack Rd.	100	80	One submitter supported the proposed speed limit noting that Mount Tiger Road has many sharp, blind bends and prone to slips. The submitter believes that the road cannot justify 100 kph as a safe speed.	Proposed speed limit appropriate	80
Mt Tiger Road from Wrack Rd to Owhiwa Rd.	100	60	One submitter supported the proposed speed limit noting that Mount Tiger Road has many sharp, blind bends and prone to slips. The submitter believes that the road cannot justify 100 kph as a safe speed.	Proposed speed limit appropriate	60
Muritai Road	50	40	One submitter who supported proposed 40kph speed limit noted that children often around playing on or by road which has a blind bend.	Proposed speed limit appropriate	40
Neptune Drive	50	40	No feedback received	Proposed speed limit appropriate	40
Nook Road from Whangarei Heads Rd to end of seal)	100	80	One submitter supported the proposed 80kph speed limit, stating that it is safer than 100kph as there are lots of bends. One submitter sought a 50kph speed limit.	The sealed section of Nook Road provides access to The Nook on Whangarei Harbour. The carriageway is narrow and there is little or no shoulder, with drainage ditches on either side. Submitters supported a slower speed limit. The road is of significantly lower standard than the adjoining Whangarei Heads Road.	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Nook Road unsealed section	100	60	Submitters were generally supportive of a lower speed limit, noting that the road is narrow and single lane in most parts with blind corners. Residents know to look out for oncoming vehicles but visitors out to the reserve drive too fast and dangerous incidents happen often as they are unaware how narrow the road is. Many children play by their homes at the reserve end. There are no footpaths, so we have to walk on the road with our dogs. Submitters supported either a 40kph or 50kph speed limit the unsealed section.	The points raised by submitters is noted. The unsealed section is of significantly lower standard than the sealed section. A slower 40kph speed limit is therefore appropriate. The submitters concerns relating to children and other pedestrians on this road are noted.	40
Norfolk Avenue	50	40	Support for 40kph for Norfolk as there are a lot of children on this road and also a playground at the end.	Proposed speed limit appropriate	40
Ocean Beach Road from Whangarei Heads Rd to current 50kph / 100kph boundary.	50	50	One submitter requested that consideration be given to any areas that have a speed limit drop over distances less than 200 to 300m as these will add confusion. Submitters noted that Urquhart Bay to Basil Road should be 50km. So many people walk/bicycle this stretch of road. More houses have been constructed and several driveways join Ocean Beach Road between the current 50/100kph boundary and Basil Road.	Ocean Beach Road is an extension of Whangarei Heads Road (50kph). The relatively short length of 50kph zone is therefore appropriate as it is contiguous with Whangarei Heads Road. The extent of the 50kph zone is intended to incorporate residential housing along the beginning of this road. The Setting of speed Limits Rule 2022 provides the opportunity for three-yearly speed limit reviews to respond to any further development.	50

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Ocean Beach Road from Basil Rd to Breakers Ln	100	80	One submitter requested that a 50kph speed limit be applied from Taurikura to Ocean Beach. Several submitters, including the Ocean Beach Residents Association requested that the lower speed limit at Ocean Beach be extended to a point before the Peach Grove Track carpark, rather than starting at Breakers Lane. One submitter noted that vehicles tend to travel at quite high speeds towards Ocean Beach.	The submission requesting that the 80kph boundary at Ocean Beach be set at a location before Peach Grove track is accepted. This enables a speed limit that is consistent with the coastal residential community of this section of road, with residential activity on one side of the road. Recommend 80kph on Ocean Beach Road from RP440 to RP3073 (55m before Peach Grove Track). Recommend 40kph on Ocean Beach Road from RP3073 (55m before Peach Grove Track) to RP3553 (110m before Ranui Road).	80 from Urquhart Bay to 55m before Peach Grove Track. 40kph from 55m before Peach Grove Track to 110m before Ranui Road.
Ocean Beach Road from Breakers Lane to end	50	40	There was extensive feedback on this part of Ocean Beach Road seeking: <ul style="list-style-type: none"> A 30kph speed limit extending from the Peach grove Carpark to the Ocean Beach carpark (end of the road). Submitters noted the shared space aspect of the area. 	The submission requesting that the 80kph boundary at Ocean Beach be set at a location before Peach Grove track is accepted. This enables a speed limit that is consistent with the coastal residential community of this section of road, with residential activity on one side of the road. Recommend 80kph on Ocean Beach Road from RP440 to RP3073 (55m before Peach Grove Track). Recommend 40kph on Ocean Beach Road from RP3073 (55m before Peach Grove Track) to RP3553 (110m before Ranui Road). It is appropriate that the remainder of Ocean Beach Road is 30kph as it is a Stopping Place with a shared use function.	40kph from 55m before the Peach Cove carpark. 30kph from 110m before Ranui Road to end.
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	50	40	No feedback received	Proposed speed limit appropriate	40
Ody Road from existing 50kph/100kph boundary to end.	100	60	No feedback received	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Old Parua Bay Road from Kohe St to Abbey Caves Rd	100	60	One submitter supported the proposed speed limit noting that Old Parua Bay Road has many sharp, blind bends. The submitter believes that the road cannot justify 100 kph as a safe speed.	Proposed speed limit appropriate	60
Old Parua Bay Road from Abbey Caves Rd to Konini St	100	60	One submitter supported the proposed speed limit noting that Old Parua Bay Road has many sharp, blind bends. The submitter believes that the road cannot justify 100 kph as a safe speed. Another submitter supported the Old Parua Bay Road speed limit dropping from 100kph to 60kph as it is too windy to safely drive 100km.	Proposed speed limit appropriate	60
Old Parua Bay Road from Konini St to end.	100	40	One submitter supported the proposed speed limit noting that Old Parua Bay Road has many sharp, blind bends. The submitter believes that the road cannot justify 100 kph as a safe speed.	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Owhiwa Road	100	80	<p>Owhiwa Road is currently 100kph dropping to 80kph. However, it should be broken down into two sections with the unpaved, gravel section down to 40km.</p> <p>One submitter fully supported the new speed limit stating that none of these roads can justify 100kph safely.</p> <p>One submitter stated that the speed limit should be either 60kph or 70kph as there is no wide berm/ shoulders to pull over, and many accesses to properties along it with limited visibility.</p> <p>Support Owhiwa Road, tar seal section. Many sharp, blind bends and poor structure leads to slippery, surface flooding.</p> <p>One submitter that there is a school bus turning area at the intersection of Owhiwa/Mt Tiger Road and the speed limit should be reduced.</p> <p>One submitter stated that a variety of infrastructure was needed on Owhiwa Road as there is increased subdivision on the road. Infrastructure should include a continuous white centre line with rumble strips and clear signage for concealed exits.</p>	<p>Owhiwa Road from Whangarei Head Road is sealed. Although classed as tortuous, approximately 60-70% of the road is winding to curved with significant straights. 60kph in these areas may not achieve a high level of compliance. Multiple speed limits along the same road is undesirable and community feedback on other speed reviews has generally been negative toward changing speed limits on the same road. 80kph is consistent with the adjoining Mount Tiger Road.</p> <p>The Section from Mount tiger road to the end is unsealed. Consistency with other similar unsealed roads requires a 60kph speed limit.</p>	80 from Whangārei Heads Road to 200m before Mount tiger road. 60 from 200m before Mount tiger road to end.
Parahaki Parish Road	100	60	No feedback received	Proposed speed limit appropriate	60
Parkes Road	100	60	No feedback received	Proposed speed limit appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Parua Cemetery Road	100	40	No feedback received	Proposed speed limit appropriate	40
Pataua North Road from Whareora Road to Smiths Road	100	80	No feedback received	Proposed speed limit appropriate	80
Pataua North Road from Smiths Road to end	100	60	Fully support as the road has many blind corners and the surfaces are in poor condition and have no cycle lanes or foot paths. I support everything except the proposed 60km/h speed limit for the long straight between 1855 and 1905 Pataua North Road. The proposed 60km/h limit for the long straight between 1855 and 1905 is too slow. This section of road has no visual obstructions, driveways are set back from the roadside by culverts, and it's straight.	The 60kph speed limit on Pataua North Road is generally supported and is appropriate. One submitter did not support a 60kph speed limit on a long straight between 1805 and 1905 Pataua North Road. The Setting of Speed Limits Rule 2022 sets out the minimum distance requirement for different speed limits. Raising the speed limit for this straight would be inconsistent with those standards. In addition, a strong theme from submitters is the desire to, where practicable, have consistent speed limits along a given road.	60
Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road.	100	80	Fully support as the road has many blind corners and the surfaces are in poor condition and have no cycle lanes or foot paths. Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road: Support 80kph or consistency with Whangarei Heads Road	Speed limit appropriate	80

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Pataua South Road from 80m south of Mahanga Road to end	50	30	Fully support Pataua South Road. The village and parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work. One submitter requested a change to the stop sign to east side of the bridge as traffic has already slowed to about 60kph going around the corner when heading west	Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Pataua is highly pedestrianised and has no through roads.	30
Pataua Street	50	30	Fully support Pataua Street. The village parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Pataua is highly pedestrianised and has no through roads.	30
Pepi Road	100	60	No feedback received	Proposed speed limit appropriate	60
Rangiuru Drive	100	60	No feedback received	Proposed speed limit appropriate	60

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Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Ranui Road	50	40	<p>The nature of the village correlates far better to the descriptor of a 30kph zone: "Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles. Beach access, including informal parking for pedestrian access to beaches and some parts of smaller urban centres and coastal settlements" than it does to the 40kph descriptor in the report:</p> <p>"Urban residential areas."</p> <p>The village has significant foot traffic, including children (some on little bikes), buggies, dogs, people carrying surf boards etc. and with very little space on the margins of the road, 40 kph is too fast and drivers need to be alerted that this is a shared road.</p> <p>Ranui Road is narrow, has a number of blind bends and terminates in a shared bridge, that has to be used by cars using the car park and pedestrians accessing the beach.</p>	<p>Several submissions, including by the Ocean Beach Residents Association sought a lower 30kph speed limit for Ranui Road. There are existing speed bumps on this road and it is extensively utilised by pedestrians. Ranui road provides access to residential houses and beach carpark.</p> <p>A 30kph speed limit is consistent with other similar small coastal communities where there is no through road, for example, Pataua.</p>	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Reotahi Road from Whangarei Heads Road to Norfolk Avenue	50	40	One submitter opposed the proposed speed limit stating that the issue is slow drivers. This was a general statement that may not apply to Reotahi Road. Submitters supporting 40kph noted that a lot of people walk around there to get to Mt Aubrey, down Reotahi road to beach road. Another submitter highlighted that there are no footpaths with pedestrians going between walking tracks and school children at different times of day. Submitters also requested improved pathways.	Consistent with speed limits in other harbourside / Coastal communities. Reotahi Road is a winding Secondary Collector Road, providing access to the Harbour and residential dwellings in Reotahi. There is a formed footpath along part of the road shoulders in other sections are narrow and unformed. There is limited visibility of accessways onto the carriageway, with 40kph providing a safer environment for entering and exiting accessways and for pedestrians. Consistent with 40kph speed limits on access roads leading off Reotahi Road. Proposed speed limit appropriate	40
Reotahi Road from Norfolk Avenue to end	50	40	Submitters supporting 40kph noted that a lot of people walk around there to get to Mt Aubrey, down Reotahi road to beach road. Another submitter highlighted that there are no footpaths with pedestrians going between walking tracks and school children at different times of day. Submitters also requested improved pathways and double yellow lines.	Consistent with speed limits in other harbourside / Coastal communities. Reotahi Road is a winding Secondary Collector Road, providing access to the Harbour and residential dwellings in Reotahi. There is a formed footpath along part of the road shoulders in other sections are narrow and unformed. There is limited visibility of accessways onto the carriageway, with 40kph providing a safer environment for entering and exiting accessways and for pedestrians. Consistent with 40kph speed limits on access roads leading off Reotahi Road. Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Ritchie Road from Whangarei Heads Rd for a distance of 50m.	50	30	Support all of the proposed changes, though I think some proposed speed limits on Ritchie Road could be lower still. but think that the limit should be 30km/h along the entire lengths of those streets. Ritchie Road is popular for families with school-age children to live, with almost all of them walking to school, shops, beach etc. Large sections have a footpath on only one side, there are blind corners and a steep rise at the top of the hill reducing visibility. One submitter noted that it can be scary walking on this road.	The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School. The Guidance also requires that 30kph school speed zones be extended around schools to encompass the main walking and cycling routes into the school. The short distance provides an appropriate lead in to the 30kph speed limit on Whangarei Heads Road. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate.	30
Ritchie Road from 50m west of Whangarei Heads Rd to end.	50	40	Support all of the proposed changes, though I think some proposed speed limits on Ritchie Road could be lower still. but think that the limit should be 30km/h along the entire lengths of those streets. Ritchie Road is popular for families with school-age children to live, with almost all of them walking to school, shops, beach etc. Large sections have a footpath on only one side, there are blind corners and a steep rise at the top of the hill reducing visibility. One submitter noted that it can be scary walking on this road.	Proposed speed limit appropriate. Consistent with speed limits in other harbourside / Coastal communities.	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Robinson Road	100	60	No feedback received	Proposed speed limit appropriate	
Ross Road	100	60	No feedback received	Proposed speed limit appropriate	60
Rukuwai Road	100	60	No feedback received	Proposed speed limit appropriate	60
Sapphire Place	50	40	Sapphire Place is very short, and there's barely enough time to reach 40km/h (never mind 50km/h) before you hit either end of it. 30km/h is more than sufficient. Sapphire Place is popular for families with school-age children to live, with almost all of them walking to school, shops, beach etc. Large sections have a footpath on only one side, there are blind corners and a steep rise at the top of the hill reducing visibility. 30kph would be a speed limit much more in keeping with the nature of the road and the neighbourhood and sends a clear signal to those less familiar with the area about taking care.	Proposed speed limit appropriate. 40kph provides consistency with other adjoining roads. Consistent with speed limits in other harbourside / Coastal communities.	40
Scott Road	50	40	Submitters supported the 40kph speed limit. One submitter noted that it can be very scary trying to walk in these areas. Many people wander this road, often with children and dogs and the occasional kayak. The footpath is only on one side of the road and is narrow. Children walk to /from school buses.	Proposed speed limit appropriate. 40kph provides consistency with other adjoining roads. Consistent with speed limits in other harbourside / Coastal communities.	40
Smith Road	100	60	No feedback received	Proposed speed limit appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Stuart Road from Whangarei Heads Road to end.	50	30	Submitter supported a 30kph speed limit as the road is windy and people often speed down it. One submitter stated that the road is commonly used for walking (as the track round to Reotahi) as there is no footpath, kids often riding their bikes, crossing the road to swim. Its been a hot topic with neighbours along this street, to the point where speed bumps were in conversation. The road is never policed so no-one ever gets in trouble, 50kms is far too quick for this road. Other submitters highlighted that this forms part of the Te Araroa Trail. There is a lot of traffic accessing the jetty at the end of the road. Submitters also suggested additional "slow" and "Pedestrian" signage and road markings.	Proposed speed limit appropriate. This is a very narrow, short no-exit road dominated by a beach reserve that is contiguous with the carriageway and an informal parking area. A much slower speed reflecting a greater degree of shared space is appropriate.	30
Tahere Road	100	60	No feedback received	Proposed speed limit appropriate	
Tahunatapu Road	100	60	Submitters requested that the speed limit be 50kph, along with Nook Road.	Tahunatapu Road is similar to the unsealed section of Nook Road where access is gained. A 40kph speed limit reflects the narrow-unsealed no-exit nature of the road. The same speed limit as the unsealed section of Nook Road provides consistency to adjacent roads.	40
Taiharuru Road from Patau South Rd to current 100/50kph boundary	100	80	Support 80kph for consistency with Whangarei Heads Road.	Proposed speed limit appropriate	80
Taiharuru Road current 50kph zone	50	40	No feedback received	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Taiharuru Road from 50/100kph boundary to end of seal	100	80	No feedback received	Proposed speed limit appropriate	80
Taiharuru Road from end of seal to end	100	30	No feedback received	Proposed speed limit appropriate	30
Taihoa Road	100	40	One submitter noted that this road is part of a short cut route that cars speed down. It is very unsafe for pedestrians and dog walkers as there is no footpath.	Proposed speed limit appropriate	40
Taraunui Road from Whangarei Heads Rd to Ross Rd	100	80	No feedback received	Proposed speed limit appropriate	80
Taraunui Road from Ross Rd to end	100	60	No feedback received	Proposed speed limit appropriate	60
Taurikura Street	50	40	No feedback received	Proposed speed limit appropriate	40
Tawhai Place	50	40	No feedback received	Proposed speed limit appropriate	40
Te Rongo Road	100	80	One submitter fully supported the speed limit reduction, noting that there are several areas of this road that are too dangerous to drive at 100kms/hour	Proposed speed limit appropriate	80
Te Whangai Head Road	50	30	Fully support. The village and parts of Pataua North and South require speed bumps and or speed calming measures as well as speed reductions. Signs will not work	There has been significant local community support for a 30kph speed limit within the Pataua North community. This has been reflected in community engagement and submissions.	30
Telfer Road	100	60	No feedback received	Proposed speed limit appropriate	60
The Heights	50	40	No feedback received	Proposed speed limit appropriate	40
Timperley Road	100	60	No feedback received	Proposed speed limit appropriate	60
Tropicana Drive	50	40	No feedback received	Proposed speed limit appropriate	40

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Urquhart Bay Road	50	30	Support from Urquhart's Bay Residents Association. A lot of pedestrian activity, including children dog walkers and Te Awaroa trail and Bream Bay Trumper's utilise this road. There is no footpath, so pedestrians need to use the carriageway.	Proposed speed limit appropriate 30kph reflects the shared space nature of this road. It is also noted that residents have put up informal 30kph and "slow-down" signage.	30
Waikaraka Beach Road	50	30	No feedback received	Proposed speed limit appropriate	30
Waikaraka Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waioneone Road	50	40	No feedback received	Proposed speed limit appropriate	40
Waiparera Road	100	60	No feedback received	Proposed speed limit appropriate	60
Waitotara Lane	100	40	No feedback received	Proposed speed limit appropriate	40
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka	100	80	Refer section 6 of this Report.	Refer section 6 of this Report.	80
Whangarei Heads Rd from 100kph / 70 kph boundary at Waikaraka (city end) to 70/100 kph boundary (heads end)	70	50	Refer section 6 of this Report.	Refer section 6 of this Report.	60
Whangarei Heads Rd from 70 / 100 kph boundary at Waikaraka (Heads end)) to current 100kph / 50kph boundary at Tamaterau.	100	60	Refer section 6 of this Report.	Refer section 6 of this Report	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whangarei Heads Road from current 100kph / 50kph boundary at Tamaterau to Scott Rd.	50 then 100	50	Refer section 6 of this Report.	Refer section 6 of this Report.	50 extended to 80m east of Scott Road.
Whangarei Heads Rd from Scott Rd to current 100kph / 70kph Solomons Pt / Parua Bay Boundary	100	80	Refer section 6 of this Report.	Refer section 6 of this Report.	80
Whangarei Heads Road from current 100kph / 70kph Solomons Point / Parua Bay boundary to 110m before Parua Bay Tavern,	70	60	Refer section 6 of this Report.	Refer section 6 of this Report.	60
Whangarei Heads Road from 110m before Parua Bay Tavern to 50m on the Heads side of Crisp Road.	70	30	Refer section 6 of this Report.	Refer section 6 of this Report.	30
Whangarei Heads Road from 50m on the Heads side of Crisp Rd to 220m past Wharf Rd (Heads side)	70 then 100	60	Refer section 6 of this Report.	Refer section 6 of this Report.	60
Whangarei Heads Road from 220m past Wharf Rd (Heads side) to current 100kph / 50kph boundary at Parua Bay	100	80	Refer section 6 of this Report.	60kph to extend to 65m east of Richie Road. Refer section 6 of this Report.	60
Whangarei Heads Road from current 100kph / 50 kph boundary to 65m before Richie Rd	50	50	Refer section 6 of this Report.	Remove 50kph zone. Refer section 6 of this Report.	60
Whangarei Heads Road from 65m before Richie Road to 40m past Kiteone Rd (Heads side).	50	30	Refer section 5 of this Report.	Extend to 65m east of Kiteone Road. Refer section 5 of this Report. Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School (Category 1). Consistent with Section 5 Setting of Speed Limits Rule 2022. The 30kph speed limit is extended to incorporate High School bus pick-up and drop-off area.	30

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whangarei Heads Road from 40m past Kiteone Rd to 180m past Kiteone Rd.	50	50	Refer section 6 of this Report.	Remove 50kph zone. Refer section 6 of this Report.	30
Whangarei Heads Road from current 50kph/100kph boundary at Parua Bay township to current 100kph/50kph boundary at McLeod Bay	100	80	Refer section 6 of this Report.	Extend 80kph zone to start 65m east of Kiteone Road. Refer section 6 of this Report.	80
Whangarei Heads Road – from 100kph / 50kph boundary at McLeod Bay to current 50kph/100kph boundary	50	50	Refer section 6 of this Report.	Refer section 6 of this Report.	50
Whangarei Heads Road from McLeod Bay current 50kph/100kph boundary to current 100kph / 50kph boundary at Taurikura.	100	80	Refer section 6 of this Report.	Refer section 6 of this Report.	80
Whangarei Heads Road from 110m before Whangarei Heads School Rd to 100m on Heads side of School Rd.	100	Variable 30 Base 80	Refer section 5 of this Report	Refer section 5 of this Report	Variable 30 Base 80
Whangarei Heads Road from current 100kph/50kph boundary at Taurikura to 2312 Whangarei Heads Rd.	50	50	Refer section 6 of this Report.	Refer section 6 of this Report.	50
Whangarei Heads Road from 2312 Whangarei Heads Rd to 110m past tennis courts (Heads side).	50	30	Refer section 6 of this Report.	Refer section 6 of this Report.	30
Whangarei Heads Rd from 110m past tennis courts to 2400 Whangarei Heads Rd.	50	50	Refer section 6 of this Report.	Refer section 6 of this Report.	50
Whangarei Heads Road from 2400 Whangarei Heads Rd (Taurikura) to 70m before intersection with Urquharts Bay Road	100	60	Refer section 6 of this Report.	This section of road has a very low density of residential dwellings. However, it connects two coastal communities. The road is tortuous with very narrow shoulder areas. A 50kph speed limit would not be self-explaining, given the lack of residential dwellings and pedestrian facilities. 60kph is therefore considered appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whangarei Heads Road from 70m before intersection with Urquhart Bay Road to Ocean Beach Road.	50	50	Refer section 6 of this Report.	This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit.	50
Whangarei Heads School Road	100	30	Refer Section 5.2	Refer Section 5.2	30
Whareora Road from Mill Rd to current 70kph / 100kph boundary.	70	50	One submitter noted that there are many walkers on this stretch of road from town up to Abbey Caves. There is no footpath so the 100kph limit is far too high.	Proposed speed limit appropriate	50
Whareora Road from current 70kph / 100kph boundary for a distance of 600m.	100	60	One submitter noted that there are many walkers on this stretch of road from town up to Abbey Caves. There is no footpath so the 100kph limit is far too high. Another submitter stated that the road is not safe for a 100kph speed limit. It is narrow, windy and has some very sharp corners. The area has a lot of family homes. Children catch school buses. This submitter noted personal experience of a crash caused by a vehicle drifting across the centre line.	Proposed speed limit appropriate	60

WDC Speed Review – Whangarei Heads Catchment Recommendations

Road Name	Current Speed Limit	Proposed Speed Limit	Community Feedback	NTA Road Safety Engineer (Team Lead) comments and recommendations	New Speed Limit
Whareora Road from 600m past current 70kph / 100kph boundary to end.	100	80	One submitter fully supported all three proposed changes: 70 to 50, 100 to 60, 100 to 80, noting that there are many walkers on this stretch of road from town up to Abbey Caves. There is no footpath so the 100kph limit is far too high. Another submitter noted that the road is not safe at 100kph as it is narrow, windy and has some very sharp corners. One submitter requested reduced speeds at the Abbey Caves Road intersection and the Mount tiger road intersection.	Proposed speed limit appropriate	80
Wharf Road	100	30	Support Wharf Road, I feel current speed limits elsewhere are appropriate.	Proposed speed limit appropriate	30
Wrack Road	100	40	No feedback received	Proposed speed limit appropriate	40

Appendix 1: Full submission of the Automobile Association

Submission on Whangarei District Council's STATEMENT OF PROPOSAL:

Interim Speed Management Plan for Whangārei Heads Catchment Area

From: Northland District Council of the NZ Automobile Association

INTRODUCTION

The Northland District Council of the NZ Automobile Association represents over 48,000 AA Members who live in Northland. Its goal is to help represent the mobility interests of AA members in the wider Northland area. We are guided by a combination of regular surveys of AA members, independent research, and analysis from the AA policy team.

The AA Northland District Council welcomes this opportunity to submit on the Statement of Proposal ('SOP') for proposed speed limit changes in the Whangarei Heads catchment area. Inappropriate speed limits in certain areas, too many speed limit changes and high crash rates on Whangarei Heads Road in particular have been of significant concern and have been raised by this council as far back as 2010.

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

We acknowledge the requirements and duties of RCAs as set out in the Land Transport Rule: Setting of Speed Limits 2022 ('the Speed Limit Rule 2022').

Please note that we wish to speak in support of our submission at a hearing.

1. GENERAL COMMENTS ON SPEED LIMIT CHANGES

- 1.1. The review document states: "There is a need to reduce deaths and serious injuries on the road network; but also, ensure that people and goods can move around the road network efficiently. To do this we need to ensure that the speed limits on our roads are safe and appropriate for the road conditions and the purpose for which the road is used." However, lowered speed limits on their own are not going to eliminate the road toll. Speed limit changes are just one of the tools that need to be combined with a range of other actions to deliver the maximum safety benefits on our roads.
- 1.2. We support measures to lower the road toll by the adoption of safe and appropriate speeds, but these should be combined with engineering improvements, police enforcement and improved driving skills.

outcome. The use of repeater signs and roundels on the road (as acknowledged in the Technical Report) will be very important for awareness and compliance.

- 1.10. There needs to be an education programme (i.e. publicity) to explain to the community why the changes are justified. The education program is needed to supplement the signage in order to achieve greater buy in from the motorists. Simply imposing a lower speed limit, if it is not understood and accepted by the community, will not be effective.
- 1.11. To summarise the general principles of our submissions on speed limit reviews: position:
 - (i) In general, we support 80 kph for non-State Highway sealed roads.
 - (ii) We support 60 kph on unsealed roads.
 - (iii) We support a consistent speed limit of 50 kph through built-up areas in the review area (e.g. Waikaraka, Tamaterau, Parua Bay, etc).
 - (iv) With some exceptions, we do not support the blanket lowering of speed limits from 50 to 40 or 30 on urban streets with Low Personal & Collective Risks which do not feature a high number of pedestrians, cyclists, etc., especially where there are footpaths provided. Roads should be seen as being primarily for vehicle access, not as recreational areas.
 - (v) We advocate for the retention of existing 40 VSLs around schools in urban areas. Existing 40 VSLs appear to be functioning well. These should be reviewed after 12 months in consultation with schools.
 - (vi) It must be emphasised that a speed limit is not a target – motorists must always drive to the conditions. This must take precedence over attempts to ‘micro-manage’ speed limits by way of frequent changes as road conditions change.
 - (vii) Safety upgrades may be as important as lowered speed limits. Lowered speed limits should not be a substitute for essential road maintenance and safety measures.
 - (viii) We support standardisation of speeds so that drivers have a reasonable expectation of what the current speed limit will be. Too many speed limit changes over short distances will result in confused motorists.
 - (ix) Adequate signage, including road markings, is essential.
 - (x) It needs to be acknowledged that high risk drivers will always ignore speed limits. We advocate for greater enforcement to detect and penalise high-risk drivers. In general, 50% of fatal crashes are caused by high-risk drivers which include drivers exceeding the posted speed limit by more than 20 kph.
 - (xi) kiwiRAP data and CAS maps showing crash rates should be taken into account but it should be noted where safety upgrades which would influence crash rates have been made.
 - (xii) There is a major disconnect between Personal Risk, Collective Risk and Infrastructure Risk. The latter is a theoretical ‘desktop’ consideration whereas the first two are based on actual reported data. Many roads under review have a High Infrastructure Risk but Low Personal and Collective Risks. Reported Infrastructure Risk may be considered but should not be used to determine speed limits.

2. FUNCTIONS OF RESIDENTIAL ROADS/ PROPOSED BLANKET LOWERING OF 50 KPH SPEED LIMITS

2.1 Under the ONRC, rural and urban residential streets are variously classified as ‘Secondary collectors’, ‘Access roads’ or ‘Access roads’ (low volume). These classifications appropriately describe the primary functions of residential streets which are to provide a means of vehicle access from people’s homes to places of work, shops, pleasure, etc. Typical speed limits are shown as 30-50 kph, with 30 only relevant where there are a high number of active road users viz. “Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network.”

2.2 The One Network Framework (ONF) now describes residential streets in the following terms:

“Local streets provide quiet and safe residential access for all ages and abilities and foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and they facilitate local community access.

“There are low levels of on-street activity and movement by people walking, cycling and driving.

“Local streets are the most common and most diverse streets in urban areas. They are generally important components of walking and cycling networks and should support these transport choices for local trips.”

Note that the words in bold are included in the ONF Fact Sheet but are conveniently dropped from subsequent comments. In reality, footpaths generally provide the basis of a walking network. Low levels of on-street activity are significant in determining a safe and appropriate speed limit.

2.3 If there are “low levels of on-street activity”, it is difficult to reconcile this with the claim that “they [the streets] are generally important components of walking and cycling networks.” This is the primary role of footpaths and shared paths.

2.4 It’s the built and maintained environment, not the roads, that determine such factors “Community spirit, local pride, fabric of neighbourhood”.

2.5 The International Road Safety Report IRTAD 2018 cited by NZTA notes: “The default speed limit for passenger cars in urban areas in most IRTAD countries is 50 km/h. Lower speed limits are often in force in residential areas or around schools; typically 30 km/h.” We acknowledge lower speeds around schools but see no reason why the default speed of 50 kph should not apply in general to residential Access and Secondary Collector roads (e.g. McLeods Bay, Reotahi, Waikaraka, etc) which have Low Personal & Collective Risk ratings. The excessive amount of cost involved in multiple road signs with minimal safety benefits could be more effectively applied to other road safety improvements.

2.6, There appears to be no valid justification for the proposed blanket lowering of speed limits on residential streets from 50 to 40 or 30. We DO NOT THEREFORE SUPPORT the proposed blanket lowering of speed limits on residential streets from 50 to 40 or 30.

3 SPECIFIC COMMENTS ON PROPOSED CHANGES

3.1 Sealed rural roads.

We acknowledge that 80 kph is generally a safer and more appropriate speed limit than 100 kph for sealed rural roads in the review area. We support all the proposed changes from 100 to 80 kph as a default speed limit, with a suggested minor extension.

3.2 Unsealed roads

Many unsealed roads in this review area are narrow and winding. We recognise that 60 kph has been adopted elsewhere in Northland and for consistency as well as safety, we support the adoption of 60 kph as a default speed limit for unsealed roads.

3.3 Variable speed zones at schools

AA policy supports variable school speed zones. We believe that existing 40 kph VSLs are effective and may be retained but any new school VSLs are required by the 'Speed Limit Rule 2022' to be set at 30 kph. Where speeding near schools is currently a problem, additional enforcement or an engineering solution may be required.

3.4 Speed limits on urban streets.

We recognise that there are problems throughout Northland with traffic speeding on urban streets. However, we believe that the main problem lies with intentionally speeding motorists who choose to ignore existing speed limits. In Whangarei, this has been "addressed" by the installation of 25 kph speed bumps on many urban streets. The speeding motorists then migrate to other streets. Lowering the speed limit from 50 to 40 will not fix this problem of deliberate flouting speed limits. Consequently, we do not support the general principle of lowering urban speed limits from 50 to 40. The posted speed limit needs to reflect the environment and make sense to drivers.

Urban streets are not shared spaces. Footpaths are generally available with a grass berm separating the footpath from the road.

There is no credible evidence presented to justify lowering speed limits on urban streets from 50 to 40 other than the generalised premise that lower speeds result in lower crash rates. NZTA and other authorities have consistently presented overstated claims and unsubstantiated and discredited graphs (including the Wramborg curves) to supposedly 'show' the alleged relationship between pedestrian fatality risk and speed. (See data in Appendix II).

However, in some small seaside settlements which are at the end of a road, we recognise that there may be a case for 40 or 30 kph, but without enforcement, we doubt if this would have any real effect.

3.5 High Benefit Roads.

3.5.1 Whangarei Heads Road

- a) This road is undoubtedly a 'high risk' road as evidenced by the crash rate. Northland AA District Council has been advocating for lowered speed limits (from 100 to 80, and from 70

- to 50) since 2010. Since that time, there have been more than 175 reported crashes and many more unreported.
- b) We have also advocated for fewer speed limit changes to avoid confusing motorists, and for greater consistency. The proposed changes do not reflect this.
 - c) We are concerned at the apparent attempt to ‘micro-manage’ speed along this road, the consequent inconsistencies and the high frequency of proposed changes as summarised in the next paragraphs.
 - d) **Inconsistencies.**
 - (i) Proposed speed limits through settlements vary considerably: e.g. 50; 60-30-60; 50-30-50; 50-30-60.
 - (ii) Proposed speed limits of 50 through Waikaraka, Tamaterau, McLeods Bay, Urquharts Bay turn-off.
 - (iii) Proposed limits of 60-30-60 past Parua Bay tavern area.
 - (iv) Proposed limits of 50-30-50 through Parua Bay village and school; and through Taurikura.
 - e) **Frequency of Proposed Speed Limit Changes**
 - (i) At present, there are 13 speed limit changes between Onerahi and Ocean Beach Road. Generally, these reflect the lowering of the open road speed limit of 100 kph to either 70 or 50 through settlements.
 - (ii) Under the proposed review, there would now be 21 changes in about 24.5 kms (25.5 minutes driving time according to the AA website). This equates to 1 change every 1170 metres; or 1 change every 73 seconds of driving time.
 - f) Total changes are: 50-80-50-60-50-80-60-30-60-80-50-30-50-80-50-80 (VSL 30)-50-30-50-60-50-80.
 - g) At Parua Bay, a driver may have to contend with combinations of 30, 40, 50, 60 and 80 kph speed limits. We note in the Technical Report that multiple speed limit changes are best avoided.
 - h) **Passing Lanes.** The Technical Report notes: “The traffic volumes on Whangarei Heads Road do cause issues, particularly in relation to the conflict between faster drivers and slower vehicles. This conflict is exacerbated by a lack of safe overtaking opportunities.” It is frustrating for motorists in 80 kph zones to get stuck behind a driver travelling at 60 kph, as can frequently occur (personal observation).
 - i) Despite this, the Technical Report notes: “The issue of overtaking opportunities and the development of passing bays or layby facilities require significant funding.” “It is expected that funding options may be investigated as part of Councils long-term planning process. However, funding for this type of modification will be considered alongside other road safety improvements across the district.”
 - j) **Safety Upgrades.** Again, we emphasise the recognised philosophy that lower speed limits must be accompanied by safety upgrades to derive maximum benefits. Passing opportunities are needed to avoid driver frustration and consequent crashes. Centre line wire rope barriers should be investigated as an option at high risk sites.
 - k) **Other safety upgrades** that we consider are necessary to support proposed speed limit changes include:-
 - Footpaths through Waikaraka (See consideration of Waikaraka in Appendix I);

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- Raised table crossing and ‘slow down’ at Parua Bay tavern (obviating the need for a reduced speed limit of 30 over about 200 metres);
- Use of footpath/kerb extensions to slow traffic at key crossing points in beachside settlements (e.g. instead of 30 kph at Taurikura with expected low compliance year-round);
- Advance warning signs of lower speed limits so that motorists slow down before the speed limit change point.

- 1) **A section-by-section review** of the proposed speed limits on Whangarei Heads Road, including our suggested changes to the proposals, is attached as Appendix I.

3.5.2 Other ‘High Benefit’ Roads

We SUPPORT the following proposed changes to other roads identified as High Benefit and support the reasons given (some as shown in brackets):

- Whareora Road (50/60/80 reflecting changing conditions)
- Owhiwa Road (80 although tortuous in sections. “60kph in these areas may not achieve a high level of compliance. Multiple speed limits along the same road is undesirable and community feedback on other speed reviews has generally been negative toward changing speed limits on the same road.”)
- Nook Road (80 sealed, 60 unsealed)
- Tahere Road (60 unsealed. “Consistent with proposed speed limits on other similar unsealed roads.”)
- Kauri Mountain Road (60 unsealed. Not 40 in part in order to avoid creating “multiple speed limits along this road” even though “Part of this road forms a component of the Te Araroa Trail but has a low traffic count.” “The introduction of a lower 40kph speed limit along part of this road is unlikely to lead to a road safety improvement given the low collective and personal risk on the road.”) Note that even though pedestrian activity is anticipated, the Low Personal & Collective Risks appear to take precedence in this instance.
- Campbell Road (60 unsealed. Although tortuous in places and Medium Collective Risk, “this does not provide sufficient justification for a lower speed limit [40] across the entire road of itself.”)

We note that the reasons given for preferred speed limit options include:

- consistency with other roads;
- avoidance of multiple speed limit changes;
- Low Personal & Collective Risks;
- unlikely safety benefits of a lower speed.
- Other reasons include “a 60kph speed limit is not self-explaining and compliance with a lower 60kph speed limit is expected to be low.”

Such reasoning does not appear to have been applied uniformly across the review area. For example, we would expect compliance with a proposed permanent 30 kph through Parua Bay and side roads to be low (confirmed by local residents we have contacted). We consider this in Appendix I. Local residents have advised us that even with the present 50 kph limit, impatient drivers overtake other drivers who slow down for the pedestrian crossing and for school buses. Greater enforcement of current rules would appear to be a prime starting point.

3.6 Side Roads (No through roads).

3.6.1 Short side roads such as the roads leading off Whangarei Heads Road at Waikaraka (from 40 to 260 metres long, and dead ends) do not need to have and display lower speed limits of 40 kph. The lengths of the roads make for a limiting and self-explaining low speed, except possibly for idiot drivers (glorified as ‘boy racers’) who ignore all speed limits. There are unlikely safety benefits of a posted lower speed limit than the present 50. We DO NOT SUPPORT such proposals.

3.6.2 We SUPPORT the proposed reduction to 30 kph of roads at Pataua North. With no footpaths, the roads are used by children on bikes and skateboards, particularly at holiday times, we have been advised. This meets the criteria within the ONC, with 30 only relevant where there are a high number of active road users viz. “Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network.”

3.6.3 We believe that Urquharts Bay Road and Beach Road (Reotahi) have self-limiting speeds of 30 kph which we would expect to approximate to the mean travel speed. Consequently, we SUPPORT the proposed 30 kph lower speed limits in these exceptional cases.

3.7 Selection of other roads

3.7.1 Scott Road, Tamaterau.

This is a road with low Personal and Collective Risk. Given the “unlikely safety benefits of a lower speed,” we fail to see why a speed reduction from 50 to 40 is proposed for this secondary collector. We DO NOT SUPPORT the proposal.

3.7.2 Pataua North Road

Parts of the section proposed to be reduced to 60 contains significant straight stretches. Speed through the tortuous section should be self-regulating, perhaps with increased advisory signage but on the straighter section, we suggest that the situation is as applies to Harris Road, viz. “a 60kph speed limit is not self-explaining and compliance with a lower 60kph speed limit is expected to be low.” We DO NOT SUPPORT the overall 60 proposal.

We wish to be heard in support of our submission at a hearing.

1. We support the proposed 80 kph zones with minor adjustments.
2. We would prefer to see a consistent 50 kph through settlements rather than a multitude of combinations as proposed. The proposed changes amount to 21 over a distance of about 24.5 kms with a travel time of about 25.5 minutes (AA website). The proposed changes therefore equate to 1 every 1.2 kms, or 1 every 73 seconds, between Urquharts Bay and Onerahi. Motorists will be continuously accelerating or decelerating with a strong likelihood of not knowing what speed limit zone they are in.
3. We recommend a more rational approach of 80 kph on the open road with 50 kph through settlements, plus school VSLs, as shown below.

Location	Current Limits	Proposed Limits (kph)	WE PROPOSE	Comments
Onerahi end	50 to 100	50 to 80		We SUPPORT
Waikaraka	100 to 70 to 100	80 to 50 to 60	80 to 50	We support 50 though Waikaraka but would like to see footpaths for pedestrian safety. We have been advised of people not walking along the main road, and even not purchasing a property in this area because of the risk to pedestrians.
Waikaraka to Tamaterau	100	60	50	The 60 zone between Waikaraka and Tamaterau is currently 100 but includes the 55 signed bend with a parking area at Fisherman's Point where many crashes have occurred. It extends for only 1.1 km. We propose 50 throughout for safety and consistency rather than a short section of 60.
Tamaterau	100 to 50 to 100	60 to 50 to 80.	50 (extended) to 80	The proposed 50 zone extends to Scotts Road intersection. We recommend extending the 50 to beyond the intersection by say 50-100 metres so that city-bound traffic slows down from 60 before reaching the intersection and the downhill section. Otherwise, compliance would be expected to be low.
beyond Scotts Road to Solomons Point	100	80		We SUPPORT

WDC Speed Review – Whangarei Heads Catchment Recommendations

Solomons Point; Parua Bay tavern	100 to 70 to 100	80 to 60 to 30 to 60 to 80	80 to 50 to 80	<p>Pedestrian danger at the tavern is recognised. Personal Risk is High. Proposed works include a raised table crossing for pedestrians, electronic signage and possible lighting. The 30 kph section would be only 210 metres long – about 100m either side of the tavern. This is insufficient distance for traffic to slow down. Significant boat trailer activity occurs just prior to the tavern.</p> <p>A uniform 50 rather than 60-30-60 would be more consistent with speed limits through other settlements. We suggest that electronic 'Slow Down' signage and a raised table crossing at the tavern would be adequate for safety.</p>
Parua Bay village and school.	100 to 50 to 100	80 to 50 to 30 to 50 to 80	80 to 50 (VSL 30) to 80	A permanent 30 zone rather than a variable 30 zone past the school is unlikely to achieve compliance. Previously, a median speed of 46.8 kph past the shops was recorded.
McLeods Bay	100 to 50 to 100	80 to 50 to 80		We SUPPORT
McLeods Bay to Taurikura	100	80 base with 30 VSL		We SUPPORT
Taurikura	100 to 50 to 100	80 to 50 to 30 to 50 to 60	80 to 50	<p>Why 30? Why not the same as McLeods Bay, Tamaterau and other settlements? Compliance with 30 is unlikely. We consider the current speed limit of 50 would be safe and appropriate, and consistent with other settlements, provided that drivers drive to the conditions.</p> <p>We oppose 30 but support a uniform 50.</p>
Little Munro Bay	100	60	50	<p>Reason given for 60 is "A 50kph speed limit would not be self-explaining, given the lack of residential dwellings and pedestrian facilities."</p> <p>We consider that: this road section is narrow and tortuous. No hard shoulder. Drop-off to harbour on one side. Small parking area at jetty. Sign indicates 2 km of winding road. Some residential access.</p> <p>We propose 50 for safety and consistency.</p>
Urquharts Bay Road junction; Ocean Beach Rd.	100 to 50 to 100	60 to 50 to 80	50 to 80	Support 50 and 80, not 60.

WDC Speed Review – Whangarei Heads Catchment Recommendations

TOTAL NUMBER OF SPEED LIMIT CHANGES	15	21	11	
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APPENDIX II. UPDATED SPEED-FATALITY RISK CURVES (Mackie 2018)

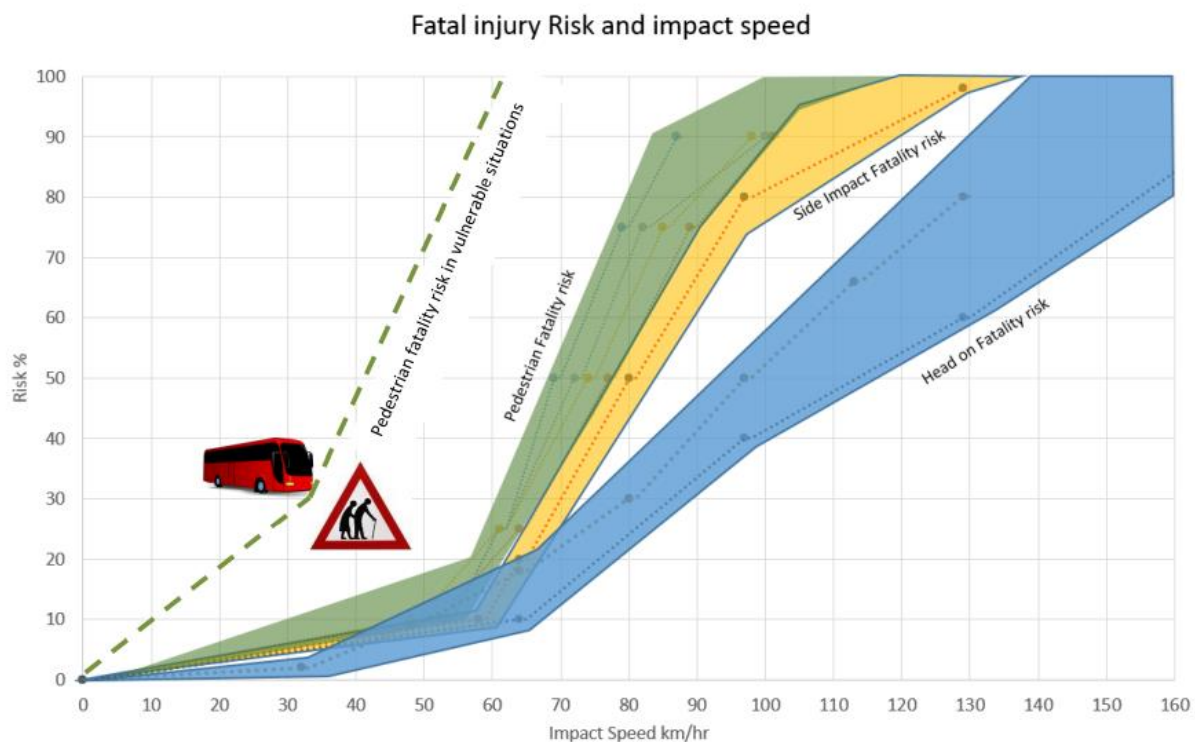
ads/2018/09/Mackie-Research-Report_Speed-vs-injury-risk.pdf

— + ↺ ↻ | Page view | A Read aloud | T Add text | Draw

Revised estimated speed/injury risk curves

These diagrams (Figures 6 and 7) are intended to summarise the known data for impact speed and risk of serious and fatal injuries. It should be noted that the true variability of circumstances possible in crash situations are not represented by the curves. For example, the pedestrian fatality risk curve does not increase sharply until impact speeds reach 60 km/h, yet in New Zealand we know that pedestrians have been killed by buses at approximately 30 km/h. For this reason a dashed line has been added to show the increased level of frailty in situations where elderly people or heavy vehicles may be involved.

Figure 6. Fatality risk and impact speed potential diagram



Compare this evidence with Road to Zero claims: “our chances of survival or avoiding serious injury decrease rapidly above certain impact speeds. For a pedestrian, wheeled pedestrian, cyclist or motorcyclist hit by a car, it’s around 30-40 km/h.” The evidence indicates that this claim would only apply to a frail person being hit by a bus!

Appendix 2: Recommended Speed Limit Maps

The following maps set out the speed limits described in Sections 5, 6 and 7. It should be noted that the maps contained in this recommendations Report are supported with detailed GIS information and identified Reference Points (RP) identifying the actual speed limit transitions. Maps with RP's identified are utilised for the purposes of detailed design and implementation. RP's are not included in the maps in this Recommendation Report due to the need for clarity at the published scale. Not all road names are identified in the following maps due to the need for clarity at the published scale.

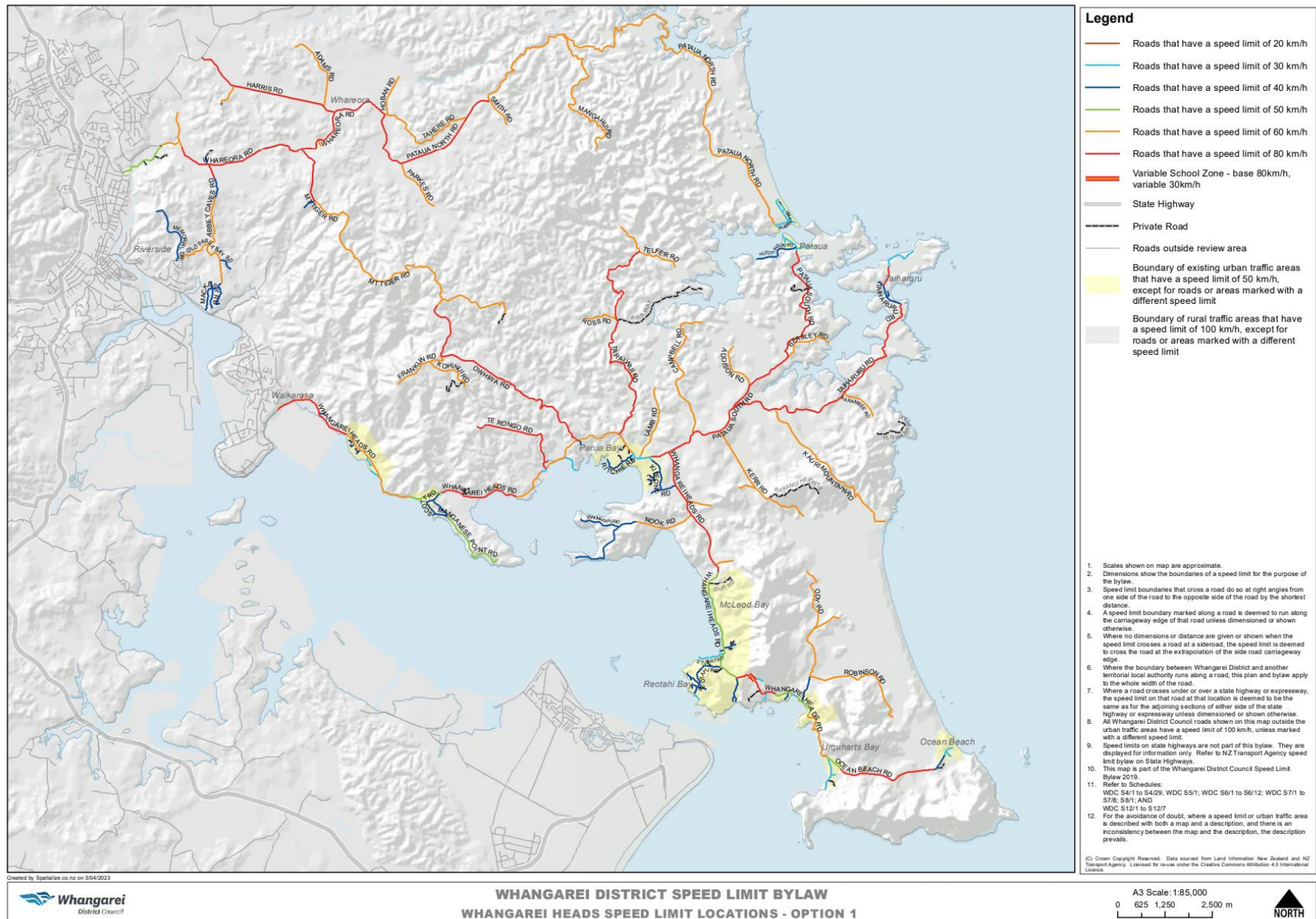
The following maps are included in this Interim Speed Management Plan:

- Whangarei Heads Catchment Speed Limits
- Whangarei Head Speed Limits Waikaraka
- Whangarei Head Speed Limits Tamaterau
- Whangarei Head Speed Limits Parua Bay
- Whangarei Head Speed Limits McLeod Bay - Reotahi
- Whangarei Head Speed Limits Taurikura
- Whangarei Head Speed Limits Urquhart Bay
- Whangarei Head Speed Limits Ocean Beach
- Whangarei Head Speed Limits Pataua North
- Whangarei Head Speed Limits Pataua South

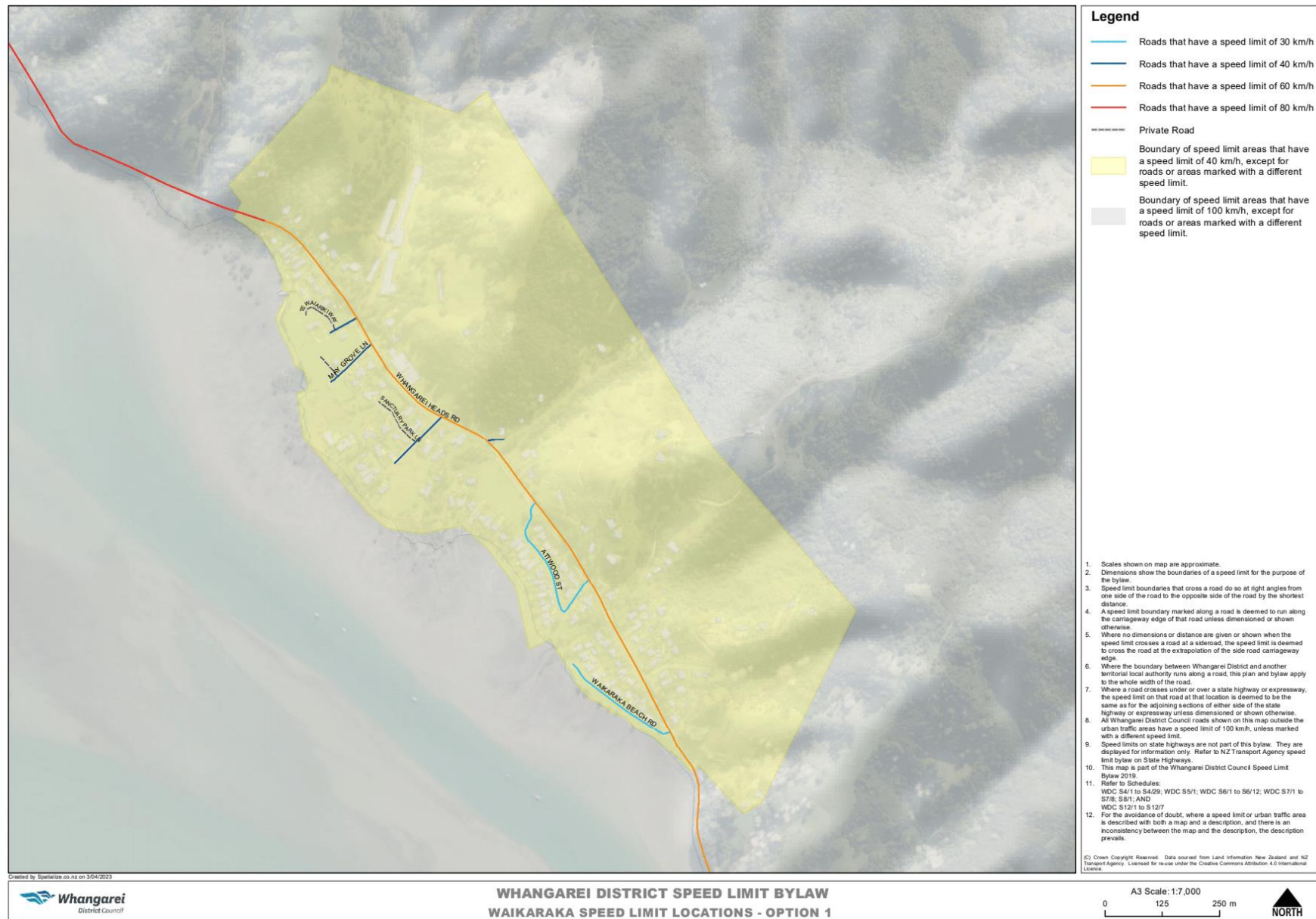
The Maps will be incorporated into an Interim Speed Management Plan, which requires final certification by the Director of Waka Kotahi, in accordance with the Setting of Speed Limits Rule 2022.

Once certified, the final speed limits will be uploaded into the National Speed Limit Register and will include any required amendments or minor changes identified as part of the optimal positioning of new signage and the accuracy required by the Setting of Speed Limits Rule 2022.

