



# Interim Speed Management Plan Whangarei Heads Catchment



# Interim Speed Management Plan Whangarei Heads Catchment

Approved by Whangarei District Council at an ordinary meeting dated  
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<b>Date:</b>	

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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 reviewing 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 in the 2023-24 Financial Year.

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)

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### 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 22<sup>nd</sup> 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:

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- 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:

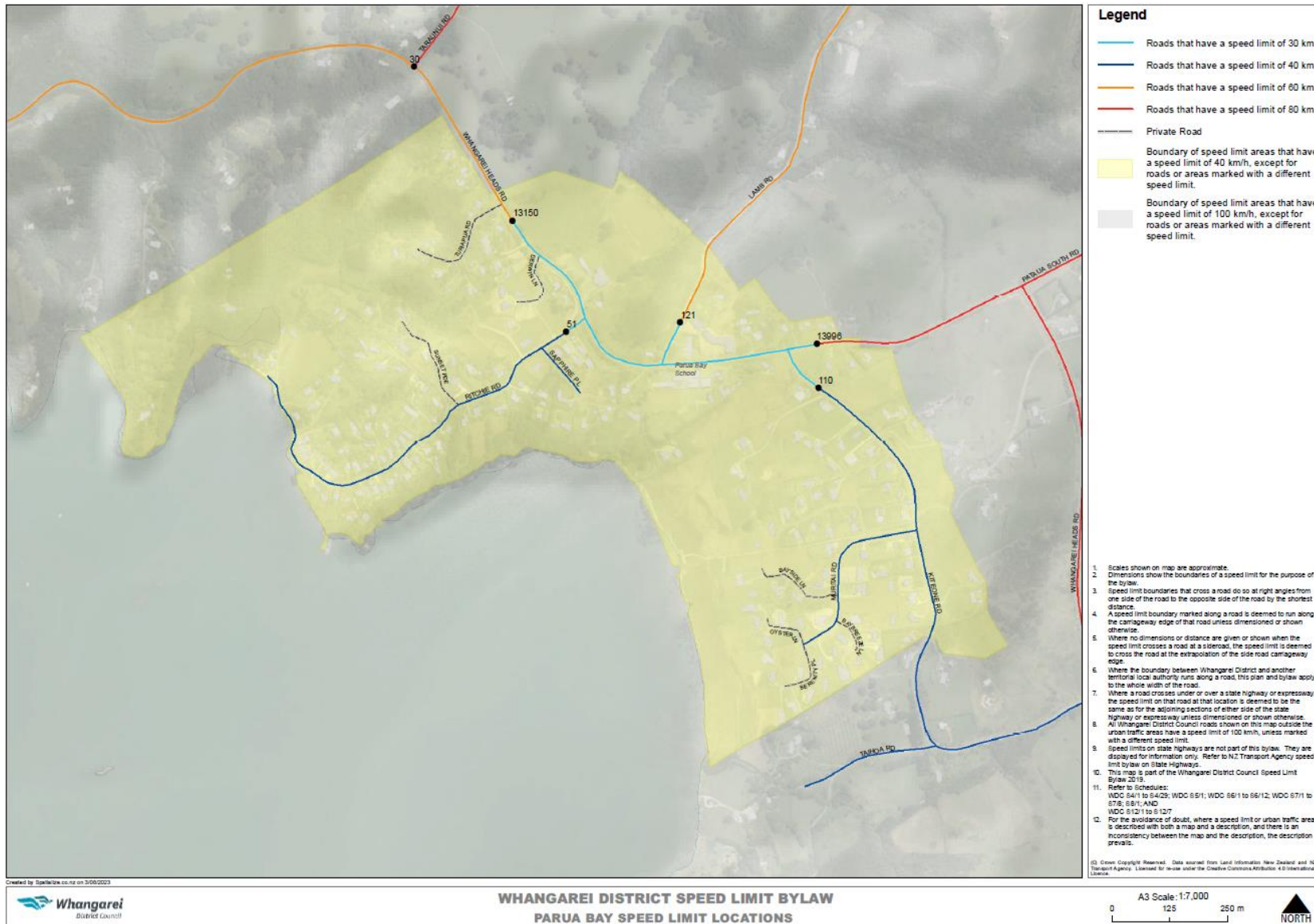
#### Whangarei Heads School Road

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.

