

**STATEMENT OF PROPOSAL**  
*Interim Speed  
Management Plan for  
Whangārei Heads  
Catchment Area*



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Whangārei District Council is proposing a new Interim Speed Management Plan for the Whangārei Heads catchment area in accordance with the Setting of Speed Limits Rule 2022. This Interim Speed Management Plan is part of an ongoing programme to review speed limits on the district's roads as part of the national Road to Zero Road Safety Strategy and in line with the Government Policy Statement on Land Transport.

Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Whangārei 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.

This document includes information on the proposed new speed limits in the Whangārei Heads catchment area, including the reasons for the proposals and some statutory background information. Additional information can be obtained from Council's website at [www.wdc.govt.nz](http://www.wdc.govt.nz).

Before making any final decisions, we'd like to know your views.

The closing date for submissions is 5pm Monday 5th December 2022

Further information on how to make a submission is included in this document.



## Have Your Say

We need your feedback by **Monday 5th December 2022**.

Your views on the proposed new speed limits are important to us.

There are several ways you can have your say. A submission form is provided in this Statement of Proposal, or you can download a submission form from our Website and email, post or deliver it to us. You can also make a submission online.

Please ensure that you state in your submission if you want to present your submission in person at a Council hearing.

## How to make a submission

You can make a submission online at: [www.wdc.govt.nz/HaveYourSay](http://www.wdc.govt.nz/HaveYourSay) or email us at [mailroom@wdc.govt.nz](mailto:mailroom@wdc.govt.nz) (please put “Speed Limits Bylaw” in the subject line), or:

Post your submission to:

Speed Limit Bylaw

Whangarei District Council

Private Bag 9023, Te Mai

Whangārei 0143

Submissions can also be hand-delivered to Council offices in Forum North, Rust Avenue, or at a Council Service Centre (Attention Shawn Baker, Northland Transportation Alliance).

Council is legally required to make all written or electronic submissions available to the public and to Councillors, including the name of the submitter. The submissions, including all contact details provided, will be available to the public, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you consider there to be a compelling reason why your contact details and/or submission should be kept confidential, you should contact Hilary Malcom at Council on 0800 932 463 or 09 430 4200.

## Timeline for considering the proposed amendment to the Bylaw

Submissions Period: **Friday 28th October – Monday 5th December 2022**

Hearings (if required): **February 2023**

New speed limits come into force: **To be advised**

Information on the hearings process and what to expect if you want to attend the hearings to present your submission in person can be found on our website in the ‘Have Your Say’ section, found at [www.wdc.govt.nz/HaveYourSay](http://www.wdc.govt.nz/HaveYourSay).

# Introduction

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.

All Councils are required to review the speed limits on roads within their District as part of the Governments Road to Zero Road Safety Strategy. Because we have so many roads, we have decided to use a staged approach to reviewing speed limits, with the highest risk areas being reviewed first.

## New Setting of Speed Limit Rule

A new Setting of Speed Limits Rule (2022) came into force on 19th May 2022. The new Rule makes a number of changes to how we review and set new speed limits. Some of these changes are explained below and include:

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

## What is a Speed Management Plan?

A Speed Management Plan sets out how speed on our roads will be managed over time, including setting of new speed limits to better match the road environment and identifying infrastructure needs to support speed limits. A Speed Management Plan has a strong emphasis on coordinating speed and road safety on a regional basis.

## Schools

The new rule sets out new requirements and acceptable speed limits near schools. The aim is to make walking and cycling to and from schools much safer. The new Rule requires us to set a permanent and variable speed limit of 30kph outside many schools. Further information on speed limits around schools is provided below

## National Speed Limit Register

The new Rule sets up a National Speed Limit Register. This has now taken over from our local Bylaws as the way in which speed limits are identified and enforced.

## What is in this Statement of Proposal

Before finalising and setting any new speed limits, Council wants to hear your views. This Statement of Proposal provides you with the proposed new speed limits in the review area, including the background and reasons for the proposed speed limits and a summary of the statutory issues Council is required to consider when setting speed limits.