WDC Speed Review – Whangarei Heads Catchment Recommendations



WDC Speed Review – Whangarei Heads Catchment Recommendations



Legend

- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Whangarei District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Whangarei District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Whangarei District Council Speed Limit Bylaw 2019.
11. Refer to Schedules:
WDC S4/1 to S4/29; WDC S5/1; WDC S6/1 to S6/12; WDC S7/1 to S7/8; S8/1; AND
WDC S12/1 to S12/7
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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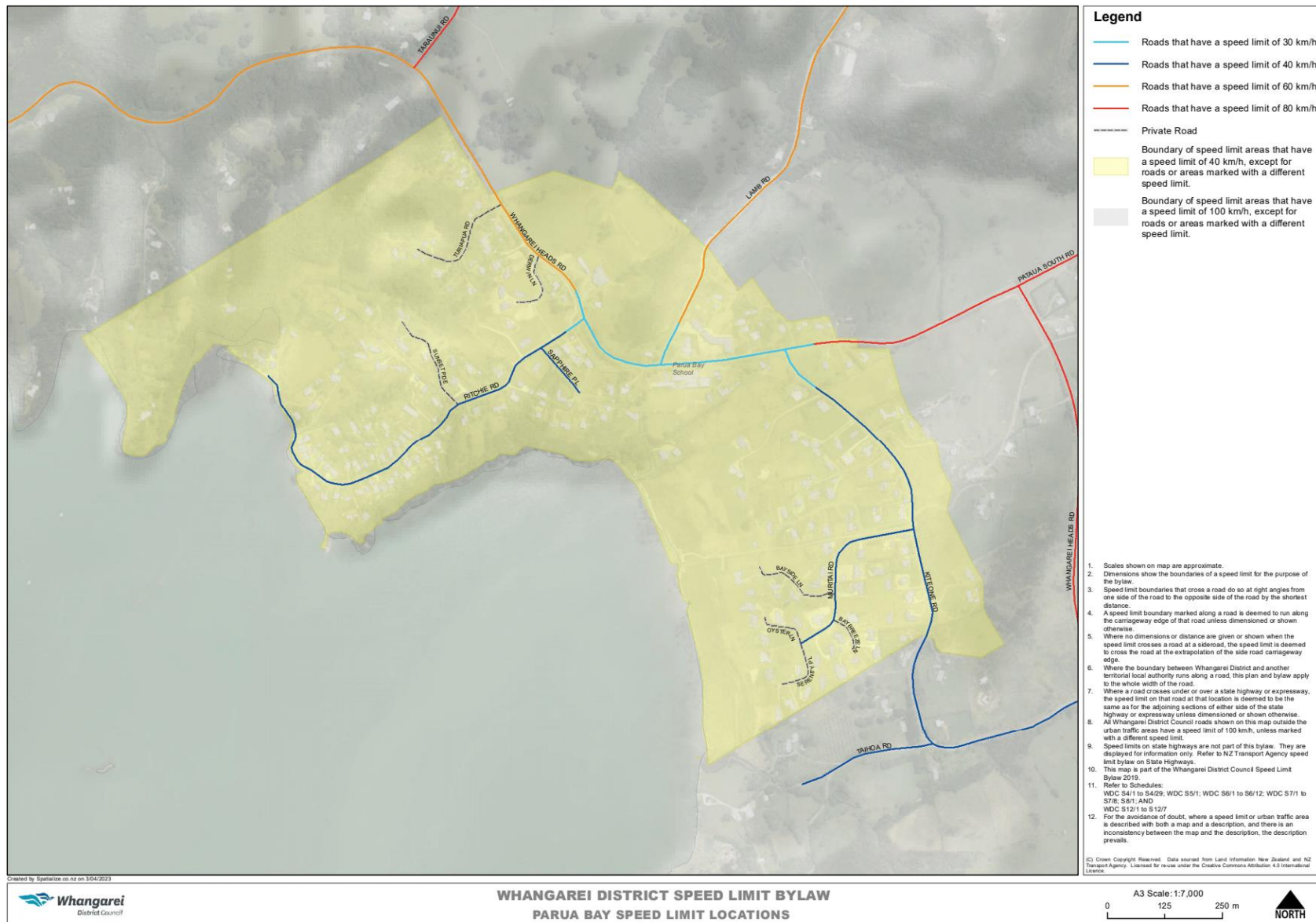
WHANGAREI DISTRICT SPEED LIMIT BYLAW
TAMATEAU SPEED LIMIT LOCATIONS - OPTION 1

A3 Scale: 1:4,000

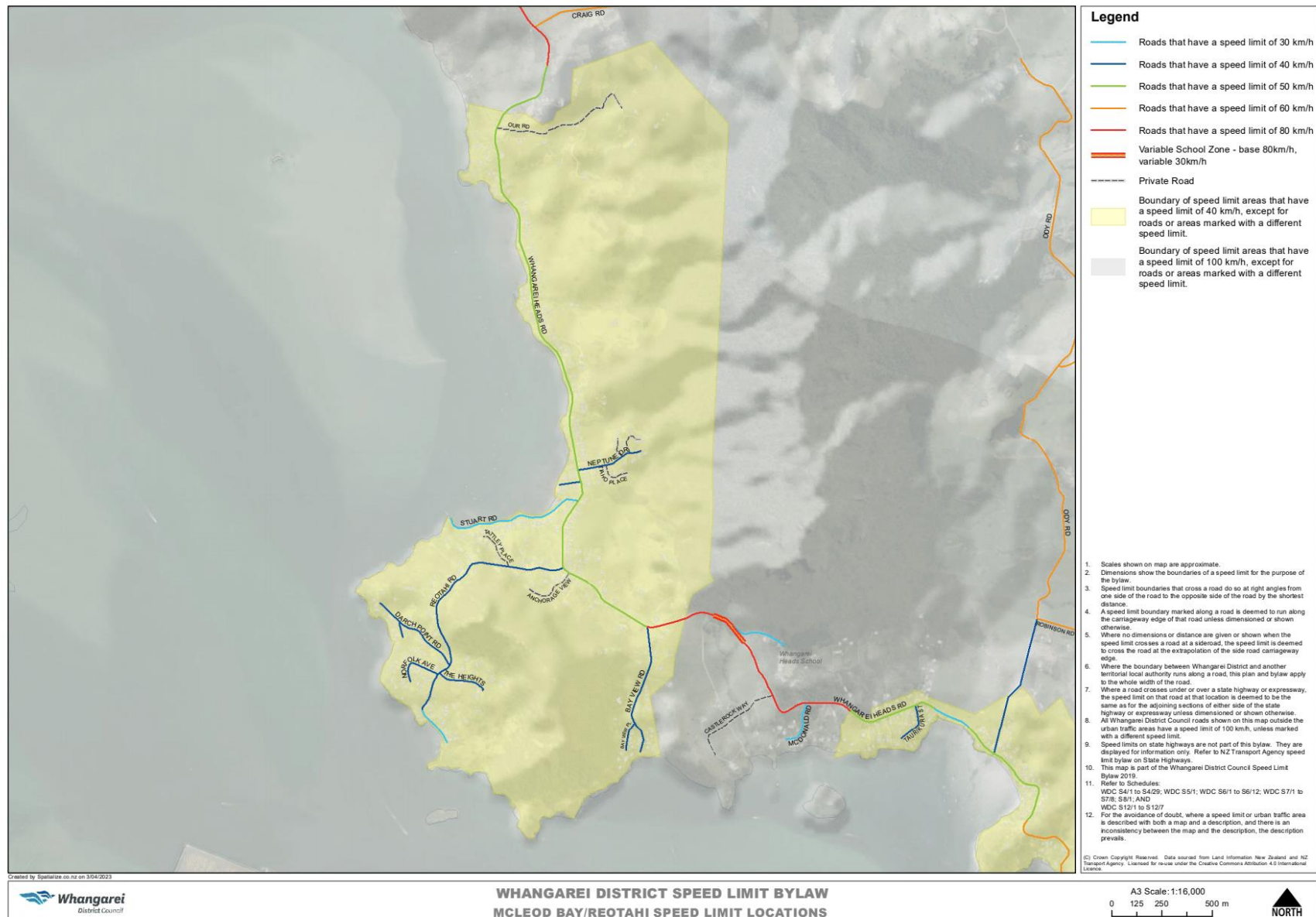
Whangarei
District Council

NORTH

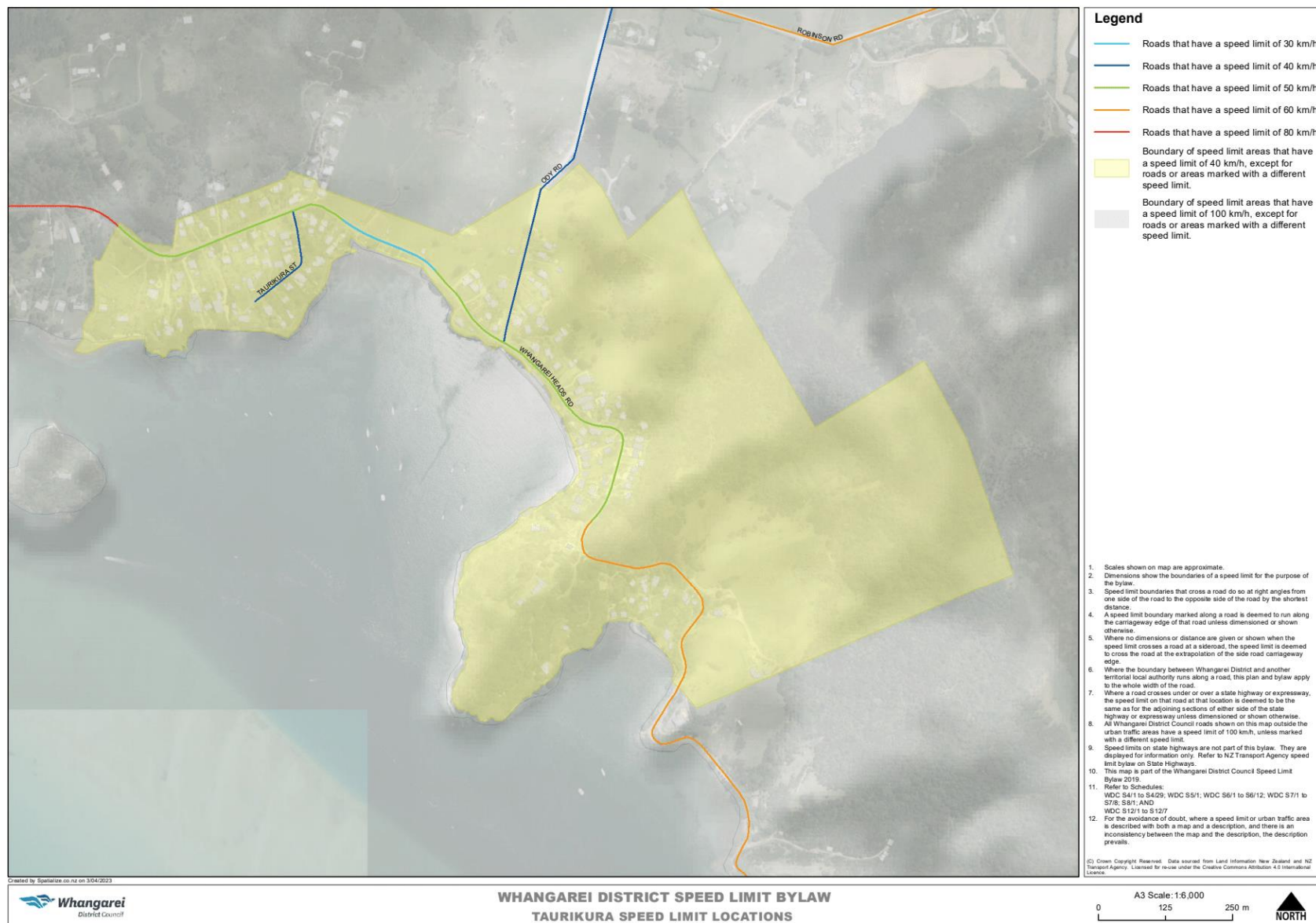
WDC Speed Review – Whangarei Heads Catchment Recommendations



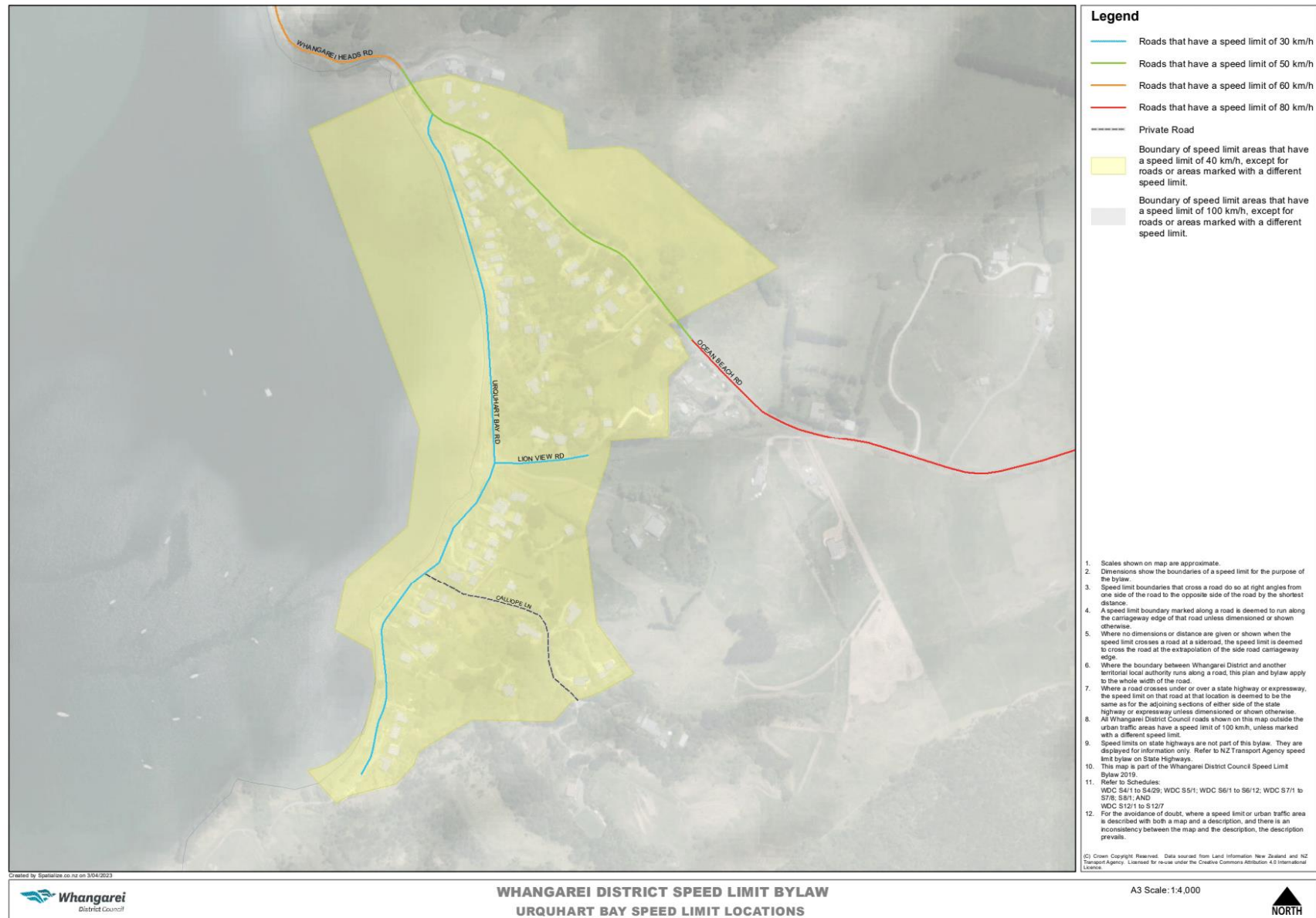
WDC Speed Review – Whangarei Heads Catchment Recommendations



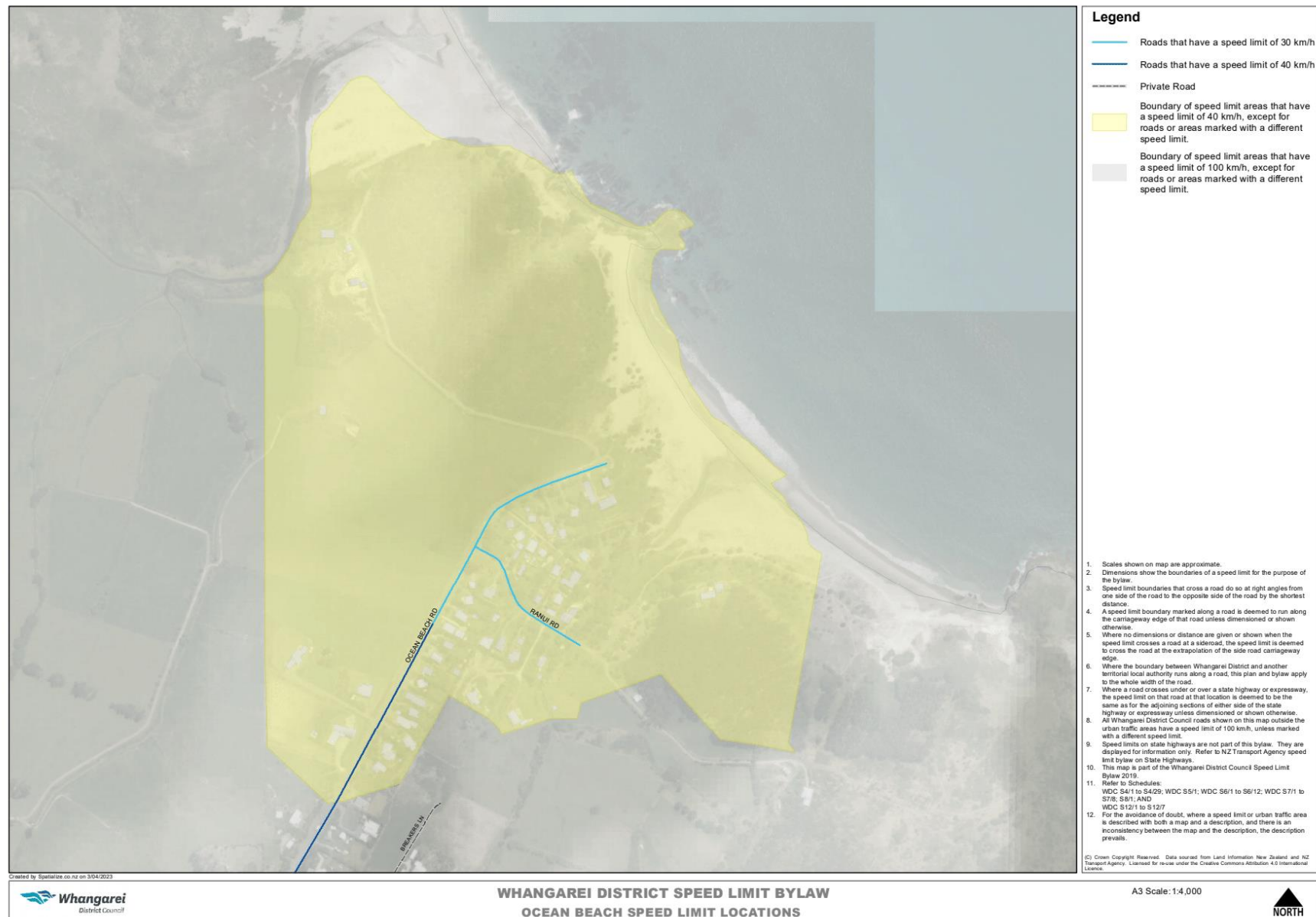
WDC Speed Review – Whangarei Heads Catchment Recommendations



WDC Speed Review – Whangarei Heads Catchment Recommendations



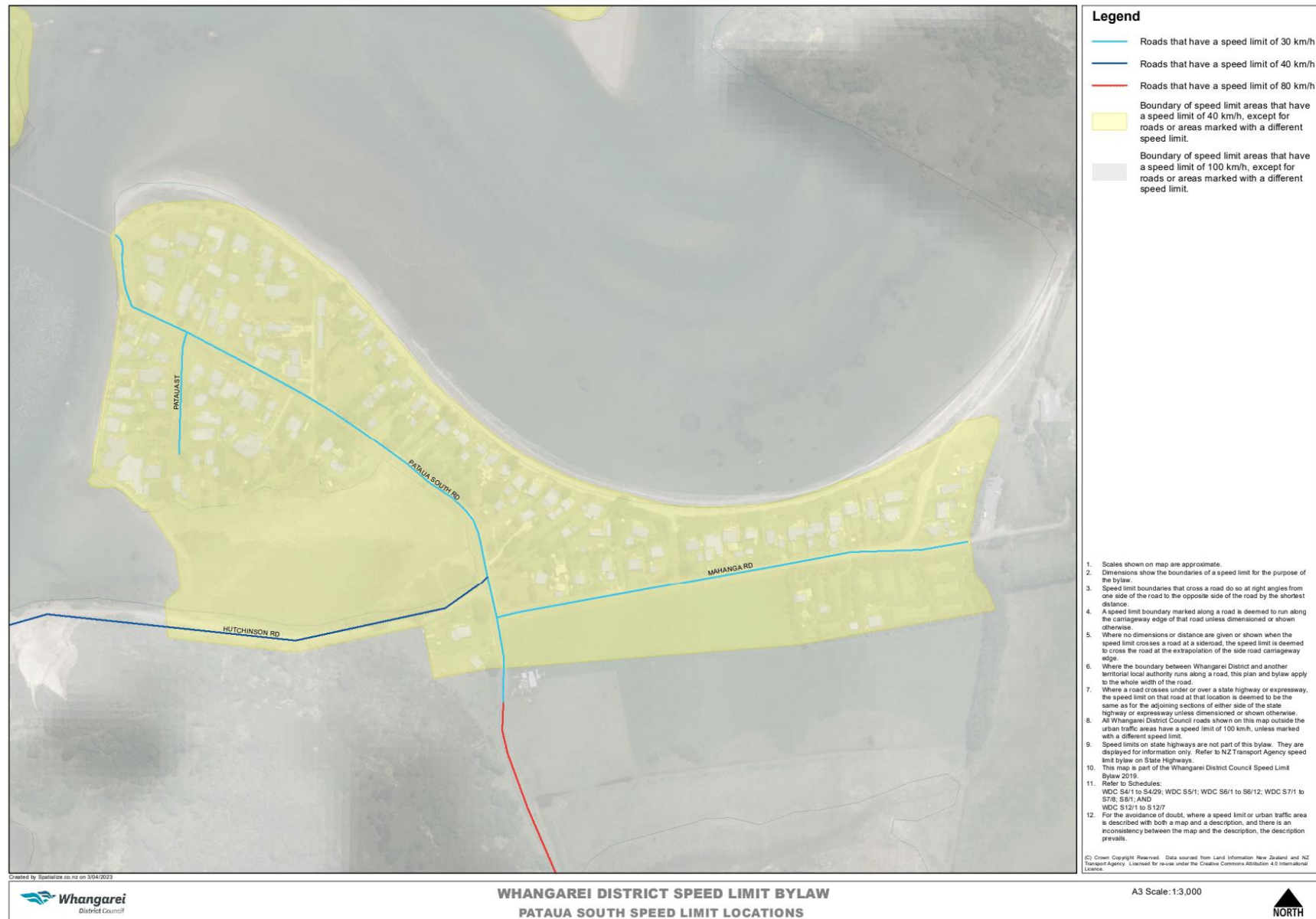
WDC Speed Review – Whangarei Heads Catchment Recommendations



WDC Speed Review – Whangarei Heads Catchment Recommendations



WDC Speed Review – Whangarei Heads Catchment Recommendations





Appendix 3 – Glossary of Technical Terms

Note: Technical terms have been kept to a minimum in this Report. However, in some cases, submitters have utilised some technical terms and these have been included where the submission is set out verbatim.

Catchment Area	The catchment area incorporates the roads that naturally feed traffic into, or where traffic may directly or indirectly connect with the road of interest, similar to a river catchment area. Considering a catchment area, rather than an individual road can significantly expand the number of roads being considered.
Closed Catchment Area	A Closed Catchment Area is a relatively small and easily defined network of roads that only connect to the road of interest. An example of a Closed Catchment Area is Vinegar Hill Road.
Collective Risk	Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road.
High Benefit	Opportunities where changes to speed management settings will either reduce serious injury or deaths; improve efficiency; or contribute to the public credibility of speed limits.
High Benefit First 5%	A High Benefit area that should be prioritised within the first 5% of roads where a speed management review is to be undertaken.
High Benefit Second 5%	A High Benefit area that should be prioritised within the second 5% of roads where a speed management review is to be undertaken.
Infrastructure Risk Rating (IRR)	A road assessment methodology designed to assess road safety risk based on eight key design and infrastructure features, for example, whether the road is sealed or not, road alignment and geometry and other physical features about the road that impacts on overall road safety. This rating is a measure of potential risk.
Personal Risk	Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road. In many cases, infrastructure improvements may not be cost effective and other safe system interventions such as safer road use or speeds need to be explored.
Safe and Appropriate Speed (SAAR)	A travel speed that is appropriate for the road function, design, safety and use. It should be noted that the actual safe speed on parts of the road will be dependent on factors such as road condition, specific curves and other site-specific conditions. A lower speed than the overall stated safe speed may be appropriate along stretches of the road.

Interim Speed Management Plan





Whangarei Heads Catchment



Interim Speed Management Plan

Whangarei Heads Catchment

Approved by Whangarei District Council at an ordinary meeting dated
27th April 2023.

Author  <small>Local Government Planning and Resource Management</small>	Shawn Baker 	12 April 2023
Reviewer  <small>Northland Transportation Alliance</small>	Elizabeth Stacey 	13 April 2023

Director Waka Kotahi Certification:	
Certificate Number:	
Date:	

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1 Overview

Whangarei District Council (Council) is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Whangarei District (except State Highways).

Council is required to review all speed limits on roads it is responsible for under the Government's Road to Zero Road Safety Strategy. The reviews will be undertaken in a staged programme. The statutory role of Council as an RCA is set out under the Land Transport Act 1998. The process for reviewing and setting new speed limits is set out in the Setting of Speed Limits Rule 2022.

As part of the transitional process set out in the Setting of Speed Limits Rule 2022, Council has produced this Interim Speed Management Plan to ensure that its overall speed limit review programme remains on track and consistent with funding determined prior to the 2022 Rule.

This Interim Speed Management Plan continues Council's catchment-based approach to reviewing speed limits in the district. The catchment-based approach reduces anomalous situations resulting from the review process, where a high quality (eg: sealed road) has a lower speed limit than a lower quality road (eg: unsealed road). This catchment-based approach is consistent with the setting of speed Limits Rule 2022 and associated guidance.

Catchment areas are prioritised based on:

- Risk
- Development pressure
- The need to co-ordinate cross boundary issues between different RCA jurisdictions

1.1 National Speed Limit Register (NSLR)

The National Speed Limit Register has replaced Speed Limit Bylaws as the legal instrument by which all speed limits are enforced. The NSLR is managed by Waka Kotahi (NZTA), with each RCA responsible for updating the NSLR when speed limits are amended.

Once certified by Waka Kotahi, the speed limits contained in this Interim Speed Management Plan will be uploaded into the NSLR and an operative date identified.

The National Speed Limits Register can be accessed by following the link below:

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

1.2 Speed Management Plans

The Setting of Speed Limits Rule 2022 requires speed limits to be set by creating a Speed Management Plan, which must be certified by Waka Kotahi.

The Rule identifies two types of Speed Management Plan:

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

The Whangarei Heads Interim Speed Management Plan has been produced under the transitional provisions of the Rule as it will come into force prior to the 2024 - 2027 RLTP.

2 Interim Speed Management Plan extent

This Interim Speed Management Plan includes all roads to the north of Whangarei Harbour and to the south of, but not including Ngunguru Road and includes:

- Tamaterau
- Parua Bay
- Whangarei Heads
- Mcleod Bay
- Taiharuru
- Patau (North and South)

Interim Speed Management Plan Whangarei Heads



3 Consultation

In meeting the requirements set out in Section 3.9 of the setting of Speed Limits Rule 2022, the following was undertaken.

- A Statement of Proposal was notified in local media and on Council's website.
- The full Statement of Proposal and supporting technical information and information on how to make a submission was made available on Council's website, including Facebook and other social media.
- Press releases relating to the review and proposed speed limit changes were featured in local media.
- Drop-in information sessions were held at various locations within the review area, along with presentations to Ratepayer groups.
- Key Stakeholders and Statutory Consultees were notified directly.

There are no Marae in the review area. Council therefore notified key Māori that are actively consulted within the Whangarei Heads area, particularly in the Parua Bay area.

Additional time was provided (until February 10th, 2023) to make any submissions. This additional time recognised the need to consult more widely with hapu and other groups.

A total of 170 submissions were received, with 8 submitters presenting in person to a Council Hearing on 22nd February 2023.

4 Speed limits around Schools

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

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

The new Rule identifies two categories of schools:

Interim Speed Management Plan Whangarei Heads

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

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

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

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

4.1 Schools in the Review Area

There are two schools within the Whangarei Heads catchment review area, these are:

- Parua Bay School (Whangarei Heads Road – Parua Bay)
- Whangarei Heads School (Whangarei Heads School Road – Taurikura)

4.2 Parua Bay School

Parua Bay School is a Category 1 School under the new Setting of Speed Limits Rule 2022. Category 1 Schools must have a 30kph permanent or variable speed limit.

Parua Bay School is opposite a shopping centre which forms the village centre. There is a community centre to the north of Richie Road. School bus pick-up and drop-off occurs at the community centre for secondary school students that catch busses into Whangarei City. Students walk to and from Richie Road and the shopping centre once dropped off or to get picked up by the bus.

4.3 Whangarei Heads School

Whangarei Heads School is located at the end of Whangarei Heads School Road. The road is a narrow low speed road. In addition to the school and a play centre, the road provides access to a few residential dwellings that are located on a private extension of the road.

Students accessing the school also walk on the footpath along Whangarei Heads Road to access the school. This footpath has a section near Whangarei Heads School Road that is below the elevation of the road carriageway. Pedestrians can appear with little warning to cross the road.

To address the different road environments on each road, the following speed limits have been set:

Whangarei Heads School Road

A permanent 30kph speed limit applying to the whole road to the end of current Council maintenance. The school is located at the end of the road that is maintained by Council. Given the very low traffic numbers and the 'no exit', a variable speed limit is not considered appropriate.

Whangarei Heads Road

A Variable 30kph speed limit matching the current sign posted school zone and will be operational before and after school when students are arriving or leaving school. The base speed limit at other times is 80kph.

[illegible]

WHANGAREI DISTRICT SPEED LIMIT BYLAW
PROPOSED SPEED LIMIT LOCATIONS - WHANGAREI HEADS SCHOOL

Legend

- RAMM Data
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 80 km/h
- Variable School Zone - base 80km/h, variable 30km/h
- Private Road
- Boundary of existing urban traffic areas that have a speed limit of 50 km/h, except for roads or areas marked with a different speed limit
- Boundary of rural traffic areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of this bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a sidecut, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Whangarei District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway, or an expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway, or expressway, unless dimensioned or shown otherwise.
8. All Whangarei District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Whangarei District Council Speed Limit Bylaw 2015.
11. Refer to Schedules WDC 561 to 562S, WDC 563, WDC 564 to 5612, WDC 571 to 573S, 581, and 582.
12. For the avoidance of doubt, where a speed limit or urban traffic area is decided with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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AS Scale: 1:2,500
0 15 30 60 m
NORTH

5 New Speed Limits – Whangarei Heads Catchment

New speed limits set out in the Tables below will be implemented in the 2023-2024 Financial Year.

Road Name	Current Speed Limit	Safe and Appropriate speed	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Abbey Caves Road from Whareora Rd to Forest Ridge Rd No1 (Private Road)	100	80	80	Consistent Infrastructure: Signage
Abbey Caves Road from Forest Ridge Rd No1 (Private Road) to 80m South of Abbey Caves entrance.	100	80	40	Reason: This section of Abbey Caves Road is a recreation area with increased pedestrian activity and carparking to access recreational facilities, including Abbey Caves. Infrastructure: Signage, road marking,
Abbey Caves Road from to Old Parua Bay Rd.	100	80	60	Reason: This section of Abbey Caves Road is tortuous and has a narrow carriageway. This road is on the winding end of the spectrum with many straights. The road is not considered a through road. Infrastructure: Signage
Adams Road	100	60	60	Consistent Infrastructure: Signage
Addison Road	100	60	60	Consistent Infrastructure: Signage
Attwood Street	50	60	30	Reason Narrow carriageway with no footpaths in urban coastal community with beach access. Leads to beach and is adjacent and similar to Waikaraka Beach Road (30kph). Infrastructure: Signage
Aubrey Road	100	60	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Threshold treatment, signage, traffic calming.

Interim Speed Management Plan Whangarei Heads

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Aubrey Road Patau North	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Threshold Treatment, signage, traffic calming.
Basil Road	100	80	60	Reason: The road is short narrow, but a straight unsealed road providing access to a limited number of residential dwellings and is a "no exit" road. 60kph is consistent with other unsealed roads on the network. Infrastructure: Signage
Bay View Place	50	40	40	Consistent Infrastructure: Signage
Bay View Road from WHG Heads Rd to Bay View Place	50	50	40	Reason: This road is very short and provides access for residential dwellings. The slower speed will result in minimal additional journey time. 40kph provides a safer walking environment for local residents. Avoids unnecessary changes in speed limit along road. Infrastructure: Signage
Bay View Road from Bay View Place to end	50	40	40	Consistent Infrastructure: Signage at commencement of road only.
Beach Road (WHG Heads)	50	40	30	Reason: Beach Road links to the end of Reotahi Road and provides access along the beachfront and is a stopping place. Beach road is very narrow with no shoulder between the carriageway and beach. Road forms part of the Te Araroa Trail. A slower speed limit provides a safer environment for pedestrians and boats being launched and retrieved. Infrastructure: Signage, road marking.

Interim Speed Management Plan Whangarei Heads

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Beasley Road	100	60	60	Consistent Infrastructure: Signage
Blue Horizon Road	100	60	60	Consistent Infrastructure: Signage
Campbell Road	100	60	60	Consistent Infrastructure: Signage
Christie Close (Patau North)	50	30	30	Consistent Infrastructure: Signage, traffic calming..
Clapham Road	100	80	60	Reason: Clapham Road is subject to ongoing rural residential development and new consents for development. The road provides access for residential properties and no through access. Infrastructure: Signage
Cornfoot Avenue	50	40	40	Consistent Infrastructure: Signage
Craig Road	100	60	60	Consistent Infrastructure: Signage
Crisp Road	70	60	80	Reason: Crisp Road is a very short no exit road. Speed limit on Crisp Road is consistent with the proposed speed limit on adjacent Te Ronga Road. Infrastructure: Signage
Darch Point Road	50	40	40	Consistent Infrastructure: Signage
Davidson Avenue	50	60	40	Reason: 40kph is consistent with Scott Road that provides access to Davidson Avenue. Community feedback that this road forms part of a popular walking circuit. Consistent with other similar roads in smaller harbourside and rural communities. Infrastructure: Signage

Interim Speed Management Plan Whangarei Heads

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Dickson Road	100	60	60	Consistent Infrastructure: Signage
Edward Road	100	60	40	Reason: Road is very narrow and is effectively a residential driveway. 40kph provides improved safety for pedestrians. Infrastructure: Signage
Franklin Road	100	60	60	Consistent Infrastructure: Signage
Giovanni Drive	50	60	40	Reason: Giovanni Drive is a short access road, providing access to a rural residential subdivision. The road is single lane with a narrow carriageway. The rural residential subdivision purpose of the road results in a slower speed limit. Infrastructure: Signage
Glengarry Lane	50	60	40	Reason: Short, no exit road, providing access to a growing coastal / harbourside residential subdivision and harbour beach area. Provides safer environment for pedestrians. Road provides access to residential subdivision. Infrastructure: Signage
Grahamtown Road	100	60	60	Consistent Infrastructure: Signage
Hall Road	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Harambee Road	100	60	60	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Harris Road from Ngunguru Road to Dickson Road	100	60	80	Reason: Consistent speed limit for the length of road and is consistent with proposed speed limits on similar roads. Road is winding but this is insufficient to consider a significantly lower speed as personal risk and collective Risk are low. Infrastructure: Signage
Harris Road from Dickson Road to Whareora Road	100	80	80	Consistent Infrastructure: Signage
Hutchinson Road	100	80	40	Reason: Hutchinson Road is a very narrow, unsealed road providing access to several dwellings. There is little or no shoulder and few opportunities for opposing vehicles to safely pass each other. Infrastructure: Signage
Kauri Mountain Road	100	60	60	Consistent Infrastructure: Signage
Kaye Road	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Kerr Road	100	60	60	Consistent Infrastructure: Signage
Kiteone Road from Whangarei Heads Rd to 110m south of Whangarei Heads Rd	50	40	30	Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School (Category 1). Consistent with Section 5 Setting of Speed Limits Rule 2022. Infrastructure: Signage
Kiteone Road from 110m south of Whangarei Heads Rd to end.	50	40	40	Consistent Infrastructure: Signage
Kohinui Road	100	60	60	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Konini Street from Old Parua Bay Rd to 22 Konini St	100	60	60	Consistent Infrastructure: Signage
Konini Street from 22 Konini Street to Mackelsey Rd	50	50	40	Reason: Consistent with speed limits in other similar urban communities. Infrastructure: Signage
Lamb Road from Whangarei Heads Road for a distance of 100m	100	60	30	Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School (Category 1). Section of road is also adjacent to shopping centre. Consistent with Section 5 Setting of Speed Limits Rule 2022. Infrastructure: Threshold Treatment, Signage
Lamb Road	100	60	60	Consistent Infrastructure: Signage
Lion View Road	50	60	30	Reason: Access is gained off Urquhart's Bay Road, which has a 30kph speed limit. Lion View Road is a very short "no exit" road. Infrastructure: Signage
Mackesy Road	50	30	40	Reason: Consistent with proposed speed limits in other urban communities and adjacent roads Infrastructure: Signage
Mahanga Road	50	50	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Mangahui Road	100	60	60	Consistent Infrastructure: Signage
Manganese Point Road from Scott Rd to Davidson Ave	50	60	40	Reason: 40kph is consistent with adjacent roads (Scott Road Davidson Avenue). This section of Manganese Point Road is part of a popular local walking circuit. 40kph is consistent with other similar roads in smaller harbourside and rural communities that have an urban feel to them. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Manganese Point Road from Davidson Ave to end	50	60	50	Reason: Connects to low density residential activity. Raising the speed limit above the existing 50kph speed limit is considered inappropriate given cycling and pedestrian use. Infrastructure: Signage
Matuku Street	50	40	40	Consistent Infrastructure: Signage
May Grove Lane	50	60	40	Reason: Consistent with speed limits in other harbourside / Coastal communities. May Grove Lane is a residential access road that is short and has no exit. This road is subject to new subdivision. Infrastructure: Signage
McDonald Road	100	60	30	Reason: This is a very narrow single lane road, providing access for beachside residential dwellings. Infrastructure: Signage
McGregor Street	50	60	40	Reason: Consistent with speed limits in other harbourside / Coastal communities. McGregor Street is a residential access road that is short and has no exit. Infrastructure: Signage, traffic calming
McRae Road	100	60	40	Reason: McRae Road is a very short road that provides access to a single private property (road length approx. 100m). Infrastructure: Signage
Memorial Drive	50	40	40	Consistent Infrastructure: Signage
Mt Tiger Road from Whareora Rd to Wrack Rd.	100	60	80	Reason: Mt Tiger Road is a strategic road that provides the only alternate access to the Whangarei Heads / Parua Bay area if Whangarei Heads Road is closed. This part of Mt Tiger road is characterised by medium length straights. 80kph is consistent with other similar sealed roads. Infrastructure: Signage

Interim Speed Management Plan Whangarei Heads

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Mt Tiger Road from Wrack Rd to Owhiwa Rd.	100	60	60	Consistent Infrastructure: Signage
Muritai Road	50	40	40	Consistent Infrastructure: Signage
Neptune Drive	50	40	40	Consistent Infrastructure: Signage
Nook Road from Whangarei Heads Rd to end of seal)	100	80	60	Reason The sealed section of Nook Road provides access to The Nook on Whangarei Harbour. The carriageway is narrow and there is little or no shoulder, with drainage ditches on either side. Submitters supported a slower speed limit. Infrastructure: Signage
Nook Road unsealed section	100	40	40	Consistent Infrastructure: Signage
Norfolk Avenue	50	50	40	Reason Consistent with speed limits in other harbourside / Coastal communities. Norfolk Avenue is a residential access road that is short and has no exit. Infrastructure: Signage
Ocean Beach Road from Whangarei Heads Rd to current 50kph / 100kph boundary (RP440).	50	60	50	Reason Low density residential activity along the peri-urban section of Urquhart's Bay. Raising the speed limit above the existing 50kph speed limit is considered inappropriate given cycling and pedestrian use. Infrastructure: Signage, threshold treatment
Ocean Beach Road from RP440 to RP3073 (55m before Peach Grove Track).	100	80	80	Consistent Infrastructure: Signage
Ocean Beach Road from RP3073 (55m before Peach Grove Track) to RP3553 (110m before Ranui Road).	50	50	40	Reason Consistent with the coastal residential community of this section of road, with residential activity on one side of the road. Infrastructure: Signage, threshold treatment
Ocean Beach Road from 110m before Ranui Road (RP3553) to end.	50	50	30	Reason Area includes carparking for beach access, with the road having a shared space aspect to it and considered a Stopping Place. 30kph reflects the higher pedestrian activity and presence of children. Infrastructure: Signage, traffic calming.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	50	40	40	Consistent Infrastructure: Signage
Ody Road from existing 50kph/100kph boundary to end.	100	60	60	Consistent Infrastructure: Signage
Old Parua Bay Road from Kohe St to Abbey Caves Rd	100	60	60	Consistent Infrastructure: Signage
Old Parua Bay Road from Abbey Caves Rd to Konini St	100	60	60	Consistent Infrastructure: Signage
Old Parua Bay Road from Konini St to end.	100	60	40	Reason Road is a short, single lane unsealed road providing access to residential dwellings. Infrastructure: Signage
Owhiwa Road from Whangarei Heads Road to Mount Tiger Road.	100	60	80	Reason Owhiwa Road is a strategic road that provides the only alternate access to the Whangarei Heads / Parua Bay area if Whangarei Heads Road is closed. This part of Owhiwa Road is characterised by medium length straights with 60-70% of the road is winding to curved with significant straights. 80kph is consistent with other similar sealed roads. Infrastructure: Signage.
Owhiwa Road from Mount Tiger Road to end.	100	60	60	Consistent Infrastructure: Signage
Parahaki Parish Road	100	60	60	Consistent Infrastructure: Signage
Parkes Road	100	60	60	Consistent Infrastructure: Signage
Parua Cemetery Road	100	60	40	Reason Road is a short, single lane unsealed road providing access to residential dwellings. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Pataua North Road from Whareora Road to Smiths Road	100	60	80	Reason Pataua North Road from Whareora Road to Smiths Road is generally more open and consistent with other 80kph roads. The alignment changes significantly near the intersection with Smiths Road to a more tortuous alignment with little visibility. 80kph is considered more self-explaining and appropriate. Infrastructure: Signage
Pataua North Road from Smiths Road to end	100	60	60	Consistent Infrastructure: Signage
Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road.	100	60	80	Reason This road is a winding sealed road that is consistent with other similar roads with an 80kph speed limit. A 60kph speed limit is unlikely to achieve high levels of compliance and may encourage unsafe overtaking. Infrastructure: Signage
Pataua South Road from 80m south of Mahanga Road to end	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Pataua Street	50	50	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming.
Pepi Road	100	60	60	Consistent Infrastructure: Signage
Rangiuru Drive	100	60	60	Consistent Infrastructure: Signage
Ranui Road	50	60	30	Reason Area includes carparking for beach access, with the road having a shared space aspect to it and considered a Stopping Place. 30kph reflects the higher pedestrian activity and presence of children. Infrastructure: Signage, traffic calming.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Reotahi Road	50	50	40	Reason Consistent with speed limits in other harbourside / Coastal communities. Reotahi Road is a winding Secondary Collector Road, providing access to the Harbour and residential dwellings in Reotahi. There is a formed footpath along part of the road shoulders in other sections are narrow and unformed. There is limited visibility of accessways onto the carriageway, with 40kph providing a safer environment for entering and exiting accessways and for pedestrians. Consistent with 40kph speed limits on access roads leading off Reotahi Road. Infrastructure: Signage, threshold treatment.
Ritchie Road from Whangarei Heads Rd for a distance of 50m.	50	50	30	Reason Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School (Category 1). Section of road is also adjacent to shopping centre. Consistent with Section 5 Setting of Speed Limits Rule 2022. Infrastructure: Signage
Ritchie Road from 50m west of Whangarei Heads Rd to end.	50	50	40	Reason Consistent with speed limits in other harbourside / Coastal communities and urban areas. Ritchie Road is primarily a residential access road. Infrastructure: Signage
Robinson Road	100	60	60	Consistent Infrastructure: Signage
Ross Road	100	60	60	Consistent Infrastructure: Signage
Rukuwai Road	100	60	60	Consistent Infrastructure: Signage
Sapphire Place	50	40	40	Consistent Infrastructure: Signage
Scott Road	50	60	40	Reason 40kph is consistent with Davidson Avenue that intersects Scott Road. Community feedback that this road forms part of a popular walking circuit. Consistent with other similar roads in smaller harbourside and rural communities. Infrastructure: Signage, threshold treatment
Smith Road	100	60	60	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Stuart Road from Whangarei Heads Road to end.	50	50	30	Reason This is a very narrow, short no-exit road dominated by a beach reserve that is contiguous with the carriageway and an informal parking area. A much slower speed reflecting a greater degree of shared space is appropriate. Infrastructure: Signage
Tahere Road	100	60	60	Consistent Infrastructure: Signage
Tahunatapu Road	100	60	40	Reason Tahunatapu Road is a narrow-unsealed road that is accessed off Nook Road. 40kph is consistent with the intersecting Nook Road. Infrastructure: Signage
Taiharuru Road from Patau South Rd to current 100/50kph boundary	100	60	80	Reason Consistent with proposed speed limits on other similar sealed roads. Although classed as "tortuous" this road is strongly on the winding end of the scale with a low collective risk, but medium high personal risk. Given the geometry of the road and the surrounding road environment, a slower speed of 60kph is unlikely to have a high degree of compliance. Infrastructure: Signage
Taiharuru Road current 50kph zone	50	60	40	Reason This small community provides access to a beach and small boat launching. A number of houses have open informal access onto the main carriageway and there is no pedestrian facilities and poor visibility. A 60kph speed limit is not preferred as it increases a speed limit that currently recognises the small residential community in this location. Infrastructure: Signage, road marking, threshold treatment
Taiharuru Road from 50/100kph boundary to end of seal	100	60	80	Reason: Consistent with proposed speed limits on other similar sealed roads. There is little difference in the road environment from the previous proposed 80kph speed zone. A 60kph speed limit would create too many speed limits along the same road without significant changes to the road environment. Infrastructure: Signage, road marking, threshold treatment

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Taiharuru Road from end of seal to end	100	60	30	Reason: This is a short, unsealed section of road serving a small number of residential dwellings. The road leads into an area where residential dwellings informally interact with the carriageway. Infrastructure: Signage
Taihoa Road	100	60	40	Reason: This road is a very narrow unsealed road providing access to a limited number of properties. There is a significant change in road environment from Kiteone Rd (sealed) to a very narrow and unsealed road. The same speed limit as Kiteone Street is therefore not a viable option. Infrastructure: Signage
Taraunui Road from Whangarei Heads Rd to Ross Rd	100	80	80	Consistent Infrastructure: Signage
Taraunui Road from Ross Rd to end	100	60	60	Consistent Infrastructure: Signage
Taurikura Street	50	40	40	Consistent Infrastructure: Signage
Tawhai Place	50	30	40	Reason: Consistent with proposed speed limits in urban residential areas and adjoining roads. Infrastructure: Signage, existing traffic calming.
Te Rongo Road	100	80	80	Consistent Infrastructure: Signage
Te Whangai Head Road	50	40	30	Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. Infrastructure: Signage, traffic calming
Telfer Road	100	60	60	Consistent Infrastructure: Signage
The Heights	50	40	40	Consistent Infrastructure: Signage
Timperley Road	100	60	60	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Tropicana Drive	50	60	40	Reason: Consistent with proposed speed limits in other coastal / harbourside communities. Tropicana Drive is a short residential access road with no exit, raising the speed limit from 50kph to 60kph is not appropriate. There is potential for increased subdivision. Infrastructure: Signage
Urquhart Bay Road	50	60	30	Reason: Urquhart Bay Road is very narrow and provides direct access onto a harbour beach. All residential dwellings on this road must cross the road to access the beach, increasing the informal pedestrian use of the road. There is an existing speed bump with 30kph advisory sign and multiple informal community led signs seeking vehicles to slow down. This road forms part of the Te Araroa Trail. Infrastructure: Signage, road marking, traffic calming.,
Waikaraka Beach Road	50	60	30	Reason: Waikaraka Beach Road is a very narrow, short road with a beach reserve on one side, making the road close to an informal shared space. An increase of speed limit to 60kph is inappropriate. Waikaraka Beach Road is a stopping place. Infrastructure: Signage
Waikaraka Road	100	60	60	Consistent Infrastructure: Signage
Waioneone Road	50	50	40	Reason: Consistent with Konini Street and Mackesy Road where access is gained. Infrastructure: Signage
Waiparera Road	100	60	60	Consistent Infrastructure: Signage
Waitotara Lane	100	60	40	Reason: Waitotara Lane is approximately 100m long and provides low speed access to several residential dwellings. Infrastructure: Signage
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka (RP3486).	100	80	80	Consistent Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Whangarei Heads Rd from RP3486 (Waikaraka) to RP6103 (Tamaterau).	70	60	60	Consistent Infrastructure: Signage, threshold treatment.
Whangarei Heads Road from RP6103 (Tamaterau) to RP7045 (80m east of Scott Rd).	50 then 100	50	50	Consistent Infrastructure: Signage
Whangarei Heads Rd from RP7045 (80m east of Scott Rd) to RP9187 (Solomons Point)	100	80	80	Consistent Infrastructure: Signage
Whangarei Heads Road from RP9187 (Solomons Point) to RP10187 (110m west of Parua Bay Tavern)	70	60	60	Consistent Infrastructure: Signage
Whangarei Heads Road from RP10187 (110m west of Parua Bay Tavern) to RP10413 (50m east of Crisp Road).	70	60	30	Reason: This short section of Whangarei Heads Road encompasses the Parua Bay Tavern, which is an historic venue and a Stopping Place. There is limited parking immediately outside of the tavern. Most parking is located on the opposite side of the carriageway, requiring pedestrians to cross the road. There is limited visibility on the approach to the tavern, making it extremely dangerous for pedestrians crossing the road. This is reflected in the high personal risk on this section of Whangarei Heads Road. Infrastructure: Signage, road marking, traffic calming, lighting.
Whangarei Heads Road from RP10413 (50m east of Crisp Rd) to RP13374 (65m east of Richie Road)	70 then 100	80	60	Reason: The current operating speed is 61kph. Personal Risk is high. A slower speed limit is therefore considered appropriate. A 60kph speed limit from Crisp Road to Parua Bay Village reduces the number of speed limit changes along the length of Whangarei Heads Road and provides a slower entry into Parua Bay Village. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Whangarei Heads Road from RP13374 (65m west of Richie Road) to RP13996 (65m east of Kiteone Rd).	50	40 and 30	30	Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School (Category 1). Consistent with Section 5 Setting of Speed Limits Rule 2022. The 30kph speed limit is extended to incorporate High School bus pick-up and drop-off area. Infrastructure: Signage, road marking, threshold treatment, raised table crossings.
Whangarei Heads Road from RP13996 (65m east of Kiteone Rd) to RP18066 (current 100kph/50kph boundary at McLeod Bay)	100	80	80	Consistent Infrastructure: Signage
Whangarei Heads Road from RP18066 (current 100kph/50kph boundary at McLeod Bay to Bay View Road	50	40	50	Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 53kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. Infrastructure: Signage
Whangarei Heads Road from RP21685 (Bay View Road) to RP22420 current 100kph / 50kph boundary at Taurikura.	100	80	80	Consistent Infrastructure: Signage
Whangarei Heads Road from RP23103 (110m west of Whangarei Heads School Rd) to RP23302 (100m east of School Rd).	100	80	Variable 30 Base 80	Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Whangarei Heads School (Category 1) as children walk and cross this section of Whangarei Heads Road. Consistent with Section 5 Setting of Speed Limits Rule 2022. A Variable 30kph speed limit is used as children only present at either end of school day. Infrastructure: Signage, road marking.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Whangarei Heads Road from RP22420 (current 100kph/50kph boundary at Taurikura) to RP23103,	50	40	50	Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. Infrastructure: Signage
Whangarei Heads Road from RP23103 to RP23302 (110m east of tennis courts)	50	40	30	Reason: A park, including children's play areas and beach is accessed directly off the carriageway with no separation for parking. There are also crossing points along this section of road. The road function is a Stopping Place. A lower 30kph speed limit is therefore appropriate. Infrastructure: Signage
Whangarei Heads Rd from RP23302 (110m east of tennis courts) to RP23963 (2400 Whangarei Heads Road)	50	40	50	Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. Infrastructure: Signage
Whangarei Heads Road from RP23963 to RP25548 (70m west of Urquharts Bay Road).	100	50	60	Reason: This section of road has a very low density of residential dwellings. However, it connects two coastal communities. The road is tortuous with very narrow shoulder areas. A 50kph speed limit would not be self-explaining, given the lack of residential dwellings and pedestrian facilities. 60kph is therefore considered appropriate. Note: Megamaps incorrectly states the existing speed limit as 50kph. Infrastructure: Signage
Whangarei Heads Road from RP25548 (70m west of Urquharts Bay Road. to end (Ocean Beach Road).	50	40	50	Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. Infrastructure: Signage
Whangarei Heads School Road	100	60	30	Reason Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Whangarei Heads School (Category 1). Consistent with Section 5 Setting of Speed Limits Rule 2022. Infrastructure: Signage

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	New Speed Limit	Reason for difference between safe and appropriate assessment and supporting infrastructure.
Whareora Road from RP1430 (near Mill Rd) to RP1536 (current 70kph / 100kph boundary).	70	50	50	Consistent Infrastructure: Signage.
Whareora Road from RP1536 (current 70kph / 100kph boundary) to RP2147.	100	60	60	Consistent Infrastructure: Signage.
Whareora Road from RP2147 to end.	100	80	80	Consistent Infrastructure: Signage.
Wharf Road	100	60	30	Reason: Wharf Road provides access to a wharf that is primarily utilised for land-based fishing and one property. The road is very narrow and in generally poor condition. Two vehicles in opposing directions need to manoeuvre to pass in some places. 30kph recognises the very short access only nature of the road and the carriageway condition. Infrastructure: Signage.
Wrack Road	100	60	40	Reason: Wrack Road is a short, very narrow unsealed road providing access to a few residential properties. Whilst 60kph is consistent with proposed speed limits on unsealed roads, the extremely narrow carriageway supports a slower speed limit of 40kph. Infrastructure: Signage.

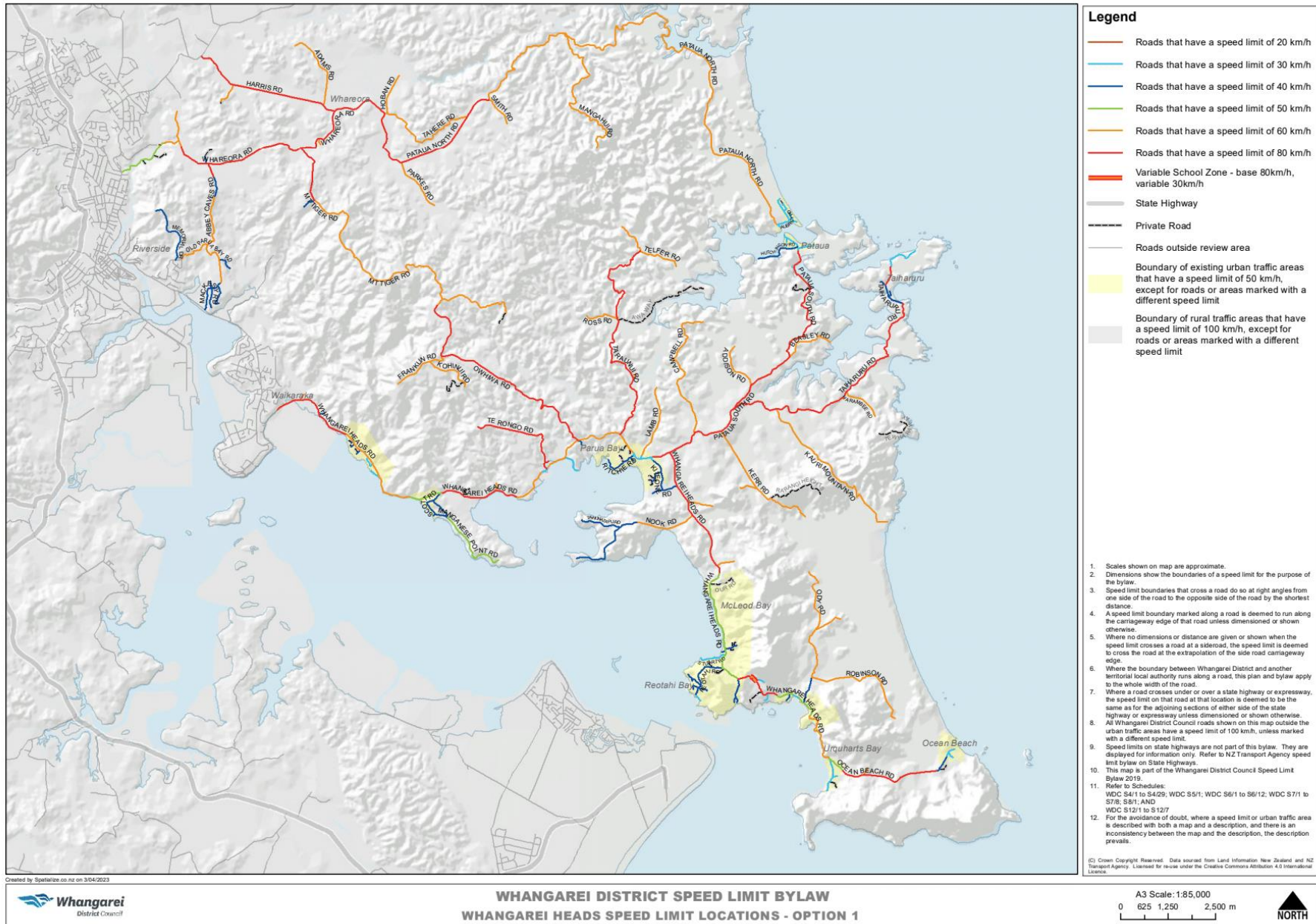
6 *Speed Limit Maps*

The following maps set out the speed limits described in Section 4. It should be noted that the maps contained in this Interim Speed Management Plan are supported with detailed GIS information and identified Reference Points (RP) identifying the actual speed limit transitions. Maps with RP's identified are utilised for the purposes of detailed design and implementation. RP's are not included in the maps in this Interim Speed Management Plan due to the need for clarity at the published scale. Not all road names are identified in the following maps due to the need for clarity at the published scale.