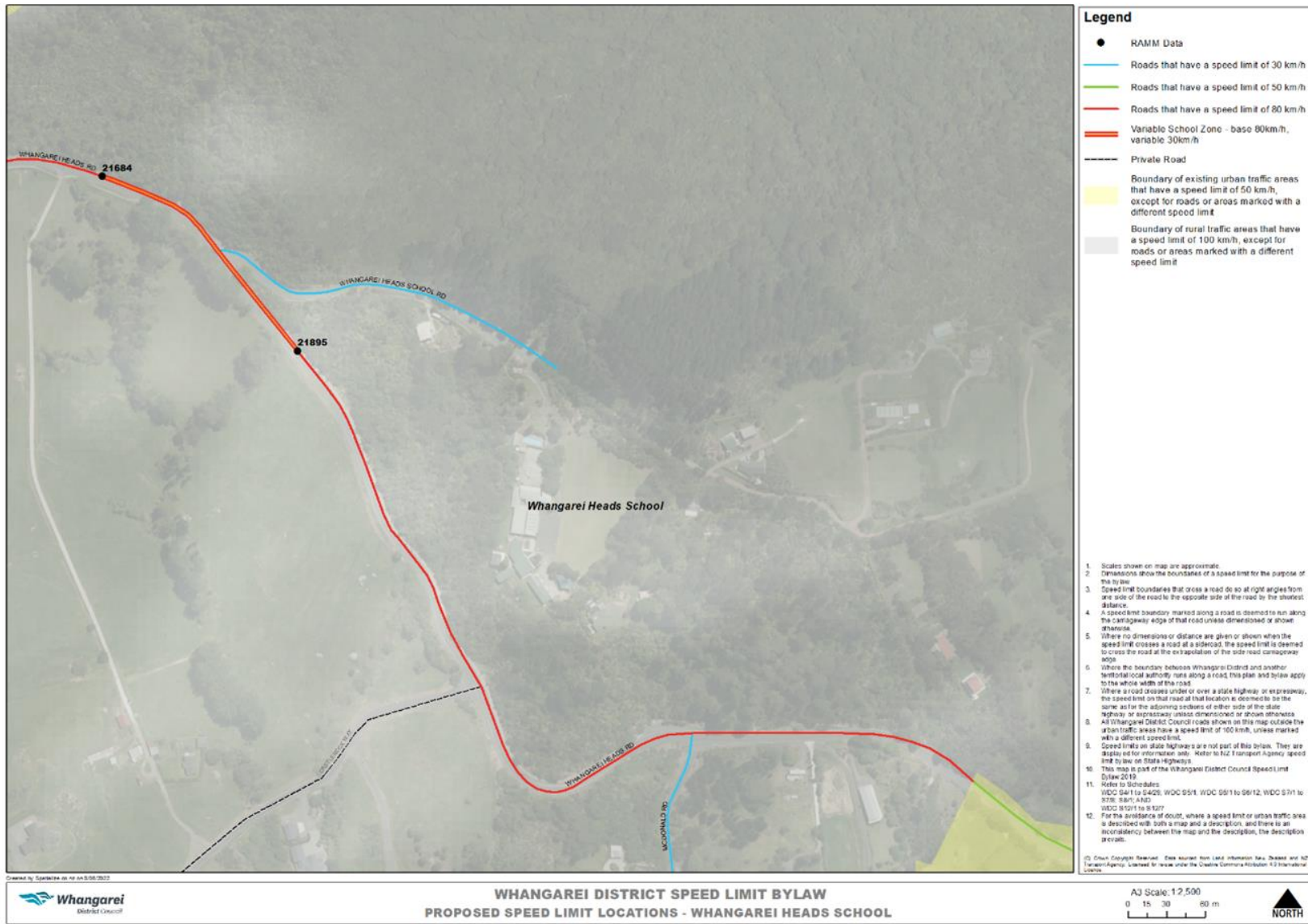
#### Whangarei Heads Road

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.

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## 5 New Speed Limits – Whangarei Heads Catchment

**Note:** Safe and Appropriate Speeds (SAAS) identified in the following tables were drawn from Megamaps Road to Zero Edition 1 as this was the available data when undertaking the review and consultation process. Although some SAAS data has changed with the release of Edition 2, the overall reasoning for new speed limits has not changed. Where it becomes necessary to further review a speed limit in light of new SAAS data; this will be undertaken as part of the Regional Speed Management Planning cycle.

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	<b>Consistent</b> <b>Infrastructure:</b> Signage
Abbey Caves Road from Forest Ridge Rd No1 (Private Road) to 80m South of Abbey Caves entrance.	100	80	40	<b>Reason:</b> This section of Abbey Caves Road is a recreation area with increased pedestrian activity and carparking to access recreational facilities, including Abbey Caves. <b>Infrastructure:</b> Signage, road marking,
Abbey Caves Road from to Old Parua Bay Rd.	100	80	60	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Adams Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Addison Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Attwood Street	50	60	30	<b>Reason</b> 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). <b>Infrastructure:</b> Signage
Aubrey Road	100	60	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Threshold treatment, 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.
Aubrey Road Patau North	50	40	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Threshold Treatment, signage, traffic calming.
Basil Road	100	80	60	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Bay View Place	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage
Bay View Road from WHG Heads Rd to Bay View Place	50	50	40	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Bay View Road from Bay View Place to end	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage at commencement of road only.
Beach Road (WHG Heads)	50	40	30	<b>Reason:</b> 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. <b>Infrastructure:</b> 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.
Beasley Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Blue Horizon Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Campbell Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Christie Close (Patau North)	50	30	30	<b>Consistent</b> <b>Infrastructure:</b> Signage, traffic calming.
Clapham Road	100	80	60	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Cornfoot Avenue	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage
Craig Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Crisp Road	70	60	80	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Darch Point Road	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage
Davidson Avenue	50	60	40	<b>Reason:</b> 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. <b>Infrastructure:</b> 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.
Dickson Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Edward Road	100	60	40	<b>Reason:</b> Road is very narrow and is effectively a residential driveway. 40kph provides improved safety for pedestrians. <b>Infrastructure:</b> Signage
Franklin Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Giovanni Drive	50	60	40	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Glengarry Lane	50	60	40	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Grahamtown Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Hall Road	50	40	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage, traffic calming.
Harambee Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> 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	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Harris Road from Dickson Road to Whareora Road	100	80	80	<b>Consistent</b> <b>Infrastructure:</b> Signage
Hutchinson Road	100	80	40	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Kauri Mountain Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Kaye Road	50	40	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage, traffic calming.
Kerr Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Kiteone Road from Whangarei Heads Rd to 110m south of Whangarei Heads Rd	50	40	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Kiteone Road from 110m south of Whangarei Heads Rd to end.	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage
Kohinui Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> 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	<b>Consistent</b> <b>Infrastructure:</b> Signage
Konini Street from 22 Konini Street to Mackelsey Rd	50	50	40	<b>Reason:</b> Consistent with speed limits in other similar urban communities. <b>Infrastructure:</b> Signage
Lamb Road from Whangarei Heads Road for a distance of 100m	100	60	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Threshold Treatment, Signage
Lamb Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Lion View Road	50	60	30	<b>Reason:</b> Access is gained off Urquhart's Bay Road, which has a 30kph speed limit. Lion View Road is a very short "no exit" road. <b>Infrastructure:</b> Signage
Mackesy Road	50	30	40	<b>Reason:</b> Consistent with proposed speed limits in other urban communities and adjacent roads <b>Infrastructure:</b> Signage
Mahanga Road	50	50	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage, traffic calming.
Mangahui Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Manganese Point Road from Scott Rd to Davidson Ave	50	60	40	<b>Reason:</b> 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. <b>Infrastructure:</b> 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	<p><b>Reason</b> Connects to low density residential activity. Raising the speed limit above the existing 50kph speed limit is considered inappropriate given cycling and pedestrian use.</p> <p><b>Infrastructure:</b> Signage</p>
Matuku Street	50	40	40	<p><b>Consistent</b></p> <p><b>Infrastructure:</b> Signage</p>
May Grove Lane	50	60	40	<p><b>Reason:</b> 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.</p> <p><b>Infrastructure:</b> Signage</p>
McDonald Road	100	60	30	<p><b>Reason:</b> This is a very narrow single lane road, providing access for beachside residential dwellings.</p> <p><b>Infrastructure:</b> Signage</p>
McGregor Street	50	60	40	<p><b>Reason:</b> Consistent with speed limits in other harbourside / Coastal communities. McGregor Street is a residential access road that is short and has no exit.</p> <p><b>Infrastructure:</b> Signage, traffic calming</p>
McRae Road	100	60	40	<p><b>Reason:</b> McRae Road is a very short road that provides access to a single private property (road length approx. 100m).</p> <p><b>Infrastructure:</b> Signage</p>
Memorial Drive	50	40	40	<p><b>Consistent</b></p> <p><b>Infrastructure:</b> Signage</p>
Mt Tiger Road from Whareora Rd to Wrack Rd.	100	60	80	<p><b>Reason:</b> 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.</p> <p><b>Infrastructure:</b> Signage</p>