We will provide ongoing information about our speed review programme on our website at [www.wdc.govt.nz](http://www.wdc.govt.nz). If you want more detailed information on the matters that we have considered in proposing the new speed limits, you can visit our website for the detailed speed review technical reports.

You can also call us on 09 430 4200 or 0800 932 463 if you would like to have a copy sent to you.

## Reasons for the proposed amendments

Council, as the Road Controlling Authority are reviewing speed limits across the Whangārei 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 Whangārei 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, including those involving pedestrians and cyclists.
- To respond to a changing environment, including existing, new, and planned developments.
- To respond to increased traffic volumes.
- 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:

- Whangārei Heads Road (various locations)
- Whareora Road
- Owhiwa Road
- Nook Road
- Tahere Road
- Dickson Road
- Ngunguru Ford Road
- Kauri Mountain Road
- Campbell Road

This Statement of Proposal provides the overall reason for the proposed changes to the speed limits. There is more information in the detailed speed review reports for each area. These can be viewed on our website at [www.wdc.govt.nz](http://www.wdc.govt.nz).

## Will it take longer to get where I am going?

In most cases, the average driver will get to their destination in about the same time that they are now. This is because the actual speed that you drive on a road is often much slower than the posted speed limit.

People who travel at an unsafe speed, whether or not they are exceeding the speed limit, may experience a small increase in journey time, but for many journeys, this will be measured in seconds rather than minutes.

A 5km journey travelled at 100km/h will take 3 minutes, the same journey travelled at 80km/h will take just 45 seconds longer.

## Speed environments

New speed limit rules now allow us to set a wider range of speed limits that are appropriate for the road environment.

Matching the speed limit with the road environment achieves safer, more appropriate and predictable speed limits. If you drive down one road, the speed limit should be similar to any other road that has the same look and feel to it.

We have provided a description of the speed limits expected in different road environments that we have used to set safe and appropriate speed limits that are consistent across Northland.

**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.

<b>40kph</b>	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).
<b>50kph</b>	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.
<b>Schools less than 60kph</b>	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).
<b>60kph</b>	Semi-urban or rural roads that meet one or more of the following criteria: <ul style="list-style-type: none"> <li>• Significant industrial or commercial activity</li> <li>• A road principally used for access to rural residential dwellings with a narrow single lane carriageway or no centre line marking</li> <li>• A road where significant residential or other development is directly accessed, including approaches to urban areas.</li> <li>• Some urban arterial routes</li> <li>• Unsealed roads</li> </ul>
<b>70kph</b>	Transitional roads that do not meet the 60kph semi-urban speed environments but have characteristics that mean an 80kph speed limit is inappropriate.
<b>80kph</b>	General rural sealed roads with clearly marked centre lines, sufficient shoulder areas and are not tortuous in terms of curves.
<b>100kph</b>	Rural arterial routes that are of high quality with a wide, divided carriageway, including a centreline road barrier system, wide shoulders, and exhibit other engineered safety features.



## Statutory Considerations

Speed limits are set in accordance with the Setting of Speed Limits Rule 2022 and the Land Transport Act 1998. The Setting of Speed Limits Rule requires Council to prepare Speed Management Plans that identify proposed speed limit changes and a schedule for implementing those changes.

In proposing new speed limits as part of a Speed Management Plan, Council, in its capacity as a Road Controlling Authority must have regard to:

- Any Government Policy Statement on Road Safety
- The principals and outcomes of the National Road Safety Strategy – Road to Zero
- Waka Kotahi (NZTA) speed management guidance, including mean operating speeds on roads
- Speed limits on adjoining roads
- The function and use of the road
- Crash risk for all road users
- The characteristics of the road and roadsides
- Adjacent land-use
- The number of intersections and property accessways
- Traffic volume
- Any planned modifications to the road
- The mean operating speed of the road (how fast vehicles currently travel on the road)

Detailed information about the matters that Council must have regard to is provided in separate “Speed Review Technical Reports” which can be viewed on our website at [www.wdc.govt.nz](http://www.wdc.govt.nz).