The following maps are included in this Interim Speed Management Plan:

- Whangarei Heads Catchment Speed Limits
- Whangarei Head Speed Limits Waikaraka
- Whangarei Head Speed Limits Tamaterau
- Whangarei Head Speed Limits Parua Bay
- Whangarei Head Speed Limits McLeod Bay - Reotahi
- Whangarei Head Speed Limits Taurikura
- Whangarei Head Speed Limits Urquhart Bay
- Whangarei Head Speed Limits Ocean Beach
- Whangarei Head Speed Limits Pataua North
- Whangarei Head Speed Limits Pataua South

Interim Speed Management Plan Whangarei Heads



Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Private Road
- Boundary of speed limit areas that have a speed limit of 40 km/h, except for roads or areas marked with a different speed limit.
- Boundary of speed limit areas that have a speed limit of 100 km/h, except for roads or areas marked with a different speed limit.

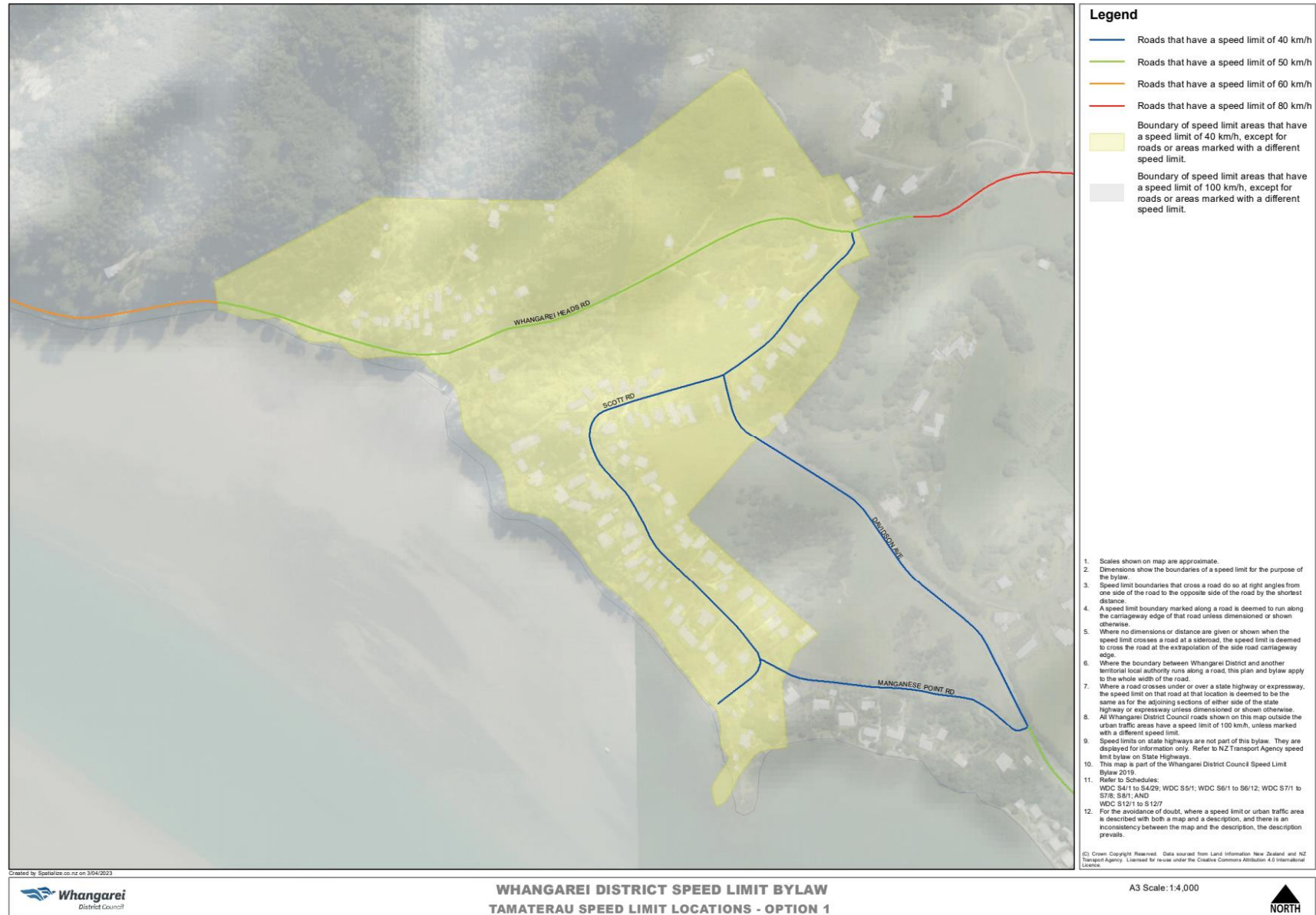
1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Whangarei District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Whangarei District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Whangarei District Council Speed Limit Bylaw 2019.
11. Refer to Schedules:
WDC S4/1 to S4/29; WDC S5/1; WDC S6/1 to S6/12; WDC S7/1 to S7/8; S8/1; AND
WDC S12/1 to S12/7
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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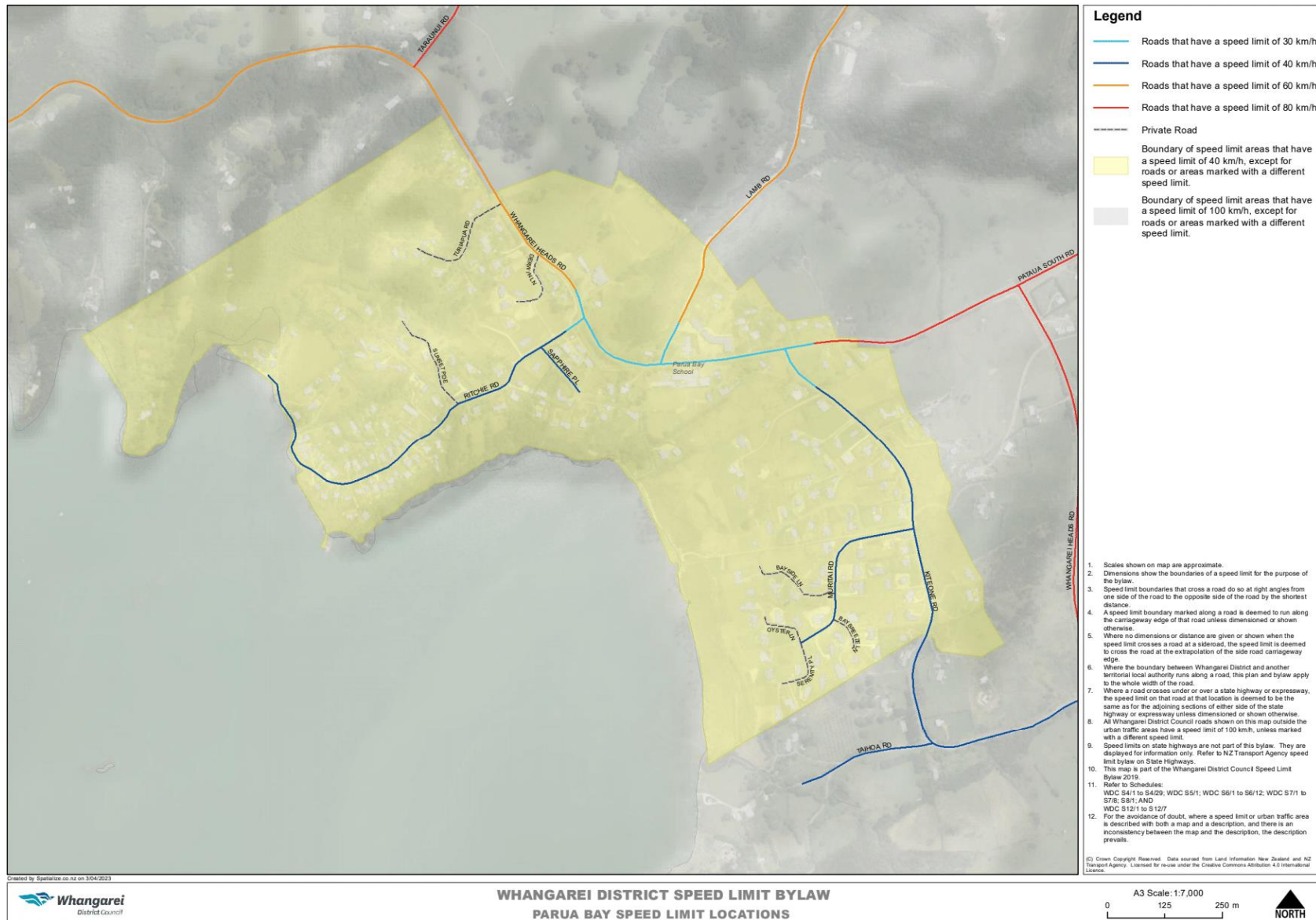
WHANGAREI DISTRICT SPEED LIMIT BYLAW
WAIKARAKA SPEED LIMIT LOCATIONS - OPTION 1

A3 Scale: 1:7,000
0 125 250 m
NORTH

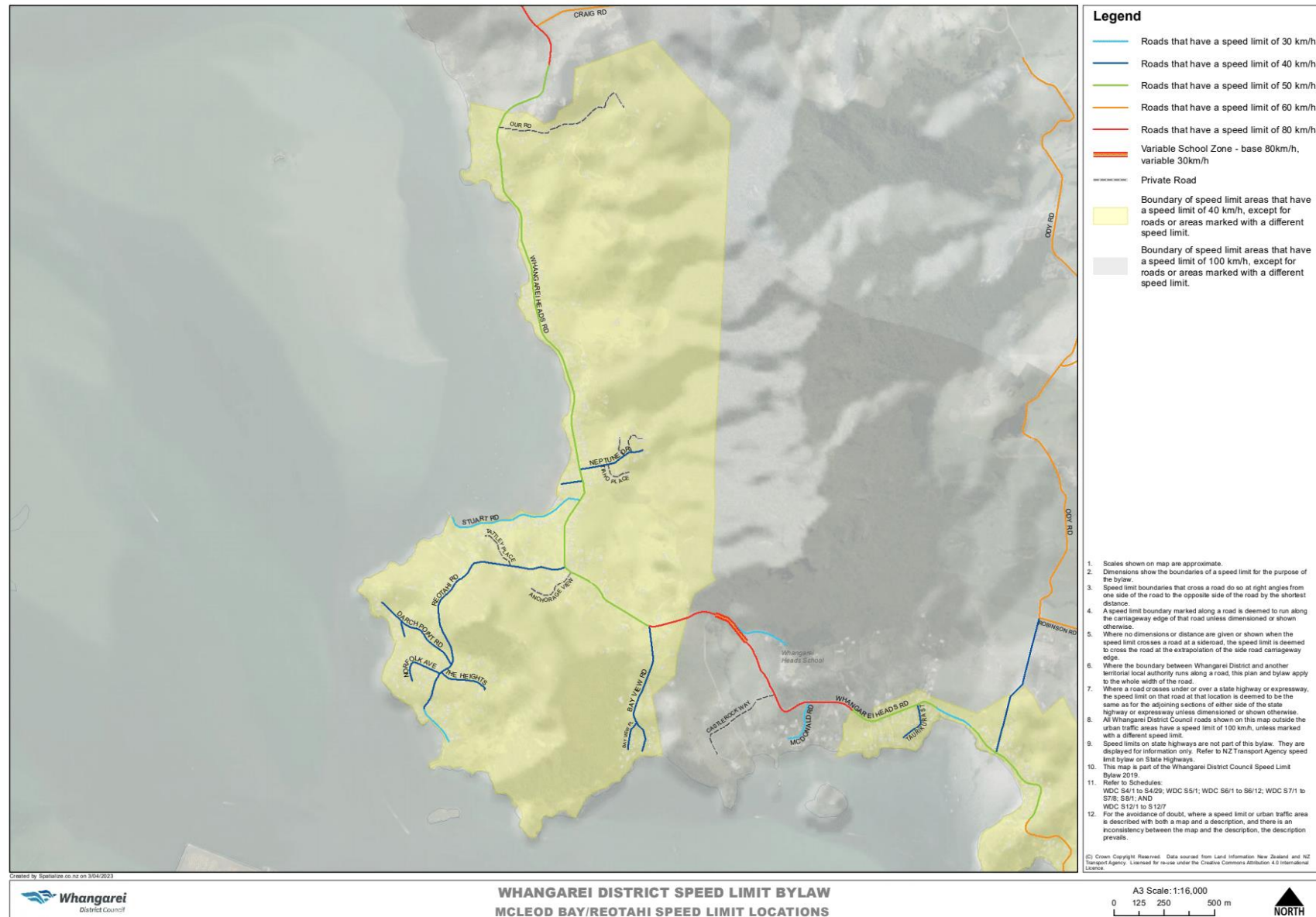
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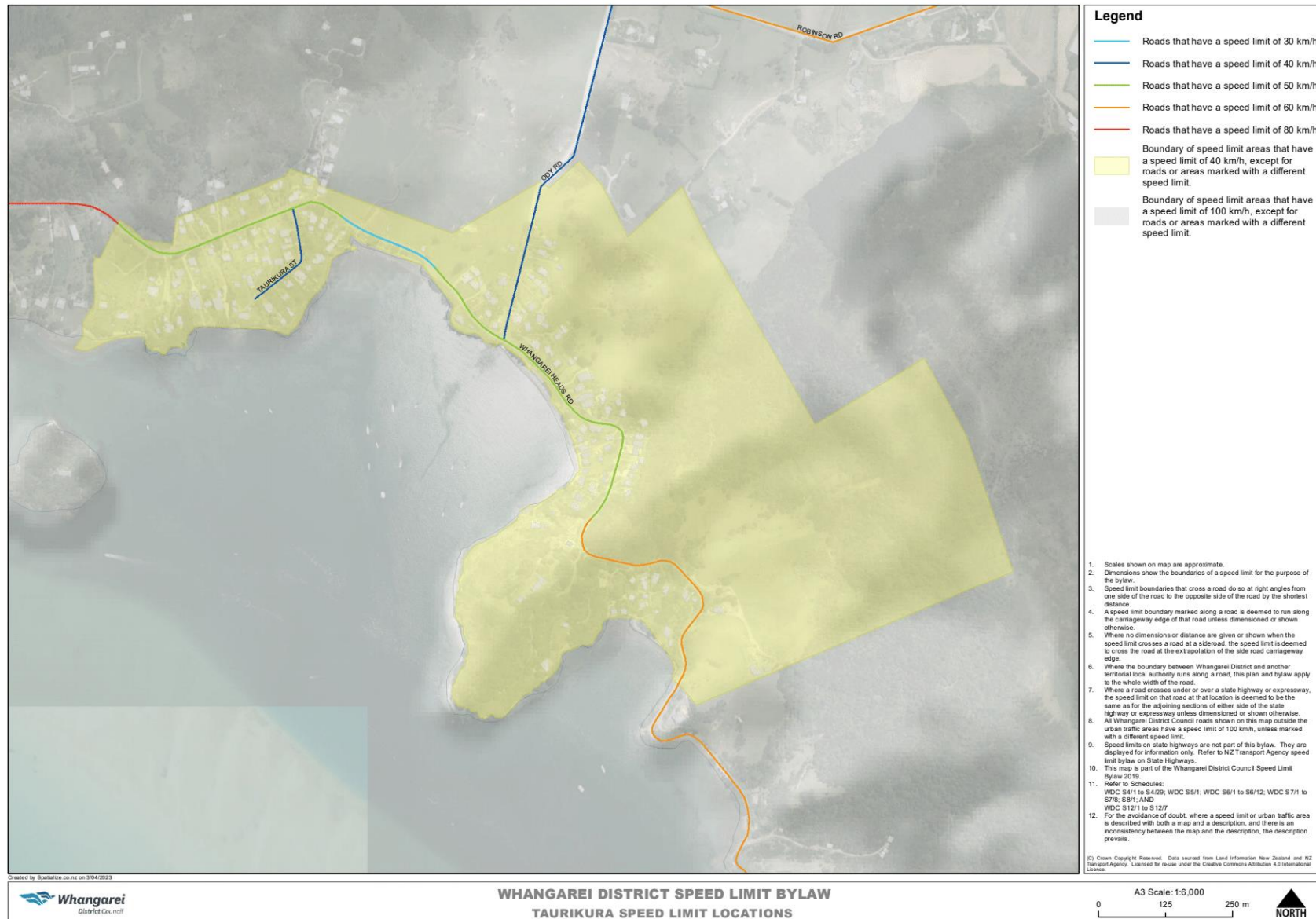
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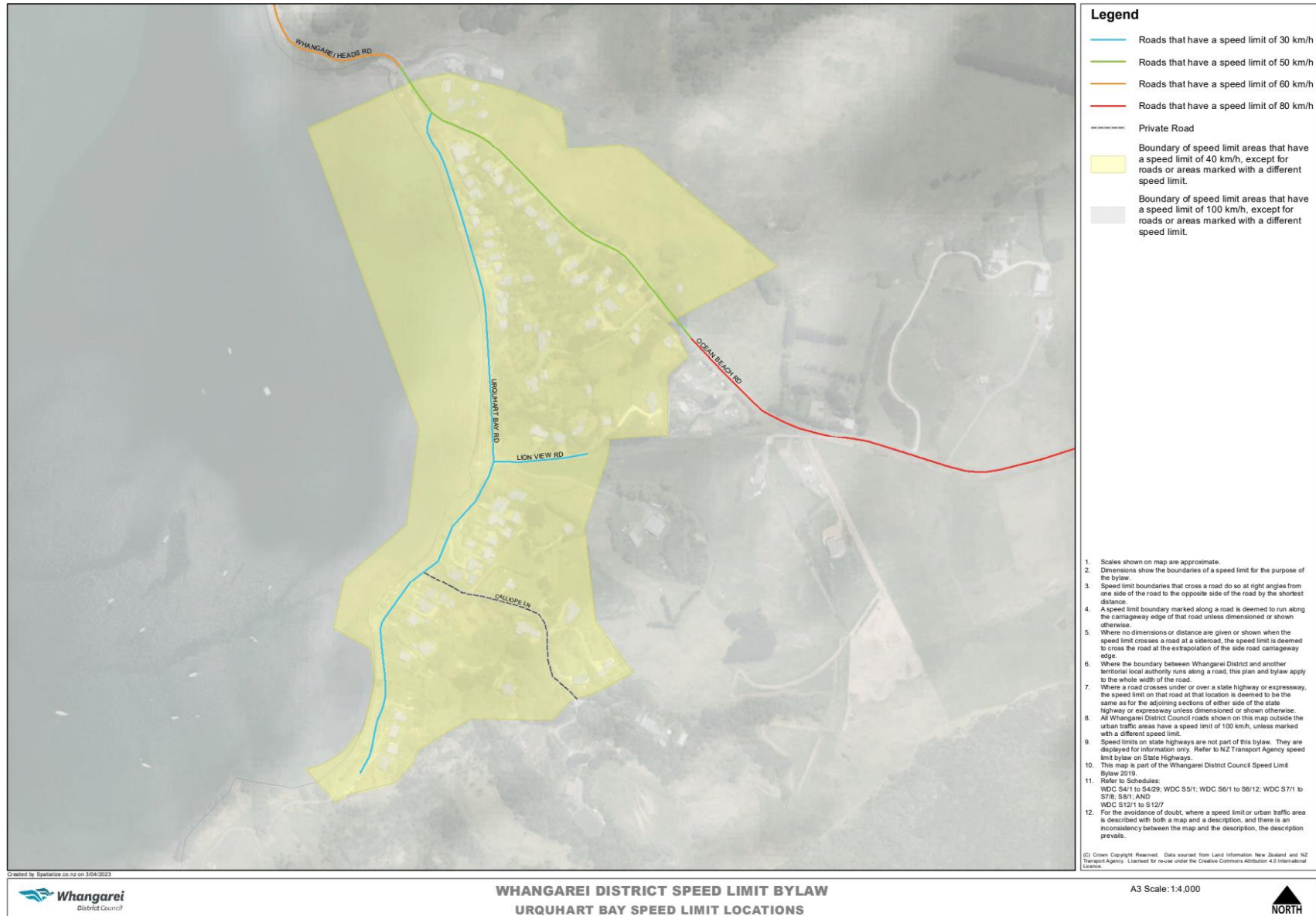
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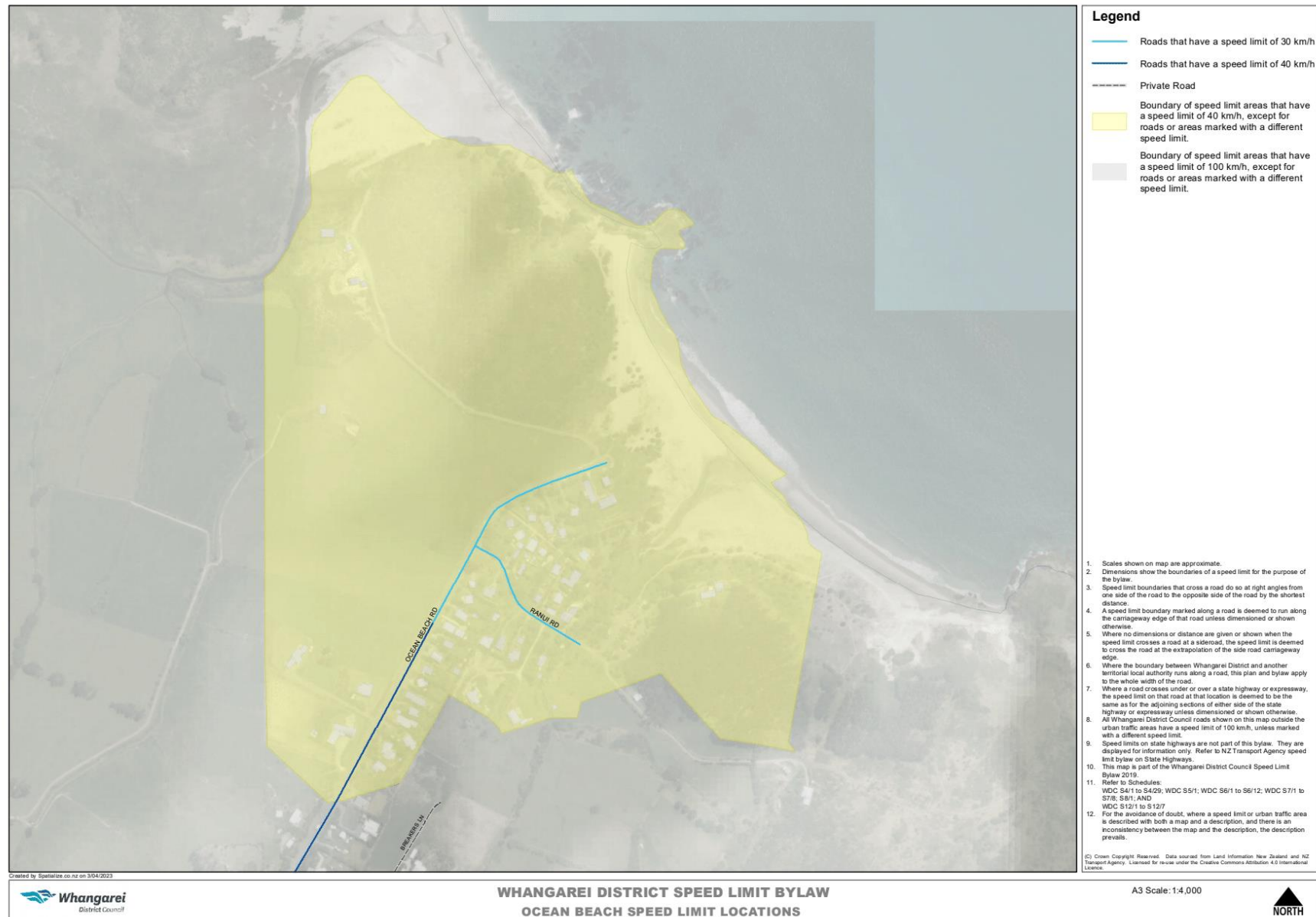
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Interim Speed Management Plan Whangarei Heads



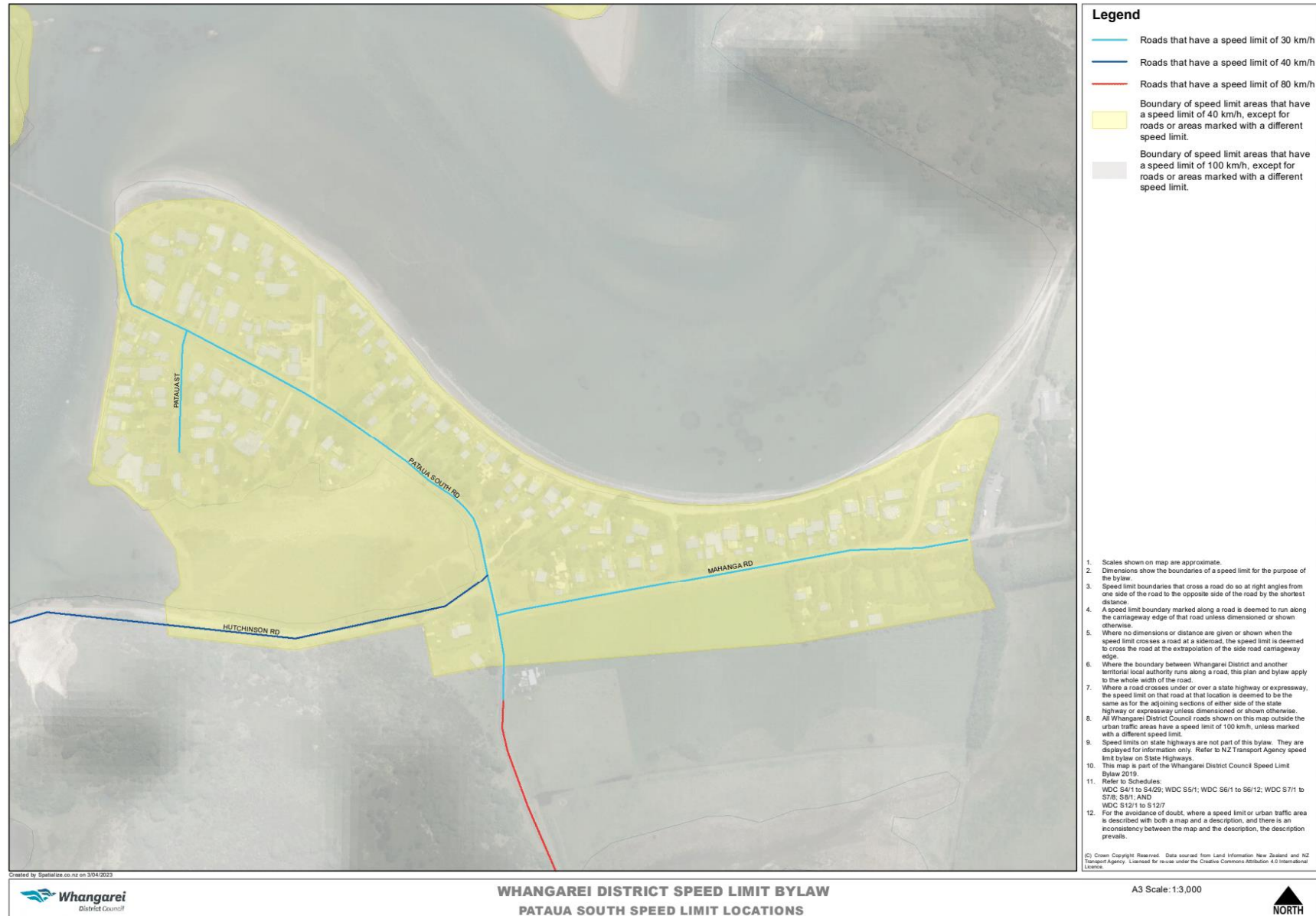
Interim Speed Management Plan Whangarei Heads



Interim Speed Management Plan Whangarei Heads



Interim Speed Management Plan Whangarei Heads



Regional Speed Limit Reviews

Whangarei Heads Catchment Technical Report

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1 Overview

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

Council is proposing to amend the posted speed limits on roads within the Whangarei Heads Catchment. The Catchment includes the Whangarei Heads Road, Parua Bay and all settlements along the northern edge of the Whangarei Harbour. The Catchment extends north to the Whangarei – Ngunguru Road but does not include that road (Whangarei-Ngunguru Road will be reviewed as part of the Tutukaka Coast Review). This Review also includes the following coastal settlements:

- Patau North
- Patau South
- Taiharuru
- Oceans Beach

The full review area is set out in maps in Section 2 of this Report.

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

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

This Report is intended to support the Statement of Proposal that will be notified as part of the required community engagement and consultation phase of setting new speed limits.

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

1.1 New Setting of Speed Limits Rule

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

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

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

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

1.2 National Speed Limit Register

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

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

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

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

The National Speed Limits Register can be accessed by following the link below:

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

1.3 Speed Management Plans

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

The Rule identifies two types of Speed Management Plan:

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

Speed Management Plans encourage Road Controlling Authorities to undertake speed limit reviews on a more area wide basis. This change to an area wide focus is consistent with the road catchment-based approach taken with all speed limit reviews in Northland.

Interim Speed Management Plans

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

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

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

Regional Speed Management Plans

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

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

Regional Speed Management Plans are prepared on a three-year cycle and incorporate the following matters:

- An assessment of how the RSMP is consistent with and implements national road safety policy and strategy (Road to Zero).
- Objectives. Policies and other measures for managing speed on roads for at least 10 financial years
- An explanation of the “whole of network” approach taken, including integration with infrastructure investment
- An implementation programme for the three-year life of the Plan (aligning with the RLTP), including the proposed speed limit changes, safety infrastructure and timeframes for implementation.

1.4 Speed limits around Schools

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

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

The new Rule identifies two categories of schools:

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

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

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

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

1.5 Speed Limit Areas

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

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

1.6 Road Speed Environments

Waka Kotahi (NZTA) Speed Management Guidance provides general guidance in assessing a safe and appropriate speed, based on the type of road and other broad-based assessment criteria. This national guidance is a high-level guidance and does not always accurately describe speed environments on a local scale.

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

20kph	Shared Space areas that are predominantly used for pedestrian activities. Areas will typically include street furniture and landscaping, or street design that promotes casual pedestrian activities. It includes some beaches.
30kph	Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles. Beach access, including informal parking for pedestrian access to beaches and some parts of smaller urban centres and coastal settlements. Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads at either controlled or uncontrolled crossing points, but not a formal shared space. Some urban areas where there are facilities that generate significant additional pedestrian activity such as shopping centres, sports facilities or other developed recreational areas, or where there are “slow street” urban design features.
Schools 30kph	The Setting of Speed Limits Rule requires that schools identified as Category I have a permanent or variable speed limit of 30kph. Category I schools include most urban and semi-urban schools where there is an associated, likely presence of school children using the relevant public road for pick-up and drop off, walking, cycling or other forms of active transport.
40kph	Urban residential areas. Unsealed roads that are particularly narrow, tortuous or are short access only roads that may have a higher non-traditional vehicle use (eg: horses or agricultural vehicles).
50kph	Urban roads that that are utilised as key arterial routes within the community and where those roads exhibit urban safety features such as marked cycleways, and other road safety markings, including traffic and pedestrian separation.
Schools less than 60kph	The Setting of Speed Limits Rule requires that schools identified as Category II have a maximum speed limit of 60kph (or less). Category II schools include rural schools where there is no associated pedestrian activity in the road environment (including off-street pick up and drop off for all vehicles, including school busses).

60kph	<p>Semi-urban or rural roads that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> • Significant industrial or commercial activity • A road principally used for access to rural residential dwellings with a narrow single lane carriageway or no centre line marking • A road where significant residential or other development is directly accessed, including approaches to urban areas. • Some urban arterial routes • Unsealed roads
70kph	Transitional roads that do not meet the 60kph semi-urban speed environments but have characteristics that mean an 80kph speed limit is inappropriate.
80kph	General rural sealed roads with clearly marked centre lines, sufficient shoulder areas and are not tortuous in terms of curves.
100kph	Rural arterial routes that are of high quality with a wide, divided carriageway, often including a centreline road barrier system, and wide shoulders, physical lane separation and exhibit other engineered safety features.

2 NTA process for recommending speed limits

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

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

2.1 Catchment Selection

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

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

2.2 Technical Reporting

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

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

Familiarisation

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

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

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

Collation, Assessment and Identification of Initial safe and appropriate speeds

Technical data from Waka Kotahi Megamaps resource, local council information and other mapping sources are collated and assessed. The data collated is consistent with the matters that must be considered when setting a speed limit (Setting of Speed Limits Rule 2022).

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

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

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

Sense Testing and finalisation of proposed speed limits

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

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

2.3 Consultation

Community feedback is one of the matters that must be considered when setting a speed limit. Council must consult the effected community in accordance with the Special Consultative Procedures set out in the Local Government Act 2002. To achieve this, a Statement of Proposal (SOP) is produced. The SOP identifies the proposed speed limit changes, the reasons for them and how a submission can be made.

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

- Public notification of a Statement of Proposal

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

Community consultation often raises issues that are not identified in the more technical information that is relied on to propose speed limits. Feedback often provides greater clarity on how specific roads are being utilised, detailed community concerns and other aspects that are not highlighted in the more technical assessments.

2.4 Preparing Recommendations

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

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

Once adopted, the Recommendations Report forms the basis for a final Speed Management Plan, including detailed design (signage and physical works), procurement and implementation of the Recommended Speed Limits.

3 Road to Zero National Road Safety Strategy

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

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

About half the people who were harmed did not contribute to the crash. They were harmed by other people's errors in judgement, and were let down by a system that failed to protect them from those mistakes

The Road to Zero National Road Safety Strategy outlines a Strategy to guide improvements in road safety in New Zealand from 2020 to 2030. A key target set by the Strategy is to reduce deaths and serious injuries on New Zealand's roads, streets, cycleways and footpaths by 40 percent by 2030. Reaching that target would mean reducing annual road deaths to 227 and serious injuries to 1,680 by 2030. The Strategy provides a "road map" to achieving this goal.

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

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

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

As a Road Controlling Authority, Council has varying degrees of roles and responsibilities with respect to these five focus points.

3.1 Infrastructure improvements and speed management

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

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

Given the extent of the road network in Whangarei District, it is not feasible to upgrade the road network to a stage where all current speed limits are safe and appropriate. However, Council's Long-Term Plan recognises that council want to increase the level of service for roading, and better meet the expectations of communities. To enable this, the Long-Term Plan identifies significant additional funding for sealing gravel roads in the district.

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

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

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

3.2 Vehicle safety

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

3.3 Work-related road safety

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

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

3.4 Road user choices

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

The Whangarei District Council and Kaipara District Council have contracted the Northland Road Safety Trust for the regional land transport plan funding period 2021 – 24 to deliver various road safety programmes. Since its inception, the Trust has developed programmes in response to road safety priorities which focus on developing and changing driving behaviour using one-to-one and group education approaches. The Trust provide a range of programmes such as driver licensing mentoring and education, recidivous drink driving, speeding and driver behaviour programmes. These courses are supported and directed from the Courts and Police Prosecutions in Whangarei and have a very high rate of success for recidivous dangerous drivers not being seen again for driving offences, NRST places a high priority in education and rehabilitation.

3.5 System management.

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

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

4 Review Area

The review area includes all roads to the north of Whangarei Harbour and to the south of, but not including Ngunguru Road. The review area includes the following coastal and harbourside communities:

- Tamaterau
- Parua Bay
- Whangarei Heads
- Mcleod Bay
- Taiharuru
- Patau (North and South)



Figure: Speed Management Review Area

Note: Some road names may not have been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to the tables for road names.

5 Summary of Proposed Amendments

In Whangarei District Council's capacity as the Road Controlling Authority (RCA), we are proposing the following amendments to the posted speed limits within the Speed Review Area as set out in the table and map below (figure 2).

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

Road Name	Current Speed Limit	Proposed Speed Limit
Abbey Caves Road from Whareora Rd to Forest Ridge Rd No1 (Private Road)	100	80
Abbey Caves Road from Forest Ridge Rd No1 (Private Road) to 80m South of Abbey Caves entrance.	100	40
Abbey Caves Road from to Old Parua Bay Rd.	100	60
Adams Road	100	60
Addison Road	100	60
Attwood Street	50	40
Aubrey Road	100	30
Aubrey Road/Kaye Road Patau North	50	40
Basil Road	100	60
Bay View Place	50	40
Bay View Road from WHG Heads Rd to Bay View Place	50	40
Bay View Road from Bay View Place to end	50	40
Beach Road (WHG Heads)	50	30
Beasley Road	100	60
Blue Horizon Road	100	60
Campbell Road	100	60
Christie Close (Patau North)	50	30
Clapham Road	100	60
Cornfoot Avenue	50	40
Craig Road	100	60
Crisp Road	70	80
Darch Point Road	50	40
Davidson Avenue from Scott Road to 11 Davidson Ave	50	40
Davidson Avenue from 11 Davidson Ave to Manganese Point Rd	50	60
Dickson Road	100	60
Edward Road	100	40
Franklin Road	100	60
Giovanni Drive	50	40
Glengarry Lane	50	40
Grahamtown Road	100	60

Table: Proposed Speed Limits

Road Name	Current Speed Limit	Proposed Speed Limit
Hall Road	50	40
Harambee Road	100	60
Harris Road from Ngunguru Road to Dickson Road	100	80
Harris Road from Dickson Road to Whareora Road	100	80
Hutchinson Road	100	40
Kauri Mountain Road	100	60
Kaye Road	50	30
Kerr Road	100	60
Kiteone Road from Whangarei Heads Rd to 110m south of Whangarei Heads Rd	50	30
Kiteone Road from 110m south of Whangarei Heads Rd to end.	50	40
Kohinui Road	100	60
Konini Street from Old Parua Bay Rd to 22 Konini St	100	60
Konini Street from 22 Konini Street to Mackelsey Rd	50	40
Lamb Road from Whangarei Heads Road for a distance of 100m	100	30
Lamb Road	100	60
Lion View Road	50	30
Mackesy Road	50	40
Mahanga Road	50	30
Mangahui Road	100	60
Manganese Point Road from Scott Rd to Davidson Ave	50	40
Manganese Point Road from Davidson Ave to end	50	60
Matuku Street	50	40
May Grove Lane	50	40
McDonald Road	100	30
McGregor Street	50	40
McRae Road	100	40
Memorial Drive	50	40
Mt Tiger Road from Whareora Rd to Wrack Rd.	100	80
Mt Tiger Road from Wrack Rd to Owhiwa Rd.	100	60
Muritai Road	50	40
Neptune Drive	50	40
Nook Road from Whangarei Heads Rd to end of seal)	100	80
Nook Road unsealed section	100	60
Norfolk Avenue	50	40
Ocean Beach Road from Whangarei Heads Rd to current 50kph / 100kph boundary.	50	50

Table: Proposed Speed Limits (cont.)

Road Name	Current Speed Limit	Proposed Speed Limit
Ocean Beach Road from Basil Rd to Breakers Ln	100	80
Ocean Beach Road from Breakers Lane to end	50	40
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	50	40
Ody Road from existing 50kph/100kph boundary to end.	100	60
Old Parua Bay Road from Kohe St to Abbey Caves Rd	100	60
Old Parua Bay Road from Abbey Caves Rd to Konini St	100	60
Old Parua Bay Road from Konini St to end.	100	40
Owhiwa Road	100	80
Parahaki Parish Road	100	60
Parkes Road	100	60
Parua Cemetery Road	100	40
Pataua North Road from Whareora Road to Smiths Road	100	80
Pataua North Road from Smiths Road to end	100	60
Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road.	100	80
Pataua South Road from 80m south of Mahanga Road to end	50	30
Pataua Street	50	30
Pepi Road	100	60
Rangiuru Drive	100	60
Ranui Road	50	40
Reotahi Road from Whangarei Heads Road to Norfolk Avenue	50	40
Reotahi Road from Norfolk Avenue to end	50	40
Ritchie Road from Whangarei Heads Rd for a distance of 50m.	50	30
Ritchie Road from 50m west of Whangarei Heads Rd to end.	50	40
Robinson Road	100	60
Ross Road	100	60
Rukuwai Road	100	60
Sapphire Place	50	40
Scott Road	50	40
Smith Road	100	60
Stuart Road from Whangarei Heads Road to end.	50	30
Tahere Road	100	60
Tahunatapu Road	100	60
Taiharuru Road from Patau South Rd to current 100/50kph boundary	100	80
Taiharuru Road current 50kph zone	50	40
Taiharuru Road from 50/100kph boundary to end of seal	100	80
Taranui road from Rukuwai Rd to Ross Rd	100	60

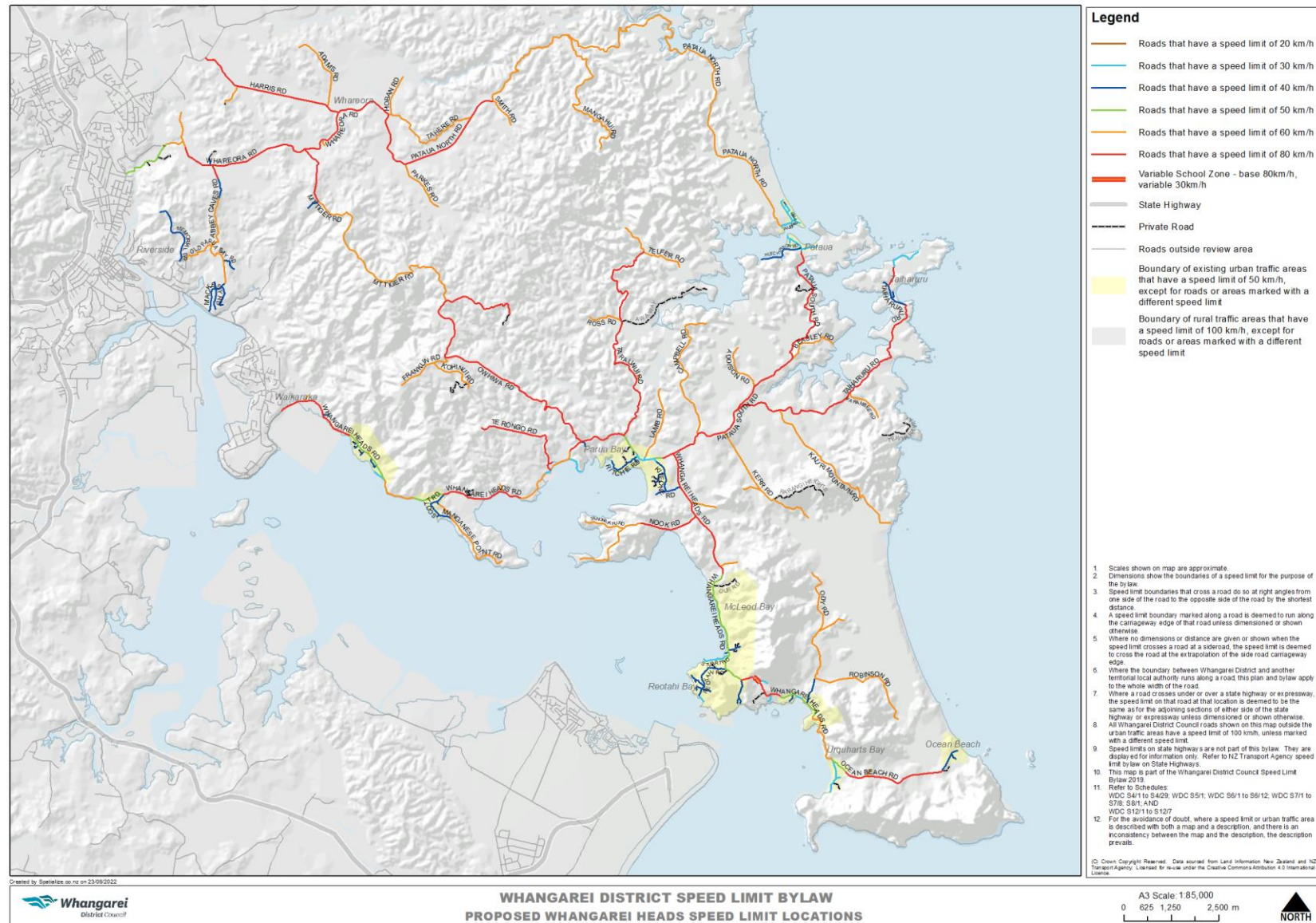
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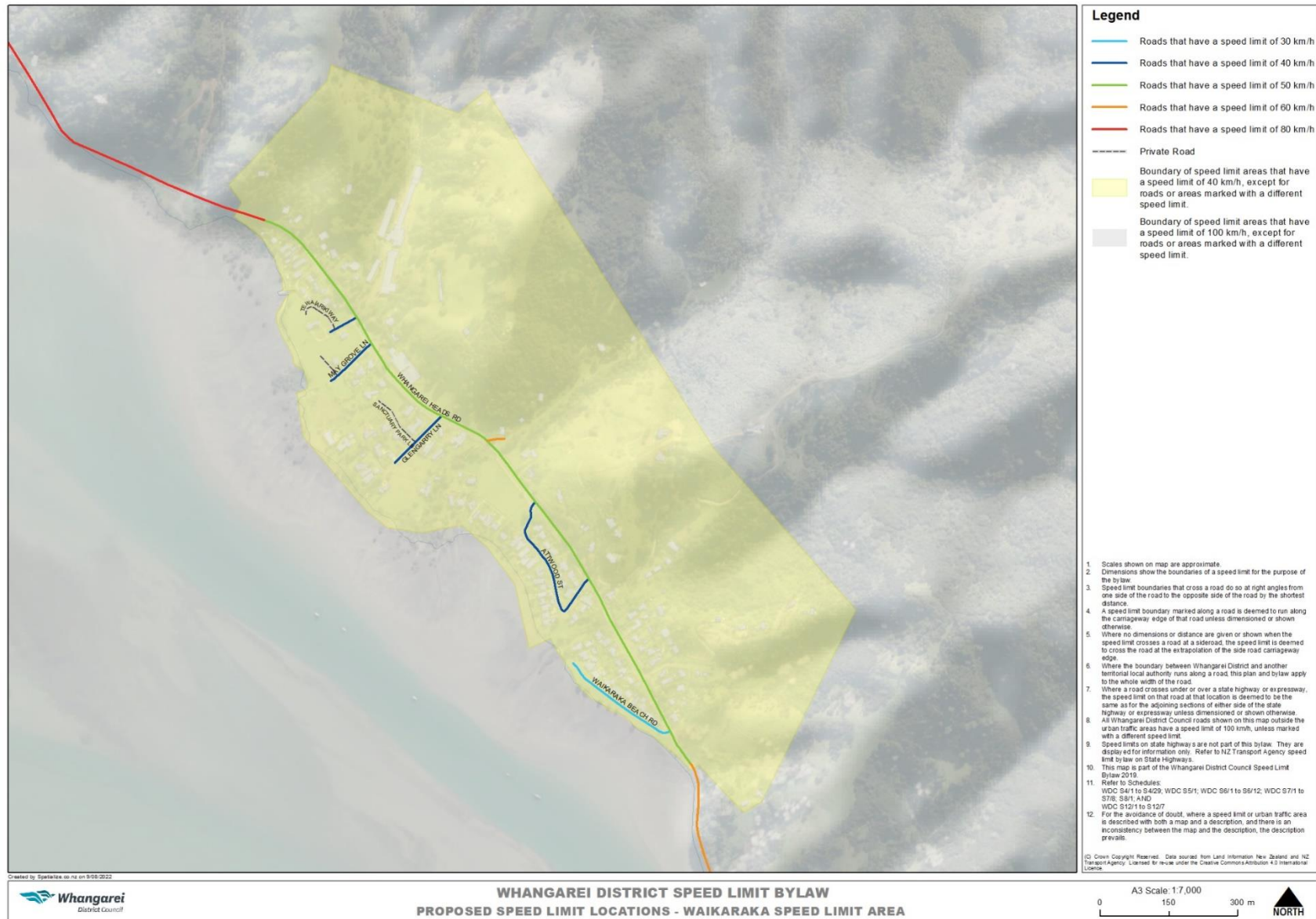
Road Name	Current Speed Limit	Proposed Speed Limit
Taiharuru Road from end of seal to end	100	30
Taihoa Road	100	40
Taurikura Street	50	40
Tawhai Place	50	40
Te Rongo Road	100	80
Te Whangai Head Road	50	30
Telfer Road	100	60
The Heights	50	40
Timperley Road	100	60
Tropicana Drive	50	40
Urquhart Bay Road	50	30
Waikaraka Beach Road	50	30
Waikaraka Road	100	60
Waioneone Road	50	40
Waiparera Road	100	60
Waitotara Lane	100	40
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka	100	80
Whangarei Heads Rd from 100kph / 70 kph boundary at Waikaraka (city end) to 70/100 kph boundary (heads end)	70	50
Whangarei Heads Rd from 70 / 100 kph boundary at Waikaraka (Heads end)) to current 100kph / 50kph boundary at Tamaterau.	100	60
Whangarei Heads Road from current 100kph / 50kph boundary at Tamaterau to Scott Rd.	50 / 100	50
Whangarei Heads Rd from Scott Rd to current 100kph / 70kph Solomons Pt / Parua Bay Boundary	100	80
Whangarei Heads Road from current 100kph / 70kph Solomons Point / Parua Bay boundary to 110m before Parua Bay Tavern,	70	60
Whangarei Heads Road from 110m before Parua Bay Tavern to 50m on the Heads side of Crisp Road.	70	30
Whangarei Heads Road from 50m on the Heads side of Crisp Rd to 220m past Wharf Rd (Heads side)	70 / 100	60
Whangarei Heads Road from 220m past Wharf Rd (Heads side) to current 100kph / 50kph boundary at Parua Bay	100	80
Whangarei Heads Road from current 100kph / 50 kph boundary to 65m before Richie Rd	50	50
Whangarei Heads Road from 65m before Richie Road to 40m past Kiteone Rd (Heads side).	50	30
Whangarei Heads Road from 40m past Kiteone Rd to 180m past Kiteone Rd.	50	50
Whangarei Heads Road from current 50kph/100kph boundary at Parua Bay township to 215m past current 100kph/50kph boundary at McLeod Bay	100 / 50	80

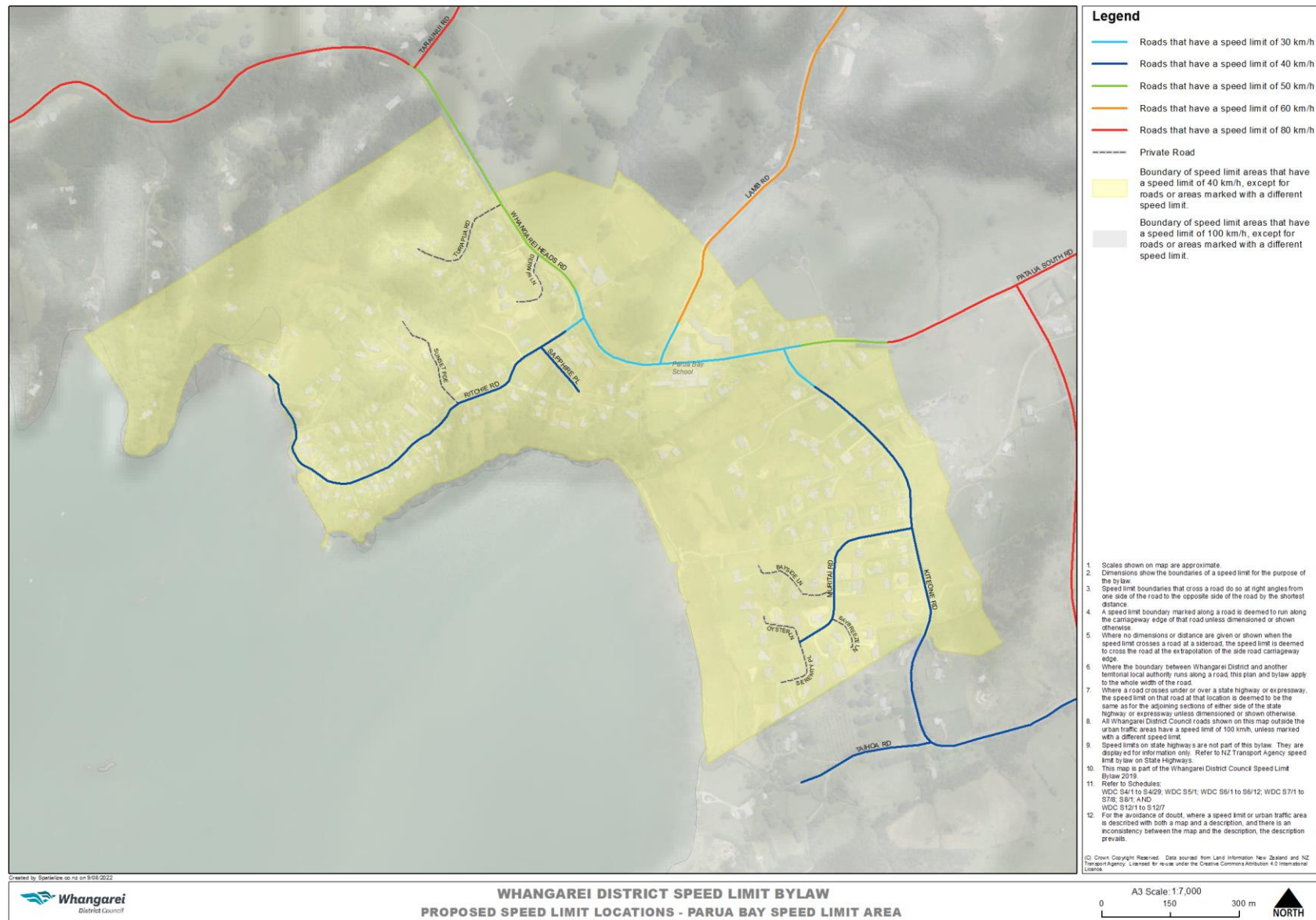
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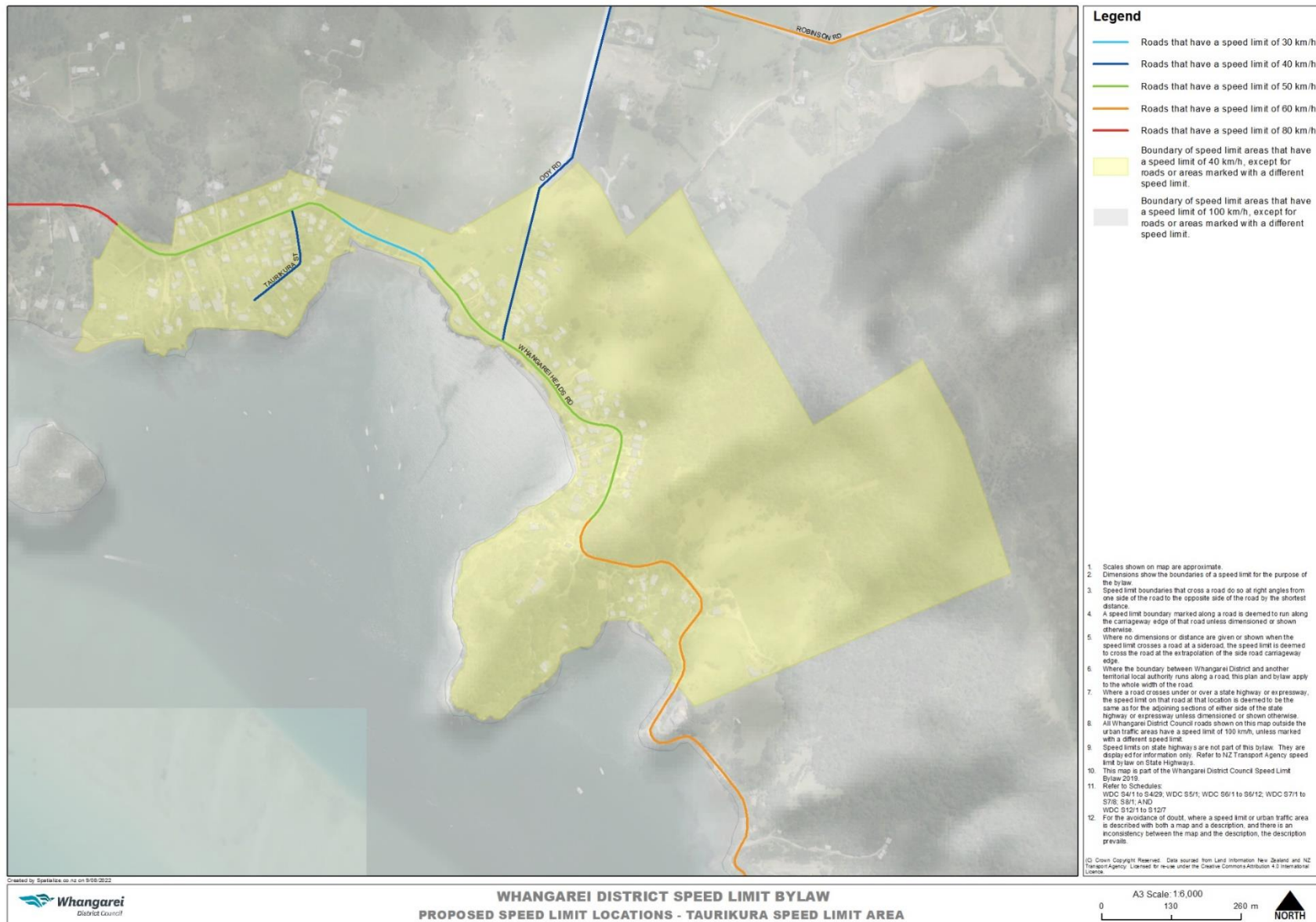
Road Name	Current Speed Limit	Proposed Speed Limit
Whangarei Heads Road – from 100kph / 50kph boundary at McLeod Bay to current 50kph/100kph boundary	50	50
Whangarei Heads Road from McLeod Bay current 50kph/100kph boundary to current 100kph / 50kph boundary at Taurikura.	100	80
Whangarei Heads Road from 110m before Whangarei Heads School Rd to 100m on Heads side of School Rd.	100	Variable 30 Base 80
Whangarei Heads Road from current 100kph/50kph boundary at Taurikura to 2312 Whangarei Heads Rd.	50	50
Whangarei Heads Road from 2312 Whangarei Heads Rd to 110m past tennis courts (Heads side).	50	30
Whangarei Heads Rd from 110m past tennis courts to 2400 Whangarei Heads Rd.	50	50
Whangarei Heads Road from 2400 Whangarei Heads Rd (Taurikura) to 70m before intersection with Urquharts Bay Road	100	60
Whangarei Heads Road from 70m before intersection with Urquharts Bay Road to Ocean Beach Road.	50	50
Whangarei Heads School Road	100	30
Whareora Road from Mill Rd to current 70kph / 100kph boundary.	70	50
Whareora Road from current 70kph / 100kph boundary for a distance of 600m.	100	60
Whareora Road from 600m past current 70kph / 100kph boundary to end.	100	80
Wharf Road	100	30
Wrack Road	100	40