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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.
Mt Tiger Road from Wrack Rd to Owhiwa Rd.	100	60	60	<b>Consistent Infrastructure:</b> Signage
Muritai Road	50	40	40	<b>Consistent Infrastructure:</b> Signage
Neptune Drive	50	40	40	<b>Consistent Infrastructure:</b> Signage
Nook Road from Whangarei Heads Rd to end of seal)	100	80	60	<b>Reason</b> 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. <b>Infrastructure:</b> Signage
Nook Road unsealed section	100	40	40	<b>Consistent Infrastructure:</b> Signage
Norfolk Avenue	50	50	40	<b>Reason</b> Consistent with speed limits in other harbourside / Coastal communities. Norfolk Avenue is a residential access road that is short and has no exit. <b>Infrastructure:</b> Signage
Ocean Beach Road from Whangarei Heads Rd to current 50kph / 100kph boundary (RP440).	50	60	50	<b>Reason</b> 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. <b>Infrastructure:</b> Signage, threshold treatment
Ocean Beach Road from RP440 to RP3073 (55m before Peach Grove Track).	100	80	80	<b>Consistent Infrastructure:</b> Signage
Ocean Beach Road from RP3073 (55m before Peach Grove Track) to RP3553 (110m before Ranui Road).	50	50	40	<b>Reason</b> Consistent with the coastal residential community of this section of road, with residential activity on one side of the road. <b>Infrastructure:</b> Signage, threshold treatment
Ocean Beach Road from 110m before Ranui Road (RP3553) to end.	50	50	30	<b>Reason</b> 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. <b>Infrastructure:</b> 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	<b>Consistent</b> <b>Infrastructure:</b> Signage
Ody Road from existing 50kph/100kph boundary to end.	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Old Parua Bay Road from Kohe St to Abbey Caves Rd	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Old Parua Bay Road from Abbey Caves Rd to Konini St	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Old Parua Bay Road from Konini St to end.	100	60	40	<b>Reason</b> Road is a short, single lane unsealed road providing access to residential dwellings. <b>Infrastructure:</b> Signage
Owhiwa Road from Whangarei Heads Road to Mount Tiger Road.	100	60	80	<b>Reason</b> 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. <b>Infrastructure:</b> Signage.
Owhiwa Road from Mount Tiger Road to end.	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Parahaki Parish Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Parkes Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Parua Cemetery Road	100	60	40	<b>Reason</b> Road is a short, single lane unsealed road providing access to residential dwellings. <b>Infrastructure:</b> 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	<b>Reason</b> 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. <b>Infrastructure:</b> Signage
Pataua North Road from Smiths Road to end	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Pataua South Road from Whangarei Heads Rd to 80m south of Mahanga Road.	100	60	80	<b>Reason</b> 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. <b>Infrastructure:</b> Signage
Pataua South Road from 80m south of Mahanga Road to end	50	40	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage, traffic calming.
Pataua Street	50	50	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage, traffic calming.
Pepi Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Rangiuru Drive	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Ranui Road	50	60	30	<b>Reason</b> 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. <b>Infrastructure:</b> 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	<b>Reason</b> 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. <b>Infrastructure:</b> Signage, threshold treatment.
Ritchie Road from Whangarei Heads Rd for a distance of 50m.	50	50	30	<b>Reason</b> 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. <b>Infrastructure:</b> Signage
Ritchie Road from 50m west of Whangarei Heads Rd to end.	50	50	40	<b>Reason</b> Consistent with speed limits in other harbourside / Coastal communities and urban areas. Ritchie Road is primarily a residential access road. <b>Infrastructure:</b> Signage
Robinson Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Ross Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Rukuwai Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Sapphire Place	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage
Scott Road	50	60	40	<b>Reason</b> 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. <b>Infrastructure:</b> Signage, threshold treatment
Smith Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> 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.
Stuart Road from Whangarei Heads Road to end.	50	50	30	<b>Reason</b> 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. <b>Infrastructure:</b> Signage
Tahere Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Tahunatapu Road	100	60	40	<b>Reason</b> Tahunatapu Road is a narrow-unsealed road that is accessed off Nook Road. 40kph is consistent with the intersecting Nook Road. <b>Infrastructure:</b> Signage
Taiharuru Road from Patau South Rd to current 100/50kph boundary	100	60	80	<b>Reason</b> 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. <b>Infrastructure:</b> Signage
Taiharuru Road current 50kph zone	50	60	40	<b>Reason</b> 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. <b>Infrastructure:</b> Signage, road marking, threshold treatment
Taiharuru Road from 50/100kph boundary to end of seal	100	60	80	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage, road marking, threshold treatment

## 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.
Taiharuru Road from end of seal to end	100	60	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Taihoa Road	100	60	40	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Tarauuni Road from Whangarei Heads Rd to Ross Rd	100	80	80	<b>Consistent</b> <b>Infrastructure:</b> Signage
Tarauuni Road from Ross Rd to end	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Taurikura Street	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage
Tawhai Place	50	30	40	<b>Reason:</b> Consistent with proposed speed limits in urban residential areas and adjoining roads. <b>Infrastructure:</b> Signage, existing traffic calming.
Te Rongo Road	100	80	80	<b>Consistent</b> <b>Infrastructure:</b> Signage
Te Whangai Head Road	50	40	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage, traffic calming
Telfer Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
The Heights	50	40	40	<b>Consistent</b> <b>Infrastructure:</b> Signage
Timperley Road	100	60	60	<b>Consistent</b> <b>Infrastructure:</b> 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.
Tropicana Drive	50	60	40	<p><b>Reason:</b> 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.</p> <p><b>Infrastructure:</b> Signage</p>
Urquhart Bay Road	50	60	30	<p><b>Reason:</b> 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.</p> <p><b>Infrastructure:</b> Signage, road marking, traffic calming.,</p>
Waikaraka Beach Road	50	60	30	<p><b>Reason:</b> 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.</p> <p><b>Infrastructure:</b> Signage</p>
Waikaraka Road	100	60	60	<p><b>Consistent</b> <b>Infrastructure:</b> Signage</p>
Waioneone Road	50	50	40	<p><b>Reason:</b> Consistent with Konini Street and Mackesy Road where access is gained.</p> <p><b>Infrastructure:</b> Signage</p>
Waiparera Road	100	60	60	<p><b>Consistent</b> <b>Infrastructure:</b> Signage</p>
Waitotara Lane	100	60	40	<p><b>Reason:</b> Waitotara Lane is approximately 100m long and provides low speed access to several residential dwellings.</p> <p><b>Infrastructure:</b> Signage</p>
Whangarei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka (RP3486).	100	80	80	<p><b>Consistent</b> <b>Infrastructure:</b> Signage</p>

