



NORTHLAND AND NORTH AUCKLAND

SPEED REVIEWS

Consultation summary

Total number of submissions: 653

Waka Kotahi NZ Transport Agency

February 2023

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Note, this report was prepared in 2022 to summarise consultation on proposed speed limit changes in accordance with the Land Transport Rule: Setting of Speed Limits 2017. The proposed changes were approved in line with the Land Transport Rule: Setting of Speed Limits 2022 (the Rule). On 12 December 2023, the Minister of Transport announced changes to the Rule (<https://beehive.govt.nz/release/government-changes-speed-limit-rules>) as part of the Coalition Government's 100-day plan in relation to speed management. The Minister signalled the intent to begin work on a new Rule, which has now commenced. We expect that further information on the scope and process for the new Rule will be available later this year, setting the direction for future speed management activity.

More information

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1.0 EXECUTIVE SUMMARY

Waka Kotahi NZ Transport Agency is working toward Vision Zero – an Aotearoa where no one is killed or seriously injured on our roads. We review speed limits on state highways in Northland and north Auckland – and across New Zealand - to help ensure everyone gets to where they're going safely, whether they're walking, cycling, driving, motorcycling or using public transport.

Speed is the single biggest factor that determines the severity of a crash outcome. Even when speed doesn't cause the crash, it will always play a role in whether anyone is killed, injured or unharmed. Safety improvements in speed will save lives and reduce the number of people seriously injured on Aotearoa New Zealand's roads and streets.

From 17 May to 14 June 2022, Waka Kotahi sought public feedback on proposed safer speeds at schools and townships along the following 11 Northland and north Auckland state highway corridors:

- SH1 Pukenui to Kaitaia
- SH10 Pakaraka to Taipā
- SH11 Kawakawa to Paihia
- SH1 Kawakawa to Whangārei
- SH1 Whangārei to Te Hana
- SH12 Ōmāpere to Kaikohe
- SH15 from SH1 (north of Kaikohe) to Otaika
- SH14 Dargaville to Whangārei
- SH12 Brynderwyn to Ōmāpere
- SH16 Wellsford to Waimauku
- SH1 Te Hana to Warkworth.

This report sets out the engagement and communication activities undertaken by Waka Kotahi for this Northland and north Auckland speed review and summarises the feedback received. The purpose of this report is:

- 1) To record the consultation that was undertaken in accordance with clause 2.5 of the Setting of Speed Limits Rule 2017.
- 2) To support decision making for speed limits proposed in accordance with clause 2.7 of the Setting of Speed Limits Rule 2017.

Waka Kotahi have taken all submissions received during the consultation period into account and will decide the safe and appropriate speed for each proposal following this consultation.

Engagement efforts focused on local communities, businesses, schools, and iwi or hapū based along or using these roads. In all, 653 submissions were received from the public and a range of key stakeholders.

The public feedback revealed the following themes and sentiments. Please note that the consultation question did not ask whether people did or did not support the proposals, but rather whether there were any additional factors requiring consideration. The percentages used below are indicative only, where respondents chose to express their views.

A total of 753 factors and suggestions on the proposed speed reviews were received, such as extending sections where lower speeds should apply, increases or decreases to the proposed speed limits, enforcement of speed limits, and roading conditions or designs to support road users' safety.

<p>Strong to good support for the proposed speed reviews on western corridors and those that pass through coastal areas - a high proportion of feedback came from people who live locally and regularly see conflicts between vehicles and people/children, and/or speed-related incidents such as near-misses and crashes resulting in harm or even deaths, along these roads.</p>	<ul style="list-style-type: none"> • 92% of people support the SH12 Brynderwyn to Ōmāpere speed review. • SH16 Wellsford to Waimauku – 89% support • SH15 from SH1 (north of Kaikohe to Otaika) – 88% support • SH12 Ōmāpere to Kaikohe – 78% support • SH11 Kawakawa to Paihia – 70% support • SH14 Dargaville to Whangārei – 67% support • SH10 Pakaraka to Taipā – 61% support.
<p>Less than half of respondents support the proposed speed reviews on the remaining four SH1 corridors despite the focus on lowering speed limits around schools and townships.</p>	<p>On average 46% of people who gave feedback on SH1 corridors do not support the speed reviews. They prefer 100km/h speed limits to remain, to support transportation and freight travel times. Some said they oppose blanket speed limit reductions along SH1 (although this was not proposed)</p>
<p>Calls for 20 additional sections, townships, villages, schools, or marae along State Highways 1, 10, 11, 12, 15 and 16 to be considered for urgent speed reviews.</p>	<p>Significant interest in speed reviews for the safety of other communities along and outside of the proposed corridors. A number of local roads (not state highways) were also put forward - Waka Kotahi will share these and liaise with the relevant local road controlling authorities.</p>
<p>15% (101 people) gave general feedback only, with no specific factors or comments on the state highway corridors.</p>	
<p>14% of all submissions relayed concerns about the condition of the roads, particularly in Northland.</p>	<p>Urgent road repairs, ongoing maintenance, or upgrades to roading infrastructure were the most common factors raised in opposition to the speed reviews. Some said roading improvements should support and form part of the speed reviews implementation.</p>

A decision is yet to be made on the proposed speed limit changes. However, all speed limits are recommended to proceed as proposed (with the exception of some changes).

Once confirmed, Waka Kotahi will formally announce all speed limit decisions and the date any new speed limits will take effect. At least one month's notification will be given prior to all speed limit changes.

2.0 NORTHLAND AND NORTH AUCKLAND SPEED REVIEWS PROPOSAL

2.1 Background

Over the past ten years, 172 people were killed and 750 people suffered serious injuries in crashes (as reported in the Crash Analysis System) along the following Northland and north Auckland corridors:

- SH1 Pukenui to Kaitia
- SH10 Pakaraka to Taipā
- SH11 Kawakawa to Paihia
- SH1 Kawakawa to Whangārei
- SH1 Whangārei to Te Hana
- SH12 Ōmāpere to Kaikohe
- SH15 from SH1 (north of Kaikohe) to Otaika
- SH14 Dargaville to Whangārei
- SH12 Brynderwyn to Ōmāpere
- SH16 Wellsford to Waimauku
- SH1 Te Hana to Warkworth.

In June 2021 a public engagement process sought feedback on and local knowledge about these 11 corridors from the community and partners. The 1,162 submissions provided good information on how people use the roads and any concerns local road users had.

Iwi, hapū, marae, local government, communities, industry groups, and schools were all actively involved in the engagement phase. A range of high-risk areas and stretches where speed is a concern for communities were identified outside schools and marae, where development has occurred or is planned, where speed limits are no longer appropriate, and where road user patterns have changed (for example, where there are now more logging trucks on the roads). Local communities expressed a strong desire for lower speed limits in areas where school students are present, and in growing towns and villages with increased road and foot traffic.

The public consultation stage marked the next step in the formal speed review process. Based on the engagement stage feedback received and our technical review, we proposed lowered speed limits outside 34 schools and through select townships along the 11 corridors outlined and collaborated with iwi and hapū on signage to alert road users to marae located along these roads.

2.2 The proposed speed reviews

Speed limits reductions were proposed outside schools and through townships along 11 Northland and north Auckland state highway corridors shown in Figure 1 below.

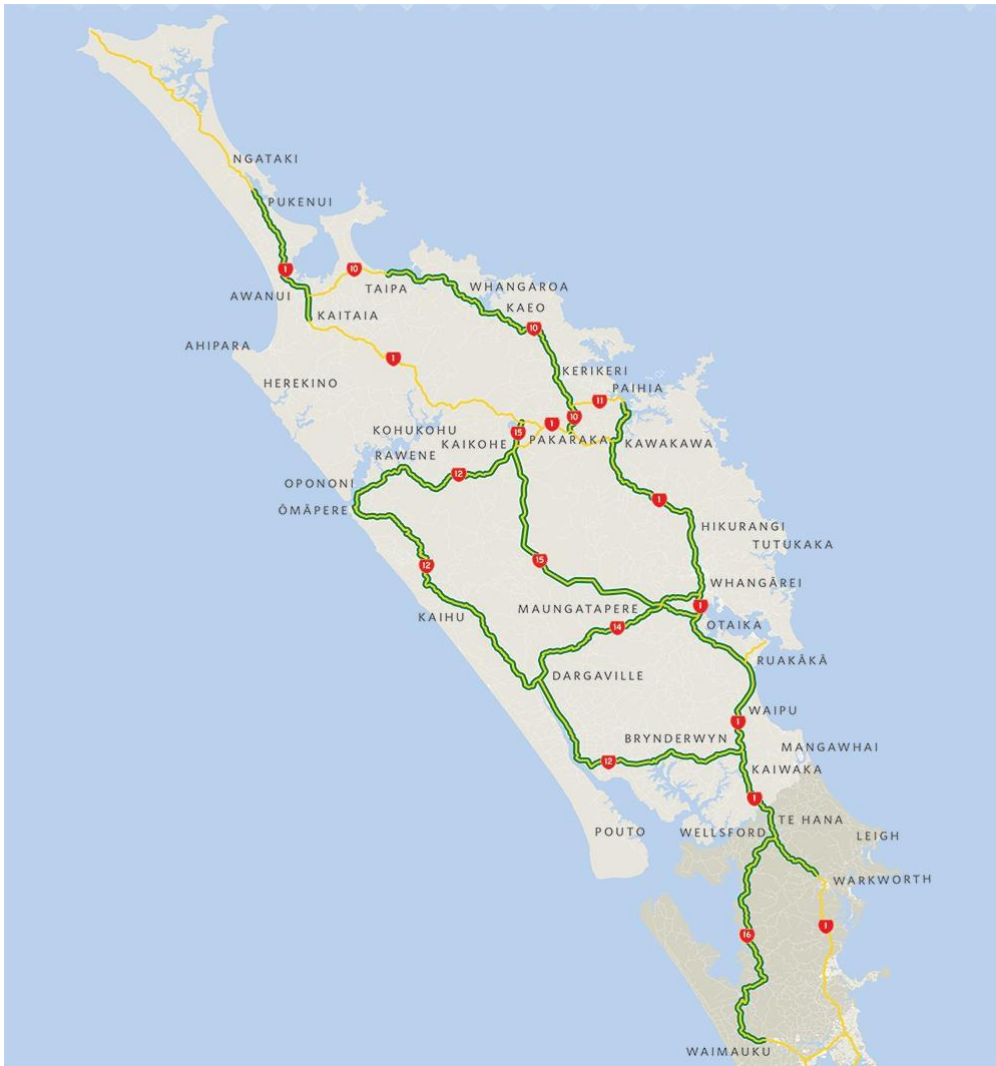


Figure 1: Overview map of the 11 state highway corridors in scope for the proposed speed reviews.

Consultation materials featured maps of each corridor and the location of each section where speed limit changes were being proposed. Each map was accompanied by a table detailing the existing and proposed new speed limits and exact parameters where the proposed new speed limits would apply for each section.

Individual consultation maps and tables for each of the 11 corridors can be [found here](#)

2.3 Feedback sought

From 17 May to 14 June 2022, Waka Kotahi sought feedback on any factors the public thought Waka Kotahi should consider before making a final decision on the proposed speed reviews for each section of road in scope along the 11 state highway corridors.

The public were asked to include the corridor and relevant section number/s to help pinpoint where the factors and suggested changes refer to in their feedback.

Feedback could be submitted by completing an online survey for the corridors of interest to them, by emailing the project team at naklspeedreviews@nzta.govt.nz, by calling the project team on 0800 141 777, or by completing and returning a hard copy feedback form.

2.3 Activities to raise awareness

The following activities were undertaken to raise awareness of this consultation and seek public feedback on the proposed speed reviews:

- Engaged iwi and hapū partners across the consultation areas in a series of hui.
- Placed print advertising in 11 publications across the Northland and north Auckland regions between 18 May and 9 June.
- Radio advertising (in English and te reo Māori) on 10 commercial and iwi radio stations.
- Digital ads across New Zealand Herald, Stuff, MetService, Trade Me, Newshub, 1News, and mobile targeting, achieving 1.7million impressions.
- Video post on Waka Kotahi NZ Transport Agency Facebook page for the Northland region, targeting local community members and users of relevant state highway corridors.
- Information flyers posted to 82,701 households and businesses along the corridors in scope.
- Over 100 A4 posters delivered to community sites across Northland and north Auckland.
- Two e-newsletters sent 8 May and 27 May respectively announcing consultation is open, inviting people to have their say, and updating subscribers on progress.
- Held Zoom Q&A sessions online for the public on 24 May and 1 June.
- Three media releases issued on 14 April, 17 May and 1 June, announcing the consultation start date, how to make submissions, and special focus on safer speeds for schools.
- Breakfast TV live cross at 8:45am on 31 May.
- Project webpage on the Waka Kotahi NZ Transport Agency website – included all relevant documents, a dedicated FAQs page, and video testimonials from Northland community members who have personal and professional experience of speed related incidents and harm.