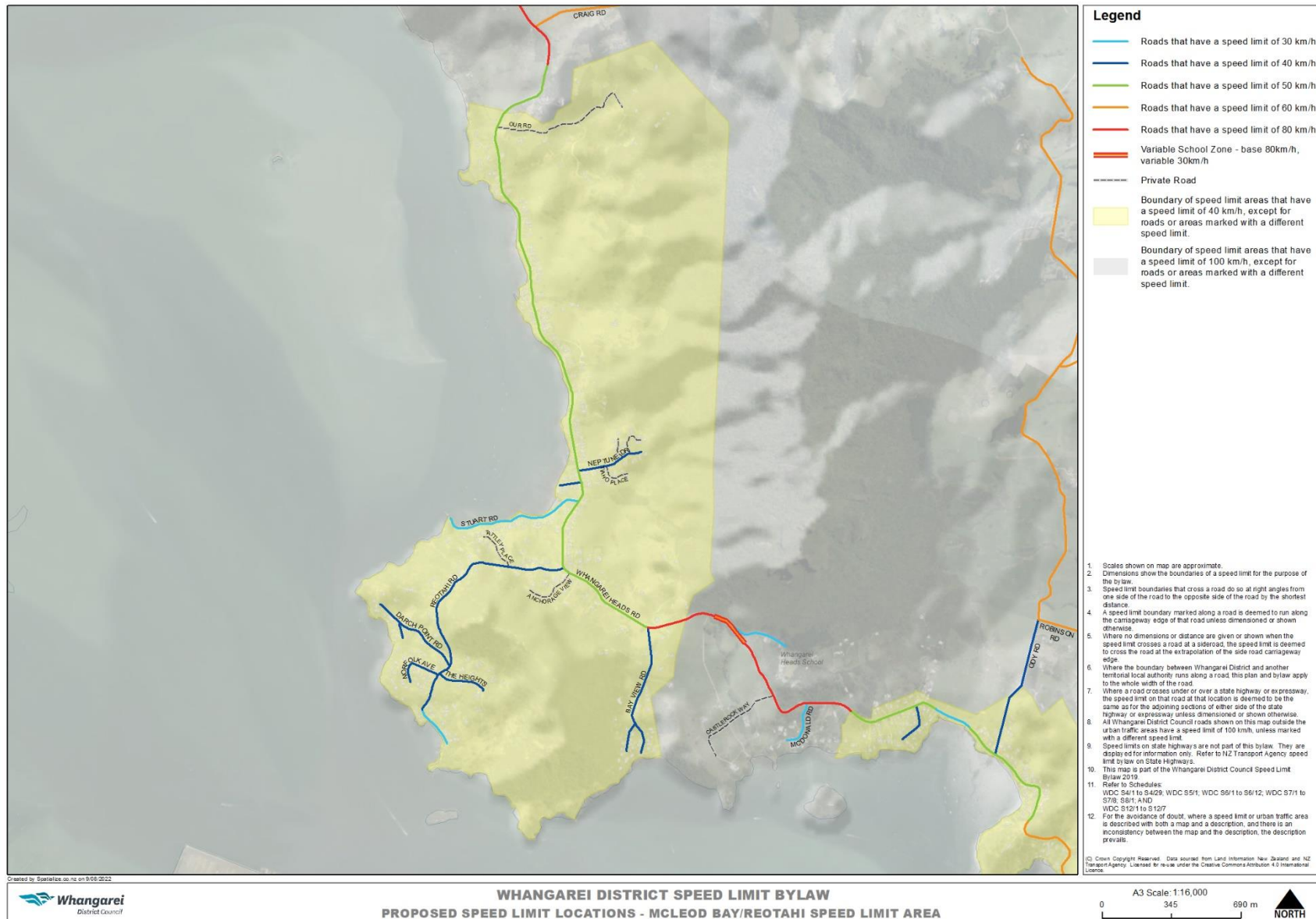
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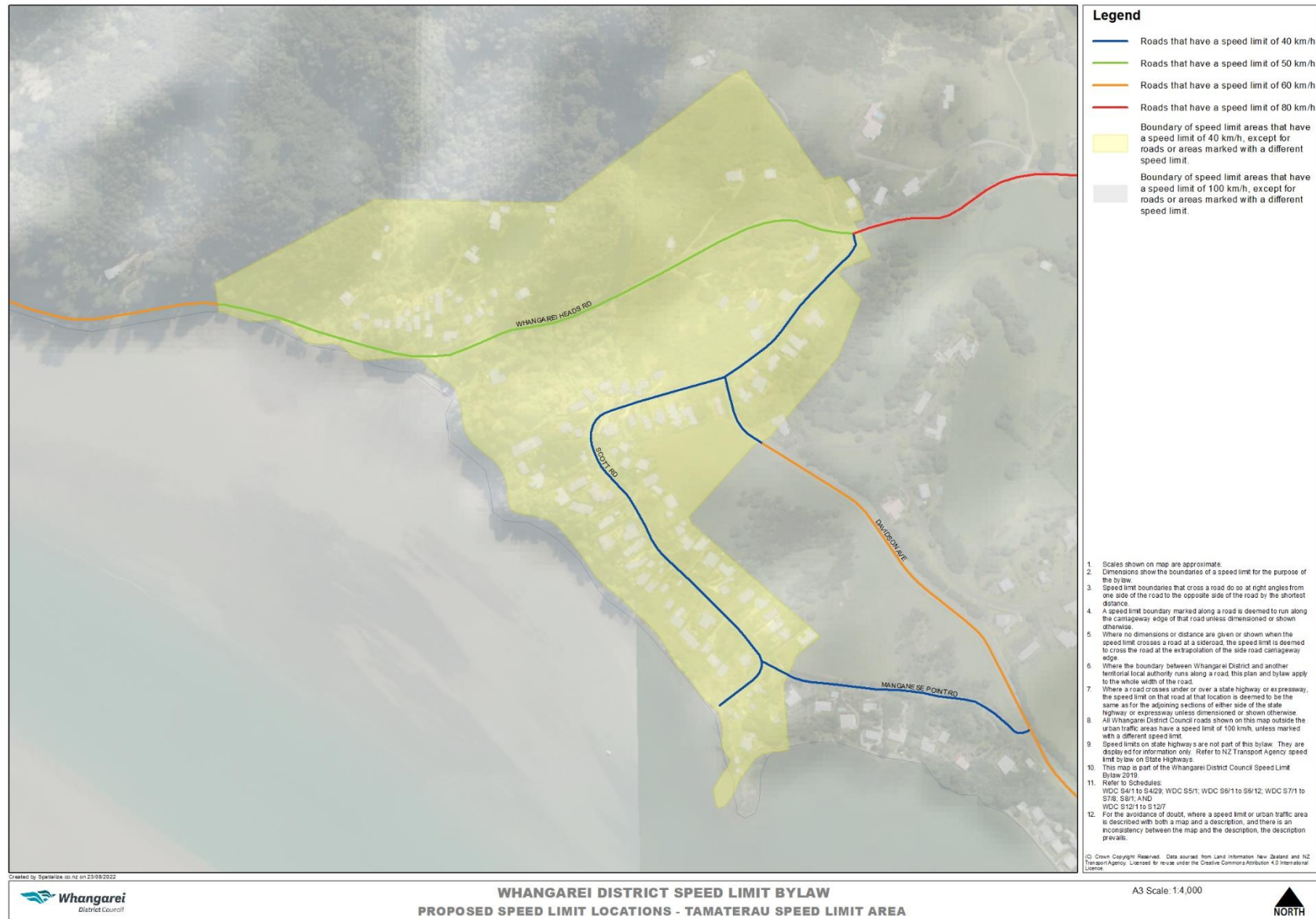


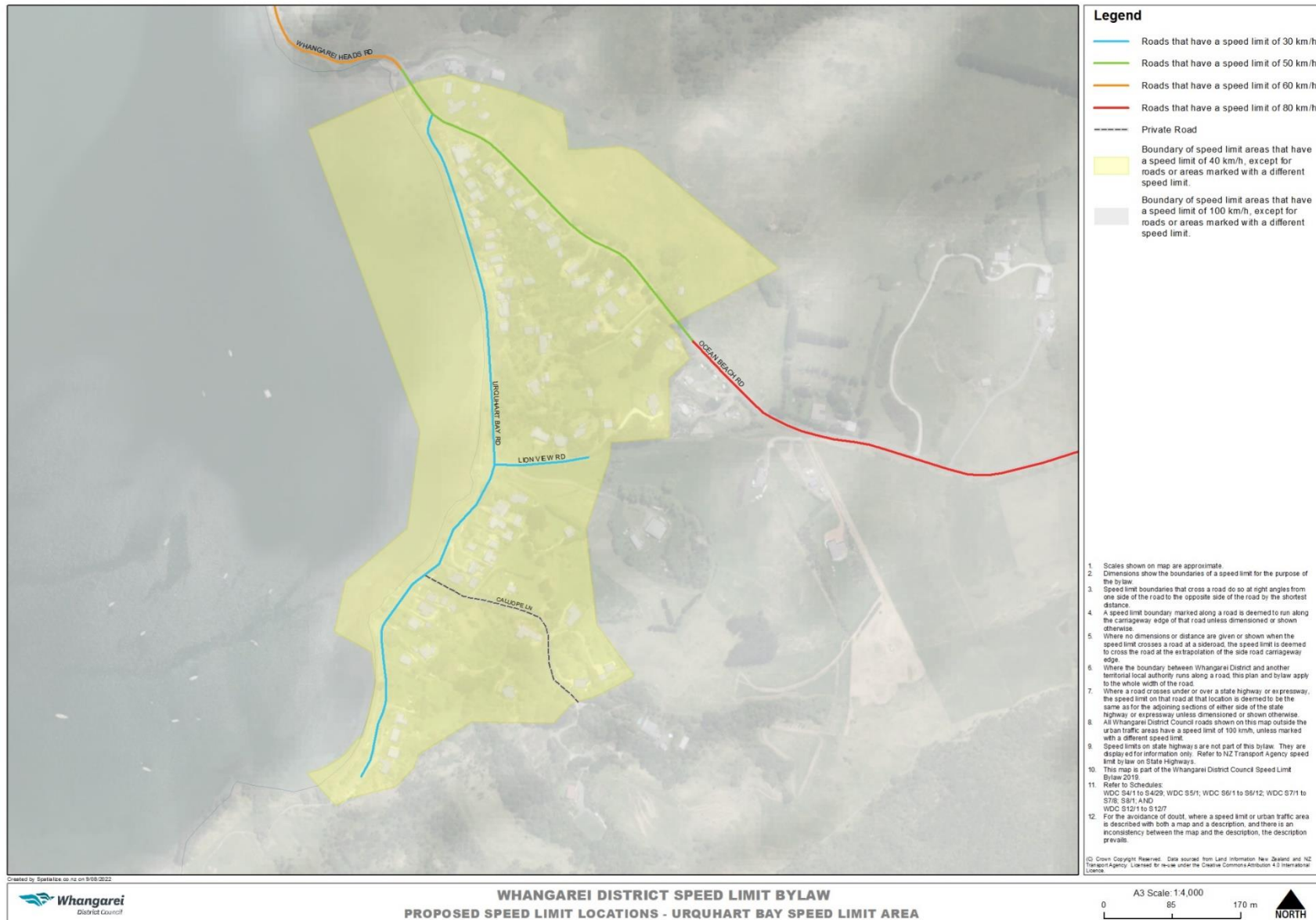


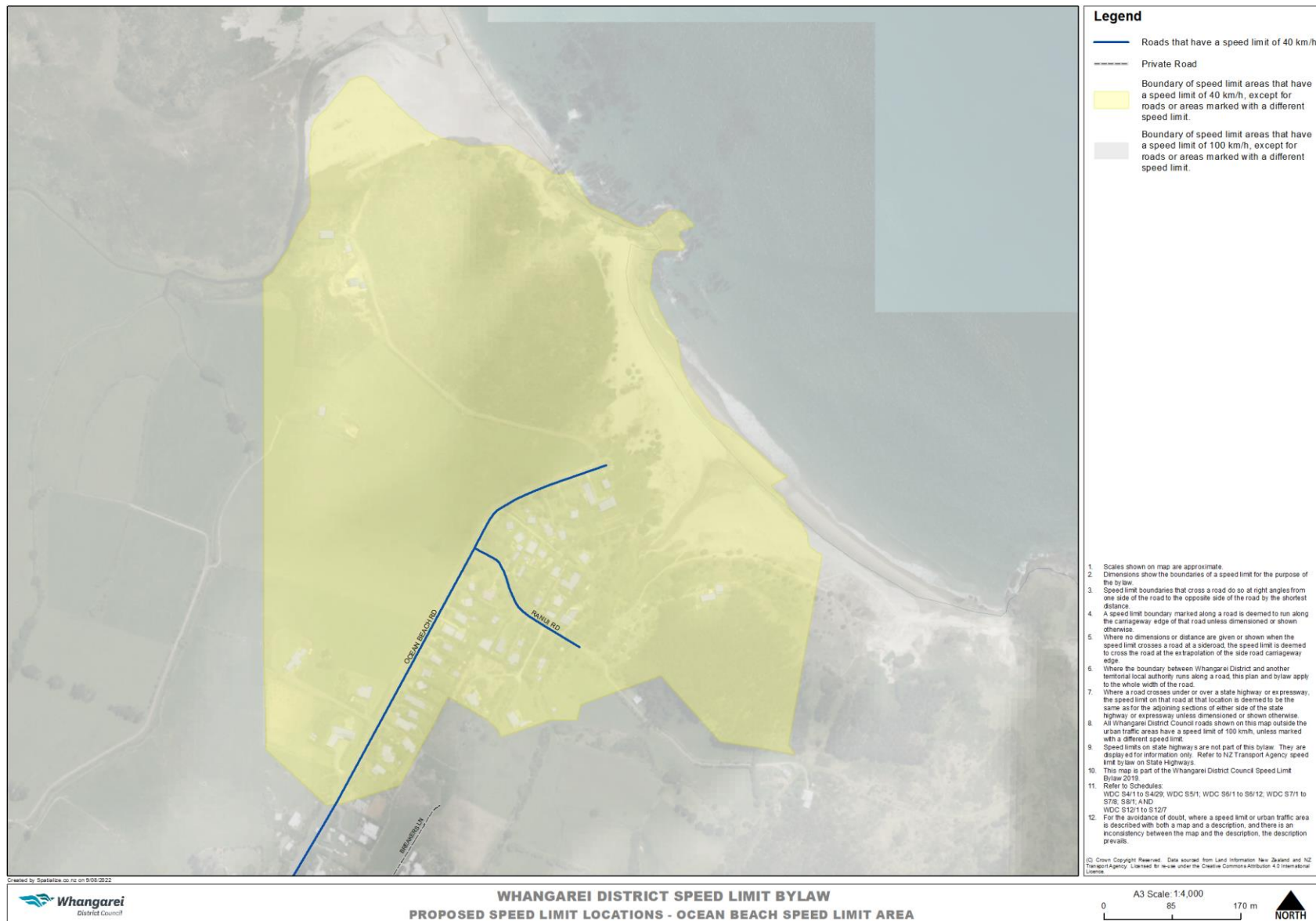




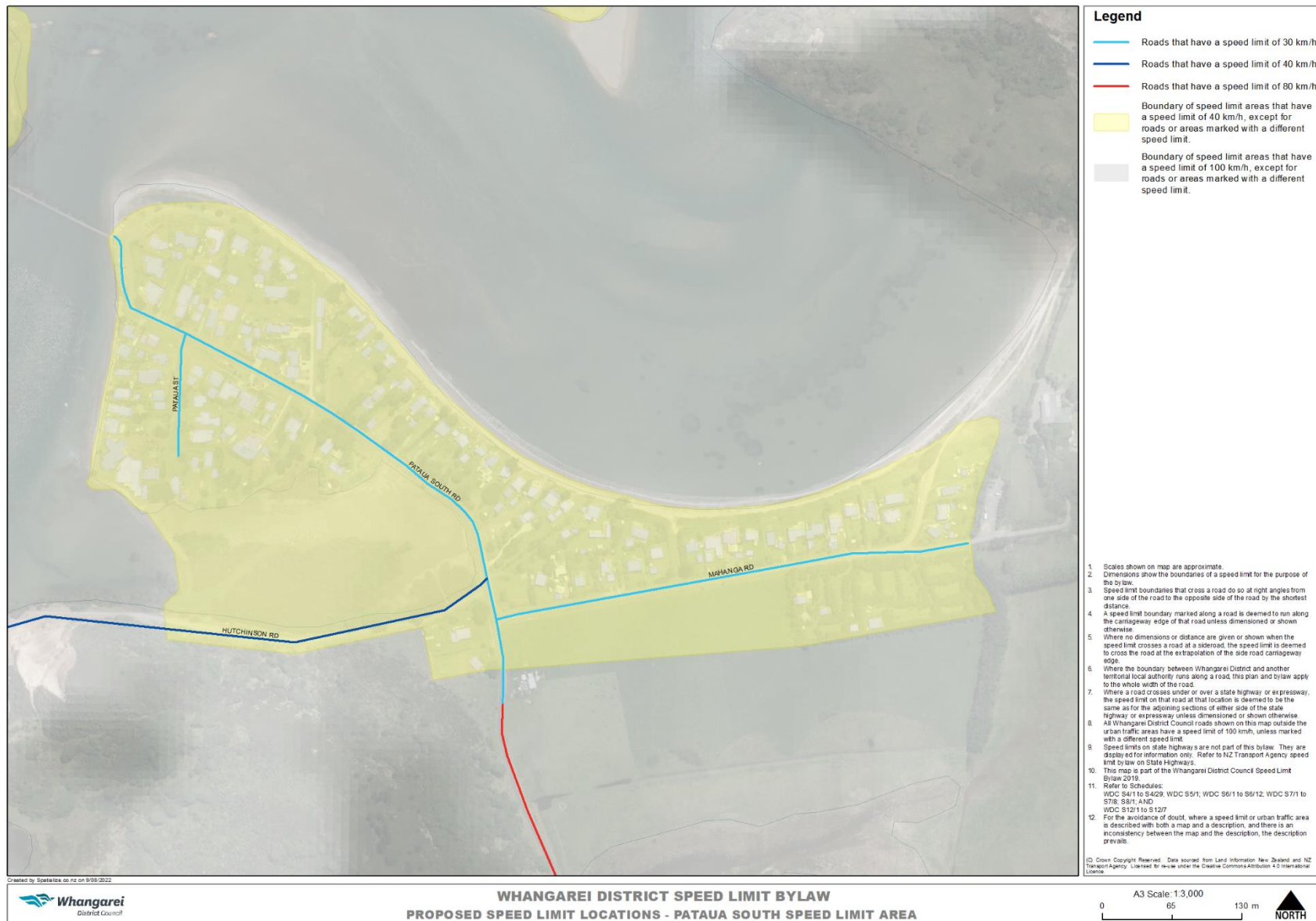










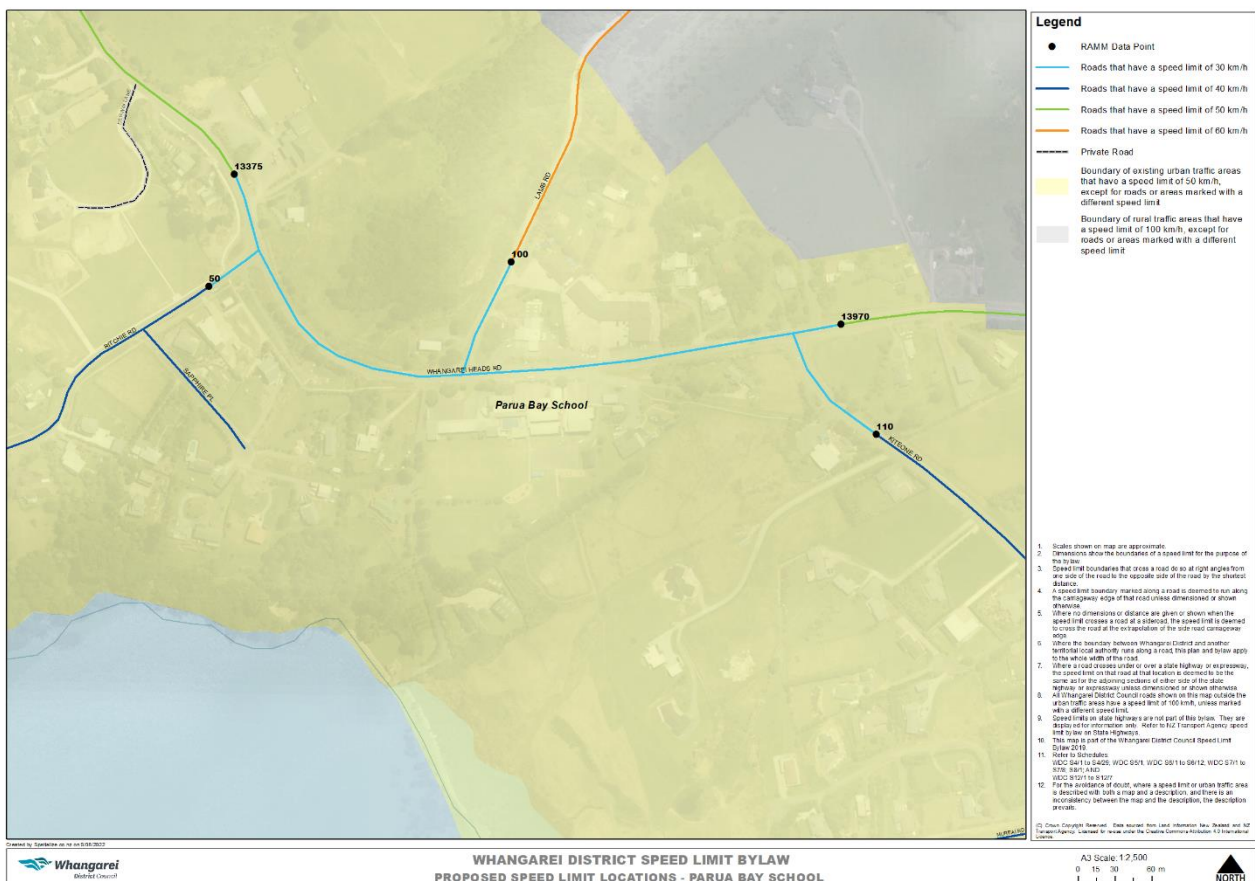


There are two schools within the Whangarei Heads catchment review area, these are:

- Parua Bay School (Whangarei Heads Road – Parua Bay)
- Whangarei Heads School (Whangarei Heads School Road – Taurikura)

Parua Bay School is a Category 1 School under the new Setting of Speed Limits Rule 2022. Category 1 Schools must have a 30kph permanent or variable speed limit. In determining whether the speed limit is permanent or variable, we are required to use a permanent speed limit in the first instance. A variable speed limit can only be used when there is no other reasonable option.

We have received significant local community feedback seeking a lowering of the speed limit in this area. Given the above, we are proposing to extend the 30kph permanent speed limit to the community centre.



6.2 Whangarei Heads School

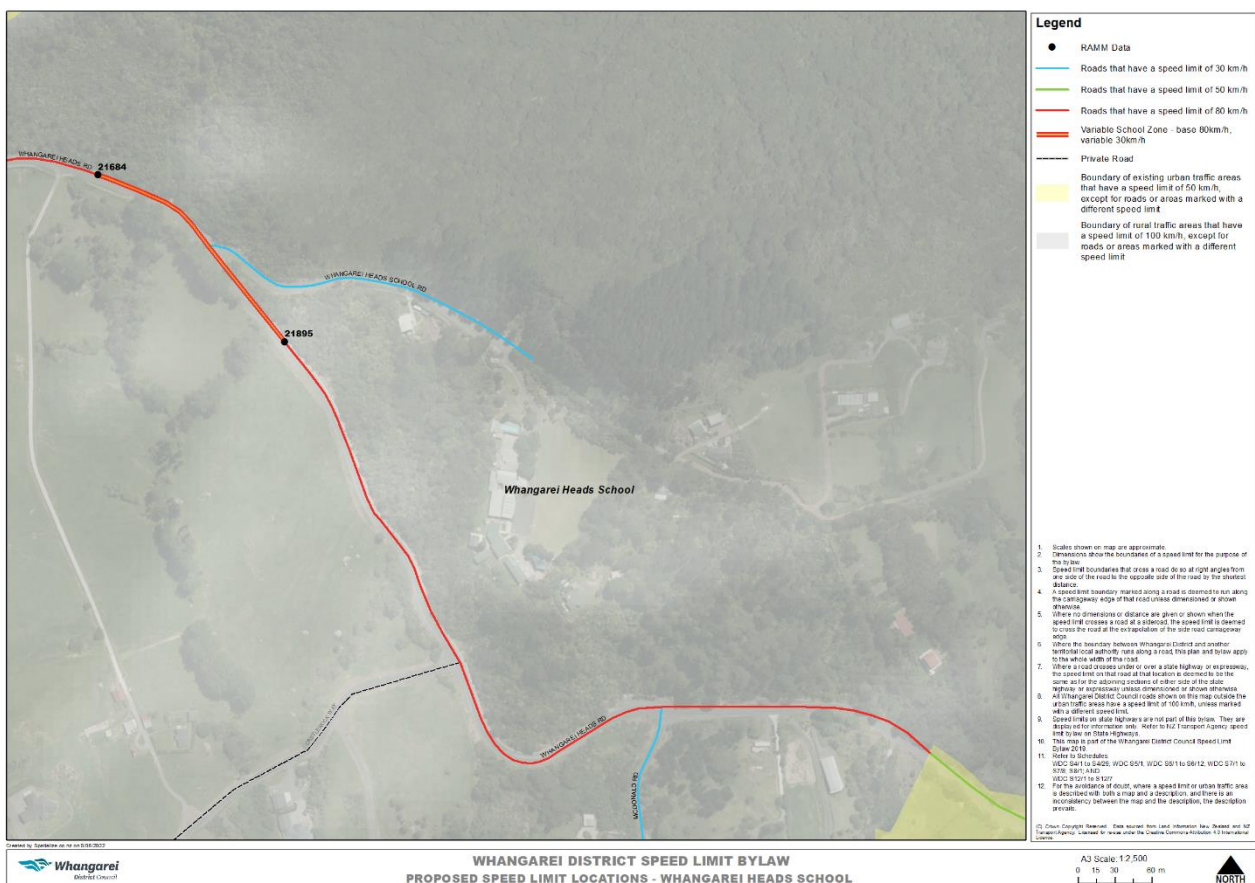
Whangarei Heads School is located at the end of on Whangarei Heads School Road. The road is a narrow low speed road. In addition to the school and a play centre, the road provides access to a few residential dwellings that are located on a private extension of the road.

Students accessing the school also walk on the footpath along Whangarei Heads Road to access the school. This footpath has a section near Whangarei Heads School Road that is below the elevation of the road carriageway. Pedestrians can appear with little warning to cross the road.

We are proposing different solutions for each road:

On Whangarei Heads School Road, we are proposing a permanent 30kph speed limit. This speed limit would apply to the whole road to the end of current Council maintenance. The school is located at the end of the road that is maintained by Council. Given The very low traffic numbers and the 'no exit', a variable speed limit is not considered appropriate. It should also be noted that a permanent speed limit of either 40kph or 60kph would be proposed if there were no school.

On Whangarei Heads Road, we are proposing a Variable 30kph speed limit. The extent of this 30kph variable speed limit will match the current sign posted school zone and will be operational before and after school when students are arriving or leaving school.



7 Reasons for Change

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

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

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

In addition to the overall reasons set out above, the following roads within the Review Area have also been identified as priority High Benefit (top 10%) roads where better speed management will have a significant impact on lowering serious injury and fatal crashes:

- Whangarei Heads Road (various locations)
- Whareora Road
- Owhiwai Road
- Nook Road
- Tahere Road
- Dickson Road
- Ngunguru Ford Road
- Kauri Mountain Road
- Campbell Road

In addition to the overall reasons for change set out above, this Technical Report also provides a summary of options considered (Section 6), along with all of the other factors considered when proposing new speed limits.

7.1 Unsealed roads generally

Unsealed roads are unsuitable for driving at higher speeds as the condition of the road can change overnight in response to weather conditions or other factors. Unsealed roads provide limited and variable traction and do not have any lane markings to guide the driver.

In most instances, the current speed driven on an unsealed road varies between 50kph (or lower depending on conditions) to about 70kph if the road is freshly swept. Although a speed of higher than 60kph can be attained on some unsealed roads, maintaining such a speed can be dangerous for both the driver and other road users. A 60kph maximum speed limit is therefore considered appropriate.

7.2 Sealed roads generally

Our sealed roads are generally narrow and often have many curves. Although on some roads, 100kph is attainable, the actual operating speed (speed that most drivers go) is much lower than 100kph.

Our local sealed roads have few safety features designed into them. The probability and consequences of a crash are much higher than for roads where safety features such as wide shoulders, improved alignment or safety barriers have been designed into the road. A speed limit lower than 100kph is therefore appropriate.

7.3 Roads in coastal and harbourside communities

Our coastal and harbourside communities are small and often dominated by holiday homes and beach activities. A slower speed limit in these areas reflect the mixed use of the road, particularly pedestrians that are accessing beach areas or, in some cases, services.

A slower speed limit improves the safety for all road users and improves the overall liveability of the community.

7.4 Reason for change road by road and options considered

The following tables provide an outline of each road, the options considered and the principal reasons for the option recommended. In some cases, the road environment, coupled with the function and use of the road, crash history and other factors result in only one appropriate option. In these cases, multiple options are not provided.

Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Abbey Caves Road from Whareora Rd to Forest Ridge Rd No1 (Private Road)	100	80	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Consistent with other similar two lane undivided sealed roads. Although classified as tortuous, this road is on the winding end of the spectrum with many straights.
Abbey Caves Road from Forest Ridge Rd No1 (Private Road) to 80m South of Abbey Caves entrance.	100	80	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This section of Abbey Caves Road is a recreation area with increased pedestrian activity and carparking to access recreational facilities, including Abbey Caves.
Abbey Caves Road from to Old Parua Bay Rd.	100	80	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: This section of Abbey Caves Road is tortuous and has a narrow carriageway. This road is on the winding end of the spectrum with many straights. The road is not considered a through road.
Adams Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads.
Addison Road	100	60	60	Option 1: 60 kph Preferred Option: 60kph Reason: Addison Road is an unsealed "no exit" road. 60kph is consistent with other unsealed roads.
Attwood Street	50	60	40	Option 1: 60kph Option 2: Retain existing 50kph Option 3: 40kph Option 4: 30kph Preferred Option: 40kph Reason: Consistent with other urban streets in smaller coastal and harbour communities.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Aubrey Road	100	60	30	Option 1: 40kph Option 2: 30kph Option 3: Retain existing 50kph Preferred Option: 30kph Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. A 30kph speed limit is appropriate.
Aubrey Road/Kaye Road Patau North	50	40	40	Option 1: 40kph Option 2: 30kph Option 3: Retain existing 50kph Preferred Option: 30kph Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. A 30kph speed limit is appropriate.
Basil Road	100		60	Option 1: 60kph Option 2: 40kph. Preferred Option: 60kph Reason: The road is narrow, but a straight unsealed road providing access to a limited number of residential dwellings and is a "no exit" road. Both personal and collective risk are unknown, due to a lack of information on this road.
Bay View Place	50	40	40	Option 1: 40kph Option 2: Nil Preferred Option: 40kph Reason: This is a very short, no exit road providing access to residential dwellings.
Bay View Road from WHG Heads Rd to Bay View Place	50	50	40	Option 1: 50kph from Whangarei Heads to Bay view Place, then 40kph. Option 2: 40kph from Whangarei Heads Road to end Preferred Option: 2 Reason: This road is very short and provides access for residential dwellings. The slower speed will result in minimal additional journey time. 40kph provides a safer walking environment for local residents. Option 2 avoids unnecessary changes in speed limit along road.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Bay View Road from Bay View Place to end	50	40	40	Option 1: 40kph Option 2: Nil Preferred Option: 40kph Reason: The road has no exit road and provides access to residential dwellings, the road is very short.
Beach Road (WHG Heads)	50	40	30	Option 1: Retain existing 50kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: Beach Road links to the end of Reotahi Road and provides access along the beachfront. There is a clear change in the road environment when transitioning from Reotahi Road to Beach Road. Beach road is very narrow and there is no shoulder between the carriageway and the beach in places. There is a small boat ramp part way along the road. The limited parking results in vehicles with trailers informally parking on the roadside, further limiting the carriageway. Beach Road also forms part of the Te Araroa Trail. A slower speed limit is appropriate to provide a safer environment for pedestrians and boats being launched and retrieved. Travel speeds are expected to be significantly lower than 50kph.
Beasley Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar rural unsealed roads and provides a consistent approach to the change in road environment from sealed (Patau south Road) to unsealed.
Blue Horizon Road	100	60	60	Option 1: 60kp Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar rural unsealed roads.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Campbell Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar rural unsealed roads. Although tortuous in places, this does not provide sufficient justification for a lower speed limit across the entire road in of itself.
Christie Close (Patau North)	50		30	Option 1: 40kph Option 2: 30kph Option 3: Retain existing 50kph Preferred Option: 30kph Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. A 30kph speed limit is appropriate.
Clapham Road	100	80	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: Clapham Road is subject to ongoing rural residential development and new consents for development. The road provides access for residential properties and no through access. A 60kph speed limit is therefore considered appropriate.
Cornfoot Avenue	50	40	40	Option 1: 40kph Option 2: Retain existing 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other coastal / harbourside communities. This road is in a coastal residential area that provides access to the beach area and boat ramp. 40kph provides safe environment for pedestrians that are expected in this environment.
Craig Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads. The road is short, with no exit and has few access points. A 40kph speed limit would not provide any additional road safety benefit.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Crisp Road	70	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Crisp Road is a very short no exit road. The preferred proposed speed limit on Crisp Road is consistent with the proposed speed limit on Te Ronga Road.
Darch Point Road	50	40	40	Option 1: 40kph Option 2: Retain existing 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other coastal / harbourside communities. 40kph provides a safer environment for entering and exiting accessways with limited visibility and a safer environment for pedestrians. The road is narrow and winding with travel speeds expected to be significantly lower than 50kph. 40kph speed limit is consistent with proposed 40kph speed limits on access roads leading from Reotahi Road.
Davidson Avenue from Scott Rd to 11 Davidson Ave	50	60	40	Option 1: 60kph Option 2: Retain existing 50kph Option 3: 40kph Preferred Option: 40kph Reason: 40kph is consistent with Scott Road that provides access to Davidson Avenue. 40kph is consistent with other similar roads in smaller harbourside and rural communities that have an urban feel to them.
Davidson Avenue from 11 Davidson Ave to Manganese Point Rd	50	60	60	Option 1: 60kph Option 2: Retain existing 50kph Option 3: 40kph Preferred Option: 60kph Reason: Davidson Avenue transitions from an urban environment to a urban fringe environment at 11 Davidson Ave. The lower density of residential dwellings, many of which do not gain direct access from the road carriageway supports a 60kph speed limit.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Dickson Road	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This road provides access to a Quarry, therefore high number of Heavy Vehicles. Although the road is sealed; it is short and has no exit. The road has a low free flow speed, but a medium personal and collective risk indicating that a lower speed may be appropriate. A 60kph speed limit will not impact significantly on travel times.
Edward Road	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Road is very narrow and is effectively a residential driveway. 40kph provides improved safety for pedestrians.
Franklin Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: There is a short, sealed, tortuous section at the beginning of this road from Owhiwa Road to Kohinui Road. franklin road then becomes unsealed but is straight to curved. 60kph is consistent with proposed speed limits on other similar unsealed roads and it is appropriate to have a consistent 60kph speed limit along hte length of the road.
Giovanni Drive	50	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Giovanni Drive is a short access road, providing access to a rural residential subdivision. The road is single lane with a narrow carriageway. The rural residential subdivision purpose of the road results in a slower speed limit being desirable.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Glengarry Lane	50	60	40	Option 1: 60 Option 2: Retain 50kph Option 3: 40kph Preferred Option: 40kph Reason: Short, no exit road, providing access to a growing coastal / harbourside residential subdivision and harbour beach area. Provides safer environment for pedestrians. Road provides access to residential subdivision.
Grahamtown Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads. A lower 40kph speed limit is not expected to provide significant road safety benefits given low personal and collective risk.
Hall Road	50	40	40	Option 1: 40kph Option 2: Retain 50kph Option 3: 30kph Preferred Option: 40kph with option for 30kph noted. Reason: Pre-notification community feedback indicated a strong desire for slower speeds and slow speed treatments. Consistent with proposed speed limits in small coastal / harbourside communities. Given early community feedback, a 30kph speed limit can also be noted as an option. NOTE: Patau North candidate for Urban Traffic Area (or equivalent under new Rule) 40kph or 30kph to take account of new subdivisions.
Harambee Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads. This road forms part of the Te Araroa Trail and provides access to Kauri Mountain Track and has a limited shoulder area and no formed pedestrian facilities.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Harris Road from Ngunguru Road to Dickson Road	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Consistent speed limit for the length of road and is consistent with proposed speed limits on similar roads. Road is winding but this is insufficient to consider a significantly lower speed as personal risk and collective Risk are low.
Harris Road from Dickson Road to Whareora Road	100	80	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: Consistent speed limit for the length of road and is consistent with proposed speed limits on similar roads. The road is straight with a medium personal and collective risk. However, a 60kph speed limit is not self-explaining and compliance with a lower 60kph speed limit is expected to be low.
Hutchinson Road	100	80	40	Option 1: 80kph Option 2: 60kph Option 3: 40kph Preferred Option: 40kph Reason: Hutchinson Road is a very narrow, unsealed road providing access to several dwellings. There is little or no shoulder and few opportunities for opposing vehicles to safely pass each other.
Kauri Mountain Road	100	60	60	Option 1: 60kph for full length of road Option 2: 60kph for most of the road with a 40kph section through the very narrow tortuous section (from 180 Kauri Mountain Rd to the Kauri Mountain Track carpark) Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads. Part of this road forms a component of the Te Araroa Trail but has a low traffic count. Introducing a 40kph area in the centre of the road will create multiple speed limits along the road. Feedback from previous speed limit reviews indicate that unnecessary speed limit changes along the same road is not desirable, unless there is a clear change in the road environment. The introduction of a lower 40kph speed limit along part of this road is unlikely to lead to a road safety improvement given the low collective and personal risk on the road.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Kaye Road	50	40	30	Option 1: 40kph Option 2: 30kph Option 3: Retain existing 50kph Preferred Option: 30kph Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. A 30kph speed limit is appropriate.
Kerr Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar roads. This road is a well-formed no-exit, unsealed road with good visibility.
Kiteone Road from Whangarei Heads Rd to 110m south of Whangarei Heads Rd	50	40	30	Option 1: 30kph permanent School Zone Option 2: 40kph Option 3: Retain 50kph Preferred Option: 30kph Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate.
Kiteone Road from 110m south of Whangarei Heads Rd to end.	50	40	40	Option 1: 40kph Option 2: 60kph Option 3: Retain 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits on other similar roads in smaller coastal and harbourside communities. Additional development is expected along this road.
Kohinui Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar roads. This road is a well-formed unsealed road

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Konini Street from Old Parua Bay Rd to 22 Konini St	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: This section of Konini Street is medium density rural residential. 60kph is appropriate.
Konini Street from 22 Konini Street to Mackelsey Rd	50	50	40	Option 1: Retain 50kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other similar urban communities.
Lamb Road from Whangarei Heads Road for a distance of 100m	100		30	Option 1: 30kph permanent School Zone Option 2: 40kph Option 3: Retain 50kph Preferred Option: 30kph Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate
Lamb Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar roads. This road is a well-formed no-exit, unsealed road and limited traffic counts. This road provides access to a quarry.
Lion View Road	50	60	30	Option 1: 60kph Option 2: Retain existing 50kph Option 3: 40kph Option 4: 30kph Preferred Option: 30kph Reason: Access is gained off Urqharts Bay Road, which has a proposed 30kph speed limit. Lion view road is a very short "no exit" road.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Mackesy Road	50		40	Option 1: Retain existing 50kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other urban communities.
Mahanga Road	50	50	30	Option 1: 40kph Option 2: 30kph Option 3: Retain existing 50kph Preferred Option: 30kph Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. A 30kph speed limit is appropriate.
Mangahui Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads. Although tortuous in many locations, this road is "no exit", remote rural with low collective and personal risk. A 40kph speed limit would not provide additional road safety benefits.
Manganese Point Road from Scott Rd to Davidson Ave	50	60	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: 40kph is consistent with Scott Road that provides access to Davidson Avenue. 40kph is consistent with other similar roads in smaller harbourside and rural communities that have an urban feel to them.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Manganese Point Road from Davidson Ave to end	50	60	60	Option 1: 60kph Option 2: 50kph Option 3: 80kph Preferred Option: 60kph Reason: 80kph is inappropriate as this road is a rural residential road and has a narrow carriageway. The road is a Secondary Collector Road that provides access for farm park style low density subdivision. A lower 50kph speed limit is not self-explaining.
Matuku Street	50	40	40	Option 1: 40kph Option 2: Retain existing 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. Matuku Street is a very short; narrow; no exit road. 40kph speed limit is consistent with the proposed speed limit on Darch Point Road.
May Grove Lane	50	60	40	Option 1: Retain existing 50kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. May Grove Lane is a residential access road that is short and has no exit. This road may be identified as part of an Urban Traffic Area with 40kph zone to take account of new subdivision.
McDonald Road	100	60	30	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: This is a very narrow single lane road, providing access for beachside residential dwellings. A 30kph speed limit is considered appropriate.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
McGregor Street	50	60	40	Option 1: Retain existing 50kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. McGregor Street is a residential access road that is short and has no exit. This road may be a candidate for raised crossings to support a slower speed limit.
McRae Road	100	60	40	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other unsealed roads. Note: McRae Road is a very short road that provides access to a single private property (road length approx.100m). Signage may not be required.
Memorial Drive	50	40	40	Option 1: Retain existing 50kph speed limit. Option 2: 40kph Preferred Option: 40kph Reason: Memorial Drive forms part of the urban area. 40kph is consistent with proposed speed limits in urban areas.
Mt Tiger Road from Whareora Rd to Wrack Rd.	100	60	80	Option 1: 60kph for length of road Option 2: 80kph for length of road Option 3: 80kph from Whareora Rd to Wrack Rd, with 60kph through tortuous section (Wrack Rd to Owhiwa Road). Preferred Option: 80kph from Whareora Rd to Wrack Rd, with 60kph through tortuous section (Wrack Rd to Owhiwa Road). Reason: Option 3 would lower the speed limit through a particularly tortuous section of the Road (bush section). The road environment changes at Wrack Rd and becomes a self-explaining 60kph. An 80kph speed limit from Whareora Rd to Wrack Rd is favoured as the road is more open. Mount Tiger Road is remote rural with a low traffic count with low and medium collective and personal risk.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Mt Tiger Road from Wrack Rd to Owhiwa Rd.	100	60	60	<p>Option 1: 60kph for length of road Option 2: 80kph for length of road Option 3: 80kph from Whareora Rd to Wrack Rd, with 60kph through tortuous section (Wrack Rd to Owhiwa Road). Preferred Option: 80kph from Whareora Rd to Wrack Rd, with 60kph through tortuous section (Wrack Rd to Owhiwa Road). Reason: Option 3 would lower the speed limit through a particularly tortuous section of the Road. The road environment changes at Wrack Rd and becomes a self-explaining 60kph. An 80kph speed limit from Whareora Rd to Wrack Rd is favoured as the road is more open. Mount Tiger Road is remote rural with a low traffic count with low and medium collective and personal risk.</p>
Muritai Road	50	40	40	<p>Option 1: 40kph Option 2: Retain existing 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. Muritai Road has footpaths, and the current subdivision is expected to develop further.</p>
Neptune Drive	50	40	40	<p>Option 1: 40kph Option 2: Retain existing 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. 40kph provides a safer environment for pedestrians. This street is a short no exit street. Travel speeds are expected to be significantly lower than 50kph.</p>
Nook Road from Whangarei Heads Rd to end of seal)	100	80	80	<p>Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: This road has a low personal and collective risk, which does not justify a 60kph speed limit. The road has a low rural residential density.</p>

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Nook Road unsealed section	100	60 dropping to 40	60	<p>Option 1: 60kph for all unsealed section.</p> <p>Option 2: 60kph on unsealed section to Tahunatapu Road then 40kph to end</p> <p>Preferred Option: 60kph for length of unsealed section</p> <p>Reason:</p> <p>Option 2 recognises the difference between a secondary collector road and an access road. However, it would create three speed limits along the same road, which is undesirable. There is no significant change in the road environment that provides a self-explaining change in speed limit. The low personal and collective risk suggests that a 40kph speed limit would not give rise to significant road safety benefits.</p>
Norfolk Avenue	50	50	40	<p>Option 1: Retain existing 50kph</p> <p>Option 2: 40kph</p> <p>Preferred Option: 40kph</p> <p>Reason:</p> <p>Consistent with proposed speed limits in other harbourside / Coastal communities. A 40kph speed limit is consistent with 40kph speed limits on access roads leading from Reotahi Road. A 40kph speed limit provides a safer environment for entering and exiting accessways with limited visibility and a safer environment for pedestrians. Norfolk Avenue is short with no exit. Travel speeds are expected to be significantly lower than 50kph.</p>
Ocean Beach Road from Whangarei Heads Rd to current 50kph / 100kph boundary.	50	60	50	<p>Option 1: 60kph</p> <p>Option 2: retain 50kph</p> <p>Option 3: Introduce a 40kph section leading to a 60kph section.</p> <p>Preferred Option: Retain 50kph</p> <p>Reason:</p> <p>This is a peri-urban road that is a main arterial route to the ocean beach area. The existing 50kph speed limit is considered appropriate.</p>
Ocean Beach Road from Basil Rd to Breakers Ln	100	80	80	<p>Option 1: 80kph</p> <p>Option 2: 60</p> <p>Preferred Option: 80kph</p> <p>Reason:</p> <p>Consistent with proposed speed limits on similar two lane undivided roads.</p>

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Ocean Beach Road from Breakers Lane to end	50	60	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph note the option for 30kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities, particularly where pedestrians are accessing the beach. The free flow speed of 34.89 suggests that a 40kph speed limit is appropriate, and that a lower 30kph speed limit, supported by additional physical works may also be an appropriate option.
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	50	40	40	Option 1: 40kph Option 2: Retain existing 50kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities, particularly as the road is very narrow with residential dwellings.
Ody Road from existing 50kph/100kph boundary to end.	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Old Parua Bay Road from Kohe St to Abbey Caves Rd	100	60	60	Option 1: 80kph Option 2: 60kph Option 3: Retain existing 50kph to current 50/100kph boundary and then into a 60kph speed limit to Abbey Caves Road. Preferred Option: Retain 50kph speed limit to current 50/100kph boundary and then 60kph from the 50/100kph boundary to Abbey Caves Road. Reason: Option 1 is consistent with other sealed roads, however, this road is very narrow and tortuous. 80kph would be unattainable and unsafe for a majority of the road length. Although the road is sealed, it is tortuous in alignment with a narrow lane width and limited visibility. Free flow speed is 36.8kph indicating that higher speeds are not appropriate. A 60kph speed limit aligns with existing advisory signs on this road, indicating the 60kph is appropriate.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Old Parua Bay Road from Abbey Caves Rd to Konini St	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Although classified as tortuous, this section of Old Para Bay Road is closer to Winding / Curved than tortuous. The overall road environment is similar to Abbey Caves Road, where an 80kph speed limit is proposed.
Old Parua Bay Road from Konini St to end.	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: This section of Old Parua Bay Road is unsealed and narrow with limited visibility and no exit. The short length and narrow nature indicate that 40kph is a more appropriate speed limit. This is supported by the free flow speed of 27.43kph.
Owhiwa Road	100	60	80	Option 1: 60kph for the length of the road Option 2: 60kph in tortuous sections and 80kph in other sections Option 3: 80kph for the length of the road Preferred Option: 80kph Reason: Although classed as tortuous, approximately 60-70% of the road is winding to curved with significant straights. 60kph in these areas may not achieve a high level of compliance. Multiple speed limits along the same road is undesirable and community feedback on other speed reviews has generally been negative toward changing speed limits on the same road. 80kph is consistent with the adjoining Mount Tiger Road.
Parahaki Parish Road	100	60	60	Option 1: 60kph Option 2: 40kph Option 3: Utilise proposed speed limit (Proposed 80kph) on adjoining Whareora Road. Preferred Option: 60kph Reason: This is a very short access road for an industrial yard with a low traffic count. However, the road environment is distinctly different from the section of Whareora Road that it adjoins. A 60kph speed limit is appropriate.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Parkes Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: Reason: Consistent with proposed speed limits on other similar unsealed roads with low collective and personal risk ratings.
Parua Cemetery Road	100	60		Option 1: 60kph Option 2: Utilise proposed speed limit on adjoining Whangarei Heads Road. Preferred Option: Reason: This is a very short, no exit access road. Although a 60kph or 40kph speed limit may be appropriate, it would do little to improve road safety given the exceptionally low traffic count. Utilising the same speed limit as the adjoining section of Whangarei Heads Road will maintain consistency of speed limits, without increasing personal or collective risk.
Pataua North Road from Whareora Road to Smiths Road	100	60	80	Option 1: 60 kph for length of Road Option 2: 80kph from Whareora Road to Smiths Road then 60kph Option 3: 80kph for the length of the road. Preferred Option: 80kph from Whareora Road to Smiths Road then 60kph for the remainder of the road. Reason: The length of road from Whareora Road to Smiths Road is generally more open and consistent with other 80kph roads. The alignment changes significantly near the intersection with Smiths Road to a more tortuous alignment with little visibility. This change in road environment is significant and sustained, which makes the two proposed speed limits more self-explaining. A lower 60kph speed limit on the section of road from Whareora Road to Smiths Road is not sufficiently self-explaining to achieve a high level of compliance.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Pataua North Road from Smiths Road to end	100	60	60	<p>Option 1: 60 kph for length of Road Option 2: 80kph from Whareora Road to Smiths Road then 60kph Option 3: 80kph for the length of the road. Preferred Option: 80kph from Whareora Road to Smiths Road then 60kph for the remainder of the road. Reason: The length of road from Whareora Road to Smiths Road is generally more open and consistent with other 80kph roads. The alignment changes significantly near the intersection with Smiths Road to a more tortuous alignment with little visibility. This change in road environment is significant and sustained, which makes the two proposed speed limits more self-explaining. A lower 60kph speed limit on the section of road from Whareora Road to Smiths Road is not sufficiently self-explaining to achieve a high level of compliance.</p>
Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road.	100	60	80	<p>Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: This road is a winding sealed road that is consistent with pother similar roads with an 80kph speed limit. A 60kph speed limit is unlikely to achieve high levels of compliance and may encourage unsafe overtaking.</p>
Pataua South Road from 80m south of Mahanga Road to end	50	40	30	<p>Option 1: 40kph Option 2: 30kph Option 3: Retain existing 50kph Preferred Option: 30kph Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. A 30kph speed limit is appropriate.</p>
Pataua Street	50	50	30	<p>Option 1: 40kph Option 2: 30kph Option 3: Retain existing 50kph Preferred Option: 30kph Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. A 30kph speed limit is appropriate.</p>