## 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.
Whangarei Heads Rd from RP3486 (Waikaraka) to RP6103 (Tamaterau).	70	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage, threshold treatment.
Whangarei Heads Road from RP6103 (Tamaterau) to RP7045 (80m east of Scott Rd).	50 then 100	50	50	<b>Consistent</b> <b>Infrastructure:</b> Signage
Whangarei Heads Rd from RP7045 (80m east of Scott Rd) to RP9187 (Solomons Point)	100	80	80	<b>Consistent</b> <b>Infrastructure:</b> Signage
Whangarei Heads Road from RP9187 (Solomons Point) to RP10187 (110m west of Parua Bay Tavern)	70	60	60	<b>Consistent</b> <b>Infrastructure:</b> Signage
Whangarei Heads Road from RP10187 (110m west of Parua Bay Tavern) to RP10413 (50m east of Crisp Road).	70	60	30	<b>Reason:</b> 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. <b>Infrastructure:</b> 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	<b>Reason:</b> 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. <b>Infrastructure:</b> 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.
Whangarei Heads Road from RP13150 to RP13996 (65m east of Kiteone Rd).	50	40 and 30	30	<b>Reason:</b> 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. This is also the site of a newly proposed recreational precinct area with crossing points. <b>Infrastructure:</b> 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	<b>Consistent</b> <b>Infrastructure:</b> Signage
Whangarei Heads Road from RP18066 (current 100kph/50kph boundary at McLeod Bay to Bay View Road	50	40	50	<b>Reason:</b> This section of Whangarei Heads Road is an urban connector road. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. <b>Infrastructure:</b> Signage
Whangarei Heads Road from RP21685 (Bay View Road) to RP22420 current 100kph / 50kph boundary at Taurikura.	100	80	80	<b>Consistent</b> <b>Infrastructure:</b> 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	<b>Reason:</b> 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. <b>Infrastructure:</b> 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.
Whangarei Heads Road from RP22420 (current 100kph/50kph boundary at Taurikura) to RP23103,	50	40	50	<b>Reason:</b> This section of Whangarei Heads Road is an urban connector road. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. <b>Infrastructure:</b> Signage
Whangarei Heads Road from RP23103 to RP23302 (110m east of tennis courts)	50	40	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Whangarei Heads Rd from RP23302 (110m east of tennis courts) to RP23963 (2400 Whangarei Heads Road)	50	40	50	<b>Reason:</b> This section of Whangarei Heads Road is an urban connector road. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. <b>Infrastructure:</b> Signage
Whangarei Heads Road from RP23963 to RP25548 (70m west of Urquharts Bay Road.	100	50	60	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage
Whangarei Heads Road from RP25548 (70m west of Urquharts Bay Road. to end (Ocean Beach Road).	50	40	50	<b>Reason:</b> This section of Whangarei Heads Road is an urban connector road. The density of residential dwellings is medium. The road function as an urban connector supports retaining the 50kph speed limit. <b>Infrastructure:</b> Signage
Whangarei Heads School Road	100	60	30	<b>Reason</b> 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. <b>Infrastructure:</b> 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.
Whareora Road from RP1430 (near Mill Rd) to RP1536 (current 70kph / 100kph boundary).	70	50	50	<b>Consistent Infrastructure:</b> Signage.
Whareora Road from RP1536 (current 70kph / 100kph boundary) to RP2147.	100	60	60	<b>Consistent Infrastructure:</b> Signage.
Whareora Road from RP2147 to end.	100	80	80	<b>Consistent Infrastructure:</b> Signage.
Wharf Road	100	60	30	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage.
Wrack Road	100	60	40	<b>Reason:</b> 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. <b>Infrastructure:</b> Signage.