2.4 New Land Transport Rule

The engagement and consultation phases of this speed review were held under the Land Transport Rule: Setting of Speed Limits 2017. A new rule, Setting of Speed Limits 2022, came into effect after the consultation commenced in May 2022. Hence the speed review is being completed under the transitional provisions of the Setting of Speed Limits 2022 rule.

After reviewing the feedback received from the consultation process, amendments were made to the speed limits that were originally proposed. These amendments were then re-consulted under the new Setting of Speed Limits 2022 rule through the Interim State Highway Speed Management Plan.

3.0 SUMMARY OF FEEDBACK

3.1 Number of submissions

We received a total of 653 unique submissions on these proposals from the public and a range of key stakeholder groups.

Of the submissions received, 421 were made via the online survey, 196 by email, 25 by hard copy feedback form, and 11 over the phone. This includes feedback put forward by iwi and hapū representatives and documented from a series of hui hosted or attended by Waka Kotahi.

Written feedback was received from key stakeholders and groups including the opposition MP for Transport, local authorities, land transport user organisations and providers, business and residents' associations, schools, local community groups, and wider public who use these corridors.

Details of all consultation submissions from the general public are retained by Waka Kotahi.

Late Submission - Waima community submitted to Waka Kotahi a submission containing community feedback for a speed review after the formal consultation period closed. Waka Kotahi has exercised its discretion and accepted this feedback as a valid submission.

3.2 Summary of your feedback

Below is a summary of all factors and suggested changes to the proposed speed reviews in the public feedback, by corridor.

3.2.1 General feedback

15% (101) of all public submissions gave general feedback about the proposed speed reviews with no specific factors or comments relating to any of the 11 corridors in scope for this consultation.

The factors or suggestions in the feedback served mostly to illustrate support for or opposition to the proposed speed reviews.

Of the 24 common feedback themes identified, the main factors and suggestions expressed in the feedback include:

- Prioritising roading repairs, maintenance, and new infrastructure, particularly along the Northland corridors (56%, 57 responses).
 - Most said they want road improvements prioritised instead of the speed reviews, but some want this prioritised as part of the speed review implementation.
- Better enforcement and driver education, with stricter penalties for speeding and other infringements (32%, 32 responses).
 - Most wanted the existing limits to remain but suggested this would improve compliance, some said enforcement was needed to support the lower proposed speed limits.
- New state highway infrastructure to bypass towns and schools to enable safe, consistently higher speed limits across the network (18%, 18 responses).
- Reducing speeds around schools, townships, built areas/new developments and marae on or near the state highway network only (16%, 16 responses).
 - Acknowledging school children and busy places of significance for people should be prioritised, but higher speed limits should remain on all other parts of the network.
- Concerns the proposed speed reviews may lead to blanket speed reductions of 80km/h on the region's state highway network in the future (five responses).

- Consideration of safe walking and cycling infrastructure along these corridors, requests to consider a blanket 80km/h speed limit for the region’s state highway network, and acknowledgments that the speed reviews support Waka Kotahi ‘Road to Zero’ strategy, NZ Police’s ‘Safe Roads’ goal, and safe systems principles in general (three responses each).
- More consistent speed limits, variable speed limits and engineering around schools and townships to support a slower speed environment, with less speed limit variances to aid driver compliance.



3.2.2 SH1 Pukenui to Kaitia

We received 66 submissions for this corridor.

The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
1	<ul style="list-style-type: none"> • Hidden driveways, kids catching buses, accidents due to fast blind corner • Currently 80km/h on steep rise going north out of Pukenui • Risky passing of logging trucks/heavy vehicles in this area needs mitigating. 	<ul style="list-style-type: none"> • Extend 80km/h from Pukenui township or rubbish dump to north to Trigg Memorial Drive • Reduce speed limit to 50km/h from 3852 Far North Road to Pukenui township • Install passing lane south of Camp Road. 	<ul style="list-style-type: none"> • These corridors weren't included as part of this speed review. They will be considered for future speed management plans. • This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
1A	<ul style="list-style-type: none"> • Waiharara School does not exit onto State Highway1. 	<ul style="list-style-type: none"> • Retain existing speed limits. 	<ul style="list-style-type: none"> • Under Road to Zero the Government is looking for a 40% reduction in deaths and serious injuries by 2030. A safe system requires a mix of solutions that all combine to keep people safe. Reviewing speed limits is one solution that will have an immediate impact.

<p>Between 1 - 2</p>	<ul style="list-style-type: none"> • Waimanoni Marae, community and childcare facilities in area. 	<ul style="list-style-type: none"> • Apply a safer speed limit of 50km/h from Waipapakauri straight to Unahi Road. 	<ul style="list-style-type: none"> • This corridor wasn't included as part of this speed review. It will be considered for future speed management plans.
<p>2 & 2A</p>	<ul style="list-style-type: none"> • Hazardous bend and straight bend just north of the pub. 	<ul style="list-style-type: none"> • Extend 50km/h speed limit to just north of Waipapakauri Hotel. 	<ul style="list-style-type: none"> • This corridor wasn't included as part of this speed review. It will be considered for future speed management plans.
<p>3</p>	<ul style="list-style-type: none"> • Feel this section is relatively safe with good visibility and no dangerous corners • Speeds should be lower halfway down Awanui straight • Compliance might be difficult to achieve without design changes to the road; Bell Road & Wireless Road will need changes too. 	<ul style="list-style-type: none"> • Retain 100km/h speed limit for whole section • Reduce to 90km/h instead of 80km/h • Reduce to 80km/h halfway down Awanui straight • Make and coordinate engineering changes with timing of works on local roads, alongside Northland Transportation Alliance and the Road Transport Committee, to achieve 80km/h compliance. 	<ul style="list-style-type: none"> • The proposed speed limits are in keeping with safe system speeds. During our technical assessment, we found that the mean operating speeds in the southbound and northbound directions are close to 80km/hr (82.7 km/h and 83.9km/h respectively). Should the proposed speed limits be implemented, Waka Kotahi will put monitoring in place to ensure that implemented speed limits are working as intended.
<p>4</p>	<ul style="list-style-type: none"> • Feel this section is relatively safe with good visibility and no dangerous corners • Growing industrial area – hazardous and needs policing with heavy vehicles, buses, logging trucks, heavy machinery, and Te Kura Kaupapa Māori all in this area. 	<ul style="list-style-type: none"> • Retain 100km/h or reduce to 90km/h, 80km/h or 70km/h speed limit for this whole section instead of 60km/h • Reduce to 50km/h instead of 60km/h • Install speed camera to enforce speed limits. 	<ul style="list-style-type: none"> • There has been significant recent development to the industrial area north of Kaitaia between Wireless Road and Donald Road that has resulted in an increased number of turning vehicles, including trucks. The proposed speed limits are aligned with Safe System principles, where 50km/h is considered a survivable impact speed for side impact with some braking.
<p>5</p>	<ul style="list-style-type: none"> • Pending development of Toll/Mainfreight properties • Increase in retail and industry activity here (The Warehouse, Mitre 10 very busy), large increase in traffic movement. 	<ul style="list-style-type: none"> • Extend 50km/h speed limit to north of Whangatane Drive or to North Road • Consider installing a roundabout at State Highway 1/North Park Drive intersection to manage increased traffic interactions safely. 	<ul style="list-style-type: none"> • Section 5 increases the length of the 50km zone by 155m to the north to cover the intersection of North Park Road and the access to Ritchies Bus Depot. Thereafter a 60km/h speed limit has been proposed as the development becomes more industrial in nature.

"It needs to be 80km/h past Waimanoni Marae, there is a kohanga and many children walking in drains along this main highway to catch the school bus."

"The reductions in sections 4 and 5 look great and are SO long overdue with all the horror stories I hear of near accidents...Please make this happen ASAP."

3.2.3 SH10 Pakaraka to Taipā

We received 75 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
1A	<ul style="list-style-type: none"> Poor compliance and insufficient warning of variable speed limits and when they apply. 	<ul style="list-style-type: none"> Use LED signs to show variable speed limits at school times only. 	<ul style="list-style-type: none"> Variable speed limits are proposed for schools. These will apply at peak school times. Signs will be placed where there is adequate visibility.
Between 1 – 2	<ul style="list-style-type: none"> Proposed variable speed limits on these sections are inconsistent with speed limits at Haruru Falls & Puketona Junction on State Highway 11. 	<ul style="list-style-type: none"> Reduce to 80km/h for this whole section to be consistent with Haruru Falls/Puketona Junction, with 60km/h variable speed limits at both schools. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered.
2A	<ul style="list-style-type: none"> Variable speed limit at this location might be disruptive given location of school off State Highway 10. 	<ul style="list-style-type: none"> Consider slip lanes/signs to manage turning school traffic instead of the variable speed limit. 	<ul style="list-style-type: none"> Under Road to Zero the Government is looking for a 40% reduction in deaths and serious injuries by 2030. A safe system requires a mix of solutions that all combine to keep people safe. Reviewing speed limits is one solution that will have an immediate impact. This project is to implement safer speeds and infrastructure improvements aren't included as part of this project.
3A	<ul style="list-style-type: none"> School is off main road and low school traffic volumes. School needs a lower speed environment. 	<ul style="list-style-type: none"> Consider slip lanes/signs to manage turning school traffic instead of variable speed limit. Reduce to 60km/h with no 80km/h variable speed limit. 	<ul style="list-style-type: none"> The proposal for section 3A is to implement a 60km/h variable speed limit for One School Global. The signs will be active at peak school times. Under Road to Zero the Government is looking for a 40% reduction in deaths and serious injuries by 2030. A safe system requires a mix of solutions that all combine to keep people safe. Reviewing speed limits is one solution that will have an immediate impact. This project is to implement safer speeds and infrastructure improvements aren't included as part of this project.

4	<ul style="list-style-type: none"> Increasing traffic levels around Waipapa. 	<ul style="list-style-type: none"> Extend 60km/h to after the bridge over Waipekākoura River, south of Pataka Lane. 	<ul style="list-style-type: none"> This suggestion has been adopted. Refer to 5.0 Next Steps chapter below.
5	<ul style="list-style-type: none"> Waipapa retail area (Bunnings, Sportshub will be built alongside State Highway 10), growing developments and traffic/activity Kapiro Road intersection, Waipapa West Road, and other intersections getting busier; service station in this area. School children/families walking to/from school buses throughout this area No safe right-turning bay for traffic coming from the north into Pungaere Road. 	<ul style="list-style-type: none"> Reduce to 60km/h instead of 80km/h Extend 80km/h limit to north of Stanners Road Extend 80km/h limit to north of Waipapa West Road. Extend 80km/h limit from southern outskirts of Kāeo township to Pungaere Road. Consider a safe turning bay into Pungaere Road. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered. This project is to implement safer speeds and infrastructure improvements aren't included as part of this project.
Between 5 - 6	<ul style="list-style-type: none"> Matauri Link Road north to Martin Road, Kāeo section of State Highway 10 is downhill, lots of sharp bends, houses directly off this stretch - poor visibility and dangerous for occupants to back out or turn into traffic going 100km/h. 	<ul style="list-style-type: none"> Reduce to 80km/h from 100km/h from Matauri Link Road to Martin Road, Kāeo. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered.
6	<ul style="list-style-type: none"> Variance in speed limits here may be confusing/reduce compliance – make consistent with Kāeo township Martins Road is a dangerous intersection. 	<ul style="list-style-type: none"> Reduce to 50km/h to match Kāeo township Reduce to 50km/h and extend from 34 Leigh Street (State Highway 10) to Green Lane Extend 60km/h south past Martins Road. 	<ul style="list-style-type: none"> Kāeo township is more developed and commercialised with considerably more vulnerable road users than the two areas east and west of the town centre hence the proposal for different speed zones through the township. Green Lane is considered to be too far south of the township to be included in the speed limit. The proposed 60km/h zones cover the intersection of Martins Road.
6A	<ul style="list-style-type: none"> Poor compliance and insufficient warning of variable speed limits and when they apply Variable speed limit at this location might be disruptive given location of school off State Highway 10. 	<ul style="list-style-type: none"> Use solar powered LED signs to indicate when variable speed limit applies. Consider slip lanes/signs to manage turning school traffic instead of variable speed limits. 	<ul style="list-style-type: none"> Variable speed limits are proposed for schools. These will apply at peak school times. Signs will be placed where there is adequate visibility. Under Road to Zero the Government is looking for a 40% reduction in deaths and serious injuries by 2030. A safe system requires a mix of solutions that all combine to keep people safe. Reviewing speed limits is one