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Pepi Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads. Although very narrow, where a 40kph speed limit could be justified, the very low traffic count, short length and low personal and collective risk rating indicates that a lower than 60kph speed limit would give rise to no additional road safety benefits.
Rangiuru Drive	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph without specific signage from Kerr Road. Reason: Rangiuru Drive is a very narrow unsealed road that provides access to a limited number of properties. Although a 40kph speed limit could be justified, it is considered that a different (lower) speed limit than the adjoining Kerr Road would not lead to any road safety benefit.
Ranui Road	50	60	40	Option 1: 60 Option 2: Retain existing 50kph speed limit Option 3: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. The road is a short, no exit road providing residential access.
Reotahi Road from Whangarei Heads Road to Norfolk Avenue	50	50	40	Option 1: Retain existing 50kph Option 2: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. Reotahi Road is a winding Secondary Collector Road, providing access to the Harbour and residential dwellings in Reotahi. There is a formed footpath along part of the road. However, shoulders are generally narrow and unformed. There is limited visibility of accessways onto the carriageway. A 40kph speed limit provides a safer environment for entering and exiting accessways with limited visibility and safer environment for pedestrians. Road is narrow and winding with travel speeds expected to be significantly lower than 50kph. A 40kph speed limit is consistent with 40kph Proposed speed limits on access roads leading off Reotahi Road.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Reotahi Road from Norfolk Avenue to end	50	40	40	Option 1: 40kph Option 2: Retain existing 50kph Preferred Option: Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. Reotahi Road is a winding road, providing access to the Harbour and residential dwellings in Reotahi. There is a formed footpath along part of the road. However, shoulders are generally narrow and unformed. There is limited visibility of accessways onto the carriageway. A 40kph speed limit provides a safer environment for entering and exiting accessways with limited visibility and safer environment for pedestrians. Road is narrow and winding with travel speeds expected to be significantly lower than 50kph. A 40kph speed limit is consistent with 40kph Proposed speed limits on access roads leading off Reotahi Road.
Ritchie Road from Whangarei Heads Rd for a distance of 50m.	50	50	30	Option 1: 30kph permanent School Zone Option 2: 40kph Option 3: Retain 50kph Preferred Option: 30kph Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate.
Ritchie Road from 50m west of Whangarei Heads Rd to end.	50	50	40	Option 1: Retain 50kph speed limit Option 2: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities.
Robinson Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads. Robinson Road provides limited rural access and a 40kph speed limit is consistent with the proposed speed limit on Ody Road. Repeater signage may not be required.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Ross Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Rukuwai Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads. Rukuwai Road is very short, no exit and provides access to a limited number of properties.
Sapphire Place	50	40	40	Option 1: 40kph Option 2: Retain existing 50kph speed limit Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities.
Scott Road	50	60	40	Option 1: 60kph Option 2: 40kph Option 3: Retain existing 50kph speed limit Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside / Coastal communities. Scott Road is a narrow road leading to a harbourside beach area and boat launching providing access to coastal / harbour residential area with a narrow pedestrian footpath on one side of the road.
Smith Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Stuart Road from Whangarei Heads Road to end.	50	50	30	Option 1: Retain 50kph Option 2: 40 kph Option 3: 30kph Preferred Option: 30kph Reason: This is a very narrow, short no-exit road dominated by a beach reserve that is contiguous with the carriageway and an informal parking area. A much slower speed reflecting a greater degree of shared space is appropriate.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Tahere Road	100	60	60	Option 1: 60kph Option 2: Nil Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Tahunatapu Road	100	60	60	Option 1: 60kph Option 2: 40kph Preferred Option: 60kph Reason: A 40kph speed limit would recognise the difference between a secondary collector road and an access road (Nook Road). However, there is no significant change in the road environment that provides a self-explaining change in speed limit from Nook Road to Tahunatapu Rd. The low collective and personal risk suggest that a 40kph speed limit would not give rise to significant road safety benefits.
Taiharuru Road from Patau South Rd to current 100/50kph boundary	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on other similar sealed roads. Although classed as "tortuous" this road is strongly on the winding end of the scale with a low collective risk, but medium high personal risk. Given the geometry of the road and the surrounding road environment, a slower speed of 60kph is unlikely to have a high degree of compliance.
Taiharuru Road current 50kph zone	50	60	40	Option 1: 60kph Option 2: Retain 50kph Option 3: 40kph: Preferred Option: 40kph Reason: This small community provides access to a beach and small boat launching. A number of houses have open informal access onto the main carriageway and there is no pedestrian facilities and poor visibility. A 60kph speed limit is not preferred as it increases a speed limit that currently recognises the small residential community in this location. The existing 50kph speed limit is a valid option, however, a 40kph speed limit is consistent with proposed speed limits in small coastal residential communities. A 40kph speed limit is a significant drop from the proposed 80kph on entering the community, however, the existing speed limits has a 50kph drop from the open road to the village area. A 40kph will require gateway roundel road markings.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Taiharuru Road from 50/100kph boundary to end of seal	100	60	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on other similar sealed roads. There is little difference in the road environment from the previous proposed 80kph speed zone. A 60kph speed limit would create too many speed limits along the same road without significant changes to the road environment.
Taiharuru Road from end of seal to end	100	60	30	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: This is a short, unsealed section of road serving a small number of residential dwellings. The road leads into an area where residential dwellings informally interact with the carriageway.
Taihoa Road	100	60	40	Option 1: 60kph Option 2: 50kph Option 3: 40kph Preferred Option: 40kph Reason: This road is a very narrow unsealed road providing access to a limited number of properties. There is a significant change in road environment from Kiteone Rd (sealed) to a very narrow and unsealed road. The same speed limit as Kiteone Street is therefore not a viable option.
Taraunui Road from Whangarei Heads Rd to Ross Rd	100	80	80	Option 1: 60kph for full length of Road Option 2: 80kph on sealed section, 60kph on unsealed section. Preferred Option: 80kph on sealed section, 60kph on unsealed section. Reason: The sealed section of this road is classed as tortuous. Low personal and collective risk indicates that a lower 60kph speed limit will not give rise to significant road safety benefits. Unsealed section is similar to Ross Road, so a 60kph speed limit appropriate. Signage for 60kph can be located prior to the Ross Road intersection.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Taraunui Road from Ross Rd to end	100	60	60	Option 1: 60kph for full length of Road Option 2: 80kph on sealed section, 60kph on unsealed section. Preferred Option: 80kph on sealed section, 60kph on unsealed section. Reason: The sealed section of this road is classed as tortuous. Low personal and collective risk indicates that a lower 60kph speed limit will not give rise to significant road safety benefits. Unsealed section is similar to Ross Road, so a 60kph speed limit appropriate. Signage for 60kph can be located prior to the Ross Road intersection.
Taurikura Street	50	40	40	Option 1: 40kph Option 2: Retain 50kph Preferred Option: 40 kph Reason: Consistent with proposed speed limits in small coastal / Harbourside residential communities.
Tawhai Place	50	30	40	Option 1: 40kph Option 2: Retain 50kph Preferred Option: 40 kph Reason: Consistent with proposed speed limits in urban residential areas.
Te Rongo Road	100	80	80	Option 1: 80kph for full length of road Option 2: 60kph for full length of Road Option 3: 60kph for tortuous section, and 80kph for remainder of road Preferred Option: 80kph for full length of road Reason: A 60kph speed limit along the full length of the road is not favoured as the majority of the road is consistent with other proposed 80kph sealed roads. Compliance with 60kph along a majority of the road would be low. Including a 60kph speed limit on the tortuous section of the road provides a safe and appropriate speed limit for first section of road, and to an extent, is a self-explaining speed limit for all parts of the road. However, this option creates multiple speed limits over a short distance which is undesirable and inconsistent with community feedback. An 80kph speed limit for the length of the road provides better consistency. The higher speed limit in the tortuous section is acceptable as personal and collective risk is low.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Te Whangai Head Road	50	40	30	Option 1: 40kph Option 2: 30kph Option 3: Retain existing 50kph Preferred Option: 30kph Reason: Pre-notification community feedback indicated a strong desire for slower speeds. There is also community support for slow speed treatments. Patau is highly pedestrianised and has no through roads. A 30kph speed limit is appropriate.
Telfer Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads. The low personal and collective risk, coupled with very low traffic count indicates that a speed limit lower than 60kph would not give rise to significant safety benefits.
The Heights	50	40	40	Option 1: 40kph Option 2: Retain existing 50kph speed limit Preferred Option: 40kph Reason: Consistent with proposed speed limits in other harbourside communities. 40kph provides a safer environment for entering and exiting accessways with limited visibility and safer environment for pedestrians. The Heights is narrow and winding with travel speeds expected to be lower than 50kph. A 40kph speed limit is consistent with 40kph speed limits on access roads leading off Reotahi Road.
Timperley Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on other similar unsealed roads.
Tropicana Drive	50	60	40	Option 1: Retain existing 50kph speed limit Option 2: 40kph Preferred Option: 40kph Reason: Consistent with proposed speed limits in other coastal / harbourside communities. Tropicana Drive is a short residential access road with no exit. There is potential for increased subdivision in this area and as such, an Urban Traffic Area with a 40kph zone that provides for expanded subdivision should also be considered.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Urquhart Bay Road	50	60	30	Option 1: 60kph Option 2: Retain existing 50kph Option 3: 40kph Option 4: 30kph Preferred Option: 30kph Reason: Urquhart Bay Road is very narrow and provides direct access onto harbour beach. All residential dwellings on this road must cross the road to access the beach, increasing the informal pedestrian use of the road. There is an existing speed bump with 30kph advisory sign and multiple informal community led signs seeking vehicles to slow down. This road forms part of the Te Araroa Trail. Additional road marking, signage (including "shared space signage) and raised tables may be required to reinforce a 30kph speed limit.
Waikaraka Beach Road	50	60	30	Option 1: 60kph Option 2: Retain existing 50kph speed limit Option 3: 40kph Option 4: 30kph Preferred Option: 30kph Reason: Waikaraka Beach Road is a very narrow, short road with a beach reserve on one side, making the road close to an informal shared space. An increase of speed limit to 60kph is inappropriate. Retaining 50kph speed limit does not reflect the near shared space nature of the road. Additional road marking, signage (including "shared space signage) and raised tables may be required to reinforce a 30kph speed limit.
Waikaraka Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads.
Waioneone Road	50	50	40	Option 1: Retain existing 50kph speed limit Option 2: 40kph Preferred Option: 40kph Reason: Consistent with Konini Street and Mackesy Road where access is gained.
Waiparera Road	100	60	60	Option 1: 60kph Preferred Option: 60kph Reason: Consistent with proposed speed limits on similar unsealed roads.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Waitotara Lane	100	60	40	Option 1: Same speed limit as Whangarei Heads Road but no signage Option 2: 40kph Preferred Option: 40kph Reason: Waitotara Lane is approximately 100m long and provides low speed access to several residential dwellings. Whilst a 40kph speed limit is supported, it is considered that the very short (100m) length of road, along with low personal and collective risk ratings it may not justify a separate speed limit and signage.
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka	100	80	80	Option 1: 80kph Option 2: 60kph Preferred Option: 80kph Reason: The safe and appropriate speed is identified as 80kph, with a free flow speed of 76kph. A 60kph speed limit is not expected to achieve significant compliance. This would have a consequential impact on lowering the speed limit at Waikaraka. 80kph considered appropriate.
Whangarei Heads Rd from 100kph / 70 kph boundary at Waikaraka (city end) to 70/100 kph boundary (heads end)	70	60	50	Option 1: Retain existing 70kph Option 2: 60kph Option 3: 50kph Preferred Option: 50kph Reason: The Waikaraka community has expanded over time with an increased number of residential dwellings gaining direct access to the carriageway. There are pedestrian facilities along sections of the carriageway. A 50kph speed limit is therefore considered appropriate.
Whangarei Heads Rd from 70 / 100 kph boundary at Waikaraka (Heads end)) to current 100kph / 50kph boundary at Tamaterau.	100	60	60	Option 1: 80kph Option 2: 60kph Preferred Option: 60kph Reason: This section of Whangarei Heads Road has little or no shoulder areas with steep embankments and drop-offs on either side of the road. There is also parking areas and beach areas where there is expected to be vehicles parked and pedestrians. Curve advisories are 55kph. A 60kph speed limit recognises that the road is within a peri-urban area.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Whangarei Heads Road from current 100kph / 50kph boundary at Tamaterau to Scott Rd.	50 then 100	50	50	Option 1: 60kph Option 2: 50kph Preferred Option: 50kph Reason: This section of Whangarei Heads Road is currently 50kph. The speed limit recognises that, whilst it is not an urban area, there are increased residential access onto the carriageway, along with parking, picnic and beach access alongside the carriageway. Extending the existing 50kph zone to encompass the intersection with Scott Road recognises that there are several residential accessways with limited visibility. The intersection with Scott Road is also on the brow of a hill with very limited visibility. Maintaining a slower speed limit to encompass this intersection will have significant safety benefits for vehicles turning into and out of the residential area of Manganese Point.
Whangarei Heads Rd from Scott Rd to current 100kph / 70kph Solomons Pt / Parua Bay Boundary	100	80	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Whangarei Heads Road in this area is a Rural Connector Road and provides an arterial route between Whangarei City and harbour communities. 80kph is consistent with similar sealed roads.
Whangarei Heads Road from current 100kph / 70kph Solomons Point / Parua Bay boundary to 110m before Parua Bay Tavern,	70	60	60	Option 1: 70kph Option 2: 60kph Preferred Option: 60kph Reason: This section of Whangarei Heads Road is a peri-urban road and encompasses medium density residential dwellings, parks and reserves. Vehicles towing boats access boat ramps by slowing and crossing the carriageway. The current operating speed is 61kph. Personal Risk is high. A slower speed limit is therefore considered appropriate.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Whangarei Heads Road from 110m before Parua Bay Tavern to 50m on the Heads side of Crisp Road.	70	60	30	Option 1: 60kph Option 2: 40kph Option 3: 30kph Preferred Option: 30kph Reason: This short section of Whangarei Heads Road encompasses the Parua Bay Tavern, which is an historic venue. There is limited parking immediately outside of the tavern. Most parking is located on the opposite side of the carriageway, requiring pedestrians to cross the road. There is limited visibility on the approach to the tavern, making it extremely dangerous for pedestrians crossing the road. This is reflected in the high personal risk on this section of Whangarei Heads Road. The preferred option of 30kph will require additional physical works to achieve compliance. Physical works are expected to include additional signage (electronic) and a raised table pedestrian crossing. Additional physical works may include lighting.
Whangarei Heads Road from 50m on the Heads side of Crisp Rd to 220m past Wharf Rd (Heads side)	70 then 100	60	60	Option 1: 70kph Option 2: 60kph Preferred Option: 60kph (extended to 220m past Wharf Road) Reason: The current operating speed is 61kph. Personal Risk is high. A slower speed limit is therefore considered appropriate.
Whangarei Heads Road from 220m past Wharf Rd (Heads side) to current 100kph / 50kph boundary at Parua Bay	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on similar sealed roads.
Whangarei Heads Road from current 100kph / 50 kph boundary to 65m before Richie Rd	50	40	50	Option 1: 50kph Option 2: 40kph Preferred Option: 50kph Reason: This section of Whangarei Heads Road incorporates the urban fringe area with a lower density of residential dwellings with direct access to the carriageway. A 50kph speed limit on entry to Parua Bay township, coupled with additional physical works is expected to support better compliance with the proposed school zone.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Whangarei Heads Road from 65m before Richie Road to 40m past Kiteone Rd (Heads side).	50	40	30	Option 1: 30kph permanent School Zone Option 2: 40kph Option 3: Retain 50kph Preferred Option: 30kph Reason: Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Parua Bay School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. School bus pick up and drop off occurs at Mount Mania Bowling club, with students walking to the school.
Whangarei Heads Road from 40m past Kiteone Rd to 180m past Kiteone Rd.	50	40	50	Option 1: 50kph Option 2: 40kph Preferred Option: 50kph Reason: This section of Whangarei Heads Road incorporates the urban fringe area with a lower density of residential dwellings with direct access to the carriageway. A 50kph speed limit on entry to Parua Bay township, coupled with additional physical works is expected to support better compliance with the proposed school zone.
Whangarei Heads Road from current 50kph/100kph boundary at Parua Bay township to current 100kph/50kph boundary at McLeod Bay	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on similar sealed roads
Whangarei Heads Road – from 100kph / 50kph boundary at McLeod Bay to current 50kph/100kph boundary	50	40	50	Option 1: Retain existing 50kph Option 2: 40kph Preferred Option: 50kph Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 53kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit.
Whangarei Heads Road from McLeod Bay current 50kph/100kph boundary to current 100kph / 50kph boundary at Taurikura.	100	80	80	Option 1: 80kph Preferred Option: 80kph Reason: Consistent with proposed speed limits on similar sealed roads.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Whangarei Heads Road from 110m before Whangarei Heads School Rd to 100m on Heads side of School Rd.	100	80	Variable 30 Base 80	Option 1: Permanent 30kph Option 2: Variable 30kph Preferred Option: Variable 30kph Reason: Students accessing Whangarei Heads School walk on the footpath along Whangarei Heads Road to access the school. This footpath has a section near Whangarei Heads School Road that is below the elevation of the road carriageway. Pedestrians can appear with little warning to cross the road. The Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Whangarei Heads School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate. In the case of Whangarei Heads Road, it has been determined that a permanent 30kph zone is not appropriate.
Whangarei Heads Road from current 100kph/50kph boundary at Taurikura to 2312 Whangarei Heads Rd.	50	40	50	Option 1: 50kph Option 2: 40kph Preferred Option: 50kph Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit.
Whangarei Heads Road from 2312 Whangarei Heads Rd to 110m past tennis courts (Heads side).	50	40	30	Option 1: 30kph Option 2: 40kph Preferred Option: 30kph Reason: This section of
Whangarei Heads Rd from 110m past tennis courts to 2400 Whangarei Heads Rd.	50	40	50	Option 1: 50kph Option 2: 40kph Preferred Option: 50kph Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 47kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Whangarei Heads Road from 2400 Whangarei Heads Rd (Taurikura) to 70m before intersection with Urquharts Bay Road	100		60	Option 1: 80kph Option 2: 60kph Option 2: 50kph Preferred Option: Reason: This section of road has a very low density of residential dwellings. However, it connects two coastal communities. The road is tortuous with very narrow shoulder areas. A speed limit lower than 80kph is therefore appropriate. A 50kph speed limit would not be self-explaining, given the lack of residential dwellings and pedestrian facilities. 60kph is therefore considered appropriate.
Whangarei Heads Road from 70m before intersection with Urquharts Bay Road to Ocean Beach Road.	50	40	50	Option 1: 50kph Option 2: 40kph Preferred Option: 50kph Reason: This section of Whangarei Heads Road is an urban connector road with an operating speed of 42kph. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit.
Whangarei Heads School Road	100	60	30	Option 1: 30kph permanent School Zone Option 2: 40kph Option 3: Retain 50kph Preferred Option: 30kph Reason: Whangarei Heads School Road is a short road that provides access to the Whangarei Heads School located at the end of the public road. Visibility on the road is limited. Students walk the length of this road to access the school. The free flow speed on this road is less than 40kph. Setting of Speed Limits Rule 2022 and Guidance requires a 30kph school speed zone to be set for Whangarei Heads School. Guidance indicates that a variable school speed zone should only be used where all other permanent options have been considered and identified as inappropriate.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Whareora Road from Mill Rd to current 70kph / 100kph boundary.	70	50	50	Option 1: 50kph Option 2: 60kph Preferred Option: Extend the current 50kph speed limit to a point near Paranui Valley Road Reason: Whareora Road is classed as a high-risk road where speed management intervention will have the greatest impact on lowering serious injury and fatal crashes. The area is also subject to growing subdivision development. Extending the existing 50kph speed limit recognises the higher risk of this road and the ongoing subdivision development.
Whareora Road from current 70kph / 100kph boundary for a distance of 600m.	100	60	60	Option 1: 60kph Option 2: 80kph Preferred Option: 60kph Reason: Whareora Road (North) is a high-risk road in the top 10% where speed management is expected to have a significant impact on reducing serious injury and fatal crashes. An 80kph speed limit is consistent with similar sealed two land undivided roads. However, 80kph does not reflect the high-risk nature of this stretch of road and the increasing subdivision density along the road. 60kph is consistent with the current average free flow speed on the road.
Whareora Road from 600m past current 70kph / 100kph boundary to end.	100	80	80	Option 1: 60kph Option 2: 80kph Preferred Option: 80kph Reason: Whareora Road is a rural connector road with a High Personal Risk and a Medium Collective Risk. Although the road does have some winding sections, there are significant parts of this road that have long straights. A 60kph speed limit is not self-explaining on a majority of this road. 80kph is therefore considered appropriate.
Wharf Road	100	60	30	Option 1: 60kph Option 2: 30kph Preferred Option: 30kph Reason: Wharf Road provides access to a wharf that is primarily utilised for land based fishing and one property. The road is very narrow and in generally poor condition. Two vehicles in opposing directions need to manoeuvre to pass in some places. 30kph recognises the very short access only nature of the road and the carriageway condition.

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Road Name	Current Speed Limit	Safe and Appropriate speed Megamaps	Proposed Speed Limit	Reason for Change
Wrack Road	100	60	40	Option 1: 60kph Option 2: 40kph Preferred Option: 40kph Reason: Wrack Road is a short, very narrow unsealed road providing access to a few residential properties. Whilst 60kph is consistent with proposed speed limits on unsealed roads, the extremely narrow carriageway supports a slower speed limit of 40kph.

8 Engineering treatments

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

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

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

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

8.1 Signage

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

Signage, including additional safety related signage (curb advisory road condition signage etc.) will be prepared as part of the Detailed Design phase of the speed limit review process. The options are set out below, including the circumstances where they are expected to be utilised.

8.1.1 Threshold Treatments

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

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

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

When will this treatment be used? Threshold treatments will be utilised for entry into a community where the speed limit drops to an urban speed limit. Depending on the community, this may include a drop to a speed limit of 50kph or 40kph or less.

8.1.2 Repeater Signs

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

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

When will this treatment be used? The use of repeater signs will be consistent with the requirements of the Setting of Speed Limits Rule. Within the Whangarei Heads catchment area, the most significant road where repeater signs will be used is Whangarei Heads Road, due to the changing road environments along the road.

8.1.3 Roundel signage on the carriageway

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

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

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

8.2 Engineering up

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

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

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

Engineering up will normally be signalled through the LTP (Long Term Plan) process because of the cost involved. This speed limit review may recommend areas of road where engineering up is both feasible and will result in clear safety benefits, or where a higher speed limit than the current road environment supports is desirable.

It should be noted that it may be necessary to match the speed limit with the current road environment until it can be engineered up to maintain safe and appropriate speeds.

When will this treatment be used? This speed limit review will only recommend the consideration of engineering up treatments because such treatments require significant planned budgets and implementation time. Circumstances where this will be recommended will be where a higher speed limit is appropriate (having considered all factors) but the current road environment will not fully support that road environment. An example of where this may occur is where the road environment only supports a 60kph safe and appropriate speed, but other more Strategic or long-term factors mean that an 80kph speed limit would be preferable.

8.3 Engineering down

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

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

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

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

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

When will this treatment be used? Engineering down will most often be used in slower urban community environments to promote better compliance with speed limits that are focussed on making the community safer for residents and/or visitors. Whangarei Heads Road, where it passes through small harbourside communities is a specific example of where engineering down may be employed.

8.4 Other Treatments

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

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

Access to the carriageway is controlled through Council Engineering Standards and other planning processes. The engineering standard and density of carriageway access is dependent on the speed environment in that particular location.

8.5 Engineering and costs for Whangarei Heads Road

Whangarei Heads Road is Rural Connector Road that is a significant commuter route between Whangarei City and the numerous harbourside and coastal communities within the review area. The Whangarei Heads area is also subject to ongoing development pressure, particularly in Parua Bay. This development pressure is expected to increase the daily traffic counts on Whangarei Heads Road over time.

In addition to commuter use, Whangarei Heads Road provides access to several popular beach areas, including Ocean Beach and Patau, as well as range of other popular holiday and harbourside destinations.

Sections of Whangarei Heads Road are identified as a High Benefit Road where speed management intervention will have a significant benefit to road safety and the reduction of serious injury and fatal crashes. High Benefit roads have high personal and/or collective risk, and often have a high-risk road environment (Infrastructure Risk).

An assessment was undertaken by WSP Ltd to identify some of the key engineering interventions that would be required on Whangarei Heads Road to achieve a safe road environment that meets current road safety standards for the existing speed limits. The assessment also provided a broad assessment of the costs associated with these engineering interventions. This section of the Technical Report provides a brief overview of the assessment's key conclusions.

It should be noted that, in some circumstances, for example near schools, the Setting of Speed Limits Rule 2022 and the associated guidance does not allow for the current speed limit. In these circumstances, the only available legal option is speed limit reduction.

8.5.1 Safe System elements

Based on the Waka Kotahi Speed Management Guide (2016), to maintain the 50 km/h speed limit on Whangarei Heads Road, the road should have the following safe system elements:

- Regulatory Speed Limit Signs (such as static permanent speed limit signs and variable speed limit signs)
- Advisory Speed Devices (such as speed indicator devices and other active warning signs)
- Speed Threshold Treatments
- Traffic Calming Devices (such as entry treatments, mid-block islands, intersection treatments etc.)
- Active Road User Facilities (pedestrian and cyclist facilities)
- Self-Explaining Roads
- Coloured Surfacing and Temporary Measures to Reduce Speed

To maintain the 70/80/100 km/h speed limit, the road should have the following safe system elements:

- Regulatory Speed Limit Signs (such as Static Permanent Speed Limit Signs, Variable Speed Limit Signs and Rural Intersection Activated Warning Signs)
- Advisory Speed Devices (such as Advisory Speed Signs, Static Curve and Speed Advisory, Speed Activated Warning Sign, Speed Indicator Devices, Speed Limit Ahead Signs and Other Active Warning Signs)
- Speed threshold treatments
- Intersection treatments
- Geometric alignment in keeping with speed limit
- Adequate carriageway widths
- A roadside free of hazards.
- Self-Explaining Roads with transverse road markings
- Temporary measures to reduce speed and frictional surfacing on high-risk curves with wet crashes.

8.5.2 Engineering up assessment Whangarei Heads Road

The “engineering up” assessment focusses on the treatments required to reduce the Infrastructure Risk Rating to a level that is consistent with the current posted speed limit. The Infrastructure Risk Rating utilises a road assessment methodology designed to assess road safety risk based on eight key design and Infrastructure features.

The assessment of Whangarei Heads Road included the part of the road from the 50 / 100kph boundary near Onerahi through to the intersection with Patau South Road intersection. For the purposes of the assessment, the road has been divided into nine sections, based on the current posted speed limit.

- Onerahi to Waikaraka (100kph)
- Waikaraka township (70kph)
- Waikaraka to Tamaterau (100kph)
- Tamaterau township (50kph)
- Tamaterau to Solomons Point (100kph)
- Solomons Point to Parua Bay Tavern Causeway (70kph)
- Parua Bay Causeway to Parua Bay township (100kph)
- Parua Bay township (50kph)
- Parua Bay intersection to Patau South intersection (100kph)

Onerahi to Waikaraka

This section of Whangarei Heads Road has been separated into two sub-sections that reflect the different road characteristics.

The first 500m of this section is characterised by narrow lane widths, narrow sealed shoulders, and roadside hazards within 2m of the edge line. Engineering requirements to reduce the infrastructure risk rating to low or medium-low in order to maintain the existing speed limit of 100 km/h in this section will require the following:

- Carriageway widening (reconstruction) close to the existing alignment to provide 3.5m wide lanes with 1.8m wide sealed shoulders, 0.5m wide unsealed shoulders on both sides and a 1.0m wide centreline with appropriate centreline RRPMs
- Adequate Edge Marker Posts
- Widening/replacement of the existing culvert at RAMM 1515 and installation of barriers for approach and edge protection.
- Upgraded Threshold Treatment with road markings at existing 50/100 km/h speed threshold signs

The following 1.8km, section to the 100 / 70kph boundary is characterised by a poor horizontal alignment with a number of out of context curves not suited for a 100km/h speed limit. The section has narrow lane widths, narrow sealed shoulders, and roadside hazards within 2m of the edge line including drops into water. Engineering requirements to reduce the infrastructure risk rating to low or medium-low in order to maintain the existing speed limit of 100 km/h in this section will require the following:

- Significant horizontal realignment totalling approximately 1400m to remove out of context curves and achieve the minimum radii required for a 100km/h design speed.
- Carriageway widening to provide 3.5m wide lanes with 1.8m wide sealed shoulders, 0.5m wide unsealed shoulders on both sides and a 1.0m wide centreline with appropriate centreline RRPMs.
- Upgraded intersection treatments for Grahamtown Road and Waikaraka Road intersections including traffic signs, road marking and sealing of minor road up to 30m from the intersection
- Widening/replacement of the existing bridge at RAMM 1831 and installation of barriers for approach and edge protection.
- Side barriers along the entire section to protect steep embankments and cut faces that the topography will require.

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 100kph ranges from \$10.3M to \$14.3M.

Waikaraka township

Waikaraka township is a small coastal community with residential dwellings on both sides of Whangarei Heads Road. The shoulder width is minimal and there two sections of footpath along Whangarei Heads Road.

There are five side road intersections (Tropicana Drive, May Grove Lane, Glengarry Lane, Attwood Street and Waikaraka Beach Road), all of which have stop controlled intersection treatments and are sealed.

To retain an existing speed limit of 70km/h, the road infrastructure needs improvement to reduce the risk from high to medium low. It is noted that a large number of crashes in this section occur at night and there are currently poor standards of delineation and isolated flag lighting at only some intersections. There is very minimal shoulder available on both sides of the carriageway and steep side slopes. The box culverts at RAMM 4240 and 4680 have poor protection of drop-offs. To maintain the existing speed limit on this section, the road should have the following safety interventions:

- Install 1.5m wide concrete footpath on west side between RAMM Displacement 3590 and 4390 with at least 1.0m sealed shoulder and kerb and channel.
- Provide 3.5m wide lanes with 1.8m wide sealed shoulders and 0.5m wide unsealed shoulders on the remainder of carriageway length without footpath.
- Maintain the existing right turn bays.
- Upgrade/install Edge Marker Posts and install centreline RRPM's at 10m centres followed by installation of lighting along the route to address night-time crashes.
- Upgrade barriers at stream crossings RAMM Displacement 4240 and 4680.
- Pipe sections of deep drains to remove hazard.
- Appropriate Threshold Treatment with road markings at existing speed threshold sign locations at RAMM Displacement 3500 and 5035.

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 70kph ranges from \$1.85M to \$2.58M.

Waikaraka to Tamaterau

This section of Whangarei Heads Road has a current posted speed limit of 100kph. The road has a two-lane, two-way sealed carriageway with narrow shoulders. The alignment has several substandard horizontal curves that are out of context with the existing speed limit. These curves are contributing to the high percentage of crashes on bends. The bend at "Fisherman's Point" accounts for the majority of these crashes. Roadside hazards are moderate, with some steep banks, drops into water, ditches, and hazards close to the traffic lanes.

Engineering requirements to reduce the infrastructure risk rating to low or medium-low in order to maintain the existing speed limit of 100 km/h in this section will require the following:

- Horizontal realignment totalling approximately 1200m to remove out of context curves and achieve the minimum radii required for a 100km/h design speed.
- Carriageway widening to provide 3.5m wide lanes with 1.8m wide sealed shoulders, 0.5m wide unsealed shoulders on both sides and a 1.0m wide centreline with appropriate centreline RRPMs.
- Side barriers along the entire section to protect steep cut faces and drops into the water.
- Upgraded threshold treatment with road markings at existing speed threshold sign locations at RAMM Displacement 5035 and 6160

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 100kph ranges from \$5.2M to \$7.2M.

Tamaterau township

The section of Whangarei Heads Road incorporates the current 50kph zone, incorporating the area of Tamaterau Township and beach. This section of the road is a two-lane two-way sealed carriageway with minimal shoulders. There is continuous kerb and channelling on one side of the road, with a footpath located on the seaward side of the carriageway.

Engineering requirements to reduce the infrastructure risk rating to medium to maintain the existing speed limit of 50 km/h in this section will require the following:

- Provide 1.0m wide sealed shoulder with kerb and channel from RAMM Displacement 6495 and 6615.
- Provide an edge barrier from RAMM Displacement 6495 to 6615 to protect the steep drop off.
- Upgrade the threshold Treatment with road markings at existing speed 50/100 km/h interface at RAMM Displacement 6615.
- Improve delineation including EMP's and red RRPM's

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 50kph ranges from \$207K to \$288K.

Tamaterau to Solomons Point

The section of Whangarei Heads Road has an existing 100 km/h speed limit. This section of road is a two-lane two-way sealed carriageway with very narrow shoulders. There are a number of sharp curves that do not meet a 100km/h design speed. This is reflected in the high number of bend crashes in this area. The remaining curves fall below the minimum curve radius for a 100km/h road alignment. The first 600m of this section has steep grades and a very short crest curve at the intersection of Manganese Pt Road with very poor sight distances.

Significant upgrade works will be required to address the design deficiencies sufficiently to retain the existing speed limit of 100 km/h in this section including:

- Horizontal realignment totalling approximately 2200m to remove out of context horizontal and vertical curves and achieve the minimum radii required for a 100km/h design speed.
- Carriageway widening to provide 3.5m wide lanes with 1.8m wide sealed shoulders, 0.5m wide unsealed shoulders on both sides and a 1.0m wide centreline with appropriate centreline RRPMS.
- Side barriers along the entire section to protect steep cut faces embankments.
- Realignment and upgrading of the intersection of Manganese Point Road.
- Upgraded threshold treatment with road markings at existing speed threshold sign locations at RAMM Displacement 5035 and 6160

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 100kph ranges from \$21.4M to \$29.7M.

Solomons Point to Parua Bay Tavern Causeway

This section of Whangarei Heads Road has a current 70km/h speed limit. The road is a two-lane two-way sealed carriageway with very narrow shoulders. The road has a continuous 1.4m wide footpath from RAMM Displacement 9140 to 10285 on the right-hand side. There is kerb and channel along most of the length on both sides of the road. The section has one Right Turn Bay and Left Turn treatment for the accessway at RAMM Displacement 9845. The existing Whangarei

Heads Road / Crisp Road intersection is a stop-controlled intersection. There is an existing bridge at RAMM Displacement 10570.

To retain the existing speed limit the personal risk and infrastructure risk needs to be reduced to at least medium and medium low respectively. It is noted that a large number of crashes in this section occur at night. There are currently variable standards of delineation along the length. There is very minimal shoulder available on both sides of the carriageway and areas of unprotected steep side banks and drops into water. The bridge at 10570 has no lead-in or edge protection. To maintain the existing speed limit on this section, the road should have the following safety interventions:

- Provide 3.5m wide lanes with a 1.0m wide (constrained) sealed shoulder.
- Maintain the existing right turn bay.
- Provide widening for right turns at Crisp Road.
- Immediately upgrade/install Edge Marker Posts and install centreline RRPM's at 10m centres followed by installation of cat V4 lighting along the route to address night-time crashes.
- Install edge barriers on various sections of the carriageway.
- High friction surfacing of curves between 9640 and 9900.

It should be noted that, in accordance with current speed management guidance, it is undesirable to maintain the current speed limit in the vicinity of Parua Bay Tavern where there is a higher number of pedestrians crossing the carriageway at all times of the day, as well as roadside parking. Lowering the speed limit in this area will require investment in treatments to support a lower speed limit.

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 70kph ranges from \$1.57M to \$2.2M.

Parua Bay Causeway to Parua Bay township

This section of Whangarei Heads Road has a current 100 km/h speed limit. The road is a two-lane two-way sealed carriageway with very narrow shoulders. The horizontal alignment is very poor and can only be addressed by significant realignment. The crest vertical curve at the Owhiwa Road intersection is also below standard for a 100km/h speed limit, with limited visibility.

There are very steep unprotected drops and also drops into water which increases the risk of serious injury crashes and death. The carriageway has three minor side intersections:

- Wharf Road intersection has a right-turn bay treatment and is Give Way controlled.
- Taranui Road intersection has no specific intersection widening treatments and is Give Way controlled
- Owhiwa Road intersection has no specific intersection widening treatments and is Give Way controlled

Significant upgrade works will be required to address the design deficiencies sufficiently to retain the existing speed limit of 100 km/h in this section including:

- Horizontal realignment totalling approximately 2200m to remove out of context horizontal and vertical curves and achieve the minimum radii required for a 100km/h design speed.
- Carriageway widening to provide 3.5m wide lanes with 1.8m wide sealed shoulders, 0.5m wide unsealed shoulders on both sides and a 1.0m wide centreline with appropriate centreline RRPMs.
- Side barriers along the entire section to protect steep cut faces embankments.
- Realignment and upgrading of the intersections of Wharf Road, Owhiwa Road and Taranui Road including provision of turning treatments

- Upgraded threshold treatment with road markings at existing speed threshold sign locations at RAMM Displacement 10650 and 13105.

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 100kph ranges from \$26.6M to \$36.9M.

Parua Bay township

This section of Whangarei Heads Road has a current 50 km/h speed limit. In addition, there are variable speed limit school warning signs with a 40km/h speed limit for the Parua Bay School.

This section of Whangarei Heads Road has three minor side intersections:

- Ritchie Road intersection is stop controlled
- Kiteone Road intersection is give-way controlled
- Lamb Road intersection has no priority-controlled treatment.

There is a “Kea” crossing treatment east of the school at RAMM 13790 with kerb buildouts and the required signs and markings. The section has a curved geometric alignment suited to the current speed limit with a straight in the village proper. Formal on-road parallel parking is provided on the right-hand side of the road adjacent to the school. Both approaches to the village have threshold treatments with road markings to create lane narrowing.

The route would benefit from road widening on the narrower sections to provide additional on-road parking and an opportunity for cyclists to utilise this space. Route lighting would also be desirable to improve night-time delineation. Therefore, the following works are **desirable**, but not required to maintain the existing 50km/h speed limit.

- Road widening both sides with kerb and channel to provide 3.5m lanes and a 2.0m shoulder from RAMM 13130 – 13635.
- Road widening both sides with kerb and channel to provide 3.5m lanes and a 2.0m shoulder from RAMM 13790 – 14090.
- Route lighting to Cat V4 standard.

It should be noted that, in accordance with current Speed Management Guidance and the Setting of speed Limits Rule 2022, maintaining a 50km/h speed limit in the vicinity of Parua Bay School is not an acceptable solution. The minimum treatment to meet current speed management guidance includes additional road markings and raised crossings, which would be in addition to other desirable treatments.

The estimated cost to undertake all treatments that are desirable within a 50km/h speed limit zone ranges from \$1.11M to \$1.55M.

Parua Bay intersection to Patau South intersection

This section of Whangarei Heads Road has a current 50 km/h speed limit. The road is a two-lane two-way sealed carriageway with very narrow shoulders. Lane widths are relatively narrow as a wide centreline of approximately 0.75m is marked. This section of Whangarei Heads Road has a curved geometric alignment with moderate to severe roadside hazards.

To maintain the current 100km/h speed limit, the infrastructure risk rating is required to be reduced from Medium to Low or Low-Medium. To achieve this, the carriageway requires widening to provide wider shoulders and the roadside hazards need reducing by providing recoverable slopes and ditch profiles and removing trees.

The following works are required to maintain the existing 100km/h speed limit.

- Road widening both sides to provide with kerb and channel to provide 3.5m wide lanes with 1.8m wide sealed shoulders and a 0.5m unsealed shoulder. Provide recoverable side slopes and ditch profiles and remove trees.

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 100kph ranges from \$423K to \$588K.

8.5.3 Engineering up assessment Whareora Road

The “engineering up” assessment focusses on the treatments required to reduce the Infrastructure Risk Rating to a level that is consistent with the current posted speed limit. The Infrastructure Risk Rating utilises a road assessment methodology designed to assess road safety risk based on eight key design and Infrastructure features.

The assessment of Whareora Road has been undertaken as it has been identified as a High Benefit Road where improved speed management will have the greatest effect on improving road safety. The assessment divided Whareora Road into three sections, based on the current posted speed limits:

- 50km/h speed zone from the intersection with Mill Rd to Hakawai Lane
- 70km/h speed zone from Hakawai Lane to approximately 120m past the A.H Reed Memorial Park Carpark
- 100km/h speed zone from 120m past A.H.Reed Memorial Park to Mount Tiger Road

Whareora Road from Mill Rd to Hakawai Lane

This section of Whareora Road is located outside the current review area but will be reviewed as part of a wider review of the urban speed limits in Whangarei City. This section of Whareora Road is 725m long and has a current posted speed limit of 50km/h.

The first 210m of this road has adjacent residential land-uses. Kerb and channel are present on both sides of the road and a concrete footpath runs along the right-hand side of the carriageway. The remainder of this section (210m – 725m) has a much narrower carriageway width and narrow shoulders. Kerb and channel are only present on one side of the road. The footpath continues past the end of this section of road.

Adjacent land use is largely residential, although access density is less than the first section. There are numerous roadside hazards on the left-hand side comprising utility poles and trees close to the lane edge and some non-recoverable side slopes.

To retain an existing speed limit of 50km/h, it is *desirable* that the road infrastructure changes to provide a self-explaining road and to cater for parking and cyclists. Changes would primarily require carriageway widening to a minimum of 11.0m. The widening would most practically be provided on the left-hand side, maintaining the existing kerb line on the right-hand side. To achieve this, there would likely be significant impacts on property boundaries and services.

The estimated cost to undertake all treatments that are desirable within a 50km/h speed limit zone ranges from \$4.02M to \$5.58M.

Whareora Road from Hakawai Lane to approximately 120m past the A.H Reed Memorial Park Carpark

The section of Whareora Road has a current speed limit of 70km/h. The road is a two-lane two-way sealed carriageway with very narrow shoulders. A footpath, predominantly separated from the carriageway by a grass verge, is provided on the right-hand side to RAMM Displacement 1185,

where there is an informal crossing to the left-hand side, with the footpath continuing to the A.H. Reed car park.

From the A.H. Reed carpark, the road geometry steepens and becomes windy with steep drop-offs and steep cuts adjacent to the the kerb and channel on the left-hand side

To retain an existing speed limit of 70km/h, the road infrastructure needs improvement to reduce the risk from Medium to Low Medium. It is noted that crashes are on bends and most involve striking roadside hazards. There is very minimal shoulder available on either side of the carriageway. The box culverts at RAMM Displacement 4240 and 4680 have poor protection of drop-offs. To maintain the existing speed limit on this section, the road should have the following safety interventions:

- Provide a 3.5m wide lane with 1.8m wide sealed shoulder and 0.5m wide unsealed shoulders on the LHS and a 3.5m lane with a 1m sealed shoulder on the RHS where kerb is present.
- Seal low radius curves with a high friction surfacing.
- Upgrade barriers at stream crossings RAMM 1030 and RAMM 1175 and east of AH Reed Park LHS.

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating to a level that is consistent with a safe and appropriate design speed of 70kph ranges from \$2.23M to \$3.10M.

Whareora Road from 120m past A.H. Reed Memorial Park to Mount Tiger Road

The section of Whareora Road has a current speed limit of 100km/h. The road is a two-lane two-way sealed carriageway with very narrow shoulders.

The carriageway is typically narrow, with lane widths as low as 3.0m and narrow to no sealed shoulder. The roadside is unforgiving with deep drainage ditches, utility poles, and trees close to the carriageway.

The horizontal geometry is of a low standard that is not adequate for a 100km/h speed limit. There are a number of high risk, out of context curves. Two of these curves have W-section barriers installed at RAMM Displacement 2369 and 2840. The vertical geometry is flat to undulating. There is one intersection along the section at Abbey Caves Road. The intersection is a basic priority-controlled intersection with no additional widening.

To retain an existing speed limit of 100km/h, the road infrastructure needs significant improvement to reduce the risk from Medium-High to Low-Medium and to help to reduce the Personal Risk rating from High to Medium or better.

It is noted that most crashes are on bends and result in roadside hazards being struck. There is very minimal shoulder available on either side of the carriageway and lane widths are very narrow providing no margin for error. The roadside areas are hazardous and require improvements. The existing horizontal geometry falls well short of the requirements for a 100km/h design speed and requires a number of realignments. To maintain the existing speed limit on this section, the road should have the following safety interventions:

- Realignment works to remove out of context horizontal curves (includes barriers at drainage features)
- Provide widening to provide two 3.5m lanes, 1.8m sealed shoulders and 0.5m unsealed shoulders and recoverable roadside ditch profiles or barrier

The estimated cost to undertake all treatments to lower the Infrastructure Risk Rating and Personal Risk rating to a level that is consistent with a safe and appropriate design speed of 100kph ranges from \$36M to \$50M.

9 Setting of Speed Limits Rule considerations

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

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

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

Section 3.15(2) of the Setting of Speed Limits Rule 2022 requires Council as a Road Controlling Authority, to have regard to when reviewing and setting a speed limit. The following sets out the matters which Council has had regard to in setting the proposed speed limit within the review area.

- a. The function and use of the road
- b. Crash and injury risks for all road users
- c. The characteristics of the road and roadsides
- d. Adjacent land use
- e. The number of intersections and property accessways
- f. Traffic volume
- g. Any planned physical changes to the road and its infrastructure
- h. The mean operating speed for the road
- i. The principles and outcomes of any Government road safety strategy
- j. Any other matter the Agency considers appropriate

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

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

9.1 Speed Management Guidance

Waka Kotahi (NZTA) provides guidance within *the National Speed Management Guide 2022*. The Speed Management Rule 2022 provides the process for reviewing speed limits across the district and any mandatory aspects that must be undertaken or implemented. The Speed Management Guidance 2022 document has provided the basis for the assessments and processes (including consultation processes) utilised in this speed management review.

The 2022 Rule and the Speed Management Guidance 2022 promotes larger, catchment wide reviews. This Speed Review focusses on the catchment area that encompasses local roads to the north of Whangarei Harbour, bounded by (but not including) Ngunguru Road.

The catchment area has been identified for a speed review for the following reasons:

- It has been identified as having high benefit (speed) roads within the catchment area
- The catchment area is well defined and will lead to consistency in speed limits
- The catchment area enables consideration of speed limits on adjacent roads and minimises the potential for anomalies in speed limits on adjacent roads.
- There has been significant development in the Whangarei Heads catchment area, particularly in Parua Bay.
- There is a strong community perception that current speed limits are too high

9.2 Function and Use of the Road

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

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

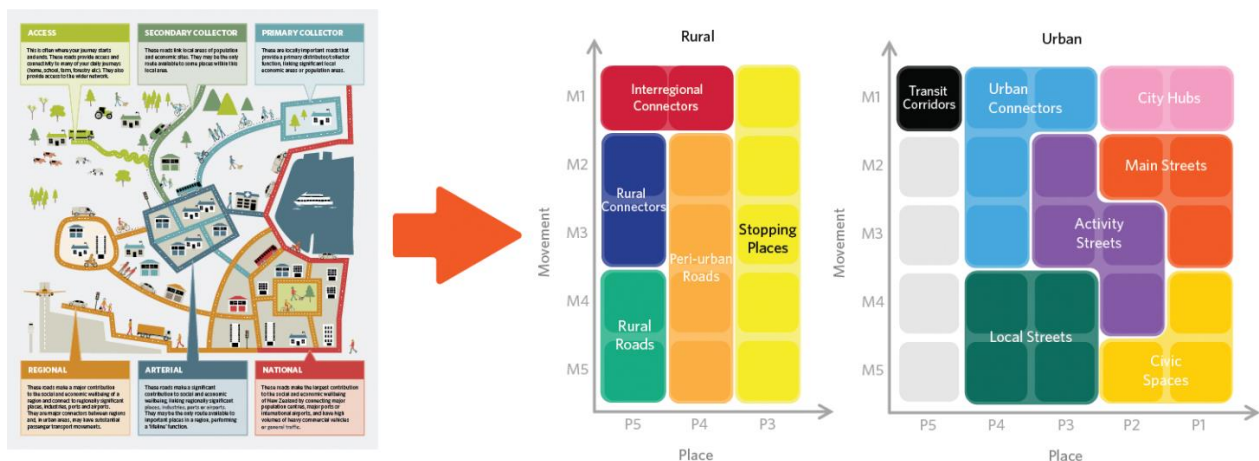


Figure: One Network Framework
Source: Waka Kotahi Speed Management Guidance 2022

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

Urban safe and appropriate speed limit ranges

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

Rural safe and appropriate speed limit ranges

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

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

ONRC Classification System

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

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

Classification	Straight open road /urban motorways	Curved open road	Winding open road	Urban (not motorway)
Class 1 High volume national	100-110km/h⁴ Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds			
Class 2 National, Regional, Arterial	80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			50km/h 60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 3 Primary and secondary collector				30-50km/h
Class 4 Access and low-volume access All winding/tortuous	60-80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

Figure: Recommended safe and appropriate speed ranges for road classes:

Source: NZTA - NZ Speed Management Guidance, 2016

The review area consists of the following separate roads, with the following ONRC classification, road type and initial speed estimate range:

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

Road	ONRC Type of Road	ONF
Abbey Caves Road	Secondary Collector	Rural Connectors
Adams Road	Access	Rural Roads
Addison Road	Access	Rural Roads
Attwood Street	Secondary Collector	Peri-urban Roads
Aubrey Road	Primary Collector	Local Streets
Aubrey Road Patau North	Secondary Collector	Local Streets
Aubrey Road/Kaye Road Patau North	Access	Local Streets
Basil Road	Access	Rural Connectors
Bay View Place	Access	Local Streets
Bay View Road from WHG Heads Rd to Bay View Place	Secondary Collector	Local Streets
Bay View Road from Bay view Place to End	Access	Local Streets
Beach Road (WHG Heads)	Access	Local Streets

Road	ONRC Type of Road	ONF
Beasley Road	Access	Rural Roads
Blue Horizon Road	Access	Rural Roads
Campbell Road	Access	Rural Roads
Clapham Road Sealed Section	Access	Rural Roads
Clapham Road Unsealed Section	Access	Rural Roads
Cornfoot Avenue	Access	Local Streets
Craig Road	Access	Rural Roads
Crisp Road	Secondary Collector	Peri-urban Roads
Darch Point Road	Access	Local Streets
Davidson Avenue	Access	Rural Connectors
Dickson Road	Secondary Collector	Rural Connectors
Edward Road	Access	Rural Roads
Franklin Road	Access	Rural Road
Giovanni Drive	Access	Peri-urban Roads
Glengarry Lane	Access	Peri-urban Roads
Grahamtown Road	Access	Rural Roads
Hall Road	Access	Local Streets
Harambee Road	Access	Rural Roads
Harris Road from Ngunguru Road to Dickson Road	Primary Collector	Rural Connectors
Harris Road from Dickson Road to Whareora Road	Secondary Collector	Rural Connectors
Hutchinson Road	Secondary Collector	Rural Roads
Kauri Mountain Road	Access	Rural Roads
Kaye Road	Access	Local Streets
Kerr Road	Access	Rural Road
Kiteone Road	Access	Local Streets
Kohinui Road	Access	Rural Roads
Konini Street from Old Parua Bay Rd to 22 Konini St	Secondary Collector	Rural Connectors
Konini Street from 22 Konini Street to Mackelsey Road	Secondary Collector	Peri-urban Roads
Lamb Road	Access	Rural Roads
Lion View Road	Access	Peri-urban Roads
Mahanga Road	Secondary Collector	Local Streets
Mangahui Road	Access	Rural Roads
Manganese Point Road	Secondary Collector	Peri-urban Roads
Matuku Street	Access	Local Streets
May Grove Lane	Access	Peri-urban Roads
McDonald Road	Access	Local Streets
McGregor Street	Access	Peri-urban Roads
McRae Road	Access	Rural Roads
Memorial Drive	Access	Local Streets
Mt Tiger Road	Secondary Collector	Rural Connectors
Muritai Road	Access	Local Streets
Neptune Drive	Access	Local Streets
Nook Road from Whangarei Heads Rd to end of seal)	Secondary Collector	Rural Connectors
Nook Road unsealed section	Access	Rural Roads
Norfolk Avenue	Primary Collector	Local Streets
Ocean Beach Road from Whangarei Heads Rd to Basil Rd	Primary Collector	Peri-urban Roads

Road	ONRC Type of Road	ONF
Ocean Beach Road from Basil Rd to Breakers Ln	Primary Collector	Rural Connectors
Ocean Beach Road from Breakers Ln to end	Primary Collector	Peri-urban Roads / Stopping Places
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	Access	Local Streets
Ody Road from existing 50kph/100kph boundary to end.	Access	Rural Roads
Old Parua Bay Road from Kohe St to Abbey Caves Rd	Secondary Collector	Rural Connectors
Old Parua Bay Road from Abbey Caves Rd to Konini St	Secondary Collector	Rural Connectors
Old Parua Bay Road from Konini St to end.	Access	Rural Roads
Owhiwa Road	Secondary Collector	Rural Connectors
Parahaki Parish Road	Access	Rural Roads
Paranui Valley Road	Access	Local Streets / Stopping Place
Parkes Road	Access	Rural Roads
Parua Cemetery Road	Access	Rural Roads
Pataua North Road from Whareora Road to Smiths Road	Primary Collector	Rural Connectors
Pataua North Road from Smiths Road to end		Rural Connectors
Pataua South Road	Primary Collector	Rural Connectors
Pataua Street	Access	Local Streets
Pepi Road	Access	Rural Roads
Rangiuru Drive	Access	Rural Roads
Ranui Road	Secondary Collector	Peri-urban Roads
Reotahi Road from Whangarei Heads Road to Norfolk Avenue	Secondary Collector	Local Streets
Reotahi Road from Norfolk Avenue to end	Access	Local Streets
Ritchie Road	Secondary Collector	Local Streets
Robinson Road	Access	Rural Roads
Ross Road	Access	Rural Roads
Rukuwai Road	Access	Rural Roads
Sapphire Place	Access	Local Streets
Scott Road	Secondary Collector	Peri-urban Roads
Smith Road	Access	Rural Roads
Stuart Road from Whangarei Heads Road to end of seal	Secondary Collector	Local Streets
Stuart Road Unsealed section	Access	Local Streets
Tahere Road	Access	Rural Roads
Tahunatapu Road	Access	Rural Roads
Taiharuru Road from to current 100/50kph boundary	Secondary Collector	Rural Roads
Taiharuru Road current 50kph zone	Secondary Collector	Peri-urban Roads
Taiharuru Road from 50/100kph boundary to end of seal	Access	Rural Roads
Taiharuru Road from end of seal to end	Access	Rural Roads
Taihoa Road	Access	Rural Roads
Taraunui Road from Whangarei Heads Rd to Rukuwai Rd	Secondary Collector	Rural Connectors

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Road	ONRC Type of Road	ONF
Taraunui Road from Rukuwai Rd to Ross Rd	Access	Rural Roads
Taraunui Road from Ross Rd to end	Access	Rural Roads
Taurikura Street	Access	Local Streets
Te Rongo Road	Access	Rural Roads
Te Whangai Head Road	Access	Local Streets / Stopping Place
Telfer Road	Access	Rural Roads
The Heights	Access	Local Streets
Timperley Road	Access	Rural Roads
Tropicana Drive	Access	Rural Roads
Urquhart Bay Road	Secondary Collector	Peri-urban Roads
Waikaraka Beach Road	Access	Peri-urban Roads
Waikaraka Road	Access	Rural Roads
Waiparera Road	Access	Rural Roads
Waitotara Lane	Access	Peri-urban Roads
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka	Arterial	Rural Connectors
Whangarei Heads Rd from 100kph / 70 kph boundary at Waikaraka (city end) to 70/100 kph boundary (heads end)	Arterial	Peri-urban Roads
Whangarei Heads Rd from 70 / 100 kph boundary at Waikaraka (Heads end)) to current 100kph / 50kph boundary at Tamaterau.	Arterial	Peri-urban Roads
Whangarei Heads Road from current 100kph / 50kph boundary at Tamaterau to Scott Rd.	Arterial	Peri-urban Roads
Whangarei Heads Rd from Scott Rd to current 100kph / 70kph Solomons Pt / Parua Bay Boundary	Arterial	Rural Connectors
Whangarei Heads Road from current 100kph / 70kph Solomons Point / Parua Bay boundary to 110m before Parua Bay Tavern,	Arterial	Peri-urban Roads
Whangarei Heads Road from 110m before Parua Bay Tavern to 50m on the Heads side of Crisp Road.	Arterial	Stopping Place
Whangarei Heads Road from 50m on the Heads side of Crisp Rd to 220m past Wharf Rd (Heads side)	Arterial	Peri-urban Roads / Rural Connectors
Whangarei Heads Road from 220m past Wharf Rd (Heads side) to current 100kph / 50kph boundary at Parua Bay	Arterial	Rural Connectors
Whangarei Heads Road from current 100kph / 50 kph boundary to 65m before Richie Rd	Arterial	Urban Connectors
Whangarei Heads Road from 65m before Richie Road to 40m past Kiteone Rd (Heads side).	Arterial	Activity Streets
Whangarei Heads Road from 40m past Kiteone Rd to 180m past Kiteone Rd.	Arterial	Urban Connectors
Whangarei Heads Road from current 50kph/100kph boundary at Parua Bay township to current 100kph/50kph boundary at McLeod Bay	Arterial	Rural Connectors
Whangarei Heads Road – from 100kph / 50kph boundary at McLeod Bay to current 50kph/100kph boundary	Arterial	Urban Connectors
Whangarei Heads Road from McLeod Bay current 50kph/100kph boundary to current 100kph / 50kph boundary at Taurikura.	Arterial	Rural Connectors
Whangarei Heads Road from current 100kph/50kph boundary at Taurikura to 2312 Whangarei Heads Rd.	Arterial	Urban Connectors

Road	ONRC Type of Road	ONF
Whangarei Heads Road from 2312 Whangarei Heads Rd to 110m past tennis courts (Heads side).	Arterial	Urban Connector / Stopping Place
Whangarei Heads Rd from 110m past tennis courts to 2400 Whangarei Heads Rd.	Arterial	Urban Connectors
Whangarei Heads Road from 2400 Whangarei Heads Rd (Taurikura) to 70m before intersection with Urquharts Bay Road	Arterial	Urban Connectors
Whangarei Heads Road from 70m before intersection with Urquharts Bay Road to Ocean Beach Road.	Arterial	Urban Connectors
Whangarei Heads School Road	Access	Rural Connectors
Whareora Road (Central)	Secondary Collector	Local Streets
Whareora Road (North)	Primary Collector	Rural Connectors
Wharf Road	Access	Rural Roads
Wrack Road	Access	Rural Roads

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

One Network Framework urban street categories and safe speed limit ranges

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

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

One Network Framework rural street categories and safe speed limit ranges

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

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

9.3 Crash Risk

Crash data is primarily sourced from data that is reported to NZTA from the NZ Police, and often does not report minor, non-injury crashes or near misses. WSP Ltd were requested to undertake a review of the engineering requirements to maintain current speed limits on two key roads (Whangarei Heads Road from Onerahi to Pataua South Road intersection and Whareora Road from Mill Road to Mount Tiger Road).

Crash risk across the wider review area has also been assessed using Waka Kotahi Mega Maps data. This data characterises risk in terms of Collective Risk, Personal Risk and Infrastructure Risk:

- Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective risk does not take account of the volume of traffic on the road
- Personal Risk is a measure of the danger to each individual using a road. Personal risk takes into account the traffic volumes on the section of road.
- Infrastructure Risk utilises a road assessment methodology designed to assess road safety risk based on eight key design and Infrastructure features.

9.3.1 Whangarei Heads Road

The assessment of Whangarei Heads Road included the part of the road from the 50 / 100kph boundary near Onerahi through to the intersection with Pataua South Road intersection. For the purposes of the assessment, the road has been divided into nine sections, based on the current posted speed limit.

- Onerahi to Waikaraka (100kph)
- Waikaraka township (70kph)
- Waikaraka to Tamaterau (100kph)
- Tamaterau township (50kph)
- Tamaterau to Solomons Point (100kph)
- Solomons Point to Parua Bay Tavern Causeway (70kph)
- Parua Bay Causeway to Parua Bay township (100kph)
- Parua Bay township (50kph)
- Parua Bay intersection to Pataua South intersection (100kph)

The assessment includes the section of Whangarei Heads Road identified, as well as the first 30m of any side roads. The crash data set out below utilises the Waka Kotahi Crash Analysis System (CAS) and includes recorded crashes from 01 January 2011 to 31 December 2021.

Onerahi to Waikaraka

There are total of 36 crashes which occurred on Onerahi to Waikaraka section of Whangarei Heads Road. The majority of crashes (25 out of 36) occurred due to loss of control on bends. There are total of 17 injury crashes with 1 fatal and 2 serious injury crashes.

- Personal Risk: Medium High
- Collective Risk: Medium High

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Crossing / Turning	0	0	1	2
Straight Road Lost Control / Head On	0	0	2	1
Bend – Lost Control / Head On	0	0	10	13
Rear End / Obstruction	0	0	1	3
Overtaking Crashes	1	0	0	0
Total	1	0	14	19

Waikaraka township

There are a total of 15 crashes in the Waikaraka township section of Whangarei Heads Road. The majority of crashes (7 out of 15) are related to rear end / obstruction crashes. There are no DSI crashes in this section.

- Personal Risk: Medium
- Collective Risk: Medium

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Straight Road Lost Control / Head On	0	0	2	2
Bend – Lost Control / Head On	0	0	3	0
Rear End / Obstruction	0	0	0	7
Miscellaneous Crashes	0	0	1	0
Total	0	0	6	9

Waikaraka to Tamaterau

There are a total of 20 crashes in the third section of Whangarei Heads Road. The majority of crashes (18 out of 20) are related to loss of control crashes, and 17 out of 20 crashes occurred on Fisherman's Point bend. There is one DSI crash in this section.