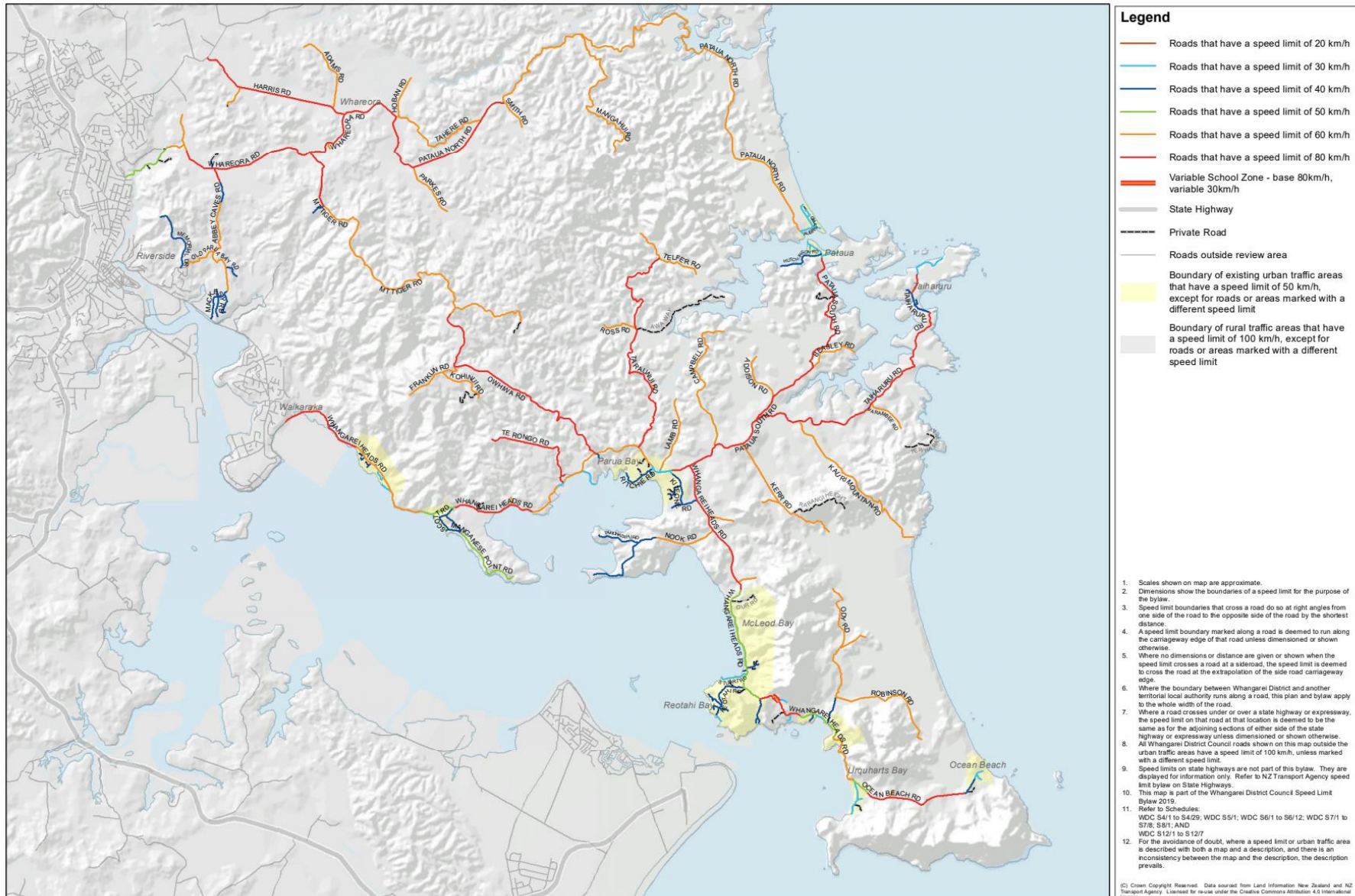
## 6 Speed Limit Maps

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:

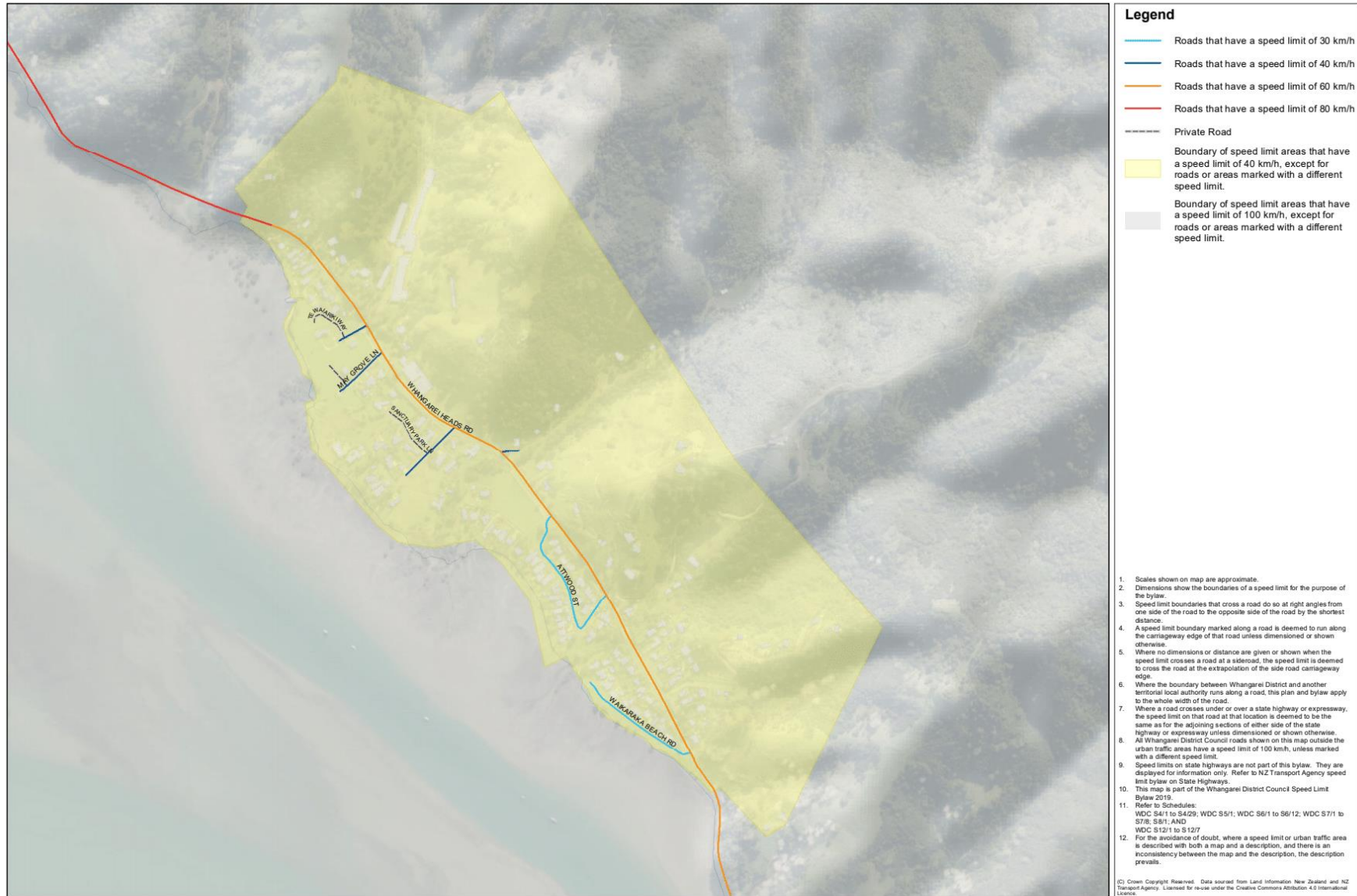
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- Whangarei Head Speed Limits Waikaraka
- Whangarei Head Speed Limits Tamaterau
- Whangarei Head Speed Limits Parua Bay
- Whangarei Head Speed Limits McLeod Bay - Reotahi
- Whangarei Head Speed Limits Taurikura
- Whangarei Head Speed Limits Urquhart 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



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# Interim Speed Management Plan Whangarei Heads