			<p>solution that will have an immediate impact.</p> <ul style="list-style-type: none"> This project is to implement safer speeds and infrastructure improvements aren't included as part of this project.
Between 6 - 7	<ul style="list-style-type: none"> Inconvenience of changing speeds, particularly for truck drivers. 	<ul style="list-style-type: none"> Combine sections 6 and 7 & make entire stretch 60km/h. 	<ul style="list-style-type: none"> Kāeo township is more developed and commercialised with considerably more vulnerable road users than the two areas east and west of the town centre hence the proposal for different speed zones through the township.
7	<ul style="list-style-type: none"> Speed limit north of here is 100km/h and there have been two recent deaths. Young children catch local bus here, cars overtake at high speeds on 150m straight in front of a business and seven homes Kāeo to Kāeo Bridge Road is narrow with many tight corners. Pedestrian refuge is not enough to make people feel safe crossing here. No clear threshold signage/markings to denote entry/exit at Kāeo township. 	<ul style="list-style-type: none"> Extend 60km/h further north to Settlement Road, or over the bridge, or reduce to 50km/h to same perimeter to match Kāeo township. Provide crossing and traffic calming to make township safer for pedestrians. Threshold markings for Kāeo and signs in te reo Māori ("Nau mai ki Kāeo"). 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered. This project is to implement safer speeds and infrastructure improvements aren't included as part of this project. Speed threshold treatment in te reo Māori is being provided.
8A	<ul style="list-style-type: none"> Need to account for the hill south and blind corner north of Settlement Road Dangerous for southbound traffic turning into the school No active school frontage onto State Highway 10 to explain slower speed environment. 	<ul style="list-style-type: none"> Start change at top of the hill near Settlement Road/blind corner Consider right turning bay into school (southbound) Consider engineering changes to make 80/60km/h variable speed limit school zone self-explaining. 	<ul style="list-style-type: none"> Signs will be placed where there is adequate visibility. This project is to implement safer speeds and infrastructure improvements aren't included as part of this project.
9	<ul style="list-style-type: none"> No clear speed limit signage along this stretch of State Highway 10, cars, trucks, buses and logging trucks all exceed 60km/h from top of Mangonui to Coopers Beach shops Dangerous for pedestrians to cross, school bus drops kids off above Coopers Beach near Beach Lodge Homes and local streets all along this stretch - excessive noise/vibration caused by logging trucks and oversized 	<ul style="list-style-type: none"> Extend 60km/h speed limit from Mangonui Fire Station to Colonel Mould Drive, or before Colonel Mould Drive (northbound) and before Beach Road (southbound). Extend 60km/h speed limit east all the way to Coopers Beach with plenty of signage. Consider a speed camera to enforce 60km/h speed limit. 	<ul style="list-style-type: none"> Southeast of Wrathall Road - the environment changes from a built-up urban environment to a more rural setting with limited development on either side as such the speed limit is not proposed to be extended south of Colonel Mould Drive at this time. The speed limit through Coopers Beach is 60km/h. This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road

	vehicles accelerating up the hill near bridge at Coopers Beach.		sections of the 11 corridors are still being considered. <ul style="list-style-type: none"> NZ Police are responsible for speed camera enforcement.
9A	<ul style="list-style-type: none"> No obvious cues for drivers to slow prior to Oruaiti Road Feel the 80/30km/h variable speed limit may cause driver frustration with large drop in speeds Drivers require plenty of warning to keep children safe. 	<ul style="list-style-type: none"> Consider shorter 60km/h zone with 30km/h variable speed limit to improve compliance No 30km/h variable speed limit, just a reduction to 60km/h in this area Make it a 90/30km/h variable speed limit instead Good signage to warn drivers of the variable speed limit. 	<ul style="list-style-type: none"> The school and active user (children crossing) warning signs are considered to be enough of a change in environment to support the proposed speed zones. Should the proposed speed limits be implemented, we will ensure that there are adequate signs installed to advise motorists of the speed limits ahead. Waka Kotahi will put monitoring in place to ensure that implemented speed limits are working as intended. The 30km/h variable speed limit is needed to support safety of our tamariki crossing the road to access the wetlands and access vehicles parked at the side of the road.
10A	<ul style="list-style-type: none"> Dangerous turning into and out of side roads along State Highway 10 with poor visibility Busy road with no crossings to the beach and past several shops Multiple new subdivisions all along this stretch of State Highway 10 There's a 100km/h speed limit sign in near the front of the school. 	<ul style="list-style-type: none"> Extend the 60/30km/h variable speed limit northwest to Ngatikahu Road, east over Taipā Bridge or all the way to Mangonui Lower the variable speed limit to 50/30km/h and extend east all the way to Mangonui No 30km/h variable speed limit, just a reduction to 60km/h in this area Remove 100km/h sign near front of Taipā Area School. 	<ul style="list-style-type: none"> The variable speed limit was proposed to improve road safety outside the school and is active over a short length where the majority of tamariki will be present. This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered. At this stage a change in the speed limit from 60km/h is not proposed for the Taipā to Mangonui corridor.

"The school bus drops kids off at Coopers Beach near the Beach Lodge...and they are crossing this busy Highway."

"...consider reducing the speed from Matauri Link Road north to Martin Road, Kaeo...[it's] mostly downhill with lots of sharp bends and there are houses directly off that stretch."

3.2.4 SH11 Kawakawa to Paihia

We received 20 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
1A	<ul style="list-style-type: none"> This area is where the buses park to pick up/drop off students Intersection has no clear road markings and is used outside of school hours. 	<ul style="list-style-type: none"> Extend 30km/h speed limit to include the length of Derrick Street Apply 30km/h speed limit 24/7 (no variable speed limit). 	<ul style="list-style-type: none"> Derrick Street comes under the jurisdiction of the Far North District Council and therefore was not considered as part of this review. At this stage the 50km/h speed limit for the residential area on SH11 is proposed to remain. The variable speed limit is proposed to apply during peak school drop off and pick up times.
Between 1 - 3	<ul style="list-style-type: none"> This is a school bus pick up area for children in the morning/after school and many cross the road, there is a one lane bridge on this 100 km/h stretch of road. 	<ul style="list-style-type: none"> Reduce to 80km/h from Ruapekapeka Road to the start of Lemons Hill (427 Paihia Road approximately) Consider reducing to 50km/h from Tirohanga Road to Ruapekapeka/Whitemans Road Reduce to 60km/h all the way from Paihia south to Smith Camp Road. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered. The road from Paihia south to Smith Camp Road is proposed to be reduced to 50km/h. Refer to 5.0 Next Steps chapter below.
2	<ul style="list-style-type: none"> A supermarket, petrol station, 3 motels and a side road intersection, plus traffic turning in and out of this busy stretch Near Te Haumi Bridge shaded by trees, difficult for people crossing to beach at other end of the bridge to spot light-coloured cars. Unsafe turning into Te Haumi Drive Loaded trucks struggle to climb both sides of the hill with the present speed, risk stalling if speed limit is lowered further. 	<ul style="list-style-type: none"> Extend 40km/h speed limit further north to Puketona Road. Reduce speed limit to 50km/h instead of 60km/h. Improve signage for right-hand turn into Te Haumi Drive from Paihia Road Retain current speed limit to enable safe passage for trucks. 	<ul style="list-style-type: none"> The 40km/h speed limit is proposed to cover the town centre and beachfront where there are the most vulnerable road users. The road from Paihia south to Smith Camp Road is proposed to be reduced to 50km/h. Refer to 5.0 Next Steps chapter below. The proposed speed limit of 50km/h past Te Haumi reflects the winding nature of the corridor which restricts operating speeds to less than 50km/h anyway.
Between 2 - 3	<ul style="list-style-type: none"> Tight bends on a steep incline and decline between Tohitapu Road and MacMurray Road, plus too many proposed speed changes for this wider area, need continuity 	<ul style="list-style-type: none"> Reduce from 50km/h to 40km/h between sections 2/3 (Tohitapu Road to MacMurray Road). Make entire section (between 2 – 3) 70km/h. 	<ul style="list-style-type: none"> The 40km/h speed limit is proposed to cover the town centre and beachfront where there are the most vulnerable road users. Both the Speed Management Guide and new Setting Speed Limits 2022 rule discourage the use of a permanent

	<ul style="list-style-type: none"> There are only three sections less than 500m where the current 80km/h speed limit can be achieved. 		<p>speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h.</p>
3	<ul style="list-style-type: none"> Northland Transportation Alliance currently consulting on 30km/h zone between School Road and Bayview Road for the CBD area as part of local speed management plans The current speed limit is rarely observed now, especially from Nihonui Point to end of Te Karuwaha Parade. 	<ul style="list-style-type: none"> Consider 30km/h between School Road and Bayview Road for consistency with local speed management plans Enforce the proposed 40km/h speed limit Consider shoulder to pull over speeding vehicles. 	<ul style="list-style-type: none"> From 155m north of MacMurray Road to 35m east of Commercial Road. The proposed 40km/h speed limit was informed by our technical assessments which were based on the Land Transport Rule: Setting of Speed Limits 2017 and Speed Management Guide. NZ Police are responsible for enforcement.

"We are long-time residents along this road, over 35 years... Over this time we have witnessed numerous accidents and near misses outside our property and all along this stretch of road."

"I'm scared of pulling out of Whitemans Road heading to Kawakawa township. Hoping I don't get rammed from behind."

3.2.5 SH1 Kawakawa to Whangārei

We received 62 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
1	<ul style="list-style-type: none"> Increased pedestrian activity i.e. crossing of Pou Herenga Tai Twin Coast Cycle Trail and the vintage railway in the centre of the highway No directional signage to Kawakawa at SH11/SH1 intersection roundabout for traffic coming north from Whangarei and west from Paihia - drivers go wrong way, make dangerous U-turns across traffic Need a longer-term solution to support township's safety and SH1 traffic. 	<ul style="list-style-type: none"> Reduce to 30km/h instead of 40km/h. Add clear directional signage to Kawakawa at the SH1/SH11 intersection (approaching from the south and east). Consider bypass of Kawakawa township. 	<ul style="list-style-type: none"> The proposed 40km/h speed limit was informed by our technical assessments which were based on the Land Transport Rule: Setting of Speed Limits 2017 and Speed Management Guide. Town centre signs are being considered as part of the Kawakawa Roundabout project. This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
Between 1 - 2	<ul style="list-style-type: none"> Towai stretch of SH1 - numerous accidents and lots of primary school and 	<ul style="list-style-type: none"> Reduce to 80km/h near Towai on SH1 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north

	college students wait on the side of the road for rural school buses.	(Ruapekapeka Road to Fords Road).	Auckland. The speed limits on open road sections of the 11 corridors are still being considered.
2 & 2A	<ul style="list-style-type: none"> Other than the school, feel there is little/no need to lower speed limit here. 	<ul style="list-style-type: none"> Retain 100km/h speed limit but with 30km/h to support school start/end times Make variable speed limit 90/30km/h instead of 80/30km/h Apply variable speed limit during school hours only. 	<ul style="list-style-type: none"> The permanent 80km/h zone is to encourage motorists to start slowing down ahead of the school zone in order to achieve better compliance with the school zone speed limit. It will also provide a level of road safety to users accessing Crows Nest Road outside of school times. The Speed Management Guide and the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h. The variable speed limit is proposed to apply during peak school drop off and pick up times.
Between 2 - 3	<ul style="list-style-type: none"> Northern entrance to/exit from Hikurangi along SH1 is dangerous, blind hill Hikurangi township (George Street/King Street) 'like a racetrack', dangerous for pedestrians and motorists alike Many commuters use Apotu Road to join SH1, reduced visibility, a dip in the road to the north creates a long blind spot; a railway overpass to the south creates a deep blind spot, SH1 and Saleyards Road (south) is a dangerous intersection families use this to get to school; Crane Road/Apotu Road intersection close to SH1. 	<ul style="list-style-type: none"> Consider reducing SH1 to 80km/h through Hikurangi Consider traffic calming and lower speed limit through Hikurangi township. Consider 60km/h variable speed limit at Saleyards Road North of Apotu Road and Saleyards Road South of Apotu Road - to support Kaurihohore School. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered. King Street (through Hikurangi Township) comes under the jurisdiction of the Far North District Council and was not considered as part of this review. When determining which schools to include in this speed review consultation, some of the factors which we took into account were the proximity of a school to the state highway and the location of the main entrance used by cars and school buses. We also looked at where electronic signage could be placed in relation to a school and how it would be understood by road users.
3	<ul style="list-style-type: none"> There is a known accident black spot as people speed up for the hill, aware of one rear-end accident at least. Cars turn across SH1 into Whangarei Boys High which can be hazardous 	<ul style="list-style-type: none"> Reduce speed limit to 50km/h instead of 60km/h Extend proposed 60km/h to include the whole Whangarei bypass (SH1) Retain existing speed limit and consider slip lane for 	<ul style="list-style-type: none"> The proposed speed limits are aligned with Safe System principles, where 50km/h is considered a survivable impact speed for side impact with some braking. This project is to implement safer speeds and infrastructure

<ul style="list-style-type: none"> Concerns someone may be killed here if proposed speeds aren't heavily enforced. 	Boys High traffic to merge onto SH1 <ul style="list-style-type: none"> Enforce proposed speed limits in this area. 	improvements aren't included as part of this project. <ul style="list-style-type: none"> NZ Police are responsible for enforcement.
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"...some traffic turning left from Western Hills Drive into Central Avenue...mount the footpath. My husband has twice had to jump out of the way when checking the mailbox and standing on the footpath."