### Road to Zero Strategy

All Councils are required to review speed limits on roads within their District as part of the Government's Road to Zero Strategy. The Road to Zero Strategy adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes and sets a target for reducing annual deaths and serious injuries by 40 percent by 2030. This speed limit review has been undertaken as part of the implementation of the Road to Zero Strategy.

One of the five main focus areas to achieve the overall vision is to “Improve road safety of our cities and regions through infrastructure improvements and speed management”. The Strategy recognises that improving people’s skills and behaviours as road users will be critical to its success, but that this alone will not fix the problem. It also requires fixing a transport system that fails to protect people. To do this, attention is to be given to improving physical road infrastructure, lifting the safety of our vehicle fleet and by tackling unsafe road speeds.

## Government Policy Statement on Land Transport

The Road to Zero Strategy is also supported, as a priority, by Te Tauākī Kaupapa Here a te Kāwanatanga mō ngā waka whenua - The Government Policy Statement on Land Transport (GPS). The GPS sets out the Governments priorities for allocating transport funds over the next 10-year period. It also covers the allocation of funding through the National Land Transport Fund (NLTF) for activities such as public transport, state highway improvements, local roads and road safety.

All local authorities need to ensure that spend on transport reflects Government priorities outlined by the GPS. Strategic Priority 1 is to “Develop a transport system where no one is killed or seriously injured”, with one of the key indicators being deaths and serious injuries where speed, amongst other things, was a contributing factor. Council are therefore dedicating resources to reviewing speed limits to align with this priority.

## Proposed Changes

The Review Area Map in **Figure 1** below identifies the entire area that we are reviewing.

Where we are proposing a change to the speed limit on a road, we have identified the road and set out the current posted speed limit and the proposed new speed limit in tables. We have also included maps of the proposed new speed limits.

In most cases, the proposed new speed limits on open roads will reduce to 80kph because our roads do not meet the safety standards of a higher speed limit. The proposed speed limits on unsealed roads will be generally lower than that of a sealed road.

Within our coastal communities, we are proposing slower speed limits of 40kph for most residential streets and 30kph in areas where there are more pedestrians accessing beaches or retail establishments. This is intended to provide a safer road environment for the residents and visitors to those communities.

## School Speed Limit Zones

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.

The following schools are within the review area:

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

## Review Area

The review area includes all roads to the north of Whangārei Harbour and to the south of, but not including Ngunguru Road. The review area includes the following coastal and harbourside communities:

- Tamaterau
- Parua Bay
- Whangārei Heads
- McCleods Bay
- Taiharuru
- Pātaua (North and South)



Figure 1: Whangārei Heads Review Area

## Summary of Proposed Speed Limits

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.

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

<b>Road Name</b>	<b>Current Speed Limit (km/h)</b>	<b>Proposed Speed Limit (km/h)</b>
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 80m south of Abbey Caves 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 Pātaua 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 (Pātaua 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



<b>Road Name</b>	<b>Current Speed Limit (km/h)</b>	<b>Proposed Speed Limit (km/h)</b>
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
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 Whangārei Heads Rd to 110m south of Whangārei Heads Rd	50	30
Kiteone Road from 110m south of Whangārei 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 Mackesy Rd	50	40
Lamb Road from Whangārei Heads Road for a distance of 100m	100	30
Lamb Road from 100m from Whangārei Heads Rd to end	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

<b>Road Name</b>	<b>Current Speed Limit (km/h)</b>	<b>Proposed Speed Limit (km/h)</b>
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 Whangārei Heads Rd to end of seal)	100	80
Nook Road unsealed section	100	60
Norfolk Avenue	50	40
Ocean Beach Road from Whangārei Heads Rd to current 50kph / 100kph boundary.	50	50
Ocean Beach Road from Basil Rd to Breakers Ln	100	80
Ocean Beach Road from Breakers Lane to end	50	40
Ody Road from Whangārei 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
Pātaua North Road from Whareora Road to Smiths Road	100	80
Pātaua North Road from Smiths Road to end	100	60
Pātaua South Road from Whangārei Heads Rd to 80m south of Mahanga Road.	100	80
Pātaua South Road from 80m south of Mahanga Road to end	50	30
Pātaua Street	50	30