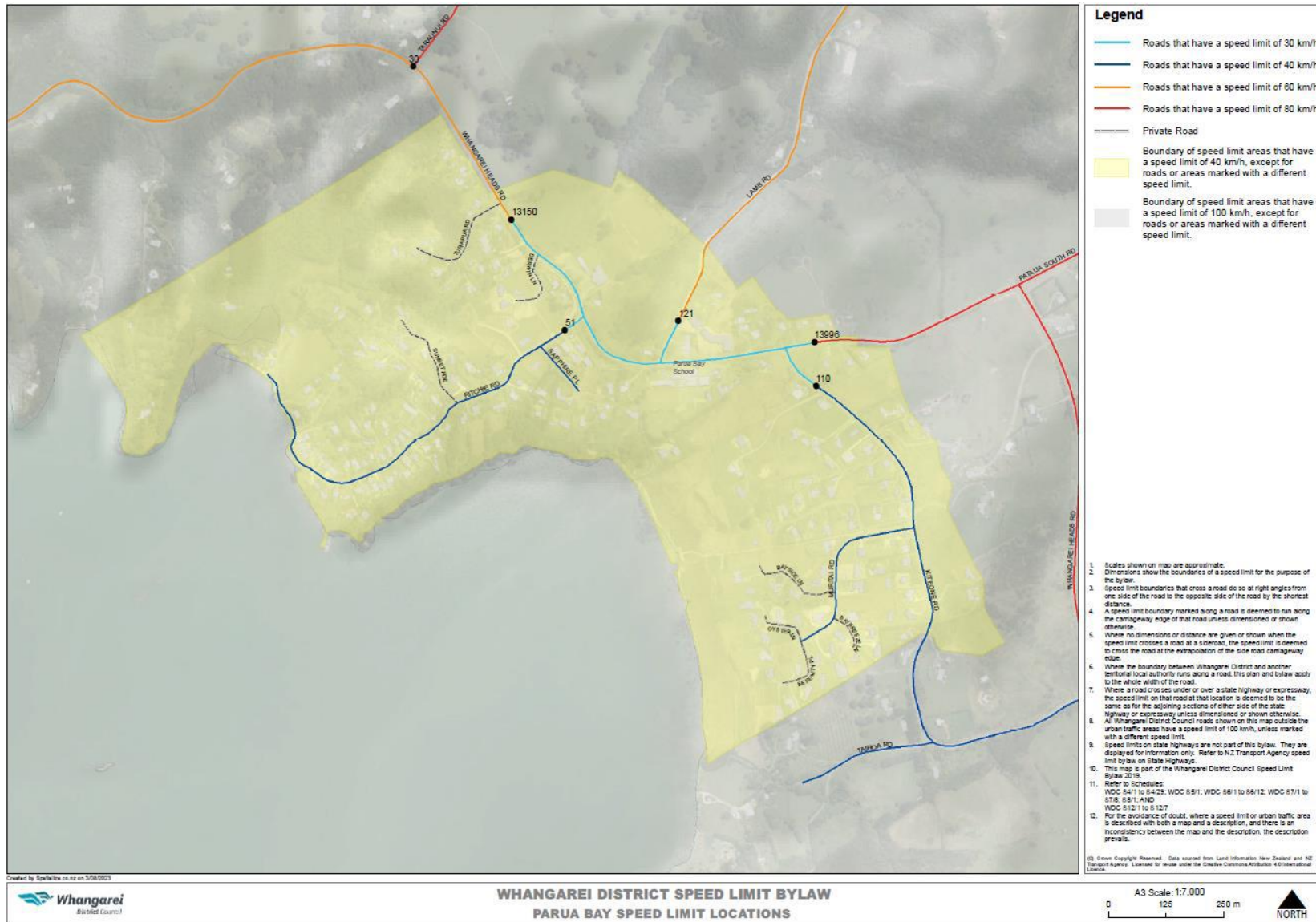


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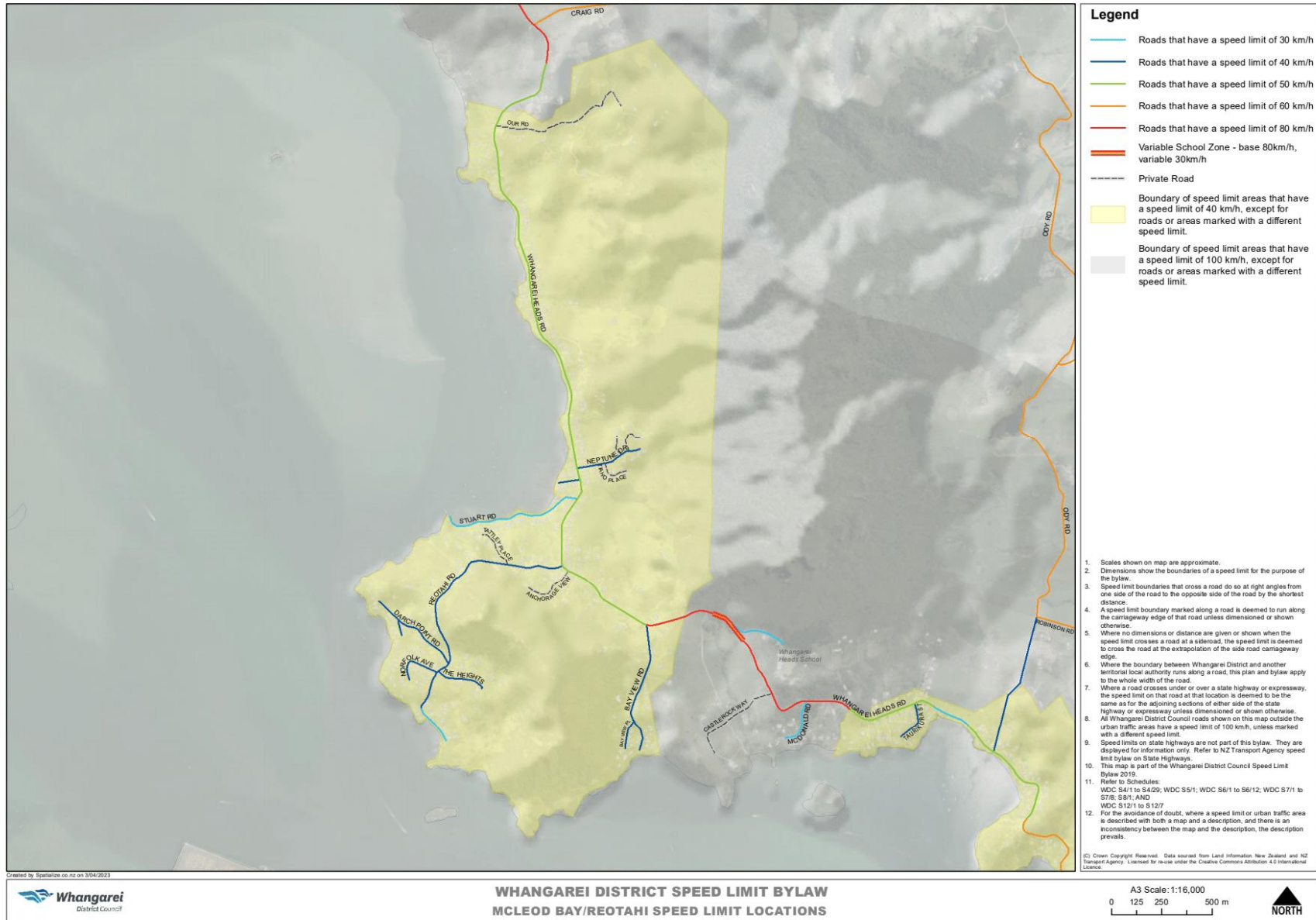