"Speed limits are reliant on compliance. Hikurangi township at times seems like a racetrack. I would like something safer in our town."

3.2.6 SH1 Whangārei to Te Hana

We received 47 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
1	<ul style="list-style-type: none"> Unsafe to retain 100km/h speed limit through the SH1/SH15 intersection Heading to/from Ruakākā lots of traffic entering/existing Port Marsden Highway and Marsden Point Road to consider. 	<ul style="list-style-type: none"> Extend to start 80km/h zone at the SH1/SH15 intersection. Extend 80km/h zone to Marsden Point Road. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered.
1A	<ul style="list-style-type: none"> Poor visibility for traffic turning from Sandford Road into SH1 Insufficient space for vehicles/buses turning right into Sandford Road, vulnerable to speeding oncoming traffic. 	<ul style="list-style-type: none"> Reduce to 70km/h instead of 60km/h variable speed limit Make school variable speed limit 50km/h instead of 30km/h Consider widening road to make right-hand turns into Sandford Road safer, especially for school buses. 	<ul style="list-style-type: none"> The Speed Management Guide and the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h. The proposal is for a 60km/h variable speed limit at peak school times.
2	<ul style="list-style-type: none"> There is a southbound passing lane at the Mangawhai Road turn off to consider. 	<ul style="list-style-type: none"> Extend to start 80km/h zone from 1km north of Mangawhai Road. 	<ul style="list-style-type: none"> The proposed 80km/h zone starts south of the passing lane and runs for approx. 700m before Te Hana. At this stage, an extension north to include the passing lane and Mangawhai Road within the 80km/h zone is not proposed.

“I would like to see a permanent speed limit of 80km/h on SH1 from Maungakaramea Road north to Rewarewa Road in Whangarei. There are so many trucks and crossings...”

“Repair roads...making it safer to travel at the usual speed of 100km/h, except near schools and through towns, which I agree should have reduced speed limits.”

3.2.7 SH12 Ōmāpere to Kaikohe

We received 27 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
2 & 2A	<ul style="list-style-type: none"> • May need to do more to facilitate slower speeds and change driver habits. • The speed limit through Waima is too high considering there are pedestrians that walk alongside and cross the highway to access the school. 	<ul style="list-style-type: none"> • Add traffic calming devices to help slow traffic down. • Consider lowering the speed limit to 60km/h. 	<ul style="list-style-type: none"> • This project is to implement safer speeds and infrastructure improvements aren't included as part of this project. • Section 2a has been amended from a 60km/h VSL limit to a 30km/h VSL at school times following feedback for the Waima community. • Waka Kotahi will put monitoring in place to ensure that implemented speed limits are working as intended.
3	<ul style="list-style-type: none"> • Proposed area should cover the marae and intersection with Waiotemarama Gorge Road • People attend tangihanga at the marae and walk the tupapaku across the road - the bridge limits visibility • May need to do more to facilitate slower speeds and change driver habits. 	<ul style="list-style-type: none"> • Reduce to 80km/h instead of 60km/h • Reduce to 70km/h instead of 60km/h and extend further to 220m east of Pakanae Cemetery Road • Extend proposed 60km/h to 220m east of Pakanae Cemetery Road • Reduce to 50km/h instead of 60km/h • Add traffic calming devices to slow traffic down. 	<ul style="list-style-type: none"> • The proposed 60km/h zone covers the coastal section north of Opononi where the alignment is narrow and winding. As there is limited development in this location, a 60km/h speed limit is considered appropriate. • The speed limit on the open road section north east of this corridor is still being considered. • The Speed Management Guide and the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h. • This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
4	<ul style="list-style-type: none"> • No threshold signs to denote the township 	<ul style="list-style-type: none"> • Paint posted speed limits on the road to support signage 	<ul style="list-style-type: none"> • An appropriate speed threshold is included as part of this project.

	<ul style="list-style-type: none"> • Need more to facilitate slower speeds and change in driver behaviour • High number of pedestrians in this area, and car parking on both sides of the road. 	<ul style="list-style-type: none"> • Traffic calming devices to slow traffic down • Reduce to 30km/h instead of 40km/h. 	<ul style="list-style-type: none"> • This project is to implement safer speeds, infrastructure improvements aren't included as part of this project. • The proposed 40km/h speed limit was informed by our technical assessments which were based on the Land Transport Rule: Setting of Speed Limits 2017 and Speed Management Guide.
Between 4 – 5/5A	<ul style="list-style-type: none"> • Resident concerns about multiple speed limits and high speeds along SH12 here. 	<ul style="list-style-type: none"> • Apply 50km/h speed limit all the way from Pioneer Walk to Opononi Memorial Hall. 	<ul style="list-style-type: none"> • In addition to the 50km/h zone suggested, this project seeks to introduce a 40km/h zone to cover the town centre and wharf area and a 30km/h variable speed limit outside the school (peak times) where there are the most vulnerable road users.
5	<ul style="list-style-type: none"> • Need more highly visible speed limit signs on and beside the roads • Area is more populated with traffic, pedestrians, and families up to/beyond the top of Pakia Hill/Newton Road • Many incidents witnessed with people driving high speeds on tight corners on this stretch of road • Sweeping bend just below Signal Station Road with no protection for pedestrians/cyclists. 	<ul style="list-style-type: none"> • Paint posted speed limits on the road to support signage. • Extend 50km/h speed limit further south-east to Newton Road. • Add barrier on SH12 sweeping bend below Signal Station Road to protect pedestrians/cyclists. 	<ul style="list-style-type: none"> • An appropriate speed threshold is included as part of this project. • Due to the feedback gathered on this section Waka Kotahi decided to re-consult to continue the 50km/h zone over Pakia Hill in the Interim State Highway Speed Management Plan consultation in November 2022. • This project is to implement safer speeds and infrastructure improvements aren't included as part of this project.
5A	<ul style="list-style-type: none"> • Need more to facilitate slower speeds and change in driver behaviour • Proposed speed limit for Ōmāpere is inconsistent with urban area speed limits. 	<ul style="list-style-type: none"> • Add traffic calming devices to slow traffic down • Reduce Ōmāpere urban area speed limit to 40km/h. 	<ul style="list-style-type: none"> • This project is to implement safer speeds and infrastructure improvements aren't included as part of this project. • The 50km/h speed limit proposed through Ōmāpere is consistent with other residential areas on the 11 corridors under review. 40km/h has been proposed in busy commercial areas where there are the most vulnerable road users. A further reduction of the speed limit is not proposed at this stage.

“...Pioneer Walk to Signal Station Rd I have seen many cars, bikes and trucks go off the road, and recently had a near miss for myself walking my dogs on the footpath...”

“I agree with the changes proposed for this area. We need the addition of speed bumps... Speed is out of control here and it's 24/7.”

3.2.8 SH15 from SH1 (north of Kaikohe) to Otaika

We received 34 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
1A	<ul style="list-style-type: none"> This is a heavy vehicle route, with lots of logging trucks passing along Mangakāhia Road and Recreation Road (used as bypass instead of going through the main street of Kaikohe); temporary speed bumps and raised crossings installed on Recreation Road (part of Innovating Streets for People project) were effective; recent traffic monitoring found speeds reduced on that stretch of road. 	<ul style="list-style-type: none"> Consider engineering changes to help slow traffic to the proposed 30km/h; narrowing carriageway, raising two existing pedestrian crossings, adding speed bumps (particularly to the north near Purdy Street), making the intersections with Recreation Road and Purdy Street safer by narrowing the corner radii. 	<ul style="list-style-type: none"> This project is to implement safer speeds and infrastructure improvements aren't included as part of this project.
2/2A	<ul style="list-style-type: none"> May need to do more to facilitate slower speeds and change driver habits. 	<ul style="list-style-type: none"> Consider shorter 60km/h zone to improve 30km/h variable speed limit compliance. 	<ul style="list-style-type: none"> The school and active user (children crossing) warning signs are considered to be enough of a change in environment to support the proposed speed zones. Waka Kotahi will ensure adequate signage is installed and will monitor before and after speeds where possible to confirm implemented speeds are working as intended.
3/3A	<ul style="list-style-type: none"> School fronts onto local road Ruddell Road with posted speed limit of 100km/h. 	<ul style="list-style-type: none"> Consider consultation (with NTA) to lower Ruddell and Village Roads to 40km/h. 	<ul style="list-style-type: none"> Ruddell and Village Roads come under the jurisdiction of the Whangarei District Council and were not considered as part of this review. The proposed 80/60km/h variable speed limit is considered appropriate for the turning traffic risk at the intersection during peak school times.
4A	<ul style="list-style-type: none"> There are shops directly across from this school. 	<ul style="list-style-type: none"> Provide a safe crossing for school children and other pedestrians in this area. 	<ul style="list-style-type: none"> This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
5	<ul style="list-style-type: none"> School fronts onto local road Mangakura Road with posted speed limit of 100km/h. 	<ul style="list-style-type: none"> Consider consultation to lower Mangakura Road from 100km/h to 40km/h. 	<ul style="list-style-type: none"> Mangakura Road comes under the jurisdiction of the Whangarei District Council and therefore were not considered as part of this review. The proposed 80/60km/h

			variable speed limit is considered appropriate for the turning traffic risk at the intersection during peak school times.
5A	<ul style="list-style-type: none"> Students and families walk to school in the area and cross over SH15. A high volume of logging trucks passes the school frontage. 	<ul style="list-style-type: none"> Reduce to 70km/h instead of 80km/h. Consider providing safe walking/crossing facilities along SH1. 	<ul style="list-style-type: none"> The Speed Management Guide and the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h. This project is to implement safer speeds and infrastructure improvements aren't included as part of this project.
6	<ul style="list-style-type: none"> Logging trucks pull off the road here, entering and exiting traffic, exhaust breaking. Maungatapere community directly affected and endangered in this area. 	<ul style="list-style-type: none"> Consider 70km/h shoulder east/west of proposed 50km/h zone. Consider 30km/h at SH15/SH14 crossroads. 	<ul style="list-style-type: none"> The Speed Management Guide and the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h. Speed limits on the open road sections of the 11 corridors are still being considered.
6A	<ul style="list-style-type: none"> School bus kids up outside Maungatapere Church; Parahaki Marae on a dangerous corner where many vehicles lose control (incl. speeding, laden logging trucks) Increasingly urbanised area with no crossing between shops, dairy, café, school and housing. 	<ul style="list-style-type: none"> Extend 50km/h & 30km/h variable speed limit at least 150m east and west along SH15. Enforce proposed 50km/h speed limit. Install safe crossing facility here. 	<ul style="list-style-type: none"> The speed limit change points proposed are where there is an obvious change in development from a built-up residential area to an open road. Outside the church, the speed limit is proposed to be lowered from 70km/h to 50km/h as part of this project. At this stage, the speed limits are not proposed to be extended further east or west. This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors (including Parahaki Marae) are still being considered. NZ Police are responsible for enforcement. This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.