- Personal Risk: High
- Collective Risk: High

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Bend – Lost Control / Head On	0	1	6	11
Crossing / Turning	0	0	0	1
Miscellaneous Crashes	0	0	0	1
Total	0	1	6	13

Tamaterau township

There are only two crashes in the Tamaterau township section of Whangarei Heads Road. Both of the crashes occurred in this section due to loss of control on a bend, and alcohol and speed were the main contributing factors. There was one DSI crash out of two crashes.

- Personal Risk: Low
- Collective Risk: Low

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Bend – Lost Control / Head On	1	0	1	0
Total	1	0	1	0

Tamaterau to Solomons Point

There were 42 crashes on the Tamaterau to Solomons Point section of Whangarei Heads Road. More than 90% of the total crashes occurred in this section due to loss of control on bends, and poor handling and speed were the main contributing factors. There were two serious crashes and 13 minor injury crashes.

- Personal Risk: High
- Collective Risk: Medium High

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Straight Road Lost Control / Head On	0	0	0	1
Bend – Lost Control / Head On	0	1	13	24
Overtaking Crashes	0	1	0	2
Total	0	2	13	27

Solomons Point to Parua Bay Tavern Causeway

There was a total of 18 crashes in the Solomons Point to Parua Bay Tavern Causeway section of Whangarei Heads Road. 13 out of 18 crashes occurred in this section due to loss of control on bends, and poor handling and speed were the main contributing factors. There were two serious crashes and 8 minor injury crashes.

- Personal Risk: High
- Collective Risk: Medium High

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Bend – Lost Control / Head On	0	2	6	5
Rear End / Obstruction	0	0	2	3
Total	0	2	8	8

Parua Bay Causeway to Parua Bay township

There are total of 34 crashes in the Parua Bay Causeway to Parua Bay township section of Whangarei Heads Road. More than 85% of total crashes occurred in this section due to loss of control on bends, and poor handling, road factors and vehicle speed were the main contributing factors. There were 6 serious crashes and 5 minor injury crashes.

- Personal Risk: Medium High
- Collective Risk: Medium High

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Crossing / Turning	0	0	1	2
Straight Road Lost Control / Head On	0	1	0	0
Bend – Lost Control / Head On	0	3	4	22
Rear End / Obstruction	0	0	0	1
Total	0	4	5	25

Parua Bay township

There are total of 3 crashes in the Parua Bay township section of Whangarei Heads Road. The relatively low number of crashes. 2 out of 3 crashes occurred in this section due to loss of control on bends, and poor handling, road factors and speed were the main contributing factors. There were no DSI (Death or Serious Injury) crashes in this section, which is reflective of the lower speed limit in force on this section of the road.

- Personal Risk: Low
- Collective Risk: Low

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Crossing / Turning	0	0	1	0
Bend – Lost Control / Head On	0	0	0	2
Total	0	0	1	2

Parua Bay intersection to Pataua South intersection

There are total of 3 crashes in this section. 2 out of 3 crashes occurred at the intersection with Pataua South Road where both crashes involved right turn loss of controls. There were no DSI crashes in this section.

- Personal Risk: Medium
- Collective Risk: Low

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Turning (Intersection)	0	0	1	1
Hit Obstruction	0	0	1	0
Total	0	0	2	1

9.3.2 Whareora Road

The assessment of Whareora Road has been undertaken as it has been identified as a High Benefit Road where improved speed management will have the greatest effect on improving road safety. The assessment divided Whareora Road into three sections, based on the current posted speed limits:

- 50km/h speed zone from the intersection with Mill Rd to Hakawai Lane
- 70km/h speed zone from Hakawai Lane to approximately 120m past the A.H Reed Memorial Park Carpark
- 100km/h speed zone from 120m past A.H.Reed Memorial Park to Mount Tiger Road

Mill Rd to Hakawai Lane

There are total of 10 crashes recorded. The majority of crashes (7 out of 10) are related to loss of control on bends. Five of these crashes occurred in the wet.

- Personal Risk: Low
- Collective Risk: Low

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Bend – Lost Control / Head On	0	1	0	6
Rear End / Obstruction	0	0	0	2
Overtaking	0	0	0	1
Total	0	1	0	9

Hakawai Lane to approximately 120m past the A.H Reed Memorial Park Carpark

There are total of seven crashes recorded. All of the crashes were loss of control on bends. Four of these crashes occurred in the wet

- Personal Risk: Low
- Collective Risk: Low

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Bend – Lost Control / Head On	0	1	1	5
Total	0	1	1	5

120m past A.H.Reed Memorial Park to Mount Tiger Road

There are total of 35 recorded. 63% of the crashes were loss of control or Head-on on bends. A further 14% were the same crash types but on straights. Most crashes resulted in vehicles striking roadside hazards such as ditches, banks and trees. The fatal crash occurred when a passenger fell from a vehicle.

- Personal Risk: High
- Collective Risk: Medium

The following table shows the crash data:

Crash Type	Fatal	Serious	Minor	Non-Injury
Bend – Lost Control / Head-on	0	0	8	14
Straight – Lost Control / Head-on	0	1	1	4
Turning	0	0	0	2
Rear-end/Obstruction	0	0	0	4
Misc.	1	0	0	0
Total	0	1	9	24

9.3.3 Catchment-wide Crash Risk

In addition to the more detailed crash data assessment undertaken for Whangarei Heads Road and Whareora Road, a more general assessment of crash risk has been undertaken for the wider catchment. This wider assessment focusses on the level of Personal, Collective and Infrastructure Risk. Data and crash risk ratings have been sourced from Waka Kotahi Megamaps data and includes crash information reported to Waka Kotahi through the NZ Police and may not take account of all crashes.

The current personal, collective and infrastructure risk rating for each road are set out in the table below.

Road	Collective Risk ¹	Personal Risk ²	Infrastructure Risk ³
Abbey Caves Road	Medium	Medium	High
Adams Road	Low	Low	High
Addison Road	Low	Low	High
Attwood Street	Low	Low	Medium High
Aubrey Road	Low	Medium	High
Basil Road	Unkown	Unkown	
Bay View Place	Low	Low	Medium
Bay View Road from WHG Heads Rd to Bay View Place	Low	Low	Medium
Bay View Road From Bay view Place to End	Low	Low	Medium
Beach Road (WHG Heads)	Low	Low	Medium
Beasley Road	Low	Low	High
Blue Horizon Road			
Campbell Road	Low	Medium	High
Clapham Road Sealed Section	Low	Low	Medium

Table: Risk Data

Road	Collective Risk ¹	Personal Risk ²	Infrastructure Risk ³
Clapham Road Unsealed Section	Low	Low	High
Cornfoot Avenue	Low	Low	Medium
Craig Road	Low	Low	High
Crisp Road	Low	Low	Medium High
Darch Point Road	Low	Low	Medium
Davidson Avenue			
Dickson Road	Medium	Medium	High
Edward Road	Low	Low	High
Franklin Road			
Giovanni Drive			
Glengarry Lane	Low	Low	Medium High
Grahamtown Road	Low	Low	High
Hall Road	Low	Low	Medium
Harambee Road	Low	Low	High
Harris Road from Ngunguru Road to Dickson Road	Low	Low	High
Harris Road from Dickson Road to Whareora Road	Low Medium	Medium	Medium
Hutchinson Road	Low Medium	Medium	Medium
Kauri Mountain Road	Low	Low	High
Kaye Road	Low	Low	Medium
Kerr Road	Low	Low	Medium High
Kiteone Road	Low	Low	Low Medium
Kohinui Road	Low	Low	High
Konini Street from Old Parua Bay Rd to 22 Konini St	Low	Low	Medium High
Konini Street from 22 Konini Street to Mackelsey Road	Low	Low	Medium High
Lamb Road	Low	Low	High
Lion View Road	Low	Low	High
Mahanga Road	Low	Low	Low Medium
Mangahui Road	Low	Low	High
Manganese Point Road	Low	Insufficient Crashes	Low Medium
Matuku Street	Low	Low	Medium
May Grove Lane	Low	Low	Medium High
McDonald Road			
McGregor Street	Low	Low	Medium High
McRae Road	Low	Insufficient Crashes	Medium
Memorial Drive			
Mt Tiger Road	Low	Medium	Medium High
Muritai Road	Low	Low	Low Medium
Neptune Drive	Low	Low	Low
Nook Road from Whangarei Heads Rd to end of seal)	Low	Low	Medium
Nook Road unsealed section	Low	Low	High
Norfolk Avenue	Low	Low	Medium

Table: Risk Data

Road	Collective Risk ¹	Personal Risk ²	Infrastructure Risk ³
Ocean Beach Road from Whangarei Heads Rd to Basil Rd	Low	Low	Medium High
Ocean Beach Road from Basil Rd to Breakers Ln	Low Medium	Medium	Medium
Ocean Beach Road from Breakers Lane to end	Low	Low	Medium
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	Low	Low	Medium
Ody Road from existing 50kph/100kph boundary to end.	Low	Medium	High
Old Parua Bay Road from Kohe St to Abbey Caves Rd	Low	Low	High
Old Parua Bay Road from Abbey Caves Rd to Konini St	Low	Low	High
Old Parua Bay Road from Konini St to end.	Low	Low	High
Owhiwa Road	Low Medium	Medium	Medium High
Parahaki Parish Road	Low	Low	Medium High
Paranui Valley Road			
Parkes Road	Low	Low	High
Parua Cemetery Road	Low	Low	Medium High
Pataua North Road from Whareora Road to Smiths Road	Low	Medium	High
Pataua North Road from Smiths Road to end			
Pataua South Road	Low Medium	High	Medium High
Pataua Street	Low	Low	Low Medium
Pepi Road	Low	Low	High
Aubrey Road Patau North	Low	Low	Medium High
Aubrey Road/Kaye Road Patau North	Low	Low	Medium
Rangiuru Drive	Low	Low	High
Ranui Road	Low	Low	Medium High
Reotahi Road from Whangarei Heads Road to Norfolk Avenue	Low	Low	Medium
Reotahi Road from Norfolk Avenue to end	Low	Low	Low Medium
Ritchie Road	Low	Low	Medium
Robinson Road	Low	Low	High
Ross Road	Low	Low	High
Rukuwai Road	Low	Low	High
Sapphire Place	Low	Low	Medium
Scott Road	Low	Low	High
Smith Road	Low	Low	High
Stuart Road from Whangarei Heads Road to end of seal	Low	Low	Low Medium
Stuart Road Unsealed section	Low	Low	Medium
Tahere Road	Low	Low	High
Tahunatapu Road	Low	Low	High
Taiharuru Road from to current 100/50kph boundary	Low	Medium High	High

Table: Risk Data

Road	Collective Risk ¹	Personal Risk ²	Infrastructure Risk ³
Taiharuru Road current 50kph zone	Low	Low	Medium High
Taiharuru Road from 50/100kph boundary to end of seal	Low	Low	High
Taiharuru Road from end of seal to end	Low	Low	High
Taihoa Road	Low	Low	High
Taraunui Road from Whangarei Heads Rd to Rukuwai Rd	Low	Low	High
Taraunui Road from Whangarei Heads Rd to Rukuwai Rd			
Taraunui Road from Rukuwai Rd to Ross Rd	Low	Low	High
Taraunui Road from Ross Rd to end	Low	Low	High
Taurikura Street	Low	Low	Medium
Te Rongo Road	Low	Low	Medium
Te Whangai Head Road	Low	Low	Medium
Telfer Road	Low	Low	High
The Heights	Low	Low	Medium
Timperley Road	Low	Low	High
Tropicana Drive	Low	Low	Medium High
Urquhart Bay Road	Low Medium	Medium	Medium High
Waikaraka Beach Road	Low	Low	Medium High
Waikaraka Road	Low	Low	High
Waiparera Road	Low	Low	High
Waitotara Lane	Low	Low	Medium High
Whangarei Heads Road North			
Whangarei Heads School Road	Low	Low	Medium High
Whareora Road (Central)	Low	Low	Medium
Whareora Road (North)	Medium	High	Medium High
Wharf Road	Low	Low	High
Wrack Road	Low	Low	High

Table: Risk Data

Notes:

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

9.4 Characteristics of the Road

The characteristics of the road include the physical characteristics of the road that have an impact on crash risk such as the type of seal and shoulder width. The general environment also determines the characteristics of the road and crash risk, for example pedestrians and parking. The Table below sets out the significant physical characteristics of the roads where a speed limit change is proposed.

Road	Road Character	Lane Width	Alignment	Shoulder
Abbey Caves Road	Two Lane Undivided	Medium	Torturous	Very Narrow
Adams Road	Unsealed	Narrow	Winding	Very Narrow
Addison Road	Unsealed	Narrow	Winding	Very Narrow
Attwood Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Aubrey Road	Two Lane Undivided	Medium	Torturous	Very Narrow
Basil Road	Unsealed	Very Narrow	Straight	Narrow
Bay View Place	Two Lane Undivided	Narrow	Curved	Very Narrow
Bay View Road from WHG Heads Rd to Bay View Place	Two Lane Undivided	Narrow	Curved	Very Narrow
Bay View Road from Bay View Place to end	Two Lane Undivided	Narrow	Curved	Very Narrow
Beach Road (Whangarei Heads)	Two Lane Undivided	Medium	Straight	Very Narrow
Beasley Road	Unsealed	Narrow	Torturous	Very Narrow
Blue Horizon Road				
Campbell Road	Unsealed	Narrow	Torturous	Very Narrow
Clapham Road Sealed Section	Two Lane Undivided	Medium	Curved	Very Narrow
Clapham Road Unsealed Section	Unsealed	Narrow	Curved	Very Narrow
Cornfoot Avenue	Two Lane Undivided	Medium	Straight	Very Narrow
Craig Road	Unsealed	Narrow	Curved	Very Narrow
Crisp Road	Two Lane Undivided	Medium	Curved	Very Narrow
Darch Point Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Davidson Avenue				
Dickson Road	Two Lane Undivided	Medium	Torturous	Very Narrow
Edward Road	Unsealed	Narrow	Curved	Very Narrow
Franklin Road				
Giovanni Drive				
Glengarry Lane	Two Lane Undivided	Narrow	Straight	Very Narrow
Grahamtown Road	Unsealed	Narrow	Curved	Very Narrow
Hall Road	Two Lane Undivided	Narrow	Curved	Very Narrow

Table: Road Characteristics

Road	Road Character	Lane Width	Alignment	Shoulder
Harambee Road	Unsealed	Narrow	Winding	Very Narrow
Harris Road from Ngunguru Road to Dickson Road	Two Lane Undivided	Narrow	Winding	Very Narrow
Harris Road from Dickson Road to Whareora Road	Two Lane Undivided	Narrow	Straight	Very Narrow
Hutchinson Road	Two Lane Undivided	Narrow	Straight	Very Narrow
Kauri Mountain Road	Unsealed	Narrow	Torturous	Very Narrow
Kaye Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Kerr Road	Unsealed	Medium	Straight	Very Narrow
Kiteone Road	Two Lane Undivided	Medium	Curved	Very Narrow
Kohinui Road	Unsealed	Narrow	Winding	Very Narrow
Konini Street from Old Parua Bay Rd to 22 Konini St	Two Lane Undivided	Medium	Curved	Very Narrow
Konini Street from 22 Konini Street to Mackelsey Road	Two Lane Undivided	Medium	Curved	Very Narrow
Lamb Road	Unsealed	Narrow	Winding	Very Narrow
Lion View Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Mahanga Road	Two Lane Undivided	Narrow	Straight	Very Narrow
Mangahui Road	Unsealed	Narrow	Torturous	Very Narrow
Manganese Point Road	Two Lane Undivided	Medium	Torturous	Very Narrow
Matuku Street	Two Lane Undivided	Narrow	Curved	Very Narrow
May Grove Lane	Two Lane Undivided	Medium	Straight	Very Narrow
McDonald Road				
McGregor Street	Two Lane Undivided	Narrow	Curved	Very Narrow
McRae Road	Two Lane Undivided	Medium	Straight	Very Narrow
Memorial Drive				
Mount Tiger Road	Two Lane Undivided	Medium	Torturous	Very Narrow
Muritai Road	Two Lane Undivided	Medium	Curved	Very Narrow
Neptune Drive	Two Lane Undivided	Medium	Straight	Narrow
Nook Road from Whangarei Heads Rd to end of seal)	Two Lane Undivided	Medium	Curved	Very Narrow
Nook Road unsealed section	Unsealed	Medium	Torturous	Very Narrow
Norfolk Avenue	Two Lane Undivided	Medium	Curved	Narrow

Table: Road Characteristics

Road	Road Character	Lane Width	Alignment	Shoulder
Ocean Beach Road from Whangarei Heads Rd to Basil Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Ocean Beach Road from Basil Rd to Breakers Ln	Two Lane Undivided	Medium	Curved	Very Narrow
Ocean Beach Road from Breakers Lne to end	Two Lane Undivided	Medium	Straight	Very Narrow
Ody Road from Whangarei Heads Rd to existng 50kph/100kph boundary.	Unsealed	Medium	Curved	Very Narrow
Ody Road from existing 50kph/100kph boundary to end.	Unsealed	Narrow	Torturous	Very Narrow
Old Parua Bay Road from Kohe St to Abbey Caves Rd	Two Lane Undivided	Medium	Torturous	Very Narrow
Old Parua Bay Road from Abbey Caves Rd to Konini St	Two Lane Undivided	Medium	Torturous	Very Narrow
Old Parua Bay Road from Konini St to end.	Unsealed	Narrow	Curved	Very Narrow
Owhiwa Road	Two Lane Undivided	Medium	Torturous	Very Narrow
Parahaki Parish Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Paranui Valley Road				
Parkes Road	Unsealed	Narrow	Winding	Very Narrow
Parua Cemetery Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Pataua North Road from Whareora road to Smiths Road	Two Lane Undivided	Medium	Torturous	Very Narrow
Pataua North Road from Smiths Road to end				
Pataua South Road	Two Lane Undivided	Medium	Winding	Very Narrow
Pataua Street	Two Lane Undivided	Narrow	Straight	Very Narrow
Pepi Road	Unsealed	Narrow	Curved	Very Narrow
Aubrey Road Patau North	Two Lane Undivided	Narrow	Curved	Very Narrow
Aubrey Road/Kaye Road Patau North	Two Lane Undivided	Narrow	Curved	Very Narrow
Rangiuru Drive	Unsealed	Medium	Curved	Very Narrow
Ranui Road	Two Lane Undivided	Medium	Curved	Very Narrow
Reotahi Road from Whangarei Heads Road to Norfolk Avenue	Two Lane Undivided	Medium	Winding	Narrow
Reotahi Road from Norfolk Avenue to end	Two Lane Undivided	Medium	Straight	Very Narrow
Ritchie Road	Two Lane Undivided	Medium	Winding	Very Narrow
Robinson Road	Unsealed	Narrow	Winding	Very Narrow

Table: Road Characteristics

Road	Road Character	Lane Width	Alignment	Shoulder
Ross Road	Unsealed	Narrow	Torturous	Very Narrow
Rukuwai Road	Unsealed	Narrow	Curved	Very Narrow
Sapphire Place	Two Lane Undivided	Medium	Straight	Very Narrow
Scott Road	Two Lane Undivided	Medium	Winding	Very Narrow
Smith Road	Unsealed	Narrow	Torturous	Very Narrow
Stuart Road from Whangarei Heads Road to end of seal	Two Lane Undivided	Medium	Curved	Very Narrow
Stuart Road unsealed section	Unsealed	Narrow	Curved	Very Narrow
Tahere Road	Unsealed	Narrow	Torturous	Very Narrow
Tahunatapu Road	Unsealed	Narrow	Torturous	Very Narrow
Taiharuru Road from to current 100/50kph boundary	Two Lane Undivided	Medium	Torturous	Very Narrow
Taiharuru Road current 50kph zone	Two Lane Undivided	Medium	Winding	Very Narrow
Taiharuru Road from 50/100kph boundary to end of seal	Two Lane Undivided	Narrow	Torturous	Very Narrow
Taiharuru Road from end of seal to end	Unsealed	Narrow	Torturous	Very Narrow
Taihoa Road	Unsealed	Medium	Curved	Very Narrow
Taraunui Road from Whangarei Heads Rd to Rukuwai Rd	Two Lane Undivided	Medium	Torturous	Very Narrow
Taraunui Road from Whangarei Heads Rd to Rukuwai Rd				
Taraunui Road from Rukuwai Rd to Ross Rd	Two Lane Undivided	Medium	Torturous	Very Narrow
Taraunui Road from Ross Rd to end	Unsealed	Narrow	Torturous	Very Narrow
Taurikura Street	Two Lane Undivided	Narrow	Curved	Very Narrow
Te Rongo Road	Two Lane Undivided	Medium	Winding	Very Narrow
Te Whangai Head Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Telfer Road	Unsealed	Narrow	Torturous	Very Narrow
The Heights	Two Lane Undivided	Narrow	Curved	Very Narrow
Timperley Road	Unsealed	Narrow	Winding	Very Narrow
Tropicana Drive	Two Lane Undivided	Medium	Straight	Narrow
Urquhart Bay Road	Two Lane Undivided	Narrow	Curved	Very Narrow
Waikaraka Beach Road	Two Lane Undivided	Medium	Curved	Very Narrow
Waikaraka Road	Unsealed	Narrow	Curved	Very Narrow
Waiparera Road	Unsealed	Narrow	Torturous	Very Narrow
Waitotara Lane	Two Lane Undivided	Medium	Curved	Wide

Table: Road Characteristics

Road	Road Character	Lane Width	Alignment	Shoulder
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka	Two Lane Undivided	Medium	Curved	Very Narrow
Whangarei Heads Rd from 100kph / 70 kph boundary at Waikaraka (city end) to 70/100 kph boundary (heads end)	Two Lane Undivided	Medium	Straight	Very Narrow
Whangarei Heads Rd from 70 / 100 kph boundary at Waikaraka (Heads end)) to current 100kph / 50kph boundary at Tamaterau.	Two Lane Undivided	Medium	Curved	Very Narrow
Whangarei Heads Road from current 100kph / 50kph boundary at Tamaterau to Scott Rd	Two Lane Undivided	Medium	Curved	Very Narrow
Whangarei Heads Rd from Scott Rd to current 100kph / 70kph Solomons Pt / Parua Bay Boundary	Two Lane Undivided	Medium	Curved	Very Narrow
Whangarei Heads Road from current 100kph / 70kph Solomons Point / Parua Bay boundary to 110m before Parua Bay Tavern,	Two Lane Undivided	Medium	Winding	Wide
Whangarei Heads Road from 110m before Parua Bay Tavern to 50m on the Heads side of Crisp Road.	Two Lane Undivided	Medium	Winding	Wide
Whangarei Heads Road from 50m on the Heads side of Crisp Rd to 220m past Wharf Rd (Heads side)	Two Lane Undivided	Medium	Straight	Wide
Whangarei Heads Road from 220m past Wharf Rd (Heads side) to current 100kph / 50kph boundary at Parua Bay	Two Lane Undivided	Medium	Winding	Wide
Whangarei Heads Road from current 100kph / 50 kph boundary to 65m before Richie Rd	Two Lane Undivided	Medium	Winding	Very narrow
Whangarei Heads Road from 65m before Richie Road to 40m past Kiteone Rd (Heads side).	Two Lane Undivided	Medium	Straight	Very wide
Whangarei Heads Road from current 50kph/100kph boundary at Parua Bay township to current 100kph/50kph boundary at McLeod Bay	Two Lane Undivided	Medium	Curved	Very narrow
Whangarei Heads Road – from 100kph / 50kph boundary at McLeod Bay to current 50kph/100kph boundary	Two Lane Undivided	Medium	Curved	Wide
Whangarei Heads Road from McLeod Bay current 50kph/100kph boundary to current 100kph / 50kph boundary at Taurikura.	Two Lane Undivided	Medium	Tortuous	Wide

Table: Road Characteristics

Road	Road Character	Lane Width	Alignment	Shoulder
Whangarei Heads Road from current 100kph/50kph boundary at Taurikura to 2312 Whangarei Heads Rd	Two Lane Undivided	Medium	Tortuous	Wide
Whangarei Heads School Road	Two Lane Undivided	Medium	Curved	Very Narrow
Whareora Road (Central)	Two Lane Undivided	Medium	Winding	Very Narrow
Whareora Road (North)	Two Lane Undivided	Medium	Curved	Very Narrow
Wharf Road	Unsealed	Narrow	Tortuous	Very Narrow
Wrack Road	Unsealed	Narrow	Curved	Very Narrow

Table: Road Characteristics

9.5 Adjacent Land-use

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

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

Land-use within the review area ranges from the urban areas of Parua Bay and other small harbourside and coastal communities through to rural in the remainder of the review area.

Urban

The principal urban areas in the review include:

- Waikaraka
- Tamaterau
- Parua Bay
- Whangarei Heads
- Pataua South and North

With the exception of Parua Bay, all of these urban areas take the form of small coastal or harbourside communities with seasonal populations and limited retail and hospitality facilities. Although urban in nature, these communities do not have a town centre. However, the beach access areas, act as a pedestrian hub for the community, particularly in the summer months. Many of the harbourside communities are located along Whangarei Heads Road with residential dwellings on one side of the road, and beach areas on the other side. Given the harbour or seaside nature of these communities and the strong focus on holiday community activities, a slower speed limit is considered appropriate to enhance the liveability of the community and ensure the safety of all road users.

The Parua Bay community has a small commercial area, which is expected to grow over time, particularly with the current Placemaking projects being undertaken in that community. The Parua Bay community features a small shopping complex opposite a school. There is a growing community centre a short distance from the school and shopping centre where students that attend school in Whangarei City catch a bus from. Given the location of Parua Bay School and the central retail area, a significantly slower speed limit is considered appropriate within this community area.

Rural

The predominant land-use within the review area outside the urban areas is rural in nature. The general rural area gives rise to relatively low volumes of traffic movements. However, it should be noted that, although most of the rural roads within the review area are primarily rural access roads, there are key arterial roads, including Whangarei Heads Road, Mount Tiger road (as an alternative to Whangarei Heads Road), Pataua South Road and Whareora / Pataua North Road.

Road hazards in the rural area, can include slower farm machinery, Stock and unexpected slippery road conditions where Stock have been moved.

9.5.1 District Plan

The Whangarei District Plan is the principle document that provides direction for future development within the District. It achieves this by setting policy and rules for development, including the identification of different environments where specific activities will be encouraged, including the density of development.

Within the review area, the Whangarei District Plan identifies three separate Planning Environments:

- Rural Production
- Natural Open Space
- Rural Lifestyle
- General Residential

The review area contains Open Space Environments. Within the review area, the Natural Open Space Environments are generally located along coastal margins or reserves and are not expected to give rise to any specific roading issue. The relevant planning maps are contained in Appendix 1.

9.5.1.1 Rural Production

Rural Production incorporates the majority of the review area.

The Rural Production Environment provides for a diverse range of rural production activities, including commercial and industrial activities that have a functional need to service the rural sector and communities, or provide location-based recreation or tourist activities.

The Rural Production Environment is low-density, and the road environment has typically low traffic counts. It should be noted that these low traffic counts will vary, particularly where there is forestry or dairy activities. Roads are generally narrower with limited shoulder areas and may be unsealed.

A safe and appropriate speed within a Rural Production Environment is expected to be 80kmph or less, with a lower speed limit for unsealed roads, or where roads are particularly narrow or with tight curves.

9.5.1.2 Rural Lifestyle

The Rural Lifestyle Zone (RLZ) covers identified rural areas within the district that are mostly characterised by smaller site sizes, rural living activities and small-scale farming. Subdivision is limited to that which, in general is in keeping with the average allotment size of the existing environment of the Rural Lifestyle Zone. This means that, although new subdivision is expected to occur, the overall density of development should remain consistent with the existing development density.

The Rural Lifestyle Zones are generally limited so as to contain potential adverse effects on rural amenity and productivity, particularly as they may adversely affect activities in the Rural Production Zone and key infrastructure corridors. Impacts on the local roading network have been considered in the selection of suitable areas for the Rural Lifestyle Zone and unsealed through roads have

been avoided due to dust nuisance and the impacts on future road maintenance and seal extensions.

Within the Rural Lifestyle Environment, the following general effects on the road environment are expected:

- A rural feel to the area with moderate to low density residential dwellings and a variety of rural land uses.
- Moderate level of access onto the adjoining roads from residential dwellings
- Increased numbers of pedestrians and cyclists
- More young people having direct access to the road environment
- Increased distractions for drivers
- Increased Average Daily Traffic Flows

The speed environment within a Rural Lifestyle Environment is expected to range from 40kph to 60kph, with 80kph being the exception.

9.5.1.3 General Residential

The General residential Zones are principally located within the coastal and harbourside communities within the review area, for example, Parua Bay, Reotahi and MCleod Bay.

The General Residential Zone (GRZ) provides predominantly for residential development within existing urban areas. The General Residential Zone provides for traditional suburban densities and housing forms and is currently characterised by one to two storey stand-alone (detached) residential units on larger properties set back from boundaries with landscaped gardens. However, the zone also contemplates incremental intensification to provide for a range of housing needs while retaining a suburban built character.

The General Residential Environment are expected to generate increased local traffic, pedestrians and cyclists. In addition, the General Residential Zones within the Speed Limit Review Area are expected to generate additional commuter traffic where people are accessing Whangarei City for work and/or services.

Within the General Residential Environment, the following effects on the road environment are expected:

- A more urban feel to the road environment, including pedestrian facilities, curb and channel and other engineering features.
- High density of residential dwellings with the potential for additional development over time.
- high level of access onto the adjoining roads from residential dwellings
- Increased numbers of pedestrians and cyclists
- More young people having direct access to the road environment
- Increased distractions for drivers
- Increased Average Daily Traffic Flows

The speed environment within the General Residential Environment is expected to be between 30kph and 40kph, depending on the location of schools, retail areas and high pedestrian areas like beach accesses.

9.6 Intersections and Property Access

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

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

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

Property access density is indicative of the following:

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

Intersection density provides a measure of the frequency that vehicles may be crossing the carriageway, slowing to make a turn, or accelerating after having made a turn.

Road	Property Access / Km	Intersections / km	Traffic Volume*
Abbey Caves Road	2 <5	<1	348
Adams Road	2 <5	<1	121
Addison Road	2 <5	<1	130
Attwood Street	5 <10	2 <3	208
Aubrey Road	2 <5	<1	315
Basil Road			
Bay View Place	10 <20	5 <10	120
Bay View Road from WHG Heads Rd to Bay View Place	10 <20	3 <5	281
Bay View Road from Bay view Place to End	10 <20	5 <10	172
Beach Road (WHG Heads)	10 <20	3 <5	161
Beasley Road	2 <5	<1	99
Blue Horizon Road			
Campbell Road	2 <5	<1	281
Clapham Road Sealed Section	2 <5	1 <2	89
Clapham Road Unsealed Section	2 <5	<1	21
Cornfoot Avenue	10 <20	5 <10	99
Craig Road	2 <5	2 <3	26
Crisp Road	5 <10	5 <10	281
Darch Point Road	10 <20	3 <5	229
Davidson Avenue			
Dickson Road	2 <5	1 <2	221
Edward Road	2 <5	5 <10	57
Franklin Road			
Giovanni Drive			
Glengarry Lane	5 <10	5 <10	47
Grahamtown Road	2 <5	3 <5	26
Hall Road	10 <20	3 <5	200
Harambee Road	2 <5	<1	26

Road	Property Access / Km	Intersections / km	Traffic Volume*
Harris Road from Ngunguru Road to Dickson Road	2 <5	1 <2	1087
Harris Road from Dickson Road to Whareora Road	2 <5	1 <2	1032
Hutchinson Road	2 <5	1 <2	1032
Kauri Mountain Road	2 <5	<1	78
Kaye Road	10 <20	3 <5	767
Kerr Road	2 <5	<1	333
Kiteone Road	10 <20	1 <2	374
Kohinui Road	2 <5	<1	78
Konini Street from Old Parua Bay Rd to 22 Konini St	2 <5	2 <3	577
Konini Street from 22 Konini Street to Mackelsey Road	10 <20	10+	577
Lamb Road	2 <5	<1	78
Lion View Road	5 <10	5 <10	78
Mahanga Road	10 <20	2 <3	161
Mangahui Road	1 <2	<1	140
Manganese Point Road	1 <2	<1	312
Matuku Street	10 < 20	3 <5	229
May Grove Lane	5 <10	5 <10	109
McDonald Road			
McGregor Street	5 <10	3 <5	229
McRae Road	10 <20	5 <10	<1000
Memorial Drive			
Mt Tiger Road	1 <2	<1	278
Muritai Road	10 <20	<1	374
Neptune Drive	10 <20	2 <3	40
Nook Road from Whangarei Heads Rd to end of seal)	2 <5	<1	229
Nook Road unsealed section	1 <2	1 <2	229
Norfolk Avenue	10 <20	3 <5	140
Ocean Beach Road from Whangarei Heads Rd to Basil Rd	5 <10	1 <2	421
Ocean Beach Road from Basil Rd to Breakers Ln	2 <5	<1	421
Ocean Beach Road from Breakers Lane to end	5 <10	1 <2	374
Ody Road from Whangarei Heads Rd to existing 50kph/100kph boundary.	10 <20	2 <3	109
Ody Road from existing 50kph/100kph boundary to end.	2 <5	<1	78
Old Parua Bay Road from Kohe St to Abbey Caves Rd	2 <5	2 <3	348
Old Parua Bay Road from Abbey Caves Rd to Konini St	2 <5	2 <3	468
Old Parua Bay Road from Konini St to end.	2 <5	2 <3	57
Owhiwa Road	1 <2	<1	473
Parahaki Parish Road	2 >54	5 <10	11
Paranui Valley Road			
Parkes Road	2 <5	<1	32
Parua Cemetery Road	2 <5	5 <10	68
Pataua North Road from Whareora road to Smiths Road	2 <5	<1	315
Pataua North Road from Smiths Road to end			
Pataua South Road	2 <5	<1	333
Pataua Street	10 <20	<1	172
Pepi Road	2 <5	3 <5	26
Aubrey Road Patau North	10 <20	5 <10	1013
Aubrey Road/Kaye Road Patau North	10 <20	3 <5	767
Rangiuru Drive	2 <5	2 <3	26
Ranui Road	5 <10	5 <10	229
Reotahi Road from Whangarei Heads Road to Norfolk Avenue	10 <20	2 >3	463
Reotahi Road from Norfolk Avenue to end	10 <20	3 <5	161
Ritchie Road	10 <20	2 <3	395
Robinson Road	2 <5	<1	109
Ross Road	2 <5	1 <2	88

Road	Property Access / Km	Intersections / km	Traffic Volume*
Rukuwai Road	2 <5	5 <10	16
Sapphire Place	10 <20	5 <10	105
Scott Road	5 <10	3 <5	354
Smith Road	2 <5	1 <2	50
Stuart Road from Whangarei Heads Road to end of seal	10 <20	1 <2	120
Stuart Road Unsealed section	10 <20	<1	68
Tahere Road	2 <5	1 <2	121
Tahunatapu Road	1 <2	<1	161
Taiharuru Road from to current 100/50kph boundary	2 <5	<1	130
Taiharuru Road current 50kph zone	5 <10	1 <2	120
Taiharuru Road from 50/100kph boundary to end of seal	2 <5	1 <2	109
Taiharuru Road from end of seal to end	2 <5	<1	57
Taihoa Road	2 <5	2 <3	85
Taraunui Road from Whangarei Heads Rd to Rukuwai Rd	2 <5	1 <2	229
Taraunui Road from Whangarei Heads Rd to Rukuwai Rd			
Taraunui Road from Rukuwai Rd to Ross Rd	1 <2	1 <2	161
Taraunui Road from Ross Rd to end	1 <2	<1	88
Taurikura Street	10 <20	3 <5	192
Te Rongo Road	1 <2	<1	291
Te Whangai Head Road	10 <20	3 <5	200
Telfer Road	2 <5	<1	26
The Heights	10 <20	3 <5	130
Timperley Road	2 <5	1 <2	57
Tropicana Drive	5 <10	10+	57
Urquhart Bay Road	5 <10	2 <3	120
Waikaraka Beach Road	5 <10	3 <5	88
Waikaraka Road	2 <5	5 <10	26
Waiparera Road	2 <5	1 <2	26
Waitotara Lane	2 <5	10+	47
Whangarei Heads School Road	2 <5	3 <5	229
Whareora Road (Central)	10 <20	1 <2	1747
Whareora Road (North)	2 <5	<1	1115
Wharf Road	1 <2	1 <2	57
Wrack Road	2 <5	2 <3	11

Table: Property and intersection density

9.7 Traffic Volumes

Traffic volumes within the review area are Average Daily Traffic (ADT) flows over a 7-day period and are set out in the Table above. The review area is principally rural in nature with low traffic volumes, with the exception of Whangarei Heads Road.

Whangarei Heads Road is an Arterial or Urban Connector Road that is a main commuter route for many residents that live within the review area. It should be noted that Cove Road has a significantly higher usage during holiday periods and the summer months.

The traffic volumes on Whangarei Heads Road do cause issues, particularly in relation to the conflict between faster drivers and slower vehicles. This conflict is exacerbated by a lack of safe overtaking opportunities.

Other roads that access coastal communities and beach areas, for example, Pataua North and Pataua South, experience differing traffic volumes during the year. The increase in volume is generally over the summer months, particularly during holidays and weekends. However, overall traffic volume is low; consistent with more remote rural areas.

9.8 *Planned Modifications to the Road*

Modifications to the road environment are set out and funded through the Regional Transport Plan, Council Long-Term Plan and Annual Plan. Many modifications to the road environment are funded through combined Council funding (rates) and central government funding via Waka Kotahi.

Modifications to the road include:

- Ongoing road maintenance (Business as usual)
- Road safety upgrades (High Risk Rural Roads funding)
- Development upgrades (associated with significant subdivision development)
- Other modifications (funded through a variety of sources)

Modifications to the road environment are currently in the planning phase for Parua Bay as part of Council's Placemaking project. Modifications will include changes and new facilities on the fringes of the road environment. These changes are expected to have an impact on vehicle and pedestrian movements on Whangarei Heads Road. Proposed changes to the road environment include the installation of at least one raised table crossing. Which will support a slower 30kph school speed zone.

If the proposed 30kph speed limit around the Parua Bay Tavern is adopted, additional physical works will be required to support that slower speed limit. Physical works may include a raised table crossing, additional lighting and signage. Curb and channel and other pedestrian facilities may also be considered.

The issue of overtaking opportunities and the development of passing bays or layby facilities require significant funding. It is expected that funding options may be investigated as part of Councils long-term planning process. However, funding for this type of modification will be considered alongside other road safety improvements across the district.

9.9 *Consultation*

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

- Local iwi representatives and marae
- NZ Police
- The Automobile Association
- The Regional Land Transport Committee
- Regional Transport Associations (including Freight)
- Regional Road Safety Forum
- Relevant ratepayer and residents' associations within the review area

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

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

10 Options Analysis

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

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

Option A: No change to the current speed environment

Option B: Amend the speed limit as proposed

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

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

Detailed speed limit options considered for each road is set out in Section 7.4 of this Report.

10.1 Option A - No change to the current speed environment

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

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

10.2 Option B - Amend the speed limit as proposed

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

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

10.3 Option C - Engineer the road to meet the current speed limits

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

A desk top assessment has been undertaken to identify the engineering works and approximate costs of engineering two key roads to maintain the existing speed limits. Although some engineering work may be undertaken in the short to medium term, it is considered that, to engineer the roads to make the current speed limits safe and appropriate would be substantial and would create an unreasonable burden on the ratepayer.

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

- Council has a Strategic plan for maintaining and upgrading roads on a District wide basis that considers population projections and other long-term planning aspects. No current significant modifications of the roads are identified in the Long-Term Plan.
- Engineering all roads to meet posted speed limits in the short-term is cost prohibitive.
- As roads are improved as part of an ongoing Strategic plan, speed limits can be reviewed so that they match new engineered road environments, for example, where unsealed roads are sealed.

Engineering solutions may be undertaken to support any proposed speed limit changes. This can include gateway treatments, curb and channelling or road marking. Specific engineering treatments are currently being planned to support lower speed limits near the Parua Bay Tavern and in the Parua Bay township.

10.4 Option Conclusion

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

11 Consultation Process

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

11.1 Local Government Act Requirements

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

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

11.2 Setting of Speed Limits Rule Requirements

Section 3.9 and 3.10 of the Setting of Speed Limits Rule 2022 sets out the consultation requirements when setting a speed limit. Including making opportunity for Māori to contribute to the Plan.

11.3 Giving Effect to Consultation Requirements

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

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

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

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

12 Making a Submission

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

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

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

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

You can make a submission online at www.wdc.govt.nz or Email your submission to: mailroom@wdc.govt.nz, or post your submission to:

Speed Reviews
Whangarei District Council
Private Bag 9023
Whangarei 0148

Submissions can also be hand delivered to the Whangarei District Council Office at Forum North in Rust Avenue, Whangarei, or any service centre.

Notes:

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

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

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

13 Where Can I Get More Information?

Copies of this Report and the Summary Document can be viewed on Whangarei District Councils website at www.wdc.govt.nz/haveyoursay

Alternatively, copies of this Report and the Summary Document can be viewed at any Whangarei District Council Offices or Library.

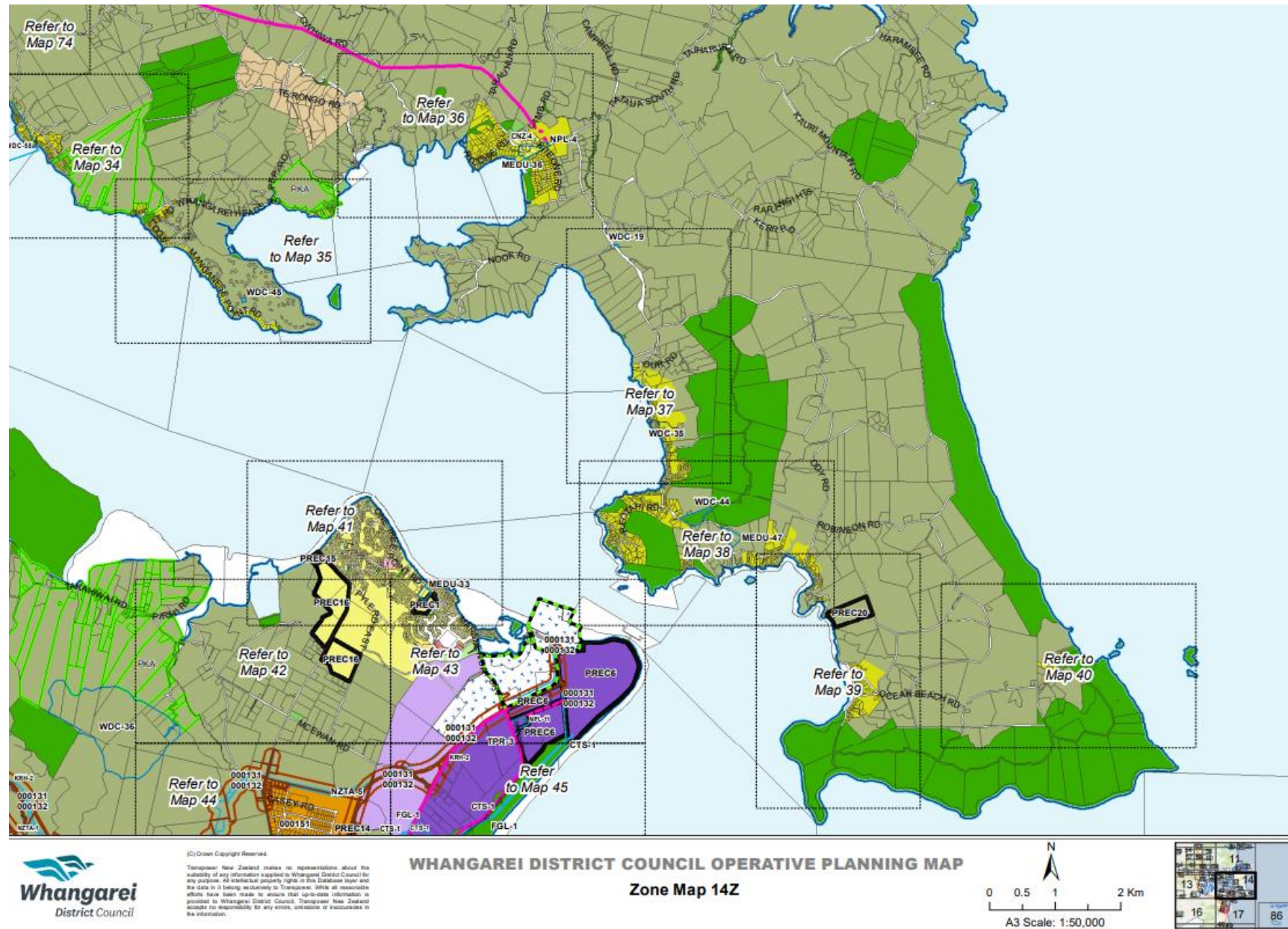
Whangarei	Forum North, Rust Avenue
	Library, Rust Avenue

Alternatively, call the Whangarei District Council on 09 430 4200 or 800 932 463.
or email: Mailroom@wdc.govt.nz

Appendix 1 – District Plan Maps

Zone Maps	Resource Areas Maps	Coastal Areas Maps
<p>Zone Maps</p> <ul style="list-style-type: none"> Northpower Critical Overhead Lines CEL Northpower Critical Underground Lines CEL Multi Title Site Rescue Helicopter Flight Path Appeals Designation Papakāinga <small>Rule P16A 1.5.1 indicative only, Meri Land Court date</small> Precincts and Development Areas Large Lot Residential Zone Settlement Zone Residential Sub-Zone Settlement Zone Centre Sub-Zone Settlement Zone Industry Sub-Zone Low Density Residential Zone General Residential Zone Medium Density Residential Zone Rural Production Zone Rural Lifestyle Zone Future Urban Zone Strategic Rural Industries Zone Fonterra Kauri Milk Processing SRIZ – Ancillary Irrigation Farms Marsden Primary Centre Ruakaka Equine Zone Neighbourhood Centre Zone Local Centre Zone Commercial Zone Shopping Centre Zone Mixed Use Zone Waterfront Zone City Centre Zone Light Industrial Zone Heavy Industrial Zone Airport Zone Hospital Zone Port Zone Development Area Natural Open Space Zone Open Space Zone Sport and Active Recreation Zone 	<p>Resource Areas Maps</p> <ul style="list-style-type: none"> Notable Tree Overlay Heritage Buildings, Sites & Objects Sites of Significance to Maori Runway Air Noise Boundary Outer Control Boundary Esplanade Priority Coastal Hazard 1 Coastal Hazard 2 Strategic Rail Protection Line Strategic Road Protection Area Indicative Road Road Hierarchy <ul style="list-style-type: none"> National Regional Arterial Primary Collector Secondary Collector Low Volume Access Heritage Overlay Area Flood Susceptible Areas Mining Hazard Area 1 Mining Hazard Area 2 Mining Hazard Area 3 Fonterra Noise Control Boundary Helicopter Hovering Area QRA Quarrying Resource Area QRA Mining Area QRA Buffer Area QRA 500m Indicative Setback Goat Control Areas Coastal Area Outstanding Natural Feature Outstanding Natural Landscape 	<p>Coastal Areas Maps</p> <ul style="list-style-type: none"> Coastal Area Outstanding Natural Character Area High Natural Character Area <p>All Maps</p> <ul style="list-style-type: none"> Northpower Tower CEL-Cat1 National Grid Tower Northpower Overhead Critical Line Cel-Cat1 National Grid Line Coastline <p><small>Approach and Deployment Flightpath for Rescue Helicopter operating from the St John Ambulance Station on Western Hills Drive (SH 1). The flightpath and adherence to it is administered by the Civil Aviation Authority.</small></p> <p><small>Coastline indicates the mean high water springs (MHWS), which also indicates the jurisdictional boundary between the Northland Regional Council and the Whangarei District Council.</small></p> <p><small>Transporter New Zealand makes no representations about the suitability of any information supplied to Whangarei District Council for any purpose. All intellectual property rights in this Database layer and the data in it belong exclusively to Transporter. While all reasonable efforts have been made to ensure that up-to-date information is provided to Whangarei District Council, Transporter New Zealand accepts no responsibility for any errors, omissions or inaccuracies in the information.</small></p> <p><small>Whangarei District Council also holds other land hazard information.</small></p> <p><small>© Crown Copyright Reserved.</small></p>
<p>WHANGAREI DISTRICT COUNCIL OPERATIVE PLANNING MAPS</p> <p>Map Legend</p> <p>Whangarei District Council</p>		

Whangarei Heads Speed Technical Report Final for publication



7.6 Temporary Road Closure Application – International Rally of Whangarei Update

Meeting: Whangarei District Council
Date of meeting: Thursday 27 April
Reporting officer: Kat Tasker (Marketing and Ticketing Administrator), Tegan Capp (Major Events Team Lead)

1 Purpose / Te Kaupapa

To seek approval of the proposal to temporarily close roads, to allow the International Rally of Whangarei to be held on 10 to 14 May 2023. It has been brought to our attention that two stages and one road closure for refuel and community event for the International Rally of Whangarei 2023 were not included in the previous paper that went before council (refer to attachment 6.1)

2 Recommendations / Whakataunga

That the Whangarei District Council,

1. Approves the temporary closure of the following roads to ordinary traffic for the International Rally of Whangarei on the following dates in accordance with section 342 (1)(b) and Schedule 10 Clause 11 of the Local Government Act 1974.

Saturday 13 May 2023

(Special Stages 4 & 8 MARLOW)

Marlow Road, from 926 Marlow Road to Riponui Road intersection

Riponui Road, from Marlow Road intersection to Otakirangi Road

Otakirangi Road, from Riponui Road intersection to Swamp Road including Rowlands Road

Period of Closure: 9.15am to 1.30pm & 2.30pm to 6.15pm

Please note: The Start of this stage begins on a section of road within the Far North District boundary.

Saturday 13 May 2023

(Hikurangi Refuel and community event)

George Street, from Alfred Street to Hill Street (Alfred and Hill streets remain open)

King Street, from George Street to Church Street

Period of Closure: 8am to 11.30am and 1pm to 4.30pm

Sunday 14 May 2023

(Special Stages 14 & 18 WAIPU CAVES)

Waipu Caves Road, from 878 Waipu Caves Road to Mangapai Caves Road

Mangapai Caves Road, from Waipu Caves Road to Graham Road

Graham Road, from Mangapai Caves Road to Ruarangi Road

Ruarangi Road, from Graham Road to Mangapai Road

Period of Closure: 8.30am to 4pm

2. Approves the temporary closure of the side roads off the roads to be closed for up to 100 meters from the intersection for safety purposes.
3. Delegates to the Chair of the Infrastructure Committee and General Manager Infrastructure the power to give public notices of these temporary road closures

3 Background

The International Rally of Whangarei will take place on 12-14 May 2023 in the Northland area. It forms Round 2 of the 2023 New Zealand Rally Championship.

The event is also round 5 of the FIA, Asia Pacific Rally Championship 2023. The 2023 FIA, Asia Pacific Rally

The 2023 FIA, Asia Pacific Rally Championship series comprises of nine rounds:-

- Rnd 1 Rally Tsumagoi - Japan
- Rnd 2 South India Rally - India
- Rnd 3 Rally Launceston – Australia
- Rnd 4 Rally of Otago – New Zealand
- Rnd 5 Rally of Whangārei – New Zealand
- Rnd 6 Rally Queensland – Australia
- Rnd 7 Rally Indonesia – Indonesia
- Rnd 8 Rally Longyou – China
- Rnd 9 Danau Toba Rally - Indonesia

The 2023 FIA Asia Pacific Rally Championship series also includes five FIA titles and our own Brian Green Property Group New Zealand Rally Championship.

The Community groups that we are calling on to assist us with the event are Whangarei South Rotary Club, Opouwhanga Hall Committee, Kamo Club - Motorsport Section, Hikurangi Business Association, Hikurangi Lions Club, Mid Western Lions, Waipu Lions, Whangarei Rock n Roll Club and Northland Rugby.

4 Discussion

Rally New Zealand (RNZ) is experienced in running events to the standards required by the FIA.

RNZ have established a good working relationship with Council staff and work closely with Council to host a well-managed and safe event holding a debrief each year to see where improvements can be made for the following year.

RNZ work with several local clubs and groups, providing opportunities for these groups to fundraise throughout the event for example marshalling, spectator management and food stands at the main spectator points.

4.1 Risks

The RNZ safety team have attended the new FIA 2023 Rally Safety Training Program so are up to date with the latest procedures and changes to FIA requirements. The importance of setting up special stages to ensure the safety of spectator viewing is a strategic part of event management. They continue to review their safety standards for the setting up of public areas including:

- Identification of quality viewing areas
- Identification of danger points within the viewing area
- Erecting safety mesh fences plus taping to identify the areas where public can safely be located.
- To always ensure that personal safety is paramount.
- Training spectator safety marshals so that they can in a firm and polite manner advise the safety message to the public.

Rally New Zealand works with local community groups to make a spectator charge at controlled 'quality viewing areas'. This is an excellent opportunity for local community groups to source funds from outside their area. This includes many opportunities to raise funds for paddock parking, food stalls and so on.

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, Council News, Facebook and marketing by the event organisers.

6 Attachments / Ngā Tāpiritanga

1. Agenda Item – Infrastructure Committee 13 April 2023
2. Special Stages 4 and 8 MARLOW Map
3. Special Stages 14 and 18 WAIPU CAVES Map
4. Email Request Hikurangi Refuel Closure
5. Hikurangi Refuel Road Map

4.1 Temporary Road Closure – International Rally of Whangarei 2023

Meeting: Infrastructure Committee
Date of meeting: 13 April 2023
Reporting officer: Katherine Tasker (Marketing and Ticketing Administrator)
 Tegan Capp (Major Events Team Lead)

1 Purpose / Te Kaupapa

To seek approval of the proposal to temporarily close roads, to allow the International Rally of Whangarei to be held on 10 to 14 May 2023.

2 Recommendation/s / Whakataunga

That the Infrastructure Committee,

1. Approves the temporary closure of the following roads to ordinary traffic for the International Rally of Whangarei on the following dates in accordance with section 342 (1)(b) and Schedule 10 Clause 11 of the Local Government Act 1974.

Wednesday 10 May 2023 (Testing)

Hosking Road, from Paparoa Oakleigh Road to Walker Road.
 Period of Closure: 8am to 5pm

Wednesday 10 May 2023 to Sunday 14 May 2023 (Service Park)

Pohē Island Road, from start to end including the carpark.
 Period of Closure: 8am Wednesday 10 May to 8pm Sunday 14 May

Friday 12 May 2023 (Ceremonial Start)

James Street, from Robert Street to Cameron Street
Cameron Street, from James Street to John Street
 Period of Closure: 3pm to 7pm

Saturday 13 May 2023

(Special Stage 1 & 5 HELENA)

Pigs Head Road, from the intersection of Whananaki Road to the bridge at Kaiikanui Road intersection.

Kaiikanui Road, from Pigs Head Road to Webb Road

Webb Road, from Kaiikanui Road to the end of the tarmac

Period of Closure: 6.30am to 10.45am and 11.45am to 4pm

(Special Stage 3 & 7 CROWS NEST)

Crows Nest Road, from State Highway 1 to Paiaka Road

Paiaka Road, from Crows Nest Road to Browns Road

Oetzmans Road, from Browns Road to Maromaku - Towai Road

Maromaku - Towai Road, from Oetzmans Road to Marlow Road

Period of Closure: 9am – 1pm & 2.15pm – 6pm

(Special Stage 9 & 10 Pohe Island - Te Matau a Pohe Bridge)

Dave Culham Drive, from Port Road to Riverside Drive

Period of Closure: 3.30pm to 11pm

(Special Stages 2 & 6 HELENA)

Tapuhi Road, from Waitutu Road to district boundary

Period of Closure: 7.30am to 11.15am and 12.45pm to 4.45pm

Sunday 15 May 2023

(Special Stage 11 & 15 TANGIHUA)

Othui Road, from SH14 to Codlin Road

Codlin Road, from Othui Road to Tangihua Road

Tangihua Road, from Codlin Road to Bint Road

Bint Road, from Tangihua Road to Porter Road

Porter Road, from Bint Road to Snooks Road

Period of Closure: 6.45am to 2.30pm

(Special Stage 12 & 16 WAIOTIRA)

Awarua Road, from Waitotira to Hartnell Road

Hartnell Road, from Awarua Road to Taipuna Road

Taipuna Road, from Hartnell Road to Neville Road

Neville Road, from Taipuna Road to Hosking Road

Hosking Road, from Neville Road to Walker Road

Walker Road, from Hosking Road to Waikiekie North Road

Waikiekie Road, from Walker Road to Paparoa Road

Period of Closure: 7.15am – 3pm

(Special Stage 13 & 17 MILLBROOK)

Millbrook Road, from 1280 Millbrook Road to Walters Road

Period of Closure: 8am – 3.45pm

2. Approves the temporary closure of the side roads off the roads to be closed for up to 100 meters from the intersection for safety purposes.
3. Delegates to the Chair of the Infrastructure Committee and General Manager Infrastructure the power to give public notices of these temporary road closures.

3 Background

The International Rally of Whangarei will take place on 12-14 May 2023 in the Northland area. It forms Round 2 of the 2023 New Zealand Rally Championship.

The event is also round 5 of the FIA, Asia Pacific Rally Championship 2023. The 2023 FIA, Asia Pacific Rally

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The Community groups that we are calling on to assist us with the event are Whangarei South Rotary Club, Opouwhanga Hall Committee, Kamo Club - Motorsport Section, Hikurangi Business Association, Hikurangi Lions Club, Mid Western Lions, Waipu Lions, Whangarei Rock n Roll Club and Northland Rugby.