Created by Spatialise.co.nz on 3/04/2023

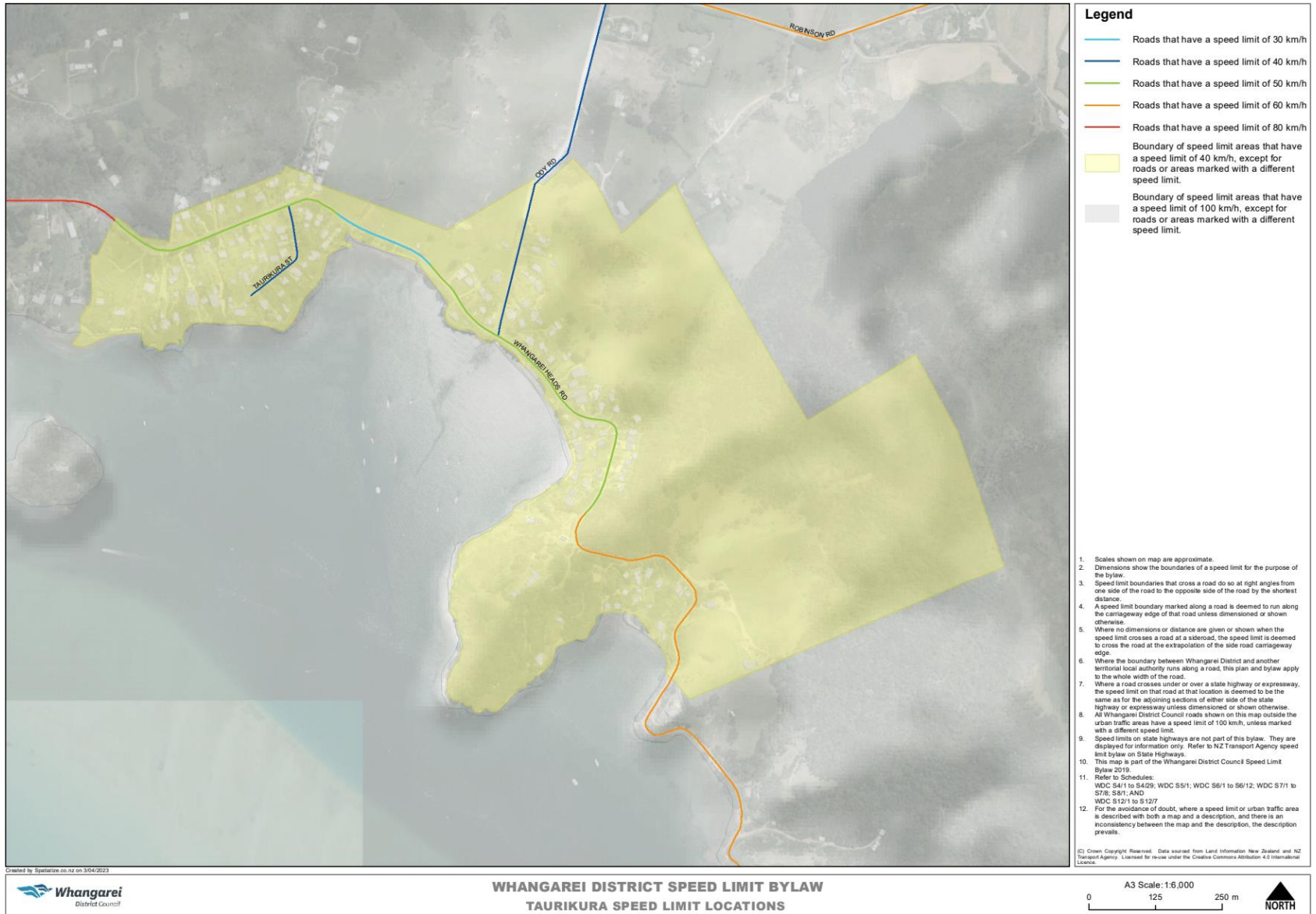
# Interim Speed Management Plan Whangarei Heads