“Sections 6, 6A definitely needs to be reduced because of increased pedestrian use and traffic numbers through the area.”

“Section 4A Mangakahia Area School: As there are shops directly across from this school; consideration should be given to a safe crossing for pedestrians.”

3.2.9 SH14 Dargaville to Whangārei

We received 61 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
1	<ul style="list-style-type: none"> Lots of development happening and proposed within Maunu High pedestrian and cycle movements across/along the road, friction from side roads and driveway. 	<ul style="list-style-type: none"> Reduce to 50km/h instead of 60km/h Consider 50km/h between 100m west of Kowhai Park Road & 50m west of Puriri Park Road. 	<ul style="list-style-type: none"> Section 1 of this proposal was re-consulted on as part of the Interim Speed Management Plan consultation in November 2022. The proposal was to include 500m of a new 50km/h zone to reflect feedback regarding the high number of pedestrians present within a residential area that has a footpath.
1A	<ul style="list-style-type: none"> Traffic flows lighter in the afternoon; drivers might not comply with 30km/h Nowhere safe for children to cross but provision should mitigate need for variable speed limit Vital need for flashing school lights to slow traffic from all roads at school times. 	<ul style="list-style-type: none"> Consider 40km/h instead of 30km/h school variable speed limit, or just for afternoon pick-up times Provide a crossing instead of 30km/h variable speed limit Include flashing signs to advise variable speed limit speeds and timings. 	<ul style="list-style-type: none"> The Road to Zero road safety strategy aims to set safe speed limits around all schools by the end of 2027. An interim target requires at least 40% of schools to be addressed by 30 June 2024. The new approach to setting safe speeds – which took effect in 2022 – sees schools divided into two categories. Category 1 schools with vulnerable road users such as pedestrians and cyclists, will have a speed limit of 30km/h. This project is to implement safer speeds, infrastructure improvements aren't included as part of this project. The proposed variable speed limit signage will be active during peak school times. Outside these times, the signage will be blank and the underlying 50km/h speed limit will apply.
Between 1 - 2	<ul style="list-style-type: none"> More housing developments in this area Hazardous right turns into SH from side roads i.e., Millington 	<ul style="list-style-type: none"> Reduce to 80km/h from 100km/h between Austin Road and Newton Road 	<ul style="list-style-type: none"> Speed limits on the open road sections of the 11 corridors are still being considered. The Speed Management Guide and the new Land Transport Rule: Setting

	<p>Road where sight lines/distances are limited</p> <ul style="list-style-type: none"> Near the bottom of a significant incline travelling in SW direction Dangerous intersection at the top of hill, where Kara Road meets SH14, still 100km/h - at least two recent deaths here. 	<ul style="list-style-type: none"> Extend 70km/h limit west to just passed Golf Harbour Drive Reduce to 70km/h all the way from Whangarei to Maungatapere. 	<p>of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h.</p>
2	<ul style="list-style-type: none"> Kokopu Block Road, Newton Road and Kara Road intersection very dangerous – cycling to Maungatapere extremely dangerous Dangerous right turn from Newton Road onto SH14 with cars moving at 100km/h, around corners with limited visibility Residents in area report near misses exiting and entering their driveways. 	<ul style="list-style-type: none"> Reduce speed limit more than the 80km/h proposed, suggested 60km/h or 70km/h Extend 60km/h all the way to Cemetery Road Consider other safety measures to support pedestrians/cyclists through this area. 	<ul style="list-style-type: none"> Speed limits on the open road sections of the 11 corridors are still being considered. At this stage, further reductions in the speed limit near Newton Road are not proposed.
3	<ul style="list-style-type: none"> Urbanisation along this section, could use lower speeds and a crossing between shops, dairy, café, school and housing Local community uses areas slightly beyond that earmarked for speed review. 	<ul style="list-style-type: none"> Reduce speed to 60km/h instead of 50km/h Consider a crossing for pedestrians Extend 50km/h speed limit past immediate township to help protect local community. 	<ul style="list-style-type: none"> The proposed speed limits are in keeping with safe system speeds. Should the proposed speed limits be implemented, Waka Kotahi will put monitoring in place to ensure that implemented speed limits are working as intended. This project is to implement safer speeds, infrastructure improvements aren't included as part of this project. A separate speed limit of 80km/h is proposed outside the immediate township to help lower speeds on approach to the township.
4	<ul style="list-style-type: none"> General area is dangerous and speed reviews are welcome. Pukeatua Road is small and very dangerous, locals want it reviewed at same time. 	<ul style="list-style-type: none"> Continue 80km/h speed limit all the way to 6 Reduce speed limit to 70km/h instead of 80km/h Consider reducing nearby Pukeatua Road to 60km/h or 80km/h for safety/continuity. 	<ul style="list-style-type: none"> Speed limits on the open road sections of the 11 corridors are still being considered. The Speed Management Guide and the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h. Pukeatua Road comes under the jurisdiction of the Whangarei District Council and therefore was not considered as part of this review.

5	<ul style="list-style-type: none"> Road in dire need of repair/upgrade here. 	<ul style="list-style-type: none"> Maintenance/repairs along this section. 	<ul style="list-style-type: none"> This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
5A	<ul style="list-style-type: none"> Tangiteroria population is growing, large number of children catching the buses Children catch buses to other parts of Northland 7:30am - 7:50am returning 4pm - 4:20pm, variable speed limit should account for this School fronts onto Pukehuia Road is posted at 70km/h. 	<ul style="list-style-type: none"> Reduce variable speed limit to 50km/h instead of 60km/h Consider extending times variable speed limit applies Make school variable speed limit 40km/h instead of 30km/h Reduce Pukehuia Road from 70km/h to 60km/h during this consultation and implementation. 	<ul style="list-style-type: none"> The permanent speed limit for Tangiteroria is proposed to be 50km/h with an active 30km/h variable speed limit at peak times. The speed limit is proposed to be active when the majority of users enter and exit the school. The Road to Zero road safety strategy aims to set safe speed limits around all schools by the end of 2027. An interim target requires at least 40% of schools to be addressed by 30 June 2024. The new approach to setting safe speeds – which took effect in 2022 – sees schools divided into two categories. Category 1 schools with vulnerable road users such as pedestrians and cyclists, will have a speed limit of 30km/h. Pukehuia Road comes under the jurisdiction of the Kaipara District Council and therefore was not considered as part of this review.
Between 5 - 6	<ul style="list-style-type: none"> No signs to slow down for School as you drive in from the Valley, very dangerous. 	<ul style="list-style-type: none"> Consider signage and speed limit reductions around Tangowahine Primary School (SH14). 	<ul style="list-style-type: none"> Tangowahine School is a considerable distance from SH14 and was not considered as part of this review. It will be considered as part of the Road to Zero road safety strategy which aims to set safe speed limits around all schools by the end of 2027.
6	<ul style="list-style-type: none"> Hidden driveways, kids catching buses between Tuna Street & Finlayson Park Ave, Dargaville – lots of houses and businesses on this stretch of road. Dargaville commercial developments are growing around Awakino East Road area. 	<ul style="list-style-type: none"> Consider 50km/h or 60km/h for residents and businesses' safety Consider reducing to 70km/h from 100km/h between Awakino East Road and Tuna Road. 	<ul style="list-style-type: none"> A 60km/h speed limit is proposed between Tuna Street and Finlayson Park Ave. Speed limits on the open road sections of the 11 corridors are still being considered.

"We would love to see a reduced speed limit plus more safety measures taken to make this a much safer area for all residents living on State Highway 14."

"Maungatapere State Highway 14... Waiting for the next car to come through our day care fence! Yes, we have seen several accidents in this area."

3.2.10 SH12 Brynderwyn to Ōmāpere

We received 77 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
1	<ul style="list-style-type: none"> Waiwhatawhata Marae and St Paul's Church on SH12 need to be included in speed limit review coverage area Inadequate signage to denote local marae and their activities in this area. 	<ul style="list-style-type: none"> Extend 70km/h speed limit from Newton Road to 1210m SSE of Newton Road. Provide signage for Waiwhatawhata Marae. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors (including Waiwhatawhata Marae) are still being considered. As part of this project, signage that identifies the entrance to the marae and warns motorists that pedestrians may be present is planned for Waiwhatawhata Marae.
2	<ul style="list-style-type: none"> It is not obvious there is a village at Waimamauku to look out for along SH12 Inadequate signage to denote local marae and their activities in this area. 	<ul style="list-style-type: none"> Provide threshold signs for Waimamauku. Provide signage for Taita Marae. 	<ul style="list-style-type: none"> As part of this project, threshold signs are planned for both ends of this township. As part of this project, signage that identifies the entrance to the marae and/or warns motorists that pedestrians may be present is planned for Taita Marae.
Between 2 - 3	<ul style="list-style-type: none"> Currently 100km/h through Waipoua forest, passed local papakāinga and Marae – too fast and dangerous, very busy during summer especially. 	<ul style="list-style-type: none"> Consider reducing to 80km/h from 100km/h through the Waipoua forest area. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors are still being considered.
3/3A	<ul style="list-style-type: none"> School is right on the highway with buses and cars parking/turning on the highway - need for big flashing signs a recent discussion in school community. 	<ul style="list-style-type: none"> Electronic signage to slow drivers down. 	<ul style="list-style-type: none"> The proposal for this section is a variable speed limit that is 60km/h at peak school times and 80km/h at all other times. Electronic signs will be used to facilitate this.
5A	<ul style="list-style-type: none"> There are also three ECEs in this area, with no appropriate crossing or footpath facilities for people/children to use safely Ruawai School Road is currently posted at 100km/h which is at odds with proposal 	<ul style="list-style-type: none"> Install a pedestrian crossing and appropriate footpaths for safety of all those travelling on foot through this area Reduce Ruawai School Road from 100km/h to 40km permanently 	<ul style="list-style-type: none"> This project is to implement safer speeds, infrastructure improvements aren't included as part of this project. Ruawai School Road comes under the jurisdiction of the Kaipara District Council and

	<ul style="list-style-type: none"> • Many students and families walk to/ from school, variable speed limit might need to be lower and extend further in both directions. • Currently there are no cues or engineering to support a lower speed environment. 	<ul style="list-style-type: none"> • Change to 50/30km/h instead of 80/30km/h with variable speed limit to make it safer all the time • Reduce to 50km/h further to the north and south of both schools • Add traffic calming devices to slow traffic around both schools. 	<p>was not considered as part of this review.</p> <ul style="list-style-type: none"> • Due to the feedback gathered on this section Waka Kotahi decided to consult on a new proposal as part of the Interim State Highway Speed Management Plan consultation which took place in November 2022. The new proposal (if implemented) would see 60km/h between the school and the township and an 80km/h speed limit west of the schools near Mitchell Road.
6	<ul style="list-style-type: none"> • Houses as you come into Ruawai, footpaths children and elderly use, kids riding bikes and playing, vehicles including heavy stock trucks and milk tankers moving at high speeds through here. 	<ul style="list-style-type: none"> • Reduce to 50km/h instead of 60km/h. 	<ul style="list-style-type: none"> • The proposed 60km/h speed limit reflects the peri-urban development on approach to the town centre.
Between 6 - 7	<ul style="list-style-type: none"> • Dangerous to turn off into Ararua Road, lots of traffic and development in this area. 	<ul style="list-style-type: none"> • Consider a safe turning bay from SH12 to Ararua Road. 	<ul style="list-style-type: none"> • This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
7	<ul style="list-style-type: none"> • Children use this route travelling to/from Paparua School, elderly population, shops on one side of the road, car parking on the other side with no pedestrian crossing provision • Busy market here every Saturday • No engineering in place to help slow traffic down through the township • Paparua township is growing, vehicle and people movements in all directions. 	<ul style="list-style-type: none"> • Reduce to 50km/h instead of 60km/h • Reduce to 40km/h in town centre of Paparua. • Provide safe pedestrian crossing for school children/elderly walking in this area. • Traffic calming devices to slow traffic • Consider a reduced speed limits 'zone' 1km east, west, north of Paparua village. 	<ul style="list-style-type: none"> • The proposed 60km/h speed limit reflects the peri-urban development on approach to the town centre. • The most densely developed part of the town is too short a section of road to have a separate reduced speed limit of 40km/h. • This project is to implement safer speeds, infrastructure improvements aren't included as part of this project. • This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors (including SH12 east and west of Paparua Village) are still being considered.
Between 7 - 8	<ul style="list-style-type: none"> • Commercial area with high volumes of vehicle and pedestrian traffic; narrow with a 	<ul style="list-style-type: none"> • Consider a 30km/h speed limit from 100m west of the Thirsty Tui Hotel to 100m east of Skelton's Bridge. 	<ul style="list-style-type: none"> • The most densely developed part of the town is too short a section of road to have a