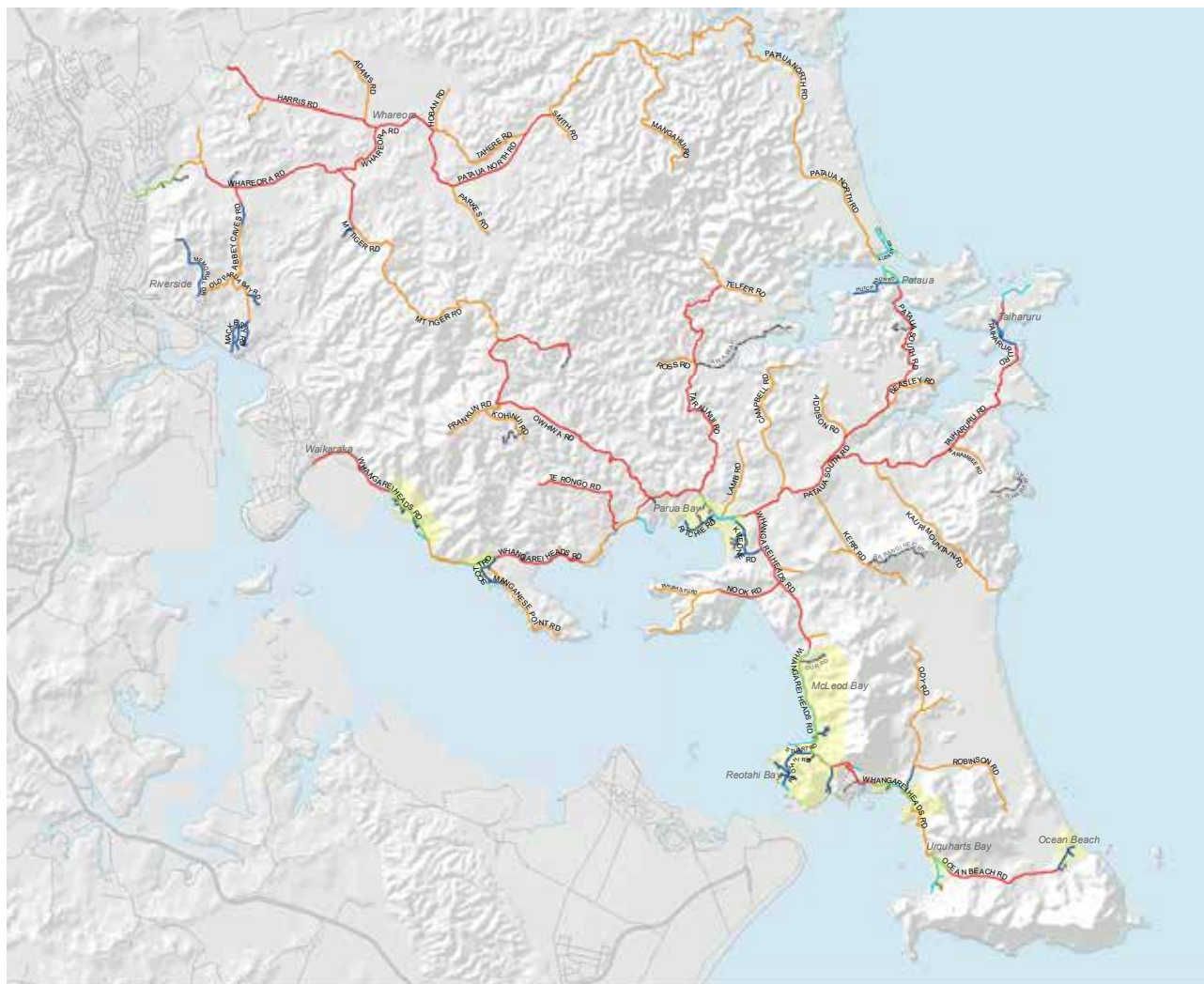
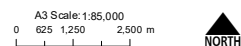
<b>Road Name</b>	<b>Current Speed Limit (km/h)</b>	<b>Proposed Speed Limit (km/h)</b>
Pepi Road	100	60
Rangiuru Drive	100	60
Ranui Road	50	40
Reotahi Road from Whangārei Heads Road to Norfolk Avenue	50	40
Reotahi Road from Norfolk Avenue to end	50	40
Ritchie Road from Whangārei Heads Rd for a distance of 50m.	50	30
Ritchie Road from 50m west of Whangārei 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 Whangārei Heads Road to end.	50	30
Tahere Road	100	60
Tahunatapu Road	100	60
Taiharuru Road from Pātaua 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
Taiharuru Road from end of seal to end	100	30
Taihoa Road	100	40
Taraunui Road from Whangārei Heads Rd to Ross Rd	100	80
Taraunui Road from Ross Rd to end	100	60
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