4 Discussion

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Rally New Zealand works with local community groups to make a spectator charge at controlled 'quality viewing areas'. This is an excellent opportunity for local community groups to source funds from outside their area. This includes many opportunities to raise funds for paddock parking, food stalls and so on.

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, Council News, Facebook and marketing by the event organisers.

6 Attachments

1. Application Letter
2. Public Liability Insurance
3. 2023 Rally of Whangarei Road Closure Information and Maps
4. Cameron Street Closure Map

International Rally of Whangarei

12 - 14 May 2023

Attn: Whangarei District Council

To Whom this may concern,

I write to apply for temporary road closures for the 2023 Rally of Whangarei. The event this year is to be held on 12-14 May.

The event is again a round of the FIA, Asia Pacific Rally Championship 2023.

The 2023 FIA, Asia Pacific Rally Championship series comprises of nine rounds:-

- Rnd 1 Rally Tsumagoi - Japan
- Rnd 2 South India Rally - India
- Rnd 3 Rally Launceston – Australia
- Rnd 4 Rally of Otago – New Zealand
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Rally New Zealand under take to:-

1. Contact all owners and occupiers of property adjacent to the road explaining details of the closure and deliver the first letter setting out the details of the road closure and a second letter in the ten days before the closure confirming the closure times and emergency procedures.
2. Erect signs at the intersections of the road during the month before the rally setting out the times of the road closure and the reconnaissance convoy date and times.
3. Details of the Traffic Management Plan are published in our "Safety Plan" which is prepared in accordance with the FIA Safety Standards. A copy of the Safety Plan will be forwarded to Council closer to the event. The TMP includes erecting Transit standard RG 16 "Road Closed" signs at all intersections which will be controlled by clearly identified marshals.
4. The Rally is being held under a MotorSport New Zealand Permit which includes Public Liability of \$10 million. A copy of the Insurance Certificate is attached.
5. Provide full emergency services including St John Ambulance Paramedics and AREC radio communications. All owners and occupiers of affected properties will be advised how to contact these services in an emergency.
6. Authorise the New Zealand Police to open the closed road. Should any emergency arise access will be allowed for emergency vehicles.
7. Fully repair any damage to fences and private property.
8. Pay the costs of advertising the proposed closure.

International Rally of Whangarei

12 - 14 May 2023

Reconnaissance Thursday 11 & Friday 12 May 2023:

1. Reconnaissance Convoy - A two pass competitor reconnaissance convoy, supervised by rally officials, will travel over the roads to familiarise the drivers with the conditions. Residents will be advised of the times by letter and by signs erected at intersections.
2. Rally New Zealand Supervision - The convoy will have a lead and sweeper cars plus roving officials supervising road behaviour.
3. Police Supervision - Police will be in attendance.
4. Reconnaissance Cars - Cars used for reconnaissance will have identifying numbers on both rear side windows plus the windscreen, and headlights will be switched on.

Police Liaison:

The Whangarei Police are provided with maps and full details of both reconnaissance and the event.

Spectator Safety:

Our Safety team have attended the new FIA 2023 Rally Safety Training Program so are up to date with the latest procedures and changes to FIA requirements. The importance of setting up special stages to ensure the safety of spectator viewing is a strategic part of event management. We continue to review our safety standards for the setting up of public areas. This includes:

- Identification of quality viewing areas
- Identification of danger points within the viewing area
- Erecting safety mesh fences plus taping to identify the areas where public can safely be located.
- To ensure at all times that personal safety is paramount.
- Training spectator safety marshals so that they can in a firm and polite manner advise the safety message to the public.

Rally New Zealand works with local community groups to make a spectator charge at controlled 'quality viewing areas'. This is an excellent opportunity for local community groups to source funds from outside their area. This includes many opportunities to raise funds for paddock parking, food stalls and so on.

Road Maintenance:

Competitors are used to experiencing a wide variety of road surfaces so no preparation is necessary. Rally New Zealand request Council to review their road grading timetable to ensure that grading is scheduled for **immediately after the rally, not before**. This will help to minimise resident concerns and costs.

Council and Resident Recognition:

Rally New Zealand wishes to sincerely thank both Far North District and Whangarei District Councils and Residents for their continuing support of rallying. This support allows your district and our country to gain valuable recognition, stimulate economic activity and provide residents with entertainment and leisure opportunities from this international event.

APPLICATION BY : **RALLY NEW ZEALAND**

TO : **NORTHLAND TRANSPORT ALLIANCE**
For Whangarei District and Far North District

FOR : **TEMPORARY ROAD CLOSURE**

International Rally of Whangarei

12 - 14 May 2023

To ensure safety, Rally New Zealand will be restricting spectator access for a distance of 100 metres from the specified road and all adjoining side roads.

The road closure times in this application are based on the maximum time allowance for competitors running at the end of the field. In the normal course we would anticipate that we would be able to open the road approximately 60 minutes earlier.

Rally New Zealand recommends that Council review their grading timetable so that the planned road grading around the date of the rally is made immediately following the Rally. This will help to minimise both costs and resident concerns.

RALLY TEMPORARY ROAD CLOSURES

TESTING - WEDNESDAY 10 MAY 2023

Hosking Rd - from Paparoa Oakleigh Road to Walker Road. Testing will be organised by Peter Nelson and the Northland Car Club Inc. Period of Closure From 08:00 to 17:00hrs

SERVICE PARK Wednesday 10 May to Sunday 12 May

Pohe Island Rd - All of Pohe Island Rd and Car Park

Period of closure from 8am Wednesday 10th to 8pm Sunday 13th May

FRIDAY 12 MAY 2023

SHAKEDOWN -

POHE ISLAND WALKWAY – as per application to WDC Venues & Events Team

Period of Closure from 10am to 3pm Friday 12 May

CEREMONIAL START –

Cameron Street Mall

James St from Roberts St to Cameron St

Cameron St from James St to John St

Period of Closure from 15:00hrs to 19:00hrs

SATURDAY 13 MAY 2022

SS 1 & 5 HELENA – as per map, same direction as last year

Pigs Head Road from the intersection of Whananaki Rd to the Bridge at Kaiikanui Rd Intersection.

Kaiikanui Road from Pigs Head Road to Webb Road

Webb Road from Kaiikanui Road to the end of the tarmac (Helena Bay) we had to move this last year (approx 1km past gate number 206 Webb Road).

Period of Closure: 06:30 – 10:45hrs and 11:45 – 16:00hrs

Estimated Number of Cars: 60

SS 3 & 7 CROWS NEST - as per map

Crows Nest Road from SH 1 to Paiaka Road

International Rally of Whangarei

12 - 14 May 2023

Paiaka Road to Browns Road

Browns Road from Paiaka Road to Oetzmans Road

Oetzmans Road from Browns Road to Maromaku – Towai Road

Maromaku – Towai Road from Oetzmans Road to Marlow Road

Period of Closure 09:00 – 13:00hrs and 14:15 – 18:00hrs

Estimated Number of Cars: 60

SSS9 & SSS10 Pohe Island

Te Matau a Pohe Bridge

Pohe Island Walkway

Dave Culham Drive from Port Road to Riverside Drive.

Period of Closure From 15:30 to 23:00hrs

23:00 Bridge Reopens

SUNDAY 15 MAY 2022

SS11 & 15 TANGIHUA – as per map

Othui Road from SH14 to Codlin Road

Codlin Rd from Othui Rd to Tangihua Rd

Tangihua Rd from Codlin Rd to Bint Rd

Bint Rd from Tangihua Rd to Porter Rd

Porter Road from Bint Road to Snooks Rd

Period of Closure: 06:45 to 14:30hrs

Estimated Number of Cars :60

SS 12 & 16 WAIOTIRA – as per map

Awarua Road from Waiotira to Hartnell Road

Hartnell Rd from Awarua Rd to Taipuna Rd

Taipuna Rd from Hartnell Rd to Neville Rd

Neville Rd from Taipuna Rd to Hosking Rd

Hosking Rd from Neville Rd to Walker Rd

Walker Rd from Hosking Rd to Waikiekie North Rd

Waikiekie Rd from Walker Rd to Paparoa Rd

Period of Closure: 07:15 – 15:00

Estimated Number of Cars: 60

SS 13 & 17 MILLBROOK – as per map

Millbrook Road from house 1280 Millbrook Rd to Walters Road

Period of Closure: 08:00 – 15:45hrs

Estimated Number of Cars: 60

SS14 & 18 Waipu Caves – as per map

Waipu Caves Rd from House 878 to Mangapai Caves Rd

Mangapai Caves Rd from Waipu Caves Rd to Graham Rd

International Rally of Whangarei

12 - 14 May 2023

Graham Rd from Mangapai Caves Rd to Ruarangi Rd

Ruarangi Rd from Graham Rd to Mangapai Rd

Period of Closure: 08:30 – 16:00hrs

Estimated Number of Cars: 60

Ceremonial Finish

Whangarei Town Basin, entry from the southern end via the carpark (Claphams Clock Museum)

Exit via Twin Coast Discovery Highway (John St)

Please contact me if you require any further information or representation to Council.

Yours sincerely

Steve Foster

Chairman - International Rally of Whangarei

Mob. 027 230 9601

Email: srfosternz@gmail.com

www.rallywhangarei.co.nz

Enclosed:

Maps

Road Close Schedule

Public Liability Insurance Certificate

Insurance Certificate		
Public & Products Liability	Client ID	Agent No
	43826	8000014

We, the Insurers, Vero Liability Insurance Limited confirm that Public & Products Liability insurance has been effected on the following basis:

POLICY NUMBER	HO-LPL-6171359	
THE INSURED	Motorsport New Zealand Inc and Member Clubs in respect of Permitted Events Only	
BUSINESS DESCRIPTION	Administration, Governance and Regulation of Motor Sport in New Zealand	
EFFECTIVE DATE	From 4.00pm	31 December 2022
	To 4.00pm	31 December 2023
LIMIT OF INDEMNITY	\$ 10,000,000	any one Occurrence and for any one Period of Insurance in respect of Products Hazard
EXCESS	\$ 3,500	per Occurrence
POLICY WORDING	VL POL PL-032022	

This certificate is issued as a matter of information only and is subject to the terms and conditions of the issued policy.

Signed for and on behalf of Vero Liability Insurance Limited



Authorised Officer
 DTL



16 December 2022



Temporary Road Closure Application **For** **International Rally of Whangarei**



12th to 14th May 2022

2023

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Introduction

It is with great pleasure that we produce this document as a means of enhancing the Rally of Whangarei and the Northern Transport Alliances working relationship, preparing for the 2023 International rally of Whangarei.

Rally Whangarei is committed to working in collaboration with all Road Controlling Authorities to ensure that this event is a huge success, not only for the competitors and spectators, but also for the residents, ratepayers, businesses, and local communities.

This “high level” document demonstrates that Rally of Whangarei run by extremely competent and passionate petrol heads who will ensure we fulfil our obligations before, during and after this event.

Please contact me if you require any further information or representation to Council



We look forward to continuing our work with you.

Yours sincerely

Steve Foster

Chairman - International Rally of Whangarei

Mob. 027 230 9601

Email: srfosternz@gmail.com

www.rallywhangarei.co.nz



Event Overview

The International rally of Whangarei will take place on 12-14 May 2023 in the Northland area. It forms Round 2 of the 2023 New Zealand Rally Championship.

The event is also round 5 of the FIA, Asia Pacific Rally Championship 2023. The 2023 FIA, Asia Pacific Rally Championship series comprises of nine rounds:

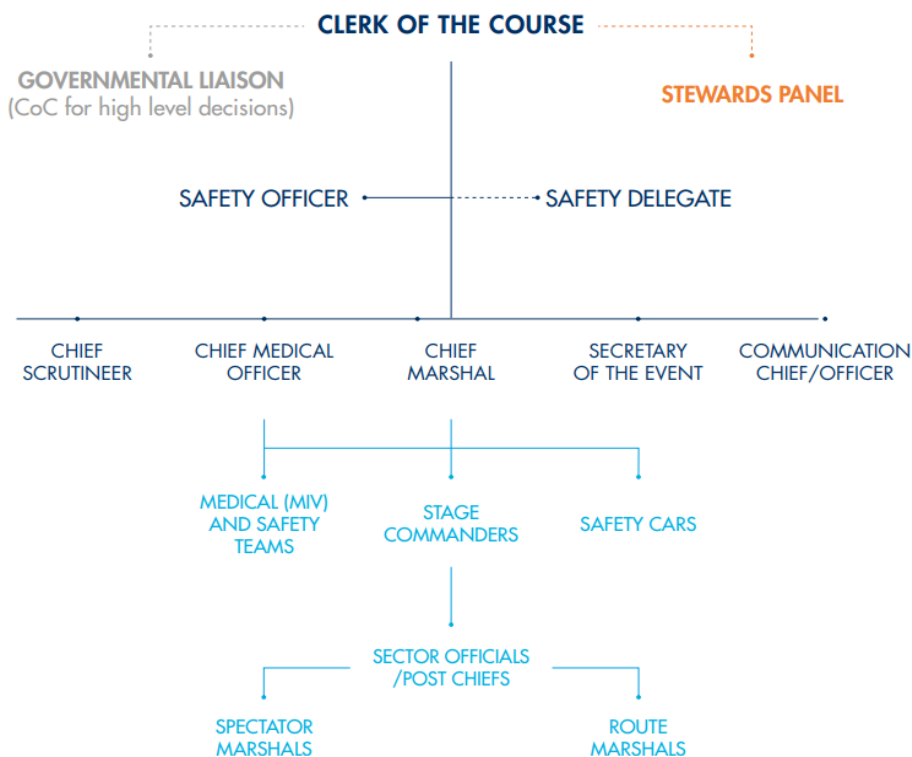
- Rnd 1 Rally Tsumagoi - Japan
- Rnd 2 South India Rally - India
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- Rnd 4 Rally of Otago – New Zealand
- Rnd 5 Rally of Whangārei – New Zealand
- Rnd 6 Rally Queensland – Australia
- Rnd 7 Rally Indonesia – Indonesia
- Rnd 8 Rally Longyou – China
- Rnd 9 Danau Toba Rally - Indonesia

This events headquarters will be based in and around the Northland Rugby Union Club rooms and Rock and Roll Club rooms on Pohe Island Road, 3 minutes from the great cafes and restaurants at the town basin only 5.5kms from Whangārei Airport.

The rally opening ceremony will be held on Friday night May 12th in the Whangarei CBD Cameron Street Mall.

Rally NZ Organisation

Organising motor rally events takes a huge amount of resource and effort. The structure chart below shows a typical rally organisation hierarchy to run a rally of this nature.



Environmental Policy

The team at Rally Whangarei recognise that our events are held in a unique environment using the roads and other places that may have important social, cultural, and environmental values. The Rally Whangarei organisation is committed to ensuring its events are conducted in an environmentally responsible manner that reflects our commitment to adopt and implement the principles of sustainability, as well as highlighting sustainability initiatives to its wider audience of participants, media, spectators, and volunteers. A particular focus of our commitment is to:

- ❖ Manage our waste to provide for maximum opportunities for recycling.
- ❖ Use industry best practice to inform key decisions about the conduct of the event.
- ❖ Identify ways of optimising our fuel consumption and strive to reduce or offset our greenhouse gas emissions.
- ❖ Work with key suppliers to improve sustainability on event

A full environmental policy is available on request.

Roading Management

Rally Whangarei recognise the importance of minimising the impacts that rally events have on all regions that we operate in. Especially all roading related activities, impacts on the local roads, the environment, waterways, and residents. To this end, we propose a close collaboration between Rally Whangarei's organising team and Council representatives to ensure that the Council and the community's concerns are carefully considered and managed. The areas that would benefit from close collaboration include:

Pre-Event

1. **Temporary Road Closure Applications**-Temporary Road closure applications will be submitted 3 months prior to the event to enable Council to follow their process to be able to approve our requests. This may require several discussions between the RCA's and Rally Whangarei.
2. **Traffic Management Plans**-These are developed and submitted for approval approximately 6 to 8 weeks prior to the event, satisfying the COPTTM and specific local requirements.
3. **Risk Management**-Risks are identified, and mitigations are agreed so if the risk occurs, they can be managed accordingly.

Example Risk Areas	
1	How might the road closure affect other roads nearby?
2	Any likely impact on nearby road maintenance works?
3	Any likely damage that might occur to the closed road and/or nearby roads because of the event.
4	The availability of alternative routes for motorists.
5	The potential impact of any road closure and/or detours on adjoining landowners.
6	Timeframes around local farming activities for example: lambing, calving, and duck shooting.

4. **Community Engagement**-Engaging with local communities is an important part of what makes rallying fun. It also helps communities understand how an event like this works. Rally events can also be a great opportunity for local community groups to raise funds by having food stalls and even through helping run the rally event by providing block marshals. Rally Whangarei often donates money to local clubs and societies who help run our events.

Rally Whangarei appoints local Area Coordinators who work with local community groups, organisations, and individuals to help make the event an engaging community project. They coordinate:

- a. Fund raising activities e.g., for local schools or groups
- b. Local volunteers who can help be spectator marshals on the day.
- c. They visit residents that may have specific requests regarding access during the rally.

d. They liaise with residents to gain permission to use specific areas for:

- I. Spectator points or conversely can be notified which areas cannot be used as spectator points.
- II. Placement of Radio or medical vehicles or general parking.

The Community groups that we are calling on to assist us with the event so far include:

- | | | |
|-----------------------------------|-----------------------------------|------------------------------|
| ✚ Whangarei South Rotary Club, | ✚ Hikurangi Business Association, | ✚ Waipu Lions, |
| ✚ Opouwhanga Hall Committee, | ✚ Hikurangi Lions Club, | ✚ Whangarei Rock n Roll Club |
| ✚ Kamo Club - Motorsport Section, | ✚ Mid-Western Lions, | ✚ Northland Rugby |

5. **Stakeholder concerns**-Before, during and after the event, any stakeholders that have any issues can call an 0800 number that is manned throughout the rally by a member of the Rally Whangarei staff. These issues are passed on to the Clerk of the Course who then contacts any one of a number of staff who may be able to assist to resolve the matter.
6. **Safety Plan**-Rally of Whangarei will prepare a detailed safety management plan that is approved by the world motorsport governing authority FIA prior to the event.
7. **Safety Planning**-The events racing route and spectator points will be personally visited and reviewed by Rally Whangarei organising staff between the end of January and May 12th, 2023, to ensure that the management and control of these areas are captured in the event Safety Plan.
8. **Bonds**-arrangements can be agreed in terms of the Council policies.
9. **Public Liaison**-Rally of Whangarei will contact all owners and occupiers of property adjacent to the road explaining details of the closure and deliver the first letter setting out the details of the road closure and a second letter in the ten days before the closure confirming the closure times and emergency procedures.
10. **Information Signs**-Erect information signs at the intersections of the road during the month before the rally setting out the times of the road closure and the reconnaissance convoy date and times.
11. **Insurances**- The Rally is being held under a MotorSport New Zealand Permit which includes Public Liability of \$10 million. A copy of the Insurance Certificate is available on request.

During the event

12. **Alternative routes**- These are clearly identified and communicated to the local community.
13. **Accidents, Incidents or Damage**- These are recorded and reported by rally officials.
14. **Rally Safety**- Rally Whangarei will provide full emergency services including St John Ambulance Paramedics and AREC radio communications. All owners and occupiers of affected properties will be advised how to contact these services in an emergency. The New Zealand Police are authorised to open the closed road if needed. Should any emergency arise, access will be granted for emergency vehicles.

Post Event

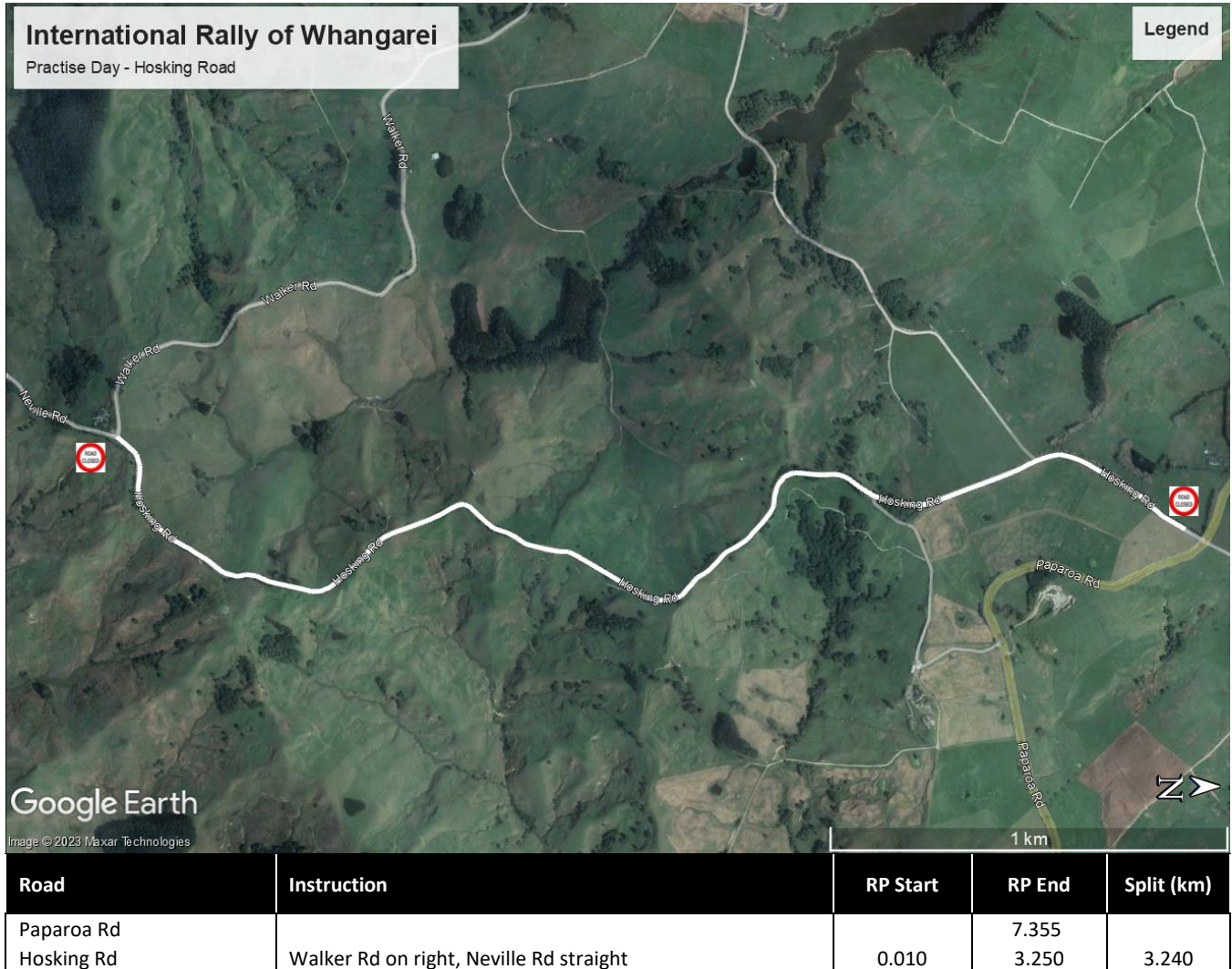
15. Any issues reported because of the event taking place will also be investigated and remedied as soon as is practically possible.

The items above describes how Rally of Whangarei will satisfy any Council concerns regarding the event. This may be amended following any additional items that may arise prior to the event taking place.

TEMPORARY ROAD CLOSURES REQUESTED



Date: Wednesday 10th May, 2023
Activity: Testing Day
Location: Hosking Road
Closure Timing: 08:00 to 17:00



Testing will be organised by Peter Nelson and the Northland Car Club Inc.

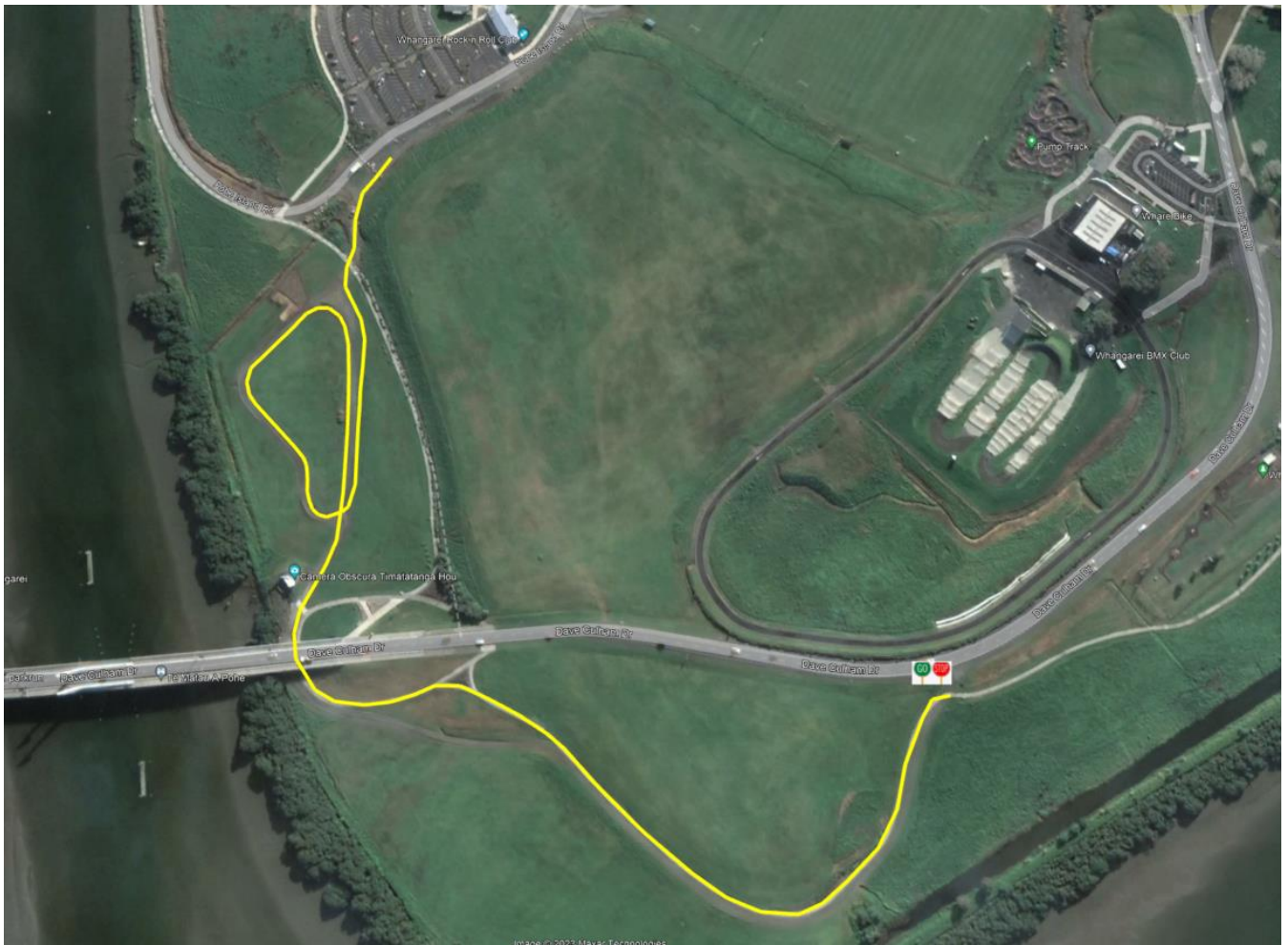
Date: Wednesday 10th to Sunday 13th May 2023
Activity: Service Park
Location: Pohe Island Road
Closure Timing: 08:00 Wednesday to 20:00 Sunday



Period of closure from

Pohe Island Rd - All of Pohe Island Rd and Car Park

Date: Friday 12 May 2023
Activity: Shakedown
Location: Pohe Island
Closure Timing: 10:00 to 15:00



Road	Instruction	RP Start	RP End	Split (km)
Dave Culham Dr	Shakedown Stage exit	0.696		

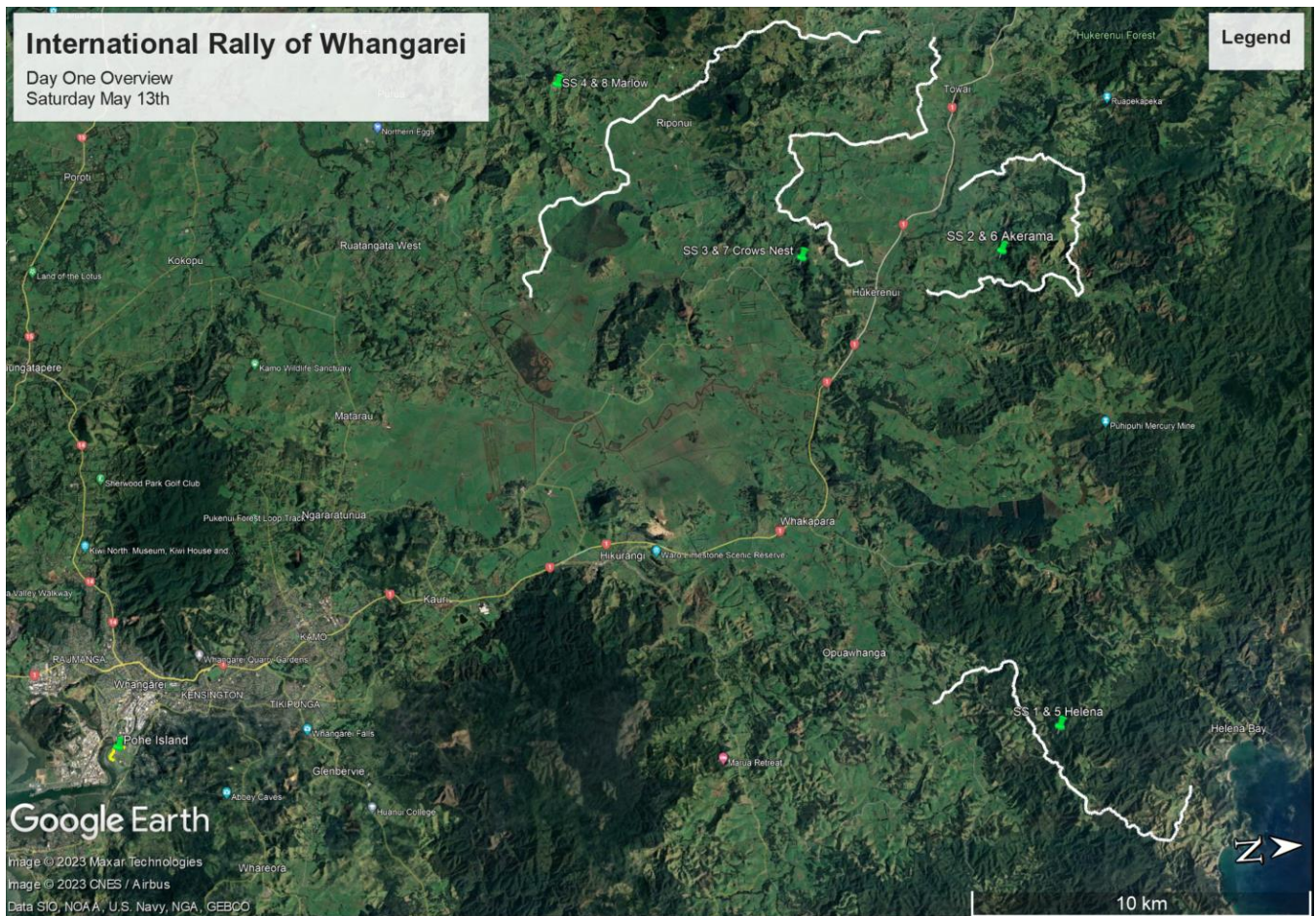
POHE ISLAND WALKWAY – as per application to WDC Venues & Events Team

Temporary traffic management required is a stop stop setup on Dave Culham Drive as indicated above. Traffic coming from both directions will be stopped for short intervals to allow rally cars to cross right from the end of the stage, on to Dave Culham Drive heading toward Riverside Drive.

Date: Friday 12th May 2023
Activity: Ceremonial Start
Location: Cameron Street Mall
Closure Timing: 15:00 to 19:00

TBC

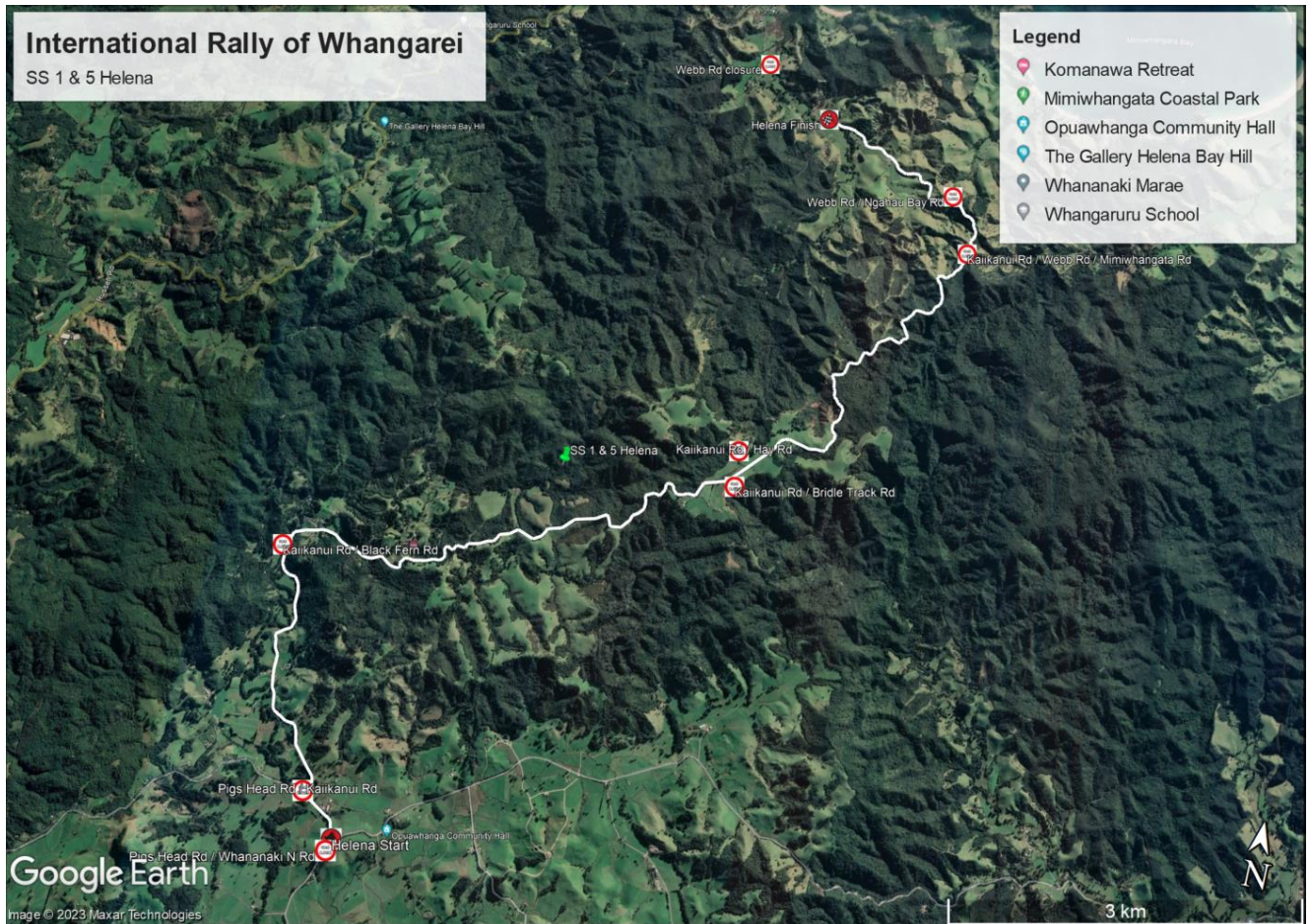
Date: Saturday May 13th
Activity: Stages Overview
Location:
Closure Timing:



Day

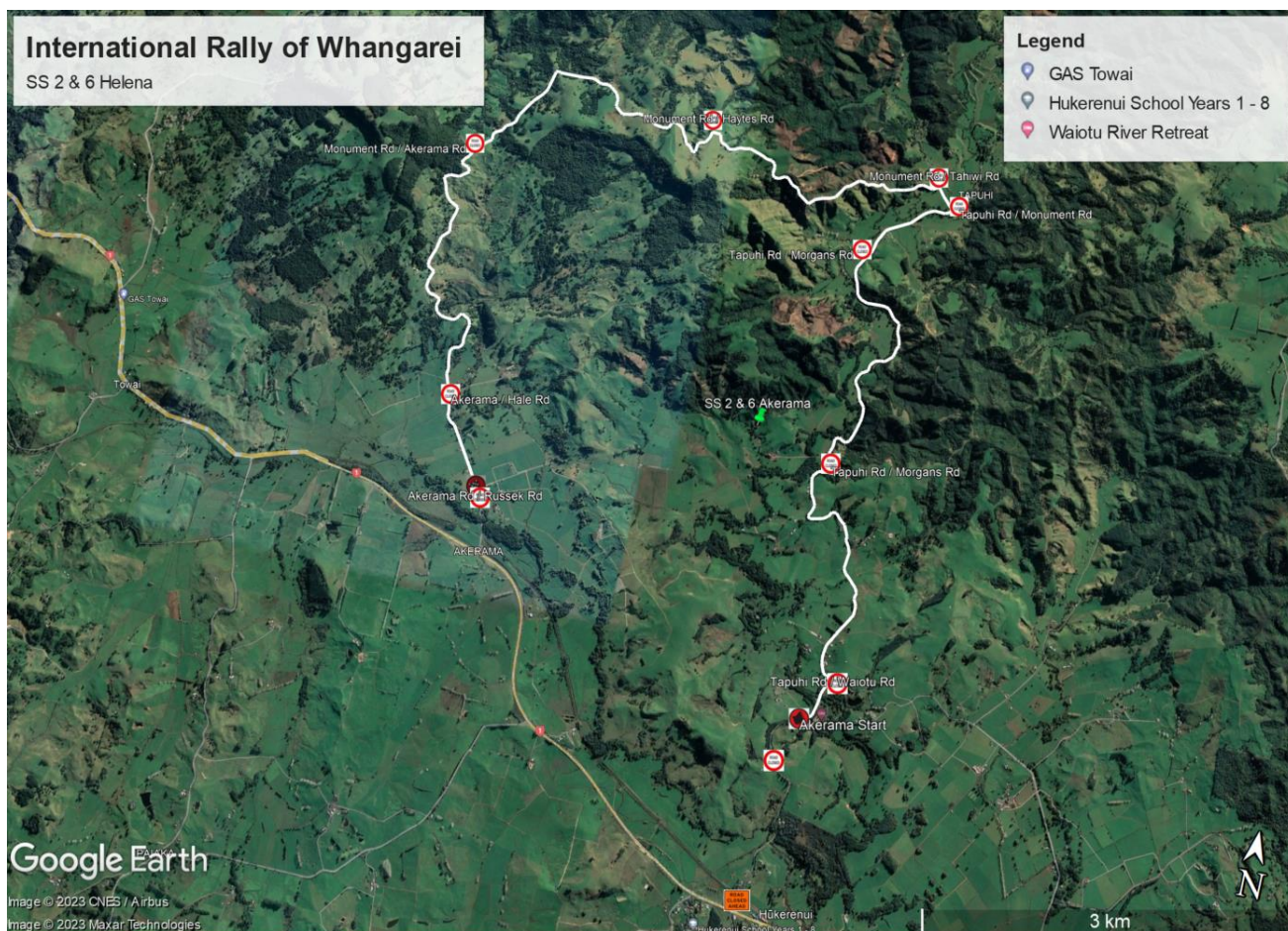
On Saturday the rally heads north to the Helena Bay and Towai areas with 4 racing stages being raced once in the morning then repeated in the afternoon.

Date: Saturday May 13th
Activity: Special Stages 1 & 5
Location: Helena
Closure Timing: 06:30 to 10:45 & 11:45 to 16:00



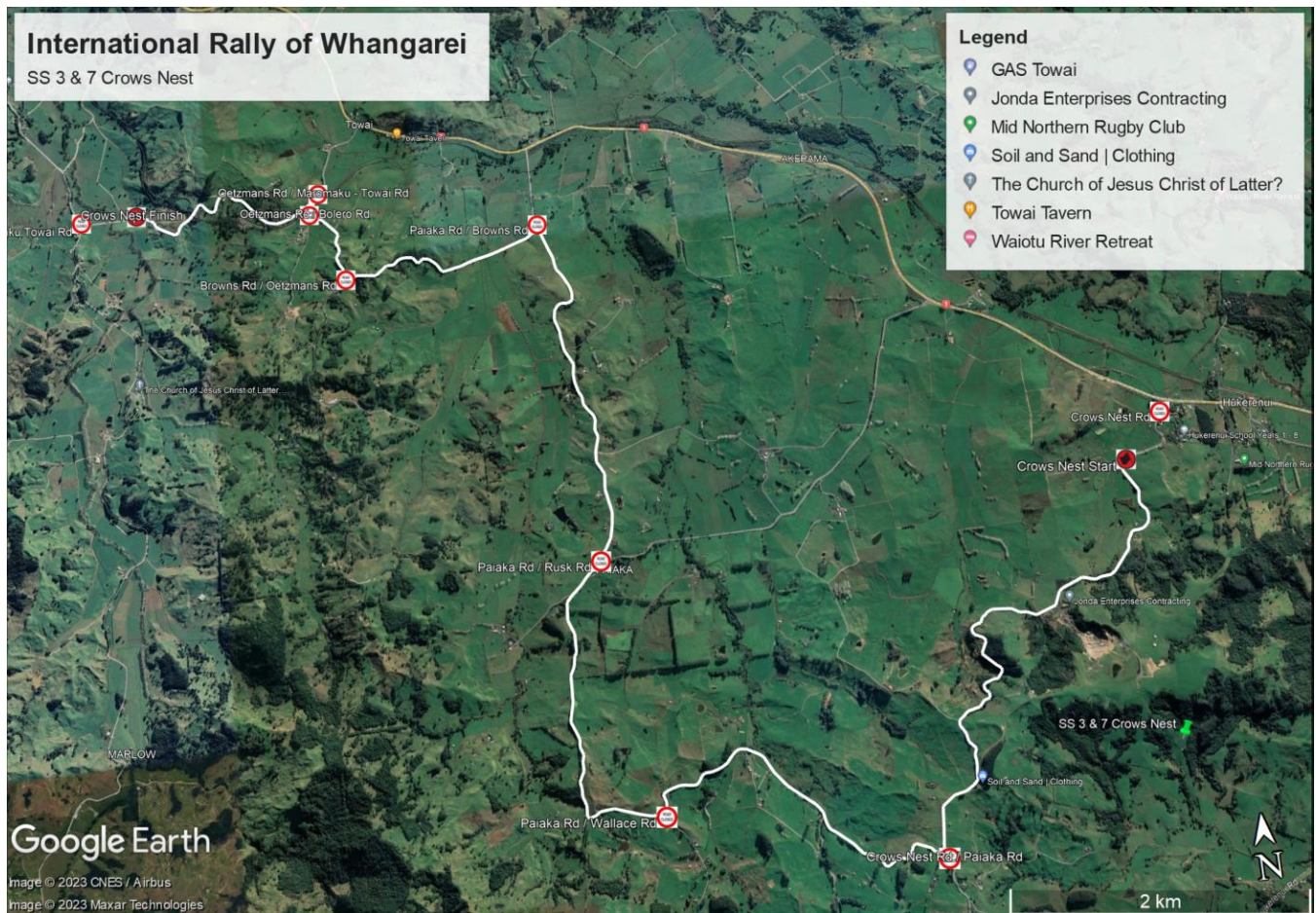
Road Name	Instruction	RP Start	RP End	RCA
Whananaki N Road	Left on to Pigs Head Road	9.126		WDC
Pigs Head Road / Whananaki Rd intersection	Stage Start	5.559	5.459	WDC
Pigs Head Road Stage Start	Right on to Kaikanui Road	5.459	5.002	WDC
Kaikanui Rd	Pass Black Fern Grove	0.005	2.498	WDC
Kaikanui Rd	Pass Bridle Track Road	2.498	7.583	WDC
Kaikanui Rd	Pass Hay Road	7.583	7.783	WDC
Kaikanui Rd	Left on to Webb Rd (pass Mimiwhangata Road)	7.783	11.818	WDC
Webb Rd	Ngahau Bay Road	5.271	4.559	WDC
Webb Rd	approx 1km past gate number 206 Webb Road	3.159	1.971	WDC

Date: Saturday May 13th
Activity: Special Stages 2 & 6
Location: Akerama
Closure Timing: 07:30 to 11:15 & 12:45 to 16:45



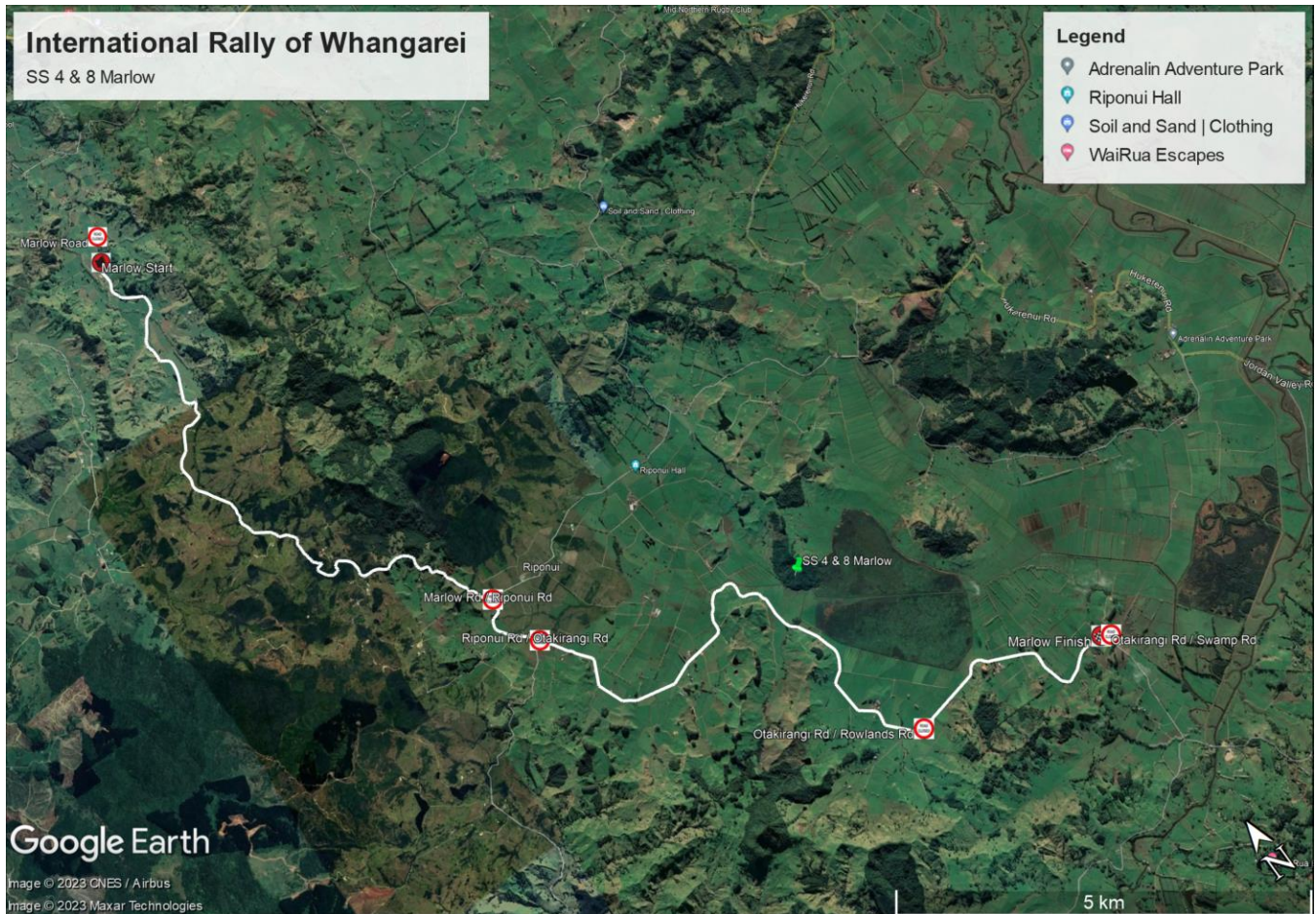
Road Name	Instruction	RP Start	RP End	RCA
Stage Start Outside No. 187 Tapuhi Road	Left on to Tapuhi Road	1.860		FNDC
Left on to Tapuhi Road	Waiotu Block Road on right	1.860	2.287	FNDC
Tapuhi Rd	Morgans Road on left	2.287	4.755	FNDC
Tapuhi Rd	Morgans Road on left	4.755	7.398	FNDC
Left on to Monument Road	Tapuhi Road straight	7.398	8.357	FNDC
Left on to Monument Road	Tahiwi Road straight	8.707	8.471	FNDC
Left on to Monument Road	Haytes Road Right	8.471	5.716	FNDC
Monument Rd	Monument Rd on right	5.716	2.541	FNDC
Straight on to Akerama Road	Hale Road on left	4.595	1.398	FNDC
Finish Akerama Road	Russek Road on left	1.398	0.543	FNDC

Date: Saturday May 13th
Activity: Special Stages 3 & 7
Location: Crow's Nest
Closure Timing: 09:00 to 13:00 & 14:15 to 18:00



Road Name	Instruction	RP Start	RP End	RCA
Crow's Nest Road	Right on to Paia Road	0.740	5.039	WDC
Paia Road	FNDC region boundary	0.005	1.772	WDC
Paia Road	Wallace Road on left	1.772	5.956	FNDC
Paia Road	Rusk Road on right	5.956	3.628	FNDC
Paia Road	Left on to Browns Road	3.628	0.689	FNDC
Browns Rd	Right on to Oetzmans Road	0.005	1.649	FNDC
Oetzmans Road	Bolero Rd on left	0.786	0.103	FNDC
Right on to Oetzmans Road	Left on to Maromako - Towai Road	0.103	0.010	FNDC
Maromako - Towai Road	Stage Finish Marlow Road?	0.010	3.792	FNDC

Date: Saturday May 13th
Activity: Special Stages 4 & 8
Location: Marlow
Closure Timing: 09:15 to 13:30 & 14:30 to 18:15



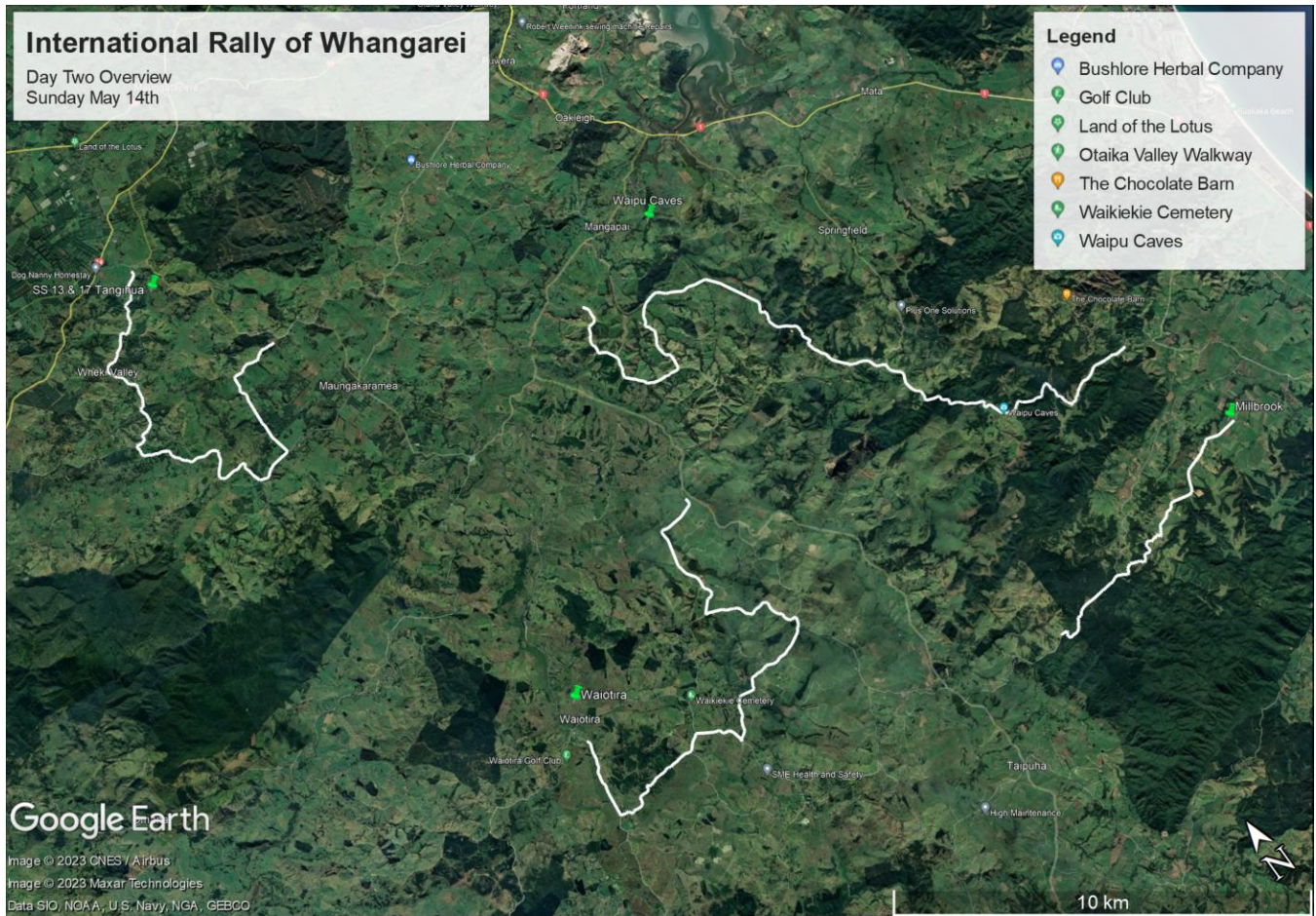
Road Name	Instruction	RP Start	RP End	RCA
926 Marlow Road	Stage Start, FNDC / WDC Boundary	1.913	8.428	FNDC
Marlow Rd	Straight on to Riponui Road	2.976	0.005	WDC
Straight on to Riponui Road	Straight on to Otakirangi Road	9.024	8.060	WDC
Straight on to Otakirangi Road	Rowlands Road on right	11.940	4.788	WDC
Otakirangi Road	Stage Finish Swamp Road on left?	4.788	1.510	WDC

Date: Saturday May 13th
Activity: Super Special Stages 9 & 10
Location: Pohe Island
Closure Timing: 15:30 to 23:00 (Bridge Reopens)

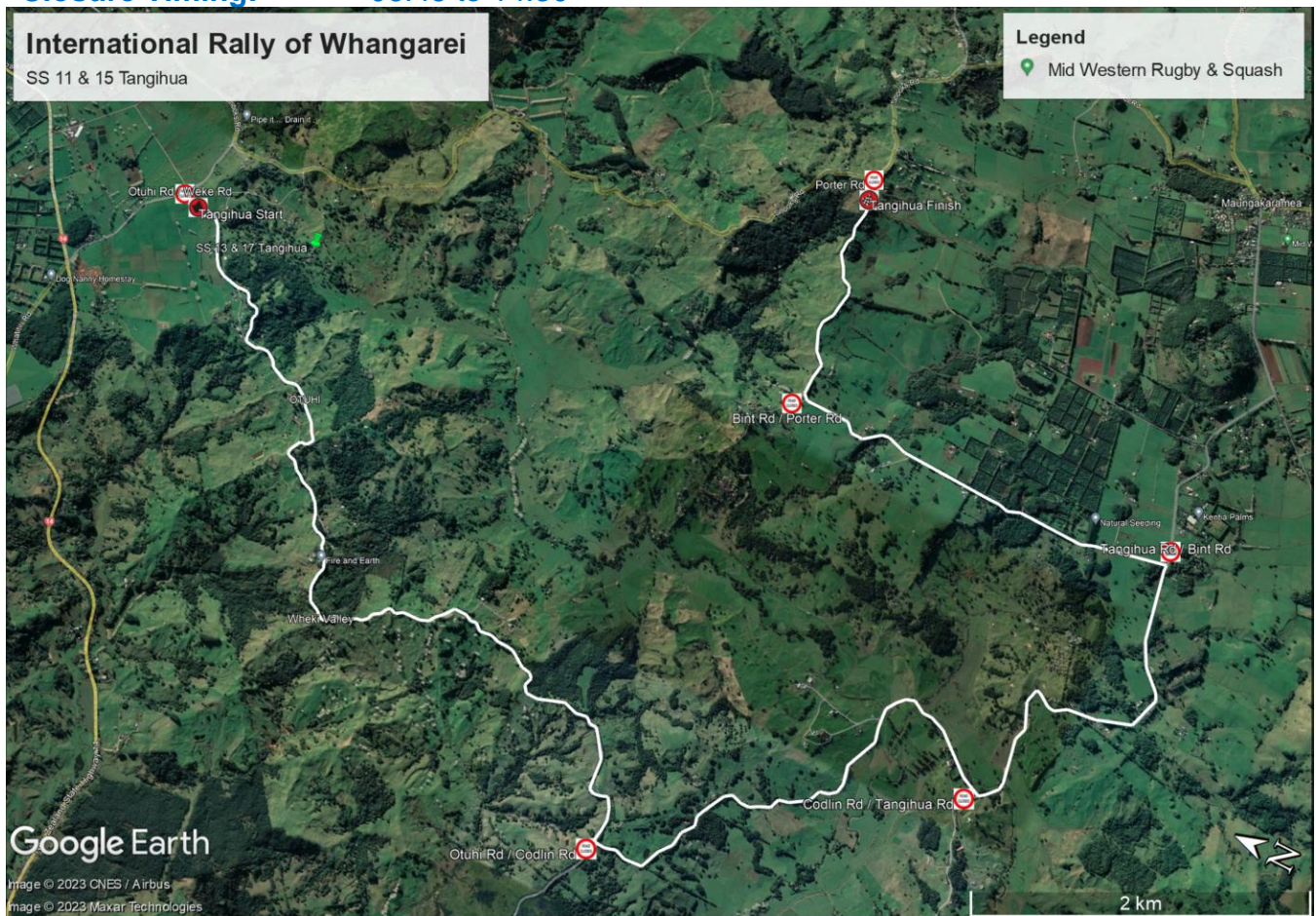


Te Matau a Pohe Bridge
Pohe Island Walkway
Dave Culham Drive closed from Port Road to Riverside Drive