	<p>water hazard on one side, little to no safe walkways on the other side</p> <ul style="list-style-type: none"> Downhill section with no berm and narrow footpath, dangerous area for pedestrians when large trucks pass by. 	<ul style="list-style-type: none"> Consider 50km/h speed limit west to the showgrounds, past Thirsty Tui Hotel. 	<p>separate reduced speed limit of 30km/h.</p> <ul style="list-style-type: none"> The proposed 60km/h speed limit reflects the peri-urban development on approach to the town centre.
8	<ul style="list-style-type: none"> Residential with school pedestrians walking, pub is on an unprotected corner Includes risky intersection with Paparoa Oakleigh Road, is busier in recent years People drive downhill at speed into Paparoa. 	<ul style="list-style-type: none"> Reduce to 50km/h instead of 60km/h. Provide turning bay from SH12 into Nurse Cavell Ln. Electronic signage to warn drivers of their speeds coming downhill into Paparoa. 	<ul style="list-style-type: none"> The proposed 60km/h speed limit reflects the peri-urban development on approach to the town centre This project is to implement safer speeds, infrastructure improvements aren't included as part of this project. Waka Kotahi will monitor before and after speeds where possible to confirm implemented speeds are working as intended.
9	<ul style="list-style-type: none"> Maungaturoto currently 100km/h going down to a 50km west of Whaka Road. Tight curves, blind corners, no footpaths between Blakley Road and Whaka Road. 	<ul style="list-style-type: none"> Extend 60km/h all the way to Maungaturoto Consider 80km/h between Blakley Road and Maungaturoto. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors (including SH12 between Paparoa and Maungaturoto) are still being considered.
10A	<ul style="list-style-type: none"> Residents witness people going much faster than 50km/h through this area Witnessed a child being hit by a car on pedestrian crossing; many close calls here with traffic not slowing/stopping in time. 	<ul style="list-style-type: none"> Consider adding traffic calming outside both schools to support slower speeds. Reduce to 30km/h or 40km/h permanently instead of 50/30km/h variable speed limit. 	<ul style="list-style-type: none"> This project is to implement safer speeds, infrastructure improvements aren't included as part of this project. A permanent reduction to 30km/h or 40km/h is not being progressed as part of this project however this will be considered for future State Highway Speed Management Plans.
Between 10 - 11	<ul style="list-style-type: none"> Part of Maungaturoto township lies to the east of West View St with a fire station, playground, intersections, dwellings, businesses on a winding downhill road that drops away to the north; poor visibility and a narrow and subsiding bridge at the bottom. 	<ul style="list-style-type: none"> Reduce to 50km/h and extend from NE of Whaka St to Mountain Road. 	<ul style="list-style-type: none"> The proposed 60km/h speed limit reflects the peri-urban development on approach to the town centre. Due to the feedback gathered on this section Waka Kotahi decided to consult on an additional length of 80km/h from the start of the township out past Mountain Road in the Interim State Highway Speed Management Plan

			consultation in November 2022.
11	<ul style="list-style-type: none"> Highly residential area with students walking to school and other pedestrians 60km/h too fast for this urban setting, also a play area at bottom of View St High volumes of traffic including milk tankers turning into/out of Fonterra Dairy opposite Mountain Road, and into Mountain Road itself. 	<ul style="list-style-type: none"> Consider reducing speed limit further for residents' safety Reduce to 50km/h instead of 60km/h Extend 60km/h to south/east of Mountain Road Reduce to 80km/h from east of proposed 60km/h boundary to Mountain Road (passed Fonterra site) Consider instating a right turning bay from SH12 to Fonterra site. 	<ul style="list-style-type: none"> The proposed 60km/h speed limit reflects the peri-urban development on approach to the town centre. Due to the feedback gathered on this section Waka Kotahi decided to consult on an additional length of 80km/h from the start of the township out past Mountain Road in the Interim State Highway Speed Management Plan consultation in November 2022. This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.

"It's a wonder nobody has been killed with the speed that is allowed passed our three learning centres in Ruawai... Please lower the speed, before it's too late!"

"We need a pedestrian crossing in Paparoa - the same as there is in Wellsford. We need trucks and passing-through vehicles to slow down in our village."

3.2.11 SH16 Wellsford to Waimauku

We received 70 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
Between 2 - 4	<ul style="list-style-type: none"> School bus route serving Kaipara College and all primary schools in the area. 	<ul style="list-style-type: none"> Reduce from 100km/h to 80km/h between Kaukapakapa and Helensville. 	<ul style="list-style-type: none"> This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors (including SH16 between Kaukapakapa and Helensville) are still being considered.
3	<ul style="list-style-type: none"> Lots of traffic using the showgrounds including horse floats turning in and out of the grounds, towing trailers or out 	<ul style="list-style-type: none"> Reduce to 50km/h instead of 60km/h, extend 200m passed A&P showgrounds. Extend 60km/h further north of Pipitiwai Drive (150m) 	<ul style="list-style-type: none"> The proposed 60km/h speed limit reflects the peri-urban development on approach to the town centre. As a result of feedback received, Waka Kotahi will extend the 60km/h

	<p>of businesses on the other side of the road</p> <ul style="list-style-type: none"> • New major intersection at Pipitiwai significant with over 30 titles, Saleyard Street is a major industrial/commercial precinct, also railway crossing • The turn into Pipitiwai Drive from north is very tight on a currently 100km/h road. 	<ul style="list-style-type: none"> • Consider signage for Pipitiwai Drive, Saleyard Road and railway crossing intersection • Consider safe turning bays to Pipitiwai Drive & Saleyard Road from either approach on SH16. 	<p>zone further north of Helensville to allow motorists to slow down to 60km/h before the intersection of Pipitiwai Drive.</p> <ul style="list-style-type: none"> • There is already signage in place that identifies these side roads and warns of the rail crossing. No further signage is proposed at this stage. • This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
4	<ul style="list-style-type: none"> • Large number of new houses/subdivisions leading to increase in school children walking to/from bus stops. • Unsafe when walking or with young children; child has almost run over crossing the road from the school bus • Dangerous turning right or straight across to Peak Road, corner to left is virtually blind • No pedestrian crossing in this area. 	<ul style="list-style-type: none"> • Reduce to 50km/h instead of 60km/h, extend west to Henley Road and/or further north • Extend 60km/h limit west to Henley Road. • Extend 60km/h north to North Crescent. • Provide a pedestrian crossing near bus stop. 	<ul style="list-style-type: none"> • Due to the feedback received on this section, Waka Kotahi decided to consult on an amended proposal. If implemented it will see an 80km/h speed limit between Inland Road and MacLennan Farm Lane and a 50km/h speed limit between MacLennan Farm Lane and North of Kahikatea Flat Road with the remaining length of 80km/h being retained between Kahikatea Flat Road and Kaukapakapa. These changes were consulted on in the Interim State Highway Speed Management Plan consultation in November 2022. • This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
5A	<ul style="list-style-type: none"> • Too unsafe for kids to walk to school or to the dairy despite living so close. 	<ul style="list-style-type: none"> • Extend 50km/h from Henley Road to Moses Road (Kaukapakapa). 	<ul style="list-style-type: none"> • See section 4 re Henley Road to Kaukapakapa. • Regarding Kaukapakapa to Moses Road, there is limited development fronting the highway that would warrant a reduction in speed limit at this time. The segregation issue is noted and is currently being considered.
Between 5A - 6	<ul style="list-style-type: none"> • Rodney Local Board investing \$2.5m on footpaths, additional pedestrian crossings and other safety improvements in central Kaukapakapa to create an attractive, safer urban township precinct. 	<ul style="list-style-type: none"> • Consider a 40km/h speed limit for the township/school zone combined for consistency with Rodney Local Board plans. 	<ul style="list-style-type: none"> • Waka Kotahi will work with the Rodney Local Board to ensure the speed limit remains safe for the township.
6	<ul style="list-style-type: none"> • Community living in Tauhoa township • Right turn into Naumai Road to access Tauhoa School is difficult due to bump/hill on the road; unsafe for children walking to school. 	<ul style="list-style-type: none"> • Extend to create a slower speed school zone (SH16, Tauhoa Road & Naumai Road) • Reduce variable speed limit to 60km/h instead of 80km/h. 	<ul style="list-style-type: none"> • The proposed speed limits align with these recommendations. The proposal is for a permanent speed limit of 80km/h between J Farmer Road and Bolar Road and 60km/h variable speed limit at peak school times.

6A	<ul style="list-style-type: none"> • Children/families live across the road at Tumanako Hope community • 80km/h is still too fast for children to walk to/from school safely. • No safe place for children/families to cross the road to/from school. 	<ul style="list-style-type: none"> • Reduce school variable speed limit to 40 km/h or 50km/h instead of 60km/h • No variable speed limit, drop to 60km/h at all times for this whole section • Provide a safe crossing or possibly a traffic signal for school children to cross at. 	<ul style="list-style-type: none"> • Being a school where most of the children arrive by car or bus, a 60km/h speed limit is considered appropriate for the turning crash risk that occurs at peak school times. • The permanent 80km/h zone outside this area is to encourage motorists to start slowing down ahead of the school zone in order to achieve better compliance with the school zone. It will also provide a level of road safety to users accessing Tauhoa Road and Naumai Road outside of school times.
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“This stretch of road outside the school and community hall has been of grave concern to us for many, many years. It is an extremely unsafe stretch of road...”

“Section 4...make this section 50km/h to account for the large number of new houses/subdivisions leading to an increase in school children walking to and from bus stops, people trying to cross SH16, and increased traffic...”

3.2.12 SH1 Te Hana to Warkworth

We received 29 submissions for this corridor. The table below is a summary of factors, suggested changes to the proposed speed limits, or suggested safety risk mitigations provided in the feedback, along with the Waka Kotahi response.

Location	Factors to consider	Suggested mitigation	Response
Between 1 - 2	<ul style="list-style-type: none"> • Traffic at SH1/School Road can be queued for long periods waiting to pull out, also risky to do so. 	<ul style="list-style-type: none"> • Consider a roundabout at School Road/SH1 intersection to help manage traffic flows. 	<ul style="list-style-type: none"> • This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.
Between 1 - 3	<ul style="list-style-type: none"> • Less changes in speed limits over this short section will encourage greater compliance and understanding by the public; align speeds consistently with the Speed Management Guide and new rule. 	<ul style="list-style-type: none"> • Apply a consistent speed limit through the whole of Wellsford i.e. 40km/h. 	<ul style="list-style-type: none"> • Following community feedback regarding reducing the number of speed limit changes in Wellsford, Waka Kotahi re-consulted on one section during the November 2022 Interim Speed Management Plan consultation.
2	<ul style="list-style-type: none"> • Relatively high pedestrian area to/from the school • May cause confusion if 50km/h for a short period 	<ul style="list-style-type: none"> • Reduce to 40km/h in keeping with proposed township speed limit • Extend 50km/h speed limit northbound and southbound 	<ul style="list-style-type: none"> • While it is acknowledged that there are a number of changes proposed in a relatively short length of road, at this stage, a further reduction to 40km/h is not proposed for this area which is

	<p>before it returns to 40km/h in the township</p> <ul style="list-style-type: none"> Account for possible future development in the area (72 ha, to enable between 650-800 dwellings north of Wellsford). 	<p>between the township and the bus depot (341 Rodney St).</p> <ul style="list-style-type: none"> Extend 50km/h to north to Boshier Road. 	<p>predominantly urban residential in nature and has noticeably less vulnerable road user activity than that of the town centre.</p> <ul style="list-style-type: none"> See “Between 1-3” above re Bus Depot to School Road. The rest of this comment aligns with the proposal to retain this section at 50km/h (other than the inclusion of a school zone at peak times). This project looked at schools and townships on 11 corridors of State Highways in Northland and north Auckland. The speed limits on open road sections of the 11 corridors including SH1N north of Wellsford (past Boshier Road) are still being considered.
2A	<ul style="list-style-type: none"> Feel the reduction to 30km/h variable speed limit might be excessive for this stretch of road Little/no enforcement of speed limits, no signals to highlight movement of students Underpass to cross this road is the safest option but under-utilised by pedestrians Right-turning traffic from school disrupts traffic and is an unsafe manoeuvre. 	<ul style="list-style-type: none"> Make variable speed limit 40km/h instead of 30km/h Place a speed camera here to enforce proposed speed limit/variable speed limit Install safety light by the bus bay to signal student drop off/pick up times Fence off SH1 from School Road to Thomas St to encourage underpass use to cross the road Consider making it 'no right turn' onto SH1 from Rodney College. 	<ul style="list-style-type: none"> The Road to Zero road safety strategy aims to set safe speed limits around all schools by the end of 2027. An interim target requires at least 40% of schools to be addressed by 30 June 2024. The new approach to setting safe speeds – which took effect in 2022 – sees schools divided into two categories. Category 1 schools with vulnerable road users such as pedestrians and cyclists, will have a speed limit of 30km/h. NZ Police are responsible for speed camera enforcement. This project is to implement safer speeds and infrastructure improvements aren't included as part of this project. At this stage, right turns out of Rodney College are not proposed to be restricted as there is currently no suitable alternative route.
3	<ul style="list-style-type: none"> Pedestrian crossing, jaywalking and on-street parking affect traffic flow. 	<ul style="list-style-type: none"> Consider pedestrian overpass to enable safe crossing of SH1. 	<ul style="list-style-type: none"> This project is to implement safer speeds, infrastructure improvements aren't included as part of this project.