<b>Road Name</b>	<b>Current Speed Limit (km/h)</b>	<b>Proposed Speed Limit (km/h)</b>
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
Whangārei Heads Road from current 50kph/100kph boundary near Onerahi to 100kph/70kph boundary at Waikaraka	100	80
Whangārei Heads Rd from 100kph / 70 kph boundary at Waikaraka (city end) to 70/100 kph boundary (Heads end)	70	50
Whangārei Heads Rd from 70 / 100 kph boundary at Waikaraka (Heads end) to current 100kph / 50kph boundary at Tamaterau.	100	60
Whangārei Heads Road from current 100kph / 50kph boundary at Tamaterau to Scott Rd.	50 / 100	50
Whangārei Heads Rd from Scott Rd to current 100kph / 70kph Solomons Pt / Parua Bay Boundary	100	80
Whangārei Heads Road from current 100kph / 70kph Solomons Point / Parua Bay boundary to 110m before Parua Bay Tavern	70	60
Whangārei Heads Road from 110m before Parua Bay Tavern to 50m past Crisp Road (Heads side)	70	30
Whangārei Heads Road from 50m before Crisp Rd to 220m past Wharf Rd (Heads side)	70 / 100	60
Whangārei Heads Road from 220m past Wharf Rd (Heads side) to current 100kph / 50kph boundary at Parua Bay	100	80
Whangārei Heads Road from current 100kph / 50 kph boundary to 65m before Ritchie Rd	50	50
Whangārei Heads Road from 65m before Ritchie Road to 40m past Kiteone Rd (Heads side).	50	30
Whangārei Heads Road from 40m past Kiteone Rd to 180m past Kiteone Rd.	50	50















<b>Road Name</b>	<b>Current Speed Limit (km/h)</b>	<b>Proposed Speed Limit (km/h)</b>
Whangārei Heads Road from current 50kph/100kph boundary at Parua Bay township to 215m past current 100kph/50kph boundary at McCleods Bay	100 / 50	80
Whangārei Heads Road – from 100kph / 50kph boundary at McCleods Bay to current 50kph/100kph boundary	50	50
Whangārei Heads Road from McCleods Bay current 50kph/100kph boundary to current 100kph / 50kph boundary at Taurikura.	100	80
Whangārei Heads Road from 110m before Whangārei Heads School Rd to 100m on Heads side of School Rd.	100	Variable 30 Base 80
Whangārei Heads Road from current 100kph/50kph boundary at Taurikura to 2312 Whangārei Heads Rd.	50	50
Whangārei Heads Road from 2312 Whangārei Heads Rd to 110m past tennis courts (Heads side).	50	30
Whangārei Heads Rd from 110m past tennis courts to 2400 Whangārei Heads Rd.	50	50
Whangārei Heads Road from 2400 Whangārei Heads Rd (Taurikura) to 70m before intersection with Urquharts Bay Road	100	60
Whangārei Heads Road from 70m before intersection with Urquharts Bay Road to Ocean Beach Road.	50	50
Whangārei 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