Date: Sunday May 14th
Activity: Day Two Overview
Location:
Closure Timing:

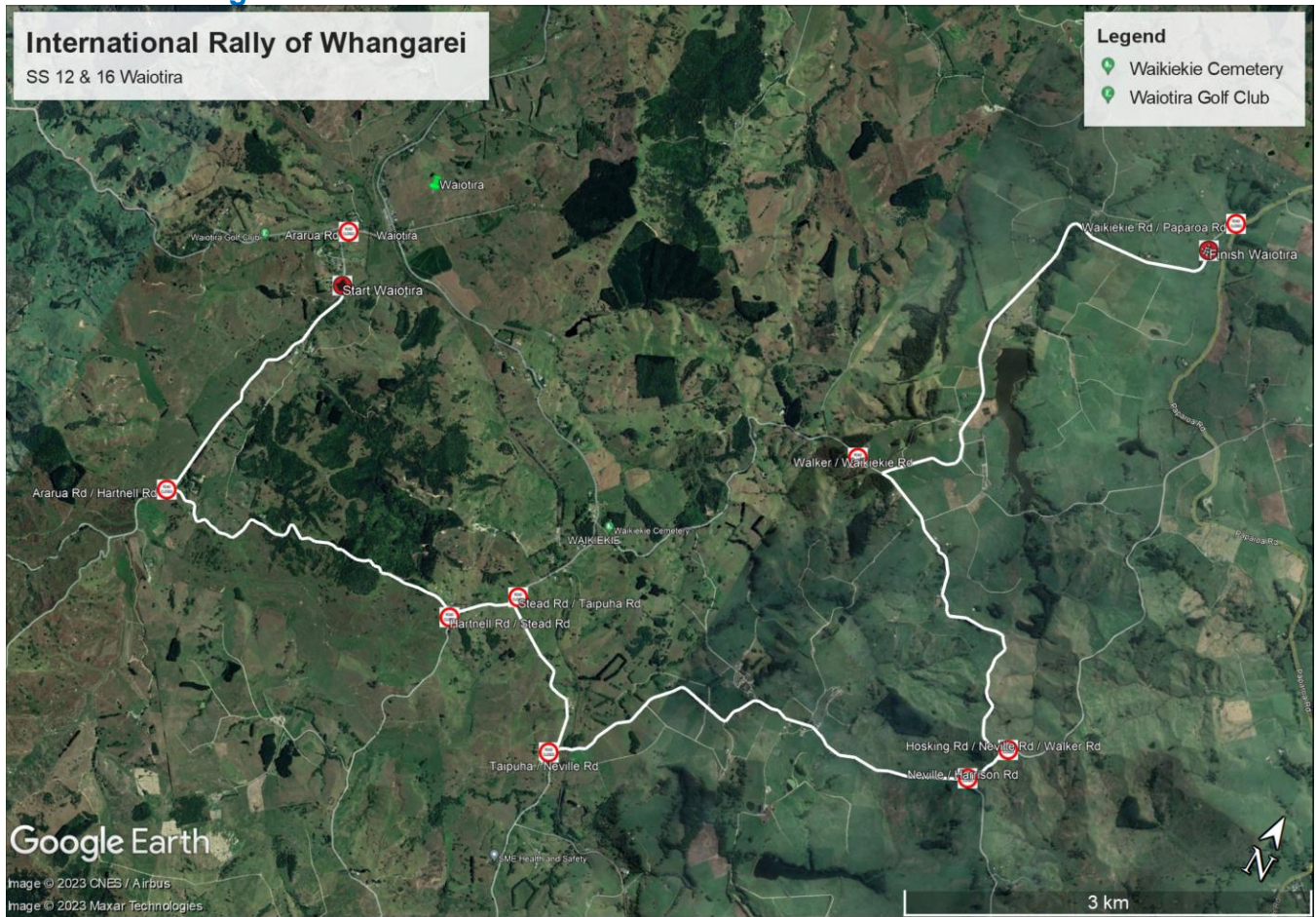


Date: Sunday May 14th
Activity: Special Stages 11 & 15
Location: Tangihua
Closure Timing: 06:45 to 14:30



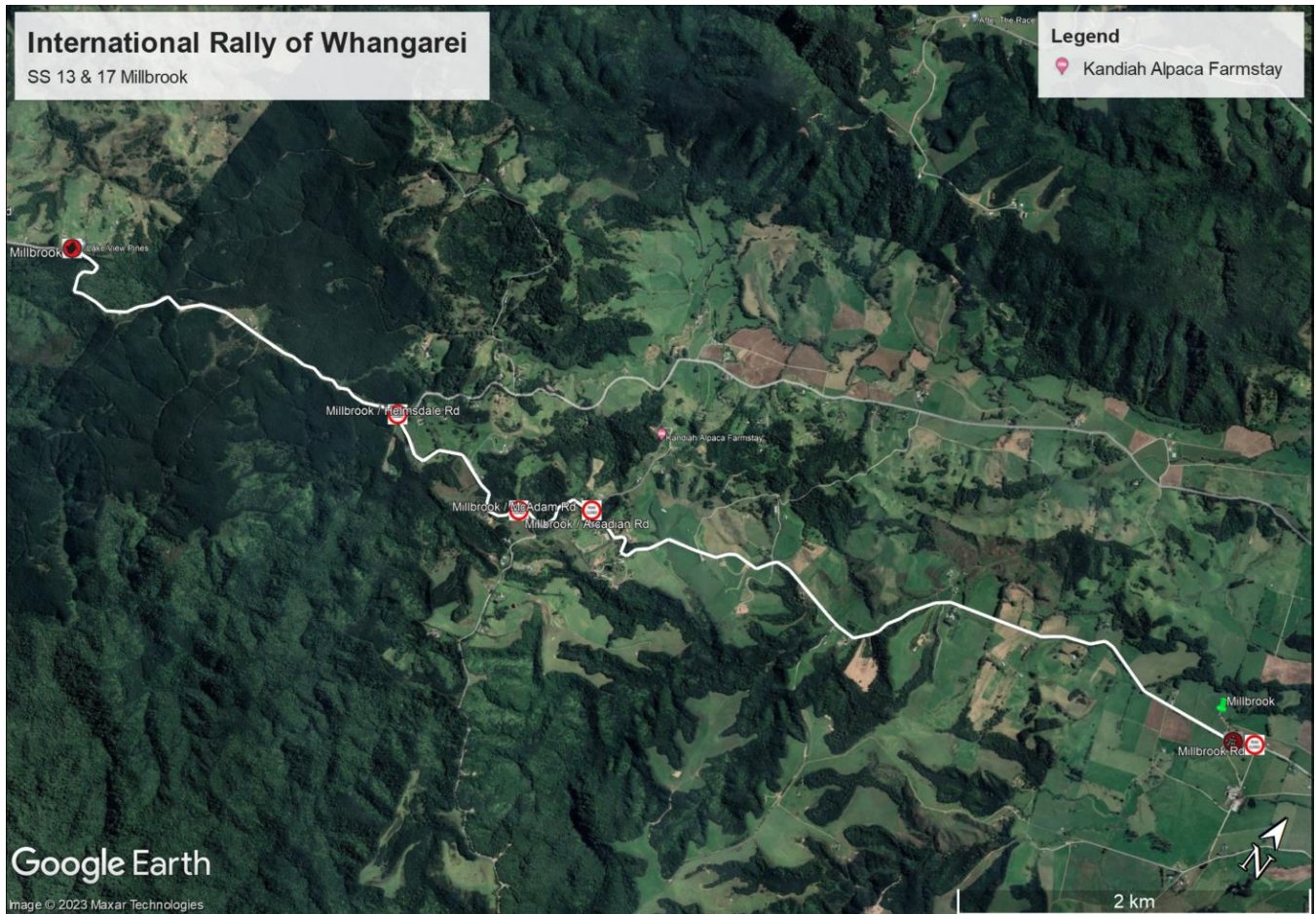
Road Name	Instruction	RP Start	RP End	RCA
SH14	Left on to Weke Rd	014-0015-B/1.580		WDC
Weke Rd	Right on to Otuhu Rd	0.010	0.877	WDC
Otuhu Rd Stage Start	Left on to Codlin Rd	10.660	4.287	WDC
Codlin Rd	left on to Tangihua Rd	4.287	0.010	WDC
Tangihua Rd	Left on to Bint Rd	5.195	2.692	WDC
Bint Rd	Right on to Porter Rd	2.531	0.017	WDC
Porter Rd	Stage Finish Snooks Rd	1.547	0.010	WDC

Date: Sunday May 14th
Activity: Stages Special Stages 12 & 16
Location: Waiotira
Closure Timing: 07:15 – 15:00



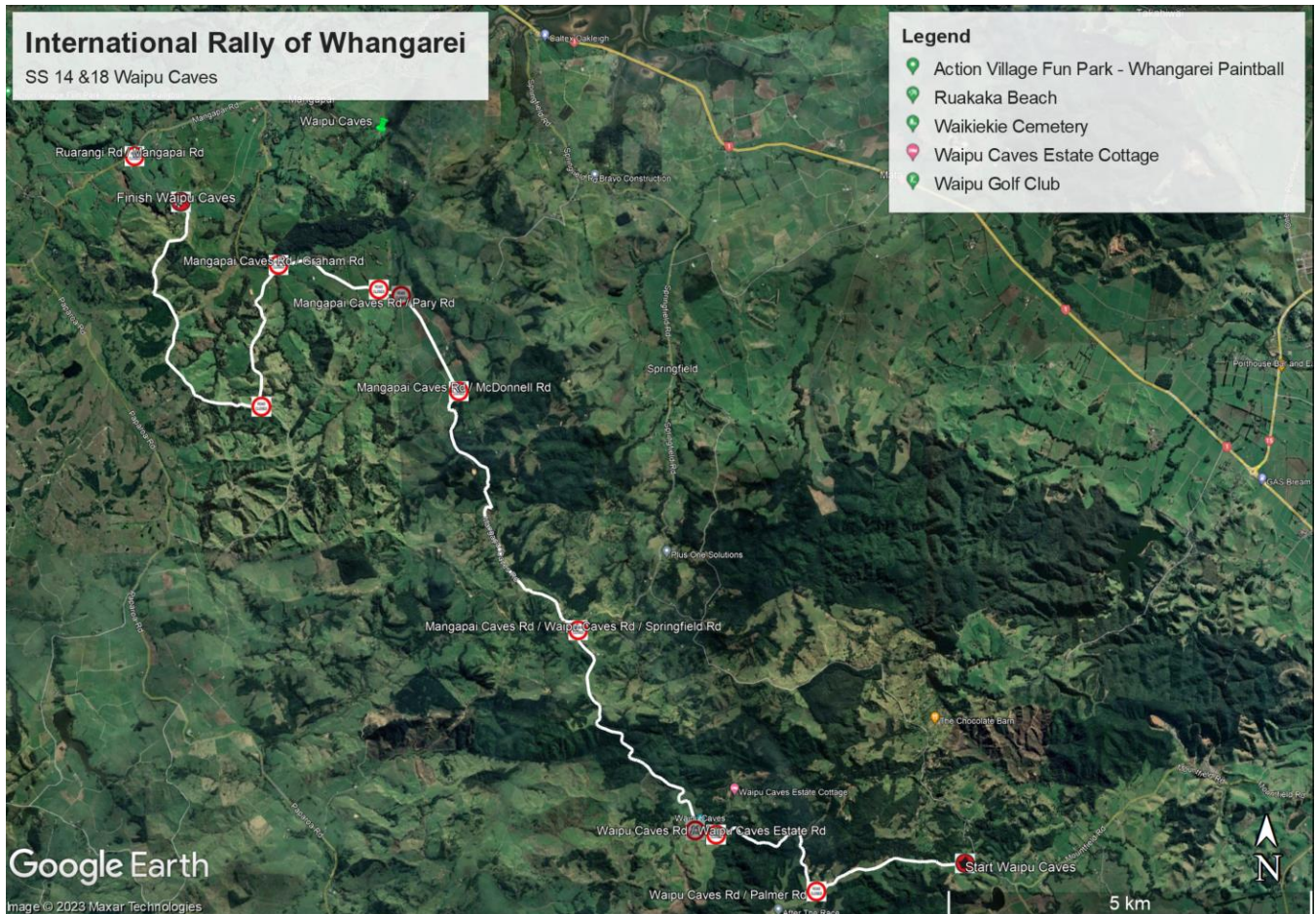
Road Name	Instruction	RP Start	RP End	RCA
Ararua Rd	Waiotira Rd left on to Hartnell Road	0.000	2.488	WDC
Hartnell Rd	left on to Stead Rd	0.008	2.741	WDC
Stead Rd	right on to Taipuha Rd	2.438	0.000	WDC
Taipuha Rd	left on to Neville Rd	3.693	4.941	WDC
Neville Rd	pass Harrison Rd on right	0.000	3.621	WDC
Neville Rd	Left on to Walker Rd	3.621	3.942	WDC
Walker Rd	right on to Waikiekie North Rd	2.714	0.013	WDC
Waikiekie Rd	Paparoa Rd	4.188	0.008	WDC

Date: Sunday May 14th
Activity: Special Stages 13 & 17
Location: Millbrook
Closure Timing: 08:00 to 15:45



Road Name	Instruction	RP Start	RP End	RCA
Start 1280 Millbrook Rd	Helmsdale Rd on left	12.536	10.016	WDC
Millbrook Rd	McAdam Rd on right	10.016	8.907	WDC
Millbrook Rd	Arcadian Ln on left	8.907	8.349	WDC
Millbrook Rd	Finish Walters Rd	8.349	2.891	WDC

Date: Sunday May 14th
Activity: Special Stages 14 & 18
Location: Waipu Caves
Closure Timing: 08:30 to 16:00



Road Name	Instruction	RP Start	RP End	RCA
Start 878 Waipu Caves Rd	Palmer Rd on right	0.957	3.156	WDC
Waipu Caves Rd	Waipu Caves Estate Dr	3.156	5.553	WDC
Waipu Caves Rd	Boyd Rd	5.553	5.838	WDC
Waipu Caves Rd	Mangapai Caves Rd	5.838	9.807	WDC
Mangapai Caves Rd	McDonnell Rd	10.803	6.342	WDC
Mangapai Caves Rd	Ngatoka Rd	6.342	4.822	WDC
Mangapai Caves Rd	Parry Rd	4.822	4.497	WDC
Mangapai Caves Rd	Graham Rd	4.497	3.033	WDC
Graham Rd	right on to Ruarangi Rd	0.002	2.188	WDC
Ruarangi Rd	Finish Mangapai Rd	5.213	0.010	WDC

International Rally of Whangarei Draft Timetable

RALLY PROGRAM				Jan		Feb				Mar				Apr				May		
Activity		Date	Time	23	30	6	13	20	27	6	13	20	27	3	10	17	24	1	8	15
Plan Road Closures with relevant Road Controlling Authorities		24-Jan	1400																	
Submit Road Closure Applications		20-Feb	COB																	
Submit event Traffic Management Plans		12-Mar	COB																	
Publishing of the Supplementary Regulations		10-Mar																		
Entries open		10-Mar																		
Closure date of entries		26 April	1700																	
Issuing of Rally Guide (2)	DNB	28 April	COB																	
Last day of Scrutineering Requirements	Secretariat	29 April	1700																	
Last day of Service Park requests	Secretariat	29 April	1700																	
Publication date of entry list	DNB	4 May	900																	
Publication of Service Park Plan	DNB	10 May	1700																	
Scrutineering Schedule Published	DNB	10 May	1700																	
Rally Week (SEE DETAILS BELOW)																				

RALLY WEEK

Activity	Location	Time
Wednesday 11 May		
Testing (by application only)	Hosking Road	0800 to 17:00
Thursday 12 May		
Activity	Location	Time
Day 1 reconnaissance	Helena, Akerama, Crow's Nest, Marlow, Pohe Island	0730-1700
Service Park opens for extra-large vehicles only (bypre-arrangement only)	Pohe Island Rd, Whangārei	1300-1400
Service Park Open	Pohe Island Rd, Whangārei	1400-1800
Scrutineering – sealing for NZRC Competitors	VTNZ 119 Port Road	1730
Rally Welcome		1800-1930
Friday 13 May		
Activity	Location	Time
Scrutineering for Allcomers or those not doing recce	VTNZ 119 Port Road	0900-1200
Day 1 reconnaissance	Tangihua, Waiotira, Millbrook, Waipu Caves	0730-1245
Opening of Media Centre	Rock n Roll Club, Pohe Island Drive, Whangarei	1300
Shakedown	Pohe Island	1300-1500
First Stewards Meeting	Rally HQ	1500
New Competitor Briefing	Secretariat	1600
RallySafe Briefing	Secretariat	1630
Entry times for Display Park	Putahi Park	1630-1700
Meet the Public and Crew autographs	Putahi Park	1700-1745
Ceremonial Start	Putahi Park	1745

Timing for every Special Stage (Setup to De-Taping)		
Who	Activity	Timing
Marshals	Taping of all gates and driveways. Erect sign posting and set up safety areas and safety tape in accordance with the approved safety plan and Traffic Management Plans.	30 min before road closure
Medical and rescue officers, stage commanders and radio officers	Stage control (start and finish points) is in place.	90 min before 1 st car
Chief Safety Officer	Drive through safety check of stage	60 min before 1 st car
000 Safety car	Drive through safety check of stage	40 min before 1 st car
00 Safety car	Drive through safety check of stage	15 min before 1 st car
0 Safety car drive through safety check of stages	Drive through safety check of stage	10 min before 1 st car
Competitors begin racing	Medical officers, rescue officers and stage commanders remain at designated locations ready to respond to incidents if required	1 st car begins stage
Competitors	Run racing stage in single file	1-min interval between cars
Following the last competitor	Recovery and sweeper vehicles travel the racing stage to ensure that all vehicles have safely exited the stage.	
Marshals	Re-open roads for residents	Once sweeper has passed

Race Days

Saturday 13 May

Use day 1 stages	Helena, Akerama, Crows Nest, Marlow, Pohe Island
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Sunday 14 May

Use day 2 stages	Waipu Caves, Millbrook, Waiotira, Tangihua
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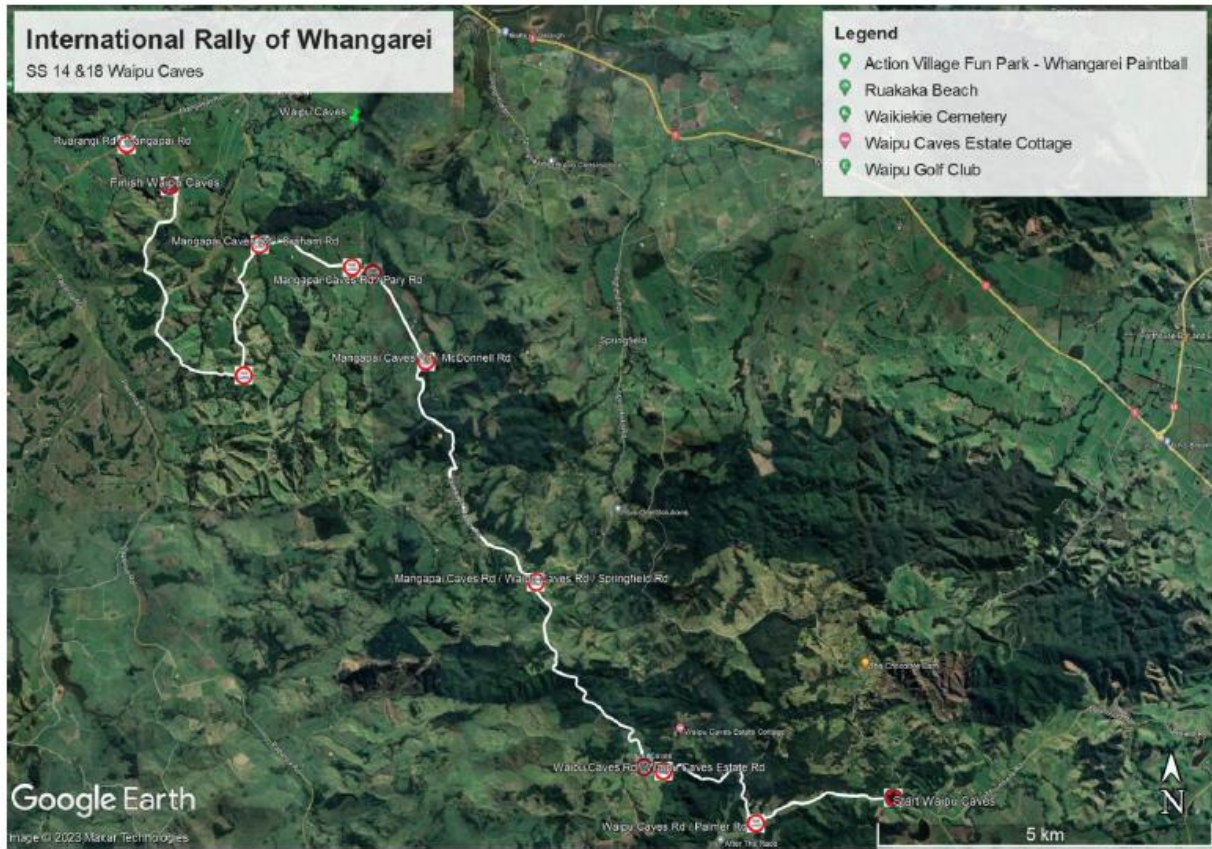


Date: Saturday May 13th
Activity: Special Stages 4 & 8
Location: Marlow
Closure Timing: 09:15 to 13:30 & 14:30 to 18:15



Road Name	Instruction	RP Start	RP End	RCA
926 Marlow Road	Stage Start, FNDC / WDC Boundary	1.913	8.428	FNDC
Marlow Rd	Straight on to Riponui Road	2.976	0.005	WDC
Straight on to Riponui Road	Straight on to Otakirangi Road	9.024	8.060	WDC
Straight on to Otakirangi Road	Rowlands Road on right	11.940	4.788	WDC
Otakirangi Road	Stage Finish Swamp Road on left?	4.788	1.510	WDC

Date: Sunday May 14th
Activity: Special Stages 14 & 18
Location: Waipu Caves
Closure Timing: 08:30 to 16:00



Road Name	Instruction	RP Start	RP End	RCA
Start 878 Waipu Caves Rd	Palmer Rd on right	0.957	3.156	WDC
Waipu Caves Rd	Waipu Caves Estate Dr	3.156	5.553	WDC
Waipu Caves Rd	Boyd Rd	5.553	5.838	WDC
Waipu Caves Rd	Mangapai Caves Rd	5.838	9.807	WDC
Mangapai Caves Rd	McDonnell Rd	10.803	6.342	WDC
Mangapai Caves Rd	Ngatoka Rd	6.342	4.822	WDC
Mangapai Caves Rd	Parry Rd	4.822	4.497	WDC
Mangapai Caves Rd	Graham Rd	4.497	3.033	WDC
Graham Rd	right on to Ruarangi Rd	0.002	2.188	WDC
Ruarangi Rd	Finish Mangapai Rd	5.213	0.010	WDC

Hi Kat, we have confirmation. Please include the following in Council Paper, Map below as attachment.

08:00 to 11:30 & 13:00 to 16:30, Saturday 13.5.23, Hikurangi Refuel,

Road Name	Instruction	RP Start	RP End	RCA
George Street	From Alfred St (keep Alfred St Open) to Hill St (keep Hill St open)	1.209	1.330	WDC
King Street	From George St start to Church St (keep Church St open)	0.000	0.105	WDC

Ngā mihi,

Tegan Capp

Team Leader – Major Events Planning & Administration | Venues and Events Department

Whangarei District Council | Forum North | Private Bag 9023, Whangarei 0148 | www.wdc.govt.nz

P 09 430 4200 | **DDI** 09 470 3048 | **M** 021 764 895 | **E** tegan.capp@wdc.govt.nz

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From: Jim Matangi <Jim.Matangi@asm.nzta.govt.nz>

Sent: Tuesday, 18 April 2023 12:19 pm

To: Olivia McGregor <olivia@rallynz.org.nz>; Tegan Capp <tegan.capp@wdc.govt.nz>; jim.matangi@gmail.com

Subject: RE: Road Closure Applications

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Yes it is

Jim Matangi

Delivery Optimisation Manager, Delivery Optimisation

[Auckland System Management](#)

Email: Jim.Matangi@asm.nzta.govt.nz

Mobile: 0276146493

Waka Kotahi NZ Transport Agency

[Facebook](#) | [Twitter](#) | [LinkedIn](#)



www.nzta.govt.nz

From: Olivia McGregor <olivia@rallynz.org.nz>

Sent: Tuesday, 18 April 2023 12:17 pm

To: Tegan Capp <tegan.capp@wdc.govt.nz>; jim.matangi@gmail.com; Jim Matangi <Jim.Matangi@asm.nzta.govt.nz>

Subject: RE: Road Closure Applications

Hi Jim,

Council is chasing up a map for the Hikurangi Refuel. Can you confirm is this the latest correct version?

Liv



Olivia McGregor

olivia@rallynz.org.nz

Phone: +64 9 276 0882

Mobile: 021 022 67504

PO Box 62021, Sylvia Park, Auckland 1644

www.rallynewzealand.com
www.nzrallychamps.co.nz
www.rallywhangarei.co.nz

Buy your tickets now for the International Rally of Whangarei via [Eventfinda!](#)

Don't forget to book your accommodation for Rally of Whangarei early through us at Rally NZ – we have discounted rates available at Distinction Hotel. Accommodation across the district is booking out fast!



From: Tegan Capp <tegan.capp@wdc.govt.nz>
Sent: Tuesday, April 18, 2023 11:42 AM
To: Olivia McGregor <olivia@rallynz.org.nz>
Subject: FW: Road Closure Applications

Hi Olivia, may you please provide a map for Hika Refuel today.

Ngā mihi,

Tegan Capp

Team Leader – Major Events Planning & Administration | Venues and Events Department
Whangarei District Council | Forum North | Private Bag 9023, Whangarei 0148 | www.wdc.govt.nz
P 09 430 4200 | **DDI** 09 470 3048 | **M** 021 764 895 | **E** tegan.capp@wdc.govt.nz
[Like us on Facebook](#)



From: Gordon Whyte | NTA <gordon.whyte@nta.govt.nz>
Sent: Monday, 17 April 2023 3:23 pm
To: Lana van Bergenhenegouwen <lana.vanbergenhenegouwen@wdc.govt.nz>; Tegan Capp <tegan.capp@wdc.govt.nz>; Bea Mossop <bea.mossop@wdc.govt.nz>; Katherine Tasker

<katherine.tasker@wdc.govt.nz>

Subject: FW: Road Closure Applications

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FYI 😊

Gordon Whyte

CAR Specialist | Northland Transportation Alliance

Far North | Kaipara | Whangarei

Email: gordon.whyte@nta.govt.nz Mobile: 027 269 2666



From: Gordon Whyte | NTA

Sent: Monday, 17 April 2023 15:23

To: Jim Matangi <jim@rallynewzealand.com>; Dale Roberts | NTA <Dale.Roberts@nta.govt.nz>; Dean Mitchell | NTA <Dean.Mitchell@nta.govt.nz>

Cc: Rachel Taylor | NTA <Rachel.Taylor@nta.govt.nz>; Ross Twyman <ross@rallynewzealand.com>; Steve Foster <srfosternz@gmail.com>

Subject: RE: Road Closure Applications

Hi Jim

As discussed we have reached out to the Events team and they are working through the process to add these roads in for the closures etc.

They are discussing with Kia Tupato this afternoon; we have our monthly Events meeting tomorrow to work through the detail.

In regard to Fri morn Rachel and I are unavailable from 09:00am to 10:30am so maybe after that?

Gordy

Gordon Whyte

CAR Specialist | Northland Transportation Alliance

Far North | Kaipara | Whangarei

Email: gordon.whyte@nta.govt.nz Mobile: 027 269 2666



From: Jim Matangi <jim@rallynewzealand.com>

Sent: Monday, 17 April 2023 13:51

To: Gordon Whyte | NTA <gordon.whyte@nta.govt.nz>; Dale Roberts | NTA <Dale.Roberts@nta.govt.nz>; Dean Mitchell | NTA <Dean.Mitchell@nta.govt.nz>

Cc: Rachel Taylor | NTA <Rachel.Taylor@nta.govt.nz>; Ross Twyman <ross@rallynewzealand.com>; Steve Foster <srfosternz@gmail.com>

Subject: Road Closure Applications

Hi Team,

Thanks for your help to get the Rally of Whangarei across the line for us to date. We really appreciate it.

It's come up that one of the stages and potentially a refuel area was not on the list of Roads to be Closed as advertised in the Advocate. These are:

09:15 to 13:30 & 14:30 to 18:15, Saturday 13.5.23, SS 4 & 8, Marlow

Road Name	Instruction	RP Start	RP End	RCA
926 Marlow Road	Stage Start, FNDC / WDC Boundary	1.913	8.428	FNDC
Marlow Rd	Straight on to Riponui Road	2.976	0.005	WDC
Riponui Road	Straight on to Otakirangi Road	9.024	8.060	WDC
Otakirangi Road	Rowlands Road on right	11.940	4.788	WDC
Otakirangi Road	Stage Finish Swamp Road on left?	4.788	1.510	WDC

08:00 to 11:30 & 13:00 to 16:30, Saturday 13.5.23, Hikurangi Refuel,

Road Name	Instruction	RP Start	RP End	RCA
George Street	From Alfred St (keep Alfred St Open) to Hill St (keep Hill St open)	1.209	1.330	WDC
King Street	From George St start to Church St (keep Church St open)	0.000	0.105	WDC

Could you please check the status of these for us and let me know what's happening? If they are not in the system, can you please let us know what we have to do to get them in the system?

PS Rachel, Gordon, Dale and Dean – Ross and I thought it would be a good idea to have a catch up late this week with you to go over where we are overall. Would you have any availability Friday morning?

Regards

Jim Matangi

027 614 6493

The Northland Transportation Alliance is a partnership of Northland's Councils, with Waka Kotahi (NZTA), for better transport outcomes. The information contained within this email may be confidential. Therefore, if you have received this in error, you should delete it immediately and advise the sender noting that information contained within this communication should not be used or transmitted in any



08:00 to 11:30 & 13:00 to 16:30, Saturday 13.5.23, Hikurangi Refuel,

Road Name	Instruction	RP Start	RP End	RCA
George Street	From Alfred St (keep Alfred St Open) to Hill St (keep Hill St open)	1.209	1.330	WDC
King Street	From George St start to Church St (keep Church St open)	0.000	0.105	WDC

8.1 Election Services Report for 2022 Elections

Meeting: Whangarei District Council
Date of meeting: 27 April 2023
Reporting officer: Emily Thompson (Manager - Democracy and Assurance)

1 Purpose / Te Kaupapa

To receive the report on the 2022 Local Government Triennial Elections.

2 Recommendation / Whakataunga

That Council receive the Election Services report to the 2022 Local Government Triennial Elections.

3 Background / Horopaki

The triennial local body elections were held on Saturday 8 October 2022. Council engaged Electoral Services as their elections officer and election processing contractor.

4 Discussion / Whakawhiti korero

This report summaries the electoral process for the 2022 elections.

5 Significance and engagement / Te Hira me te Arawhiti

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 / Ngā Tāpiritanga

1. Election Services report on the 2022 Local Government Triennial Elections.

Election Services

Level 2, 198 Federal Street, Auckland

PO Box 5135, Wellesley Street

Auckland 1141

Phone: 64 9 973 5212

Email: info@electionservices.co.nz

Report to the
Whangārei District Council
regarding the

2022 Triennial Elections

From the
Electoral Officer

24 March 2023



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Outline

The 2022 local government triennial elections occurred on Saturday 8 October 2022. The elections for Whangārei District Council and Northland Regional Council were conducted satisfactorily and on time and met all legislative and practical requirements.

This report summaries the electoral process.

Background

Local government elections are required every three years, with the 2022 election occurring on Saturday 8 October 2022. The conduct of these elections is prescribed by legislation and regulation to ensure public confidence and electoral integrity are maintained.

The following preliminary actions/decisions were made:

- (i) in 2020, both the Council and the Northland Regional Council resolved to retain the FPP (first past the post) electoral system for their 2022 triennial elections.;
- (ii) in 2020, both Council and the Northland Regional Council resolved to establish one or more Māori wards or constituencies for the 2022 and 2025 triennial elections;
- (iii) during 2021, Council undertook a representation arrangements review (a review of wards, boundaries, number of elected members etc). The final proposal comprised the mayor and 13 councillors (elected from six wards);
- (iv) postal voting to be used;
- (v) the alphabetical order of candidate names to be used for both the Council and the Northland Regional Council;
- (vi) no election was required for the Northland District Health Board.

The electoral officer appointed for Whangārei District Council is Dale Ofoske of Election Services.

With the 2022 elections now complete, this report details the various electoral processes undertaken, together with election statistics for the information of Council.

Narrative

Elections Required

Elections were undertaken for:

Whangārei District Council

- mayor (elected at large)
- councillors (13)
 - Bream Bay General Ward (2)
 - Hikurangi-Coastal General Ward (2)
 - Mangakahia-Maungatapere General Ward (1)
 - Whangārei District Māori Ward (2)
 - Whangārei Heads General Ward (1)
 - Whangārei Urban General Ward (5)

Northland Regional Council

- Coastal Central General Constituency (1); or
- Coastal South General Constituency (1); or
- Mid North General Constituency (1); or
- Te Raki Māori Constituency (2); or
- Whangārei Central General Constituency (1).

Election Timetable

Key election functions and dates were:

Nomination period

15 July – 12 August 2022

Inspection of Preliminary Electoral Roll

15 July – 12 August 2022

Delivery of voting mailers

16-21 September 2022

Special voting/early processing

16 September – 8 October 2022

Election day

8 October 2022

Preliminary count

8 October 2022

Official count

9-14 October 2022

Return of Electoral Donations & Expenses Form

by 9 December 2022

Electoral Roll

The electoral roll comprises two parts, the Residential Electoral Roll and the Ratepayer Electoral Roll.

The Residential Electoral Roll contains parliamentary electors, whose details are supplied by the Electoral Commission.

Each territorial authority is responsible for compiling its own non-resident Ratepayer Electoral Roll.

To compile the Ratepayer Electoral Roll, three actions are required:

- (i) issuing an explanatory ratepayer roll flyer with all rates notices;
- (ii) a nationwide advertising campaign on the criteria of ratepayer elector qualifications and enrolment procedures; and
- (iii) the issuing of Ratepayer Confirmation Forms to all eligible 2019 Ratepayer Electoral Roll electors, and if returned, these along with any new enrolments, form the basis of

the 2022 Ratepayer Electoral Roll.

A national advertising campaign was undertaken by Taituarā during May 2022 advising readers in all major daily newspapers of the criteria and qualifications required to be eligible for the Ratepayer Electoral Roll. A 0800 free-phone service was again used as a national helpline.

In April 2022, 181 Ratepayer Roll Confirmation Forms were issued to eligible 2019 Ratepayer Electoral Roll electors. A total of 203 non-resident ratepayer electors appeared on the 2022 Final Ratepayer Electoral Roll.

Preliminary and Final Electoral Rolls

The Preliminary and Final Electoral Rolls contained elector details in alphabetical order with voting entitlements shown (ward and regional council constituency).

The Preliminary Electoral Roll was available for public inspection during normal office hours between 15 July 2022 and 12 August 2022 at the following locations:

- Whangārei District Council, Forum North, Rust Avenue, Whangārei;
- Ruakākā Service Centre, 9 Takutai Place, Ruakākā.

Statistics relating to the Final Electoral Roll are as follows:

Ward	Final Roll		
	No. Residents	No. Ratepayers	Total
Bream Bay General	9,999	74	10,073
Hikurangi-Coastal General	8,328	71	8,399
Mangakahia-Maungatapere General	4,665	2	4,667
Whangārei District Māori	9,720	1	9,721
Whangārei Heads General	5,342	22	5,364
Whangārei Urban General	28,637	33	28,670
TOTAL	66,691	203	66,894

The total number of electors of 66,894 is an increase of 5,282 (+8.57%) when compared to the 2019 Final Electoral Roll of 61,612 electors.

Nominations

The nomination period was 15 July to noon 12 August 2022.

Nomination material was available during this time by:

- (i) visiting one of the two Council offices to uplift the material;
- (ii) downloading the material from the Council's website;
- (iii) phoning the electoral office to have the material posted out.

A detailed '2022 Candidate Information Handbook' was prepared and made available to all candidates, any interested party (e.g. media) and available online.

A total of 46 nominations were received for the 14 Council vacancies, these detailed as follows:

Issue	No. Nominations	No. Vacancies
Mayor	7	1
Bream Bay General	4	2
Hikurangi-Coastal General	6	2
Mangakahia-Maungatapere General	2	1
Whangārei District Māori	6	2
Whangārei Heads General	2	1
Whangārei Urban General	19	5
TOTAL	46	14

For candidate names, refer Notice of Day of Election – **Appendix 2.**

The 46 nominations received for mayor and council vacancies is up from the 38 nominations received in 2019 (+21%).

Voting Mailers

Voting mailers consisting of an outward envelope, return prepaid envelope, voting document and candidate profile booklet (which included instructions in English and Māori) were posted to electors from Friday 16 September 2022.

The voting mailers were produced by the NZ Post Group and were consistent in design layout to all other local authorities in the country.

Return of Voting Documents

Voting documents were able to be posted back to the electoral officer or delivered to a ballot box at the following locations:

- Whangārei District Council, Forum North, Rust Avenue, Whangārei;
- Ruakākā Service Centre, 9 Takutai Place, Ruakākā;
- Te Kapehu Whetu Hub, 185 Lower Dent Street, Whangārei.

Special Voting

Special votes were available from 16 September 2022 to noon 8 October 2022 from the above locations or by phoning the electoral office.

There was an unprecedented demand for special votes, especially over the last days of the voting period. This required last minute moving relevant special votes between locations.

In all, a total of 765 special votes were returned prior to the close of voting, of which 552 (72.16%) were valid. This compares to 453 special votes returned in 2019, of which 323 (71.3%) were valid. This is a 69% increase in special votes returned from 2019.

Elector Turnout

Of the 66,894 electors on the Final Electoral Roll, 28,942 electors returned their vote. This represents a 43.3% return and compares to a return of 27,712 electors or 44.98% at the 2019 election (or -1.68%) and a 44.77% return at the 2016 election.

A schedule of the number of daily returned voting documents over the voting period is attached (**Appendix 1**).

Of note, the 2022 average nationwide voter turnout is 45.58% (compared to 41.7% for the 2019 election) and an average 43.83% voter turnout from a number of similar councils (e.g. Far North District, Napier City, Rotorua District etc).

Results

With the undertaking of the early processing of returned voting documents during the voting period, progress results were able to be released on election day at around 1.00pm. Progress results reflected about 85% of votes cast and did not include votes received at Council offices during the last couple of days of the voting period or special votes received.

The preliminary results were released about 11.00pm on election day following the receipt and processing of a significant number of votes received at the Council offices on election day morning. The preliminary result reflected about 98% of votes cast. These statistics show about 10% of all votes cast were received on the Friday and Saturday morning.

Both the progress and preliminary results were released to candidates and placed on Council's website.

The final results (Declaration of Results of Election – see

Appendix 3) were made on Friday 14 October 2022 and were also released to candidates and placed on Council's website.

Election Costs

The 2022 estimated election cost in July 2020 was \$389,350 + GST or for 64,000 electors, \$6.08 + GST/elector - subject to actual third-party costs.

The 2022 final election cost has now been determined at \$406,002 + GST (or for 66,894 electors, \$6.07 + GST/elector).

Of the \$406,002 + GST final cost, Council is able to recover \$112,795 + GST (27.78%) from the Northland Regional Council.

This leaves a net cost to Council for their election of \$293,207 + GST (72.22% of the total), or \$4.38 + GST/elector.

The cost share between organizations is determined by the nationally provided Taituarā MOU Cost Sharing Calculator.

Upcoming Issues

Inquiry into the 2022 elections

Parliament's Justice Committee is currently undertaking an inquiry into the conduct of the 2022 local government elections. Submissions closed on 14 February 2023.

The committee is examining the law and administrative procedures, with particular reference to:

- low voter turnout
- the provision of election services by private organisations, with particular reference to:
 - special voting
 - provision of ballot papers
 - complaint processes
 - accountability for local elections
 - postal voting (including security of ballots and whether postal voting is an effective method of receiving votes)
- the age of eligible voters (with reference to lowering the age of eligible voters to 16 years).

Electoral System Review

Under the Local Electoral Act 2001, a local authority may resolve, before 12 September 2023, to change the electoral system used at the last election, unless a poll on the matter was recently held. Should Council wish to consider changing its electoral system, it can do so by resolution no later than 12 September 2023.

However, a public notice must be given by 19 September 2023 providing the right of electors to demand a poll on the decision.

Māori Representation Review

As Council resolved in 2020 to establish one or more Māori wards for the 2022 and 2025 triennial elections, no further action on this is required.

Representation Arrangements Review

The Local Electoral Act 2001 requires every local authority to undertake a representation arrangements review at least once every six-years. As Council last undertook a review in 2021, it is not required to conduct a full review until 2027. However, Council is able to undertake another review after three-years (2024) if required (for example to further review its ward boundaries and representation).

Local Government Electoral Legislation Bill

The electoral system, Māori representation and representation arrangements review processes are subject to the Local Government Electoral Legislation Bill currently before Parliament (2nd Reading), which if passed, will introduce changes to the legislative dates and requirements outlined below:

Electoral system:

- If a successful demand for a poll of electors to change the electoral system is received by **11 December 2023** (currently 21 February 2024), or Council resolves to change the electoral system by **11 December 2023** (currently 21 February 2024), a poll **must** be held by **14 March 2024** (currently 21 May 2024) (sec 28 LEA).

Māori representation:

- If Māori representation is not already established, Council **must** consult with, and have regard for the views of Māori and other communities, concerning the establishment of Māori representation **by 20 December 2023** (sec 19GA LEA);
- If Māori representation is not already established, Council **must** resolve whether or not to establish Māori representation **by 20 December 2023** (sec 19GA LEA);
- If Council resolves to establish Māori representation, public notice **must** be given **by 3 January 2024** (sec 19GA LEA) and Māori representation must form part of the ensuing representation arrangements review.

Representation arrangements review:

- **From 20 December 2023** (currently 1 March 2024), a formal consultation/resolution period of initial representation arrangements review proposal commences, concluding **no later than 31 July 2024**

(currently 31 August 2024) (sec 19K (1AA) LEA);

- Council **must** give public notice of resolution of initial proposal **by 8 August 2024** (currently by 8 September 2024), with submission period of at least one month (**by 8 September 2024** - currently by 8 October 2024) (sec 19M LEA);
- Submissions heard by Council, and resolution of final proposal **must** be made by **3 November 2024** (currently 19 November 2024) (sec 19N LEA);
- Council **must** give public notice of its resolution of final proposal **within eight weeks of the close of submissions (3 November 2024** - currently 19 November 2024), with an appeal/objection period of at least one month (sec 19N LEA);

If an appeal/objection is received by **3 December 2024** (currently 20 December 2024), the final proposal is submitted to the Local Government Commission **by 20 December 2024** (currently 15 January 2025) (sec 19Q LEA).

Summary and Conclusions

The Whangārei District Council's 2022 triennial elections were conducted successfully and met all legislative and practical requirements. No issues or concerns of significance arose from these elections and all tasks were completed satisfactorily and on time.

There are however several electoral issues Council may wish to consider during 2023/24:

- consider whether Council retains the first past the post electoral system or adopts the single transferable voting electoral system for the 2025 triennial elections – by 12 September 2023 but **must** place public notice of the electoral system to be used for the 2025 triennial election and the right of electors to demand a poll – by 19 September 2023;
- consider whether Council reviews any current representation arrangements in 2024 (**optional**) e.g. wards, boundaries or representation.




Dale Ofoske
Electoral Officer // Whangārei District Council
Election Services

APPENDIX 1

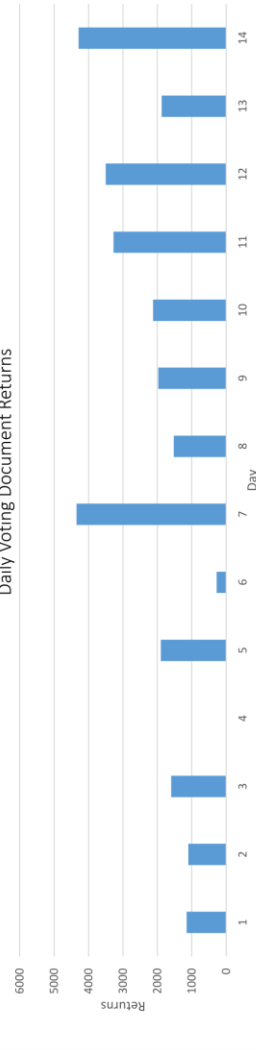


VOTING DOCUMENT RETURNS - 2022 ELECTIONS

WARD/ELECTORS	21-Sep	22-Sep	23-Sep	26-Sep	27-Sep	28-Sep	29-Sep	30-Sep	3-Oct	4-Oct	5-Oct	6-Oct	7-Oct	8-Oct	Electoral Day Including Special Votes
BREAM BAY GENERAL															
10073	275	275	225	0	325	100	775	275	350	350	550	650	275	507	
	275	550	775	775	1100	1200	1975	2250	2600	2950	3500	4150	4425	4932	
	2.7%	5.5%	7.7%	7.7%	10.9%	11.9%	19.6%	22.3%	25.8%	29.3%	34.7%	41.2%	43.9%	49.0%	
HIKURANGI-COASTAL GENERAL															
8399	175	50	325	0	175	25	650	300	225	350	375	600	275	658	
	175	225	550	550	725	750	1400	1700	1925	2275	2650	3250	3525	4183	
	2.1%	2.7%	6.5%	6.5%	8.6%	8.9%	16.7%	20.2%	22.9%	27.1%	31.6%	38.7%	42.0%	49.8%	
MANGAKAHIA-MAUNGATAPERE GENERAL															
4667	75	50	125	0	175	25	350	75	150	175	300	250	225	394	
	75	125	250	250	425	450	800	875	1025	1200	1500	1750	1975	2369	
	1.6%	2.7%	5.4%	5.4%	9.1%	9.6%	17.1%	18.7%	22.0%	25.7%	32.1%	37.5%	42.3%	50.8%	
WHANGĀREI DISTRICT MĀORI															
9721	125	125	150	0	125	25	325	75	125	125	225	225	150	516	
	125	250	400	400	525	550	875	950	1075	1200	1425	1650	1800	2316	
	1.3%	2.6%	4.1%	4.1%	5.4%	5.7%	9.0%	9.8%	11.1%	12.3%	14.7%	17.0%	18.5%	23.8%	
WHANGĀREI HEADS GENERAL															
5364	150	100	175	0	200	25	375	150	200	175	450	400	225	372	
	150	250	425	425	625	650	1025	1175	1375	1550	2000	2400	2625	2997	
	2.8%	4.7%	7.9%	7.9%	11.7%	12.1%	19.1%	21.9%	25.6%	28.9%	37.3%	44.7%	48.9%	55.9%	
WHANGĀREI URBAN GENERAL															
28670	350	500	600	0	900	75	1875	650	925	950	1375	1375	725	1845	
	350	850	1450	1450	2350	2425	4300	4950	5875	6825	8200	9575	10300	12145	
	1.2%	3.0%	5.1%	5.1%	8.2%	8.5%	15.0%	17.3%	20.5%	23.8%	28.6%	33.4%	35.9%	42.4%	
TOTAL															
66894	1150	1150	1600	0	1900	275	4350	1525	1975	2125	3275	3500	1875	4292	
	1150	2250	3850	3850	5750	6025	10375	11900	13875	16000	19275	22775	24650	28942	
	1.7%	3.4%	5.8%	5.8%	8.6%	9.0%	15.5%	17.8%	20.7%	23.9%	28.8%	34.0%	36.8%	43.3%	
DAILY %															
2019 Returns	1.7%	1.6%	2.4%	0.0%	2.8%	0.4%	6.5%	2.3%	3.0%	3.2%	4.9%	5.2%	2.8%	6.4%	
2016 Returns	3.1%	5.8%	7.8%	10.7%	14.3%	17.2%	19.8%	22.6%	24.7%	28.2%	35.0%	37.6%	40.6%	45.0%	
	5.4%	7.9%	10.1%	12.5%	16.8%	19.0%	21.0%	22.8%	24.5%	29.6%	33.0%	36.9%	40.5%	44.8%	

WHANGĀREI DISTRICT COUNCIL 2022 ELECTION

Daily Voting Document Returns



APPENDIX 2

WHANGAREI ELECTIONS NOTICE

NOTICE OF DAY OF ELECTION FOR THE 2022 ELECTIONS OF WHANGĀREI DISTRICT COUNCIL

Nominations received

Notice is given under section 65 of the Local Electoral Act 2001 that the following persons have been duly nominated as candidates for:

Mayor (*one vacancy*)

Last Name	First Name	Affiliation
BUDD	Mike	Independent
COCURULLO	Vince	
COUPER	Ken	
FLOWER	Brad	Independent
GREEN	Fiona	
JACOB	Nick	Independent
SHORTLAND	Shaquille	

COUNCIL

Bream Bay General Ward (*two vacancies*)

Last Name	First Name	Affiliation
BEAN	Steve	Independent
COUPER	Ken	
HALSE	Phil	
SHIRKEY	Shilane	

Hikurangi-Coastal General Ward (*two vacancies*)

Last Name	First Name	Affiliation
BENNEY	Gavin	
FLOWER	Brad	Independent
JEEVES	Greg	Independent
MARTIN	Greg	
MCKENZIE	Scott	
THOMASSON	Tracey	

Mangakahia-Maungatapere General Ward (*one vacancy*)

Last Name	First Name	Affiliation
REID	Simon John	Independent
ROBERTSON	Iain James	

WHANGAREI ELECTIONS NOTICE

Whangārei Heads General Ward *(one vacancy)*

Last Name	First Name	Affiliation
BLACKLEY	David	Independent
HOLMES	Patrick	Independent

Whangārei Urban General Ward *(five vacancies)*

Last Name	First Name	Affiliation
BROWN	Alan	Independent
CHRISTIE	Crichton	
COCURULLO	Vince	
CONNOP	Nicholas Hunter	
DOHERTY	Paul	
GALLAGHER	Graeme	
GOLIGHTLY	Jayne	Independent
GREEN	Fiona	
HASKELL	Ren	
MCMILLAN	Glen	Independent
OLSEN	Marie	Independent
PETERS	Carol	
SAMU	Isopo	
SHORTLAND	Shaquille	
TITFORD	Jesse	
WINDLEBORN	Hazely	
WOOD	Stephen	
YOUNG	Adam	Independent
YOVICH	Paul	

Whangārei District Māori Ward *(two vacancies)*

Last Name	First Name	Affiliation
HARDING	Deb	
HOPA	Pauline	
MITCHELL	Simon	
RUKA	Phoenix	Te Pāti Māori
TANA	Zhairn Zee	
WAKEFIELD	Nicki	

As there are (for each office) more candidates than there are vacancies to be filled, an election will be held between the listed candidates on Saturday, 8 October 2022, under the first past the post electoral system by postal vote.

WHANGAREI ELECTIONS NOTICE

Order of candidate names

The Whangārei District Council has resolved under regulation 31 of the Local Electoral Regulations 2001 to adopt the alphabetical order of candidate names to appear on the voting documents.

Issuing of voting documents

Voting documents will be posted to electors from Friday, 16 September 2022.

Return of voting documents

Voting documents must be returned not later than noon, Saturday, 8 October 2022 to the electoral officer.

Voting documents can be returned by post or hand delivered at the following council offices between Friday, 16 September 2022 and Friday, 7 October 2022 during normal office hours, and Saturday, 8 October 2022 between 9.00am – noon:

- Whangārei District Council
 - Forum North, Rust Avenue, Whangārei
- Whangārei District Council Service Centre
 - 9 Takutai Place, Ruakākā

Special voting

Special voting in terms of the Local Electoral Act 2001 and the Local Electoral Regulations 2001 may be exercised at the above council offices and times.

A person can apply to enrol as either a residential or ratepayer elector right up to and including Friday, 7 October 2022 – the day before the close of voting.

Dale Ofsoke, Electoral Officer

Whangārei District Council

Forum North, Rust Avenue, Whangārei

17 August 2022

APPENDIX 3

**DECLARATION OF RESULTS OF
ELECTION for the Whangārei
District Council 2022 Elections**

I hereby declare the results of the elections held on 8 October 2022 for the following offices:

Mayor (one vacancy)	Votes Received
BUDD, Mike (Independent)	5814
COCURULLO, Vince	8157
COUPER, Ken	5037
FLOWER, Brad (Independent)	4675
GREEN, Fiona	1068
JACOB, Nick (Independent)	1660
SHORTLAND, Shaquille	2180

Informal votes received: 43
Blank votes received: 308
I therefore declare Vince COCURULLO to be elected.

COUNCIL

Bream Bay General Ward (two vacancies)	Votes Received
BEAN, Steve (Independent)	2063
COUPER, Ken	2439
HALSE, Phil	2320
SHIRKEY, Shilane	1414

Informal votes received: 0
Blank votes received: 123
I therefore declare Ken COUPER and Phil HALSE to be elected.

Hikurangi-Coastal General Ward (two vacancies)	Votes Received
BENNEY, Gavin	1703
FLOWER, Brad (Independent)	1172
JEEVES, Greg (Independent)	373
MARTIN, Greg	1317
MCKENZIE, Scott	1441
THOMASSON, Tracey	1223

Informal votes received: 3
Blank votes received: 63
I therefore declare Gavin BENNEY and Scott MCKENZIE to be elected.

Mangakahia-Maungatapu General Ward (one vacancy)	Votes Received
REID, Simon John (Independent)	1557
ROBERTSON, Iain James	700

Informal votes received: 1
Blank votes received: 111
I therefore declare Simon John REID to be elected.

Whangārei Heads General Ward (one vacancy)	Votes Received
BLACKLEY, David (Independent)	1023
HOLMES, Patrick (Independent)	1851

Informal votes received: 1
Blank votes received: 122
I therefore declare Patrick HOLMES to be elected.

Whangārei Urban General Ward (five vacancies)	Votes Received
BROWN, Alan (Independent)	2945
CHRISTIE, Crichton	3079
COCURULLO, Vince	6114
CONNOP, Nicholas Hunter	4121
DOHERTY, Paul	2426
GALLAGHER, Graeme	2149
GOLIGHTLY, Jayne (Independent)	5316
GREEN, Fiona	2192
HASKELL, Ren	1119
MC MILLAN, Glen (Independent)	1003
OLSEN, Marie (Independent)	3564
PETERS, Carol	3998
SAMU, Isopo	2707
SHORTLAND, Shaquille	2255
TITFORD, Jesse	822
WINDLEBORN, Hazely	579
WOOD, Stephen	2034
YOUNG, Adam (Independent)	1165
YOVICH, Paul	3824

Informal votes received: 63
Blank votes received: 149
I therefore declare Vince COCURULLO, Nicholas Hunter CONNOP, Jayne GOLIGHTLY, Carol PETERS, and Paul YOVICH to be elected.

As Vince COCURULLO has been declared elected mayor to the Whangārei District Council, his name has been withdrawn and the next highest polling candidate Marie OLSEN is declared elected.

Whangārei District Māori Ward (two vacancies)	Votes Received
HARDING, Deb	904
HOPA, Pauline	694
MITCHELL, Simon	513
RUKA, Phoenix (Te Pāti Māori)	889
TANA, Zhairn Zee	266
WAKEFIELD, Nicki	703

Informal votes received: 1
Blank votes received: 61
I therefore declare Deb HARDING and Phoenix RUKA to be elected.

Dated Whangārei, 14 October 2022
Dale Ofsoske, Electoral Officer
Whangārei District Council
Forum North, Rust Avenue,
Whangārei
Phone 0800 922 822

Phone 0800 922 822

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:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Confidential Minutes Whangarei District Council 23 March 2023	Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
1.2	Confidential Minutes Extraordinary Whangarei District Council 16 March 2023		
1.3	Increase Chief Executive Delegations		
1.4	Parihaka Mast Transmission		

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public, are as follows:

Item	Grounds	Section
1.1	For the reasons as stated in the open minutes	
1.2	To enable Council to carry on without prejudice or disadvantage negotiations.	Section 7(2)(i)
	To enable Council to carry on without prejudice or disadvantage commercial activities	Section 7(2)(h)
1.3	To enable Council to carry on without prejudice or disadvantage commercial activities.	Section 7(2)(h)
	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial 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.