“Too many changes for such a short stretch of road - quite complicated. Makes sense to slow down for a school but needs to be streamlined.”

“Please place a permanent speed camera around [Rodney] College, and safety lights...I always see trucks and cars speeding through Wellsford, especially when school kids are walking.”

4.0 PARTNER AND KEY STAKEHOLDER FEEDBACK

The below includes summarised written submissions from iwi and hapū partners and key stakeholder groups. Themes from their feedback are included in the overall feedback themes and sentiment summaries earlier in this report. Where a technical response was provided, that detail is outlined below the feedback.

4.1 Mana whenua

The following is a summary of feedback from our iwi and hapū partners on the proposed speed review and signage for marae along these corridors.

Corridor	Iwi /hapū/marae	Feedback
SH1 Pukenui to Kaitaia	Waimanoni Marae	<ul style="list-style-type: none"> • Supports the speed reviews • Wants the section of road outside their marae included in this or future speed reviews • No signage requirements.
SH10 Pakaraka to Taipā	Kahukura Ariki Marae	<ul style="list-style-type: none"> • Supports the speed reviews • Support school and Waitaruke bend lower speeds • Suggests road maintenance and right-turn bay at Waitaruke for further safety improvements • Wants signage for marae entrance and guidance on its placement.
	Whangaroa	<ul style="list-style-type: none"> • Supports section 6, 6A, 7 speed reviews but wants all extended further and at Waitaruke • Would like a lower speed limit between Kaeo and the bridge north • Want pedestrian crossing/s in Kaeo • Support bilingual signage for kura.
	Te Rūnanga o Whaingaroa	<ul style="list-style-type: none"> • Supports section 6, 6A, 7 speed reviews but wants all extended • Would like a lower speed limit or traffic calming between Kaeo and the bridge north • Consider other safety measures such as median barriers, wider medians, etc • Want pedestrian crossing/s in Kaeo • Suggests threshold signage with 'Nau mai ki Kāeo'.
SH12 Ōmāpere to Kaikohe	Ngāti Pou, Te Pouka, Ngāti Wharara	<ul style="list-style-type: none"> • Supports the speed reviews, including for Opononi Area School,

		<p>but want sections 3 – 5/5A to extend further</p> <ul style="list-style-type: none"> • Supports making the seasonal lower speed limits permanent • Wants threshold signs for Opononi township • Waiwhatawhata marae - request signage and lower speed limits • Pākanāe Marae: extend section 3 proposed speed limit east of bridge near Waiotemarama Gorge Road.
SH12 Brynderwyn to Ōmāpere	Te Roroa	<ul style="list-style-type: none"> • Supports the speed reviews • Would like lower speed limits through Waipoua Forest, the papakāinga and passed the marae • Request signage for both Waiwhatawhata and Taita marae • Request threshold signage and a lower speed limit of 60km/h for Waimamaku.
SH15 from SH1 (north of Kaikohe to Otaika)	Nukutawhiti, Parahaki Marae	<ul style="list-style-type: none"> • Supports the speed reviews • Would like marae signage.
	Pakotai and Te Aroha Marae	<ul style="list-style-type: none"> • Supports the speed reviews but would like 30km/h variable speed limit instead of 60km/h for section 3A (Pakotai School) • Would also like proposed 80km/h section/s extended to include Opouteke Road intersection.
	Parakao Hapū	<ul style="list-style-type: none"> • Supports the speed reviews • Disappointed Parakao township not included in these reviews; requests a 70km/h speed limit from Ōteitei stream bridge to 200m north of the Parakao rest area • Requests signage for safer access to Te Kiore Urupā.
	Titoki Hapū	<ul style="list-style-type: none"> • Supports proposed speed reviews at Titoki School and Mangakahia Area School (4 and 4A).
	Poroti Hapū	<ul style="list-style-type: none"> • Supports 5 and 5A speed reviews • Would prefer 5A to have a 30km/h variable speed limit (Poroti School).
	Maungatapere	<ul style="list-style-type: none"> • Supports 6 and 6A speed reviews which includes the school • Would like SH14/SH15 intersection considered for lower speeds.
	Otaika/Otaika Marae	<ul style="list-style-type: none"> • Supports speed reviews but disappointed Otaika not included

		<ul style="list-style-type: none"> • Requests signage for Otaika marae to signal where/when tangihanga are happening.
SH16 Wellsford to Waimauku	Te Aroha Pa/Araparera	<ul style="list-style-type: none"> • Supports speed reviews • Safety concerns when turning right into marae entrance, has discussed with Auckland Transport. • Would like marae signage.
	Kakanui / Te Kia Ora	<ul style="list-style-type: none"> • Supports speed reviews • Would like marae signage.
	Puatahi	<ul style="list-style-type: none"> • Supports speed reviews • Would like marae signage.

4.2 Government officials

Simeon Brown MP - National Party Spokesperson for Transport

- Supports the proposed speed reviews with the focus on schools and townships
- Is strongly opposed to any blanket speed reductions across Northland
- Wants to see these roads become safer through better design and infrastructure.

Waka Kotahi comment

- Advised comments taken into consideration.

4.3 Local authorities

Northland Transportation Alliance (NTA) and Northland Regional Transport Committee (RTC)

- Generally, supports the proposed speed reviews
- Would like more consistency around the setting of speeds, with less variance between variable speed limits around schools and transitional speed limits from 100km/h sections of the network
- Wants to work closely with Waka Kotahi to ensure speed limits and associated works support local speed management plans and coordinate any works required on local roads.
- **SH1 Pukenui to Kaitaia**
 - Section 3 - compliance may be difficult to achieve without additional engineering interventions; consider treatments to achieve a self-explaining 80 km/h roadway
 - As a result, Road Controlling Authority may need to make changes to Bell Road and Wireless Road, so coordination on timing for implementation will be crucial
 - Section 5 - due to pending development at the Toll/Mainfreight properties consider extending 50 km/h zone to north of Whangatane Drive.
- **SH10 Pakaraka to Taipā**
 - Sections 1 to Section 2A (Pakaraka School to Oromahoe School) - consider making this whole section 80km/h with 60km/h variable speed limit at the two school locations; to be consistent with 80km/h limit between Haruru Falls and Puketona Junction (SH 11)
 - Section 8A (Te Kura o Hato Hohepa Te Kamura Primary School): treatments may be needed to achieve self-explaining 80km/h with 60 km/h variable speed limit as there is no school frontage onto SH10

- Section 9 & 9A (Oruaiti School) - consider a shorter 60km/h safer speed zone with a 30km/h variable speed limit to denote a clear school zone for drivers and improve compliance.
- **SH11 Kawakawa to Paihia**
 - Section 3 - ensure consistency with local speed management plans; consider 30km/h zone between School Road and Bayview Road for the CBD area of Kawakawa.
 - Currently preparing to consult on this area and would like Waka Kotahi to align any physical works with local Road Controlling Authority plans.
- **SH12 Ōmāpere to Kaikohe**
 - Reduce to 30km/h through the CBD area from Ngapua Place to Kowhai Avenue, 40km/h for the remainder of the urban roads, to be consistent with Local Area speed management
 - Section 4 – Suggest lowering the proposed 40km/h in this area to 30km/h due to pedestrian activity and the commercial/residential activities split from the waterfront by SH12.
 - Section 5 – Suggest 40km/h for Ōmāpere urban area for consistency with other urban areas.
 - Notes Kaikohe urban is not included in these speed reviews.
- **SH1 Kawakawa to Whangārei**
 - Supports proposal with changes
 - Section 1: would support a further reduced speed in this location from 40km/h to 30km/h due to increased pedestrian activity, including the crossing of Pou Herenga Tai Twin Coast Cycle Trail and the vintage railway in the centre of the highway.
 - The above would align with their speed management plan for Kawakawa CBD which is due for completion
- **SH15 from SH1 (north of Kaikohe) to Otaika**
 - Section 2/2A Tautoro School: to gain compliance with 30km/h variable speed limit consider a shorter 60km/h safer speed area that includes Te Riingi Marae.
 - Section 3/3A: consider consulting on/lowering speed limits on local roads fronting schools in this section
 - Ruddell Road is posted at 100km/h; consider a permanent 40km/h speed limit Ruddell Road and Village Road during implementation.
 - Section 4A Mangakāhia Area School: consider installing a safe crossing for pedestrians to access the shops
 - Section 5A Poroti School – consider consulting on/lowering speed limits on local roads fronting schools in this section
 - Mangakura Road is posted at 100km/h and should be considered for a permanent 40km/h during implementation.
 - Section 6/6A Maungatāpere: consider urbanising this section to support the proposed 50km/h speed limit, including a crossing between shops, dairy, café, school and housing.
- **SH14 Dargaville to Whangārei**
 - Supports proposed speed reviews with some suggested changes
 - Section 1 Maunu – Consider a 50km/h section between 100m west of Kowhai Park Road and 50m west of Puriri Park Road; high pedestrian and cycle movements across/along the road and traffic risks from side roads and driveways
 - Increased development is proposed along this section with direct access to the highway.
 - Section 3 Maungatāpere: Consider urbanisation of this section to support the proposed 50km/h speed limit, including a crossing between shops, dairy, café, school and housing.
 - Section 5A Tangiteroria School: Consider consulting on/ lowering speed limits on local roads fronting schools in this section
 - Pukehuia Road is posted at 70km/h, suggest 60km/h during this consultation and implementation.

- **SH12 Brynderwyn to Ōmāpere**
 - Section 5A – Ruawai Primary & Ruawai College: to gain compliance with 30km/h variable speed limit consider a shorter 60km/h safer speed area
 - Ruawai School Road currently posted at 100km/h and should be consulted on/lowered to a permanent 40km/h during this consultation and implementation.

Waka Kotahi comment

- **SH1 Pukenui to Kaitaia:**

Section 3 - The proposed speed limits are in keeping with safe system speeds. Waka Kotahi will monitor before and after speeds where possible to confirm implemented speeds are working as intended.

- **SH10 Pakaraka to Taipa:**

Sections 1-Section 2A – Pakaraka School to Oromahoe School

The focus of this consultation was on schools and townships – other areas may be considered in future speed reviews. The Pakaraka School variable speed limit will be set back adequately from the intersection and operate independently to the 60km/h Intersection Speed Zone.

- **Section 8A – Te Kura o Hato Hohepa Te Kamura Primary School**

Waka Kotahi will ensure adequate signage is installed and will monitor before and after speeds where possible to confirm implemented speeds are working as intended.

- **Section 9 and 9A – Oruaiti School**

The school and active user (children crossing) warning signs are considered to be enough of a change in environment to support the proposed speed zones. Waka Kotahi will ensure adequate signage is installed and will monitor before and after speeds where possible to confirm implemented speeds are working as intended.