### ***Proposed Whangārei Heads speed limit locations***



Created by Spatialize.co.nz on 23/08/2022

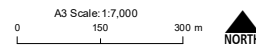
### Legend

-  Roads that have a speed limit of 20 km/h
-  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 50 km/h
-  Roads that have a speed limit of 60 km/h
-  Roads that have a speed limit of 80 km/h
-  Variable School Zone - base 80km/h, variable 30km/h
-  State Highway
-  Private Road
-  Roads outside review area
-  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 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 Whangārei 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 Whangārei 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 Whangārei 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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**Proposed Whangārei Heads speed limit locations  
- WAIKARAKA SPEED LIMIT AREA**



Created by FontSquirrel.com on 9/8/2016

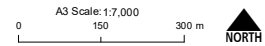
### Legend

-  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 50 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 existing urban traffic areas that have a speed limit of 40 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 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 Whangārei 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 Whangārei 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 Whangārei 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
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
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**Proposed Whangārei Heads speed limit locations  
- PARUA BAY SPEED LIMIT AREA**



Created by Spatialize.co.nz on 9/8/2022

### 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 50 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 existing urban traffic areas that have a speed limit of 40 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 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 Whangārei 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 Whangārei 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 Whangārei 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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## Proposed Whangārei Heads speed limit locations - TAURIKURA SPEED LIMIT AREA

A3 Scale: 1:6,000  
0 130 260 m  
NORTH



### 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 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 existing urban traffic areas that have a speed limit of 40 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 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 Whangārei 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 Whangārei 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 Whangārei 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.

## Proposed Whangārei Heads speed limit locations - TAMATERAU SPEED LIMIT AREA

A3 Scale: 1:4,000



### 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 existing urban traffic areas that have a speed limit of 40 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 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 Whangārei 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 Whangārei 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 Whangārei 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.

## Proposed Whangārei Heads speed limit locations - URQUHART BAY SPEED LIMIT AREA

A3 Scale: 1:4,000  
0 85 170 m  
NORTH



### Legend

- 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 60 km/h
- Roads that have a speed limit of 80 km/h
- Private Road
- Boundary of existing urban traffic areas that have a speed limit of 40 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 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 Whangārei 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 Whangārei 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 Whangārei 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.

## Proposed Whangārei Heads speed limit locations - OCEAN BEACH SPEED LIMIT AREA

A3 Scale: 1:4,000  
0 85 170 m  
NORTH



### Legend

- Roads that have a speed limit of 40 km/h
- Private Road
- Boundary of existing urban traffic areas that have a speed limit of 40 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 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 Whangārei 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 Whangārei 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 Whangārei 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.



## Proposed Whangārei Heads speed limit locations - PATAUA NORTH SPEED LIMIT AREA

A3 Scale: 1:4,000  
0 85 170 m  
NORTH



### 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 existing urban traffic areas that have a speed limit of 40 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 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 Whangārei 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 Whangārei 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 Whangārei 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.

## Proposed Whangārei Heads speed limit locations - PATAUA SOUTH SPEED LIMIT AREA

A3 Scale: 1:3,000  
0 65 130 m  
NORTH



### 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 80 km/h
- Boundary of existing urban traffic areas that have a speed limit of 40 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.
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## ***Speed Limits near Schools***

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

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

### ***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. 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.

In the case of Parua Bay School, there is a shopping centre opposite the school and a community centre to the north of Ritchie Road. School bus pick up and drop off occurs at the community centre for secondary school students that catch busses into Whangārei City. Students walk to and from Ritchie Road and the shopping centre once dropped off or to get picked up by the bus.

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.

## Proposed Whangārei Heads speed limit locations - PARUA BAY SCHOOL

A3 Scale: 1:16,000  
0 345 690 m  
NORTH



### Legend

- RAMM data point
- 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 50 km/h
- Roads that have a speed limit of 60 km/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.
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6. Where the boundary between Whangārei District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
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## **Whangārei Heads School**

Whangārei Heads School is located at the end of on Whangārei 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 Whangārei Heads Road to access the school. This footpath has a section near Whangārei 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 Whangārei 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 Whangārei 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.



## Proposed Whangārei Heads speed limit locations - WHANGAREI HEADS SCHOOL

A3 Scale: 1:2,500  
0 15 30 60 m



### Legend

- RAMM data point
- 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

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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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