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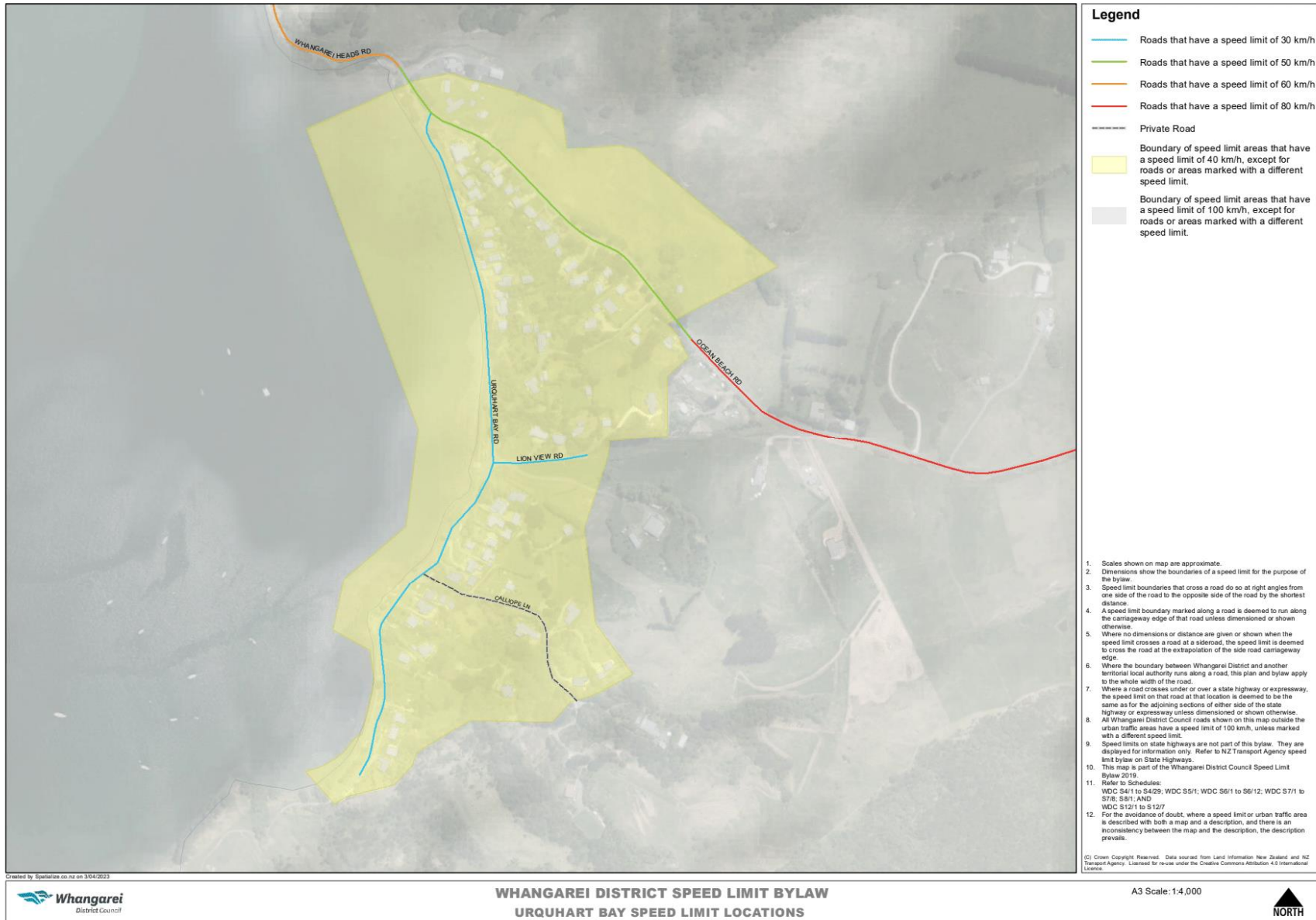


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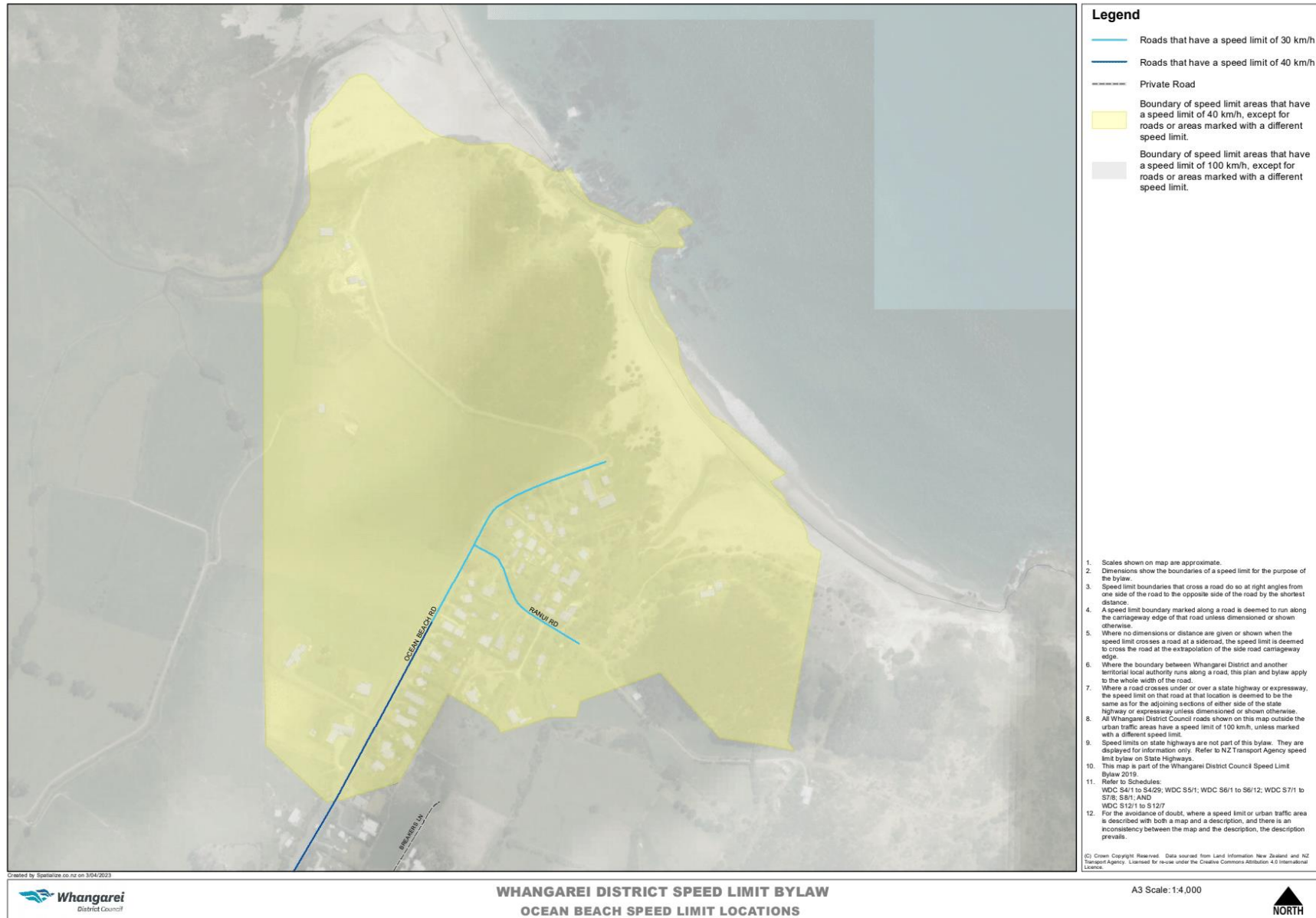




# Interim Speed Management Plan Whangarei Heads



# Interim Speed Management Plan Whangarei Heads



# Interim Speed Management Plan Whangarei Heads



**Legend**

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 60 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 sideroad, 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.



# Interim Speed Management Plan Whangarei Heads