- **SH12 Ōmāpere to Kaikohe:**

Section 5

The proposed speed limits of 50km/h are in keeping with safe and appropriate speeds. Waka Kotahi will monitor before and after speeds where possible to confirm implemented speeds are working as intended.

- **SH15 from SH1 (north of Kaikohe) to Otaika:**

Section 2/2A Tautoro School

The proposed speed limits of 80km/h are in keeping with safe and appropriate speeds. Waka Kotahi has plans to monitor before and after speeds where possible to confirm implemented speeds are working as intended.

Section 6/6A Maungatapere:

A pedestrian crossing at Maungatapere will be assessed and considered with our walking and cycling team. However, infrastructure improvements are not proposed as part of this round of speed limit reviews.

Section 3 – Maungatapere

A pedestrian crossing at Maungatapere will be assessed and considered with our walking and cycling team. However, infrastructure improvements are not proposed as part of this round of speed limit reviews.

Rodney Local Board

- **SH16 Wellsford to Waimauku** – generally supports the proposal but suggests changes
- Location 1 - supports change to 50 km/h, notes it is more of an urban environment with people crossing the road, also a recent pedestrian death occurred on this section
- Location 2 – supports lowering to 40km/h as a safer speed for town centres
- Location 3 – speed limit should be lowered to 50km/h and continue further past the A&P Showgrounds
 - Issues with horse floats exiting the A&P Showgrounds safely all year round
- Location 4 – does not support, recommends lowering to 50km/h to enable a bus stop to be instated and improve access to public transport on this stretch of road
 - More residential development going in, need to be able to cross the road safely; blind corner here is dangerous.
- Location 5A – support the variable speed limit but suggests considering a blanket 40km/h speed limit for the township to support and enhance the following
 - Rodney Local Board is investing \$2.5m on footpaths, more pedestrian crossings, various other safety improvements in central Kaukapakapa to create an attractive/safe urban township precinct for pedestrians
- Location 6 & 6A – supports proposal
- Location 7 – supports proposal
- Also consider 50km/h speed limit for the area north and south of the roundabout at Waimauku; lots of school children crossing, urban roads off the roundabout are 50km/h.

Waka Kotahi comment

- Section 3 - as a result of feedback received, Waka Kotahi will extend the 60km/h zone further north of Helensville to allow motorists to slow down to 60km/h before the intersection of Pipitiwai Drive. The proposed 60km/h speed limit outside the A&P Showgrounds reflects the industrial development on the outskirts of town.
- Section 4 – as a result of this feedback, we re-consulted on a 50km/h speed limit as part of the Interim State Highway Speed Management Plan consultation which took place in November/December 2022.

Auckland Transport

- Supports the proposed speed reviews, with some suggested changes
 - SH16 Wellsford to Waimauku, Location sections 1 to 7**
 - Supports the proposed 30km/h variable speed limit outside Kaukapakapa School, however there is a disconnect between the school (section 5a) and section 4
 - Would like to see the short distances throughout Helensville town centre align consistently with the Speed Management Guide and new rule
 - Less changes in speed limits over a short section will encourage compliance and a greater understanding by the public
 - Queried if we engaged with the three marae shown on the consultation maps to provide additional support on the proposed speed limit changes
 - Keen to collaborate to achieve best outcomes regarding adjoining local roads.
 - SH1 Te Hana to Warkworth, Locations 1 to 3**
 - supports the proposed 30km/h variable speed limit outside Rodney College
 - however, would also like to see the short sections throughout the town align consistently with the Speed Management Guide and new rule
 - Less changes in speed limits over a short section will encourage compliance and have a greater understanding by the public
- Strongly recommends amending the speed limit proposals to align with the new rule setting of speed limits, particularly 30km/h outside schools

- Alternatively, engineer these sections to the proposed higher speed limits as per the rule which will lead into our town centres reduced to 30 km/h
- Strongly encourages addressing high operating speed sections of these corridors at the same time and/or notifying timeframes for these to be addressed
- Strongly recommends progressing the main high-volume state highway reviews as a priority and be consistent with our local 60km/h and 80km/h speed limits as per the guidance.

Waka Kotahi comment

- This round of speed reviews was developed under the Land Transport Rule: Setting of Speed Limits 2017 and Speed Management Guide. Any changes that may result following an assessment under the new Land Transport Rule: Setting of Speeds Limits 2022 will need to be addressed in subsequent State Highway Speed Management Plans.
- The focus of these reviews is the setting of safer speed limits. Waka Kotahi will monitor the new speed limits and take the results into consideration when determining what (if any) supporting infrastructure is required.
- Following community feedback about speed limits at Wellsford, Waka Kotahi re-consulted on one section during the November/December Interim Speed Management Plan consultation, to reduce the number of changes.
- Following our discussions with iwi partners, Waka Kotahi will be installing various combinations of marae safety billboards and kuia warning signs outside marae along these corridors.
- Speed limits on the open road sections of the 11 corridors are still being considered.

4.4 Land transport users and providers

AA Northland District Council

- Supports the proposed speed reviews as part of a safe systems approach
- Would like to see more time and resources put into safety engineering upgrades of our roads, signage, and education campaigns to aid driver awareness
- Prefer less variations between speed limits through townships and schools to improve drivers' understanding and compliance.
- Had concerns regarding the proposed change of 70km/h zones to 60km/h zones.
- Consider that speed limits through townships are mainly self-regulating and that lowered speed limits would have no effect on the mean operating speed. Also consider that lower speed limits may make sense at some times of the day but may not make sense 24/7.

Waka Kotahi comment

- The Speed Management Guide and the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h. However, it is acknowledged that a pragmatic approach may be required by a Road Controlling Authority as it works towards widespread implementation of safe and appropriate speeds that are better understood by communities, partners and stakeholders.
- Regarding speed through town centres, we know that they are dense and vibrant places that have a high demand for people movement through the day and a large portion of the night. They are also places providing focal points for businesses and culture. These streets should aim to reduce the impact of high traffic volumes while accommodating high pedestrian numbers, multi-modal journeys and access to public transport and essential emergency services. For these reasons, there is a need to have a permanent lower speed limit and 30km/h is recognised as a survivable impact speed when vulnerable road users such as pedestrians are involved.

Ia Ara Aotearoa Transporting New Zealand

- Supports the proposed speed reviews in principle as part of a safe systems approach
- However, feels Waka Kotahi must address poorly maintained and poorly built roads in this region before or as part of this speed review implementation.

Waka Kotahi comment

- Investment in the maintenance of the state highway network in the current 2021-2024 National Land Transport Programme (NLTP) is at \$2.8b, a 30% increase on the 2018-2021 NLTP period. \$344m is forecast to be spent on road maintenance for state highways and local roads across Northland in the current NLTP cycle, with \$1.4b forecast for Auckland.
- Numerous safety and infrastructure projects are planned and/or underway including the Kāeo Bridge safety improvements project, Ara Tūhono – Pūhoi to Warkworth project and the Dome Valley safety improvements project.

4.5 Business, resident and ratepayers' associations

The following is a summary of feedback submitted by local business, resident, and ratepayers' associations, by corridor. Note - we did not receive feedback on all 11 corridors.

SH1 Pukenui to Kaitaia

Hihi Residents & Ratepayers Association

- Supports the proposed speed reviews with changes
- Suggest smaller speed limit reductions - 90km/h for both sections 3 and 4, and 60km/h for section 5.

Waka Kotahi comment

- Regarding sections 3 and 4, there has been significant recent development to the industrial area north of Kaitaia that has resulted in an increased number of turning vehicles. Across all three sections, the proposed speed limits are considered the survivable impact speed.

SH10 Pakaraka to Taipā

Hihi Residents & Ratepayers Association

- Supports most of the proposed speed reviews
- Suggests reducing the speed limit at 1A to 80km/h and 9A to 90km/h respectively.

Waka Kotahi comment

- The Road to Zero road safety strategy aims to set safe speed limits around all schools by the end of 2027. An interim target requires at least 40% of schools to be addressed by 30 June 2024. The new approach to setting safe speeds – which took effect in 2022 – sees schools divided into two categories. Category 1 schools with vulnerable road users such as pedestrians and cyclists, will have a speed limit of 30km/h. Category 2 schools, where children are primarily driven to school and dropped off outside school grounds, can have speed limits of up to 60km/h.

SH12 Ōmāpere to Kaikohe

Opononi & Ōmāpere Ratepayers and Residents' Association

- Supports the proposal but suggests some changes.

- Section 3 – suggest 70km/h instead of 60km/h, and extend speed review another 830m along SH12 beyond the marae and the intersection with Waitotemarama Gorge Road
- Clear vegetation from roadsides through Pakanae to improve visibility.
- Section 4 – reiterates a desire for a 30km/hr speed limit plus road humps at both ends of this section
- Section 5 – extend 50km/h all the way up Pakia Hill to the top at the intersection with Newton Road; hill has several sharp bends (chevrons <35 kph), a difficult turn off along Signal Station Road (signposted as a scenic outlook), and a parking space people many at the top of the hill.
- Strongly supports making the 50km/h permanent and not seasonal.

Waka Kotahi comment

- Section 3: Waka Kotahi is looking to simplify the number of speed limits that are used on roads throughout New Zealand and in doing so, no longer supports the use of 70km/h speed limits. As this location has a winding alignment with limited shoulder space and unforgiving hazards within close proximity to the carriageway, we proposed 60km/h as a safe speed for this location.
- Section 5: due to the feedback gathered on this section Waka Kotahi decided to re-consult on this section in the Interim State Highway Speed Management Plan consultation in November 2022.

SH1 Kawakawa to Whangārei

Hikurangi Business Association

- Supports the proposed speed reviews
- However, would like Hikurangi township to be considered
 - the northern entrance/exit of Hikurangi is dangerous
 - heading north it is a blind hill, dangerous intersection to pulling out into traffic travelling at 100km/h at the end of the passing lane; suggest lowering the speeds here
 - George Street/King Street (SH1) dangerous for motorists and pedestrians due to motorists speeding, suggest speed humps to calm traffic
 - Poor visibility of the pedestrian crossing, blocked by parked cars; suggest lower speed zone with speed limit painted on road, and a raised or signalised pedestrian crossing.

Waka Kotahi comment

- Advised comments taken into consideration.

SH15 from SH1 (north of Kaikohe) to Otaika

Maungatapere Village Incorporated

- Supports the speed reviews with some suggested changes
- Locations 6 and 6A - agree with the proposal to reduce speed to 50km/h (and 30km/h around the school)
- Would like to further speed restrictions applied to the shoulder areas 150m each way at either end of the 50km/h zone to slow traffic before they reach the intersection or school
- Additional areas to consider:
 - From 430m west of Corsair Drive to 130m west of Corsair Drive the speed limit should be reduced from 100km/h to 70km/h;
 - From 120m east of SH14/Otaika Valley Road intersection to 420m east of the intersection the speed should be reduced from 100km/h to 70km/h; logging trucks often leave or enter the traffic flow in this area to pull on/off the road.

Waka Kotahi comment

- The Speed Management Guide and the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) discourage the use of permanent speed limits of 70km/h and 90km/h. The preference is for 20km/h increments for speed limits between 60km/h and 100km/h. However, it is acknowledged that a pragmatic approach may be required by a Road Controlling Authority as it works towards widespread implementation of safe and appropriate speeds that are better understood by communities, partners and stakeholders.

SH14 Dargaville to Whangārei

Maungatapere Village Incorporated

- Supports the speed reviews, with the following suggested changes
- Location 3 – agree with 50km/h through the Maungatapere Village
- Locations 2 and 4 – agree with the extension to the length of the reduced speed zone in the areas outlined, but prefer the speed to be reduced to 70km/h.

Waka Kotahi comment

- As per the above

SH1 Whangārei to Te Hana

Ruakākā Residents and Ratepayers Association

- Generally, very supportive of a variable speed limit proposed for SH1 either side of Ruakākā School
- Feels the proposal involves too many speed limits in a comparatively short section of highway
- Suggests extending the 80km/h limit to the end of the flexible median barrier at the roundabout for northbound traffic
- There is a need for warning signs, further back that the lowering of speed involves a school, not just another variable speed limit intersection.
- Right turn into Sandford Road to the school – dangerous for school buses facing dense oncoming traffic; suggests widening the road and upgrading the bus turning bay with kerbing and channelling
- Want a safety fence built along the school frontage abutting SH1 as part of this review
- Suggests a driver education campaign to aid understanding of and compliance with the variable speed limit signs, and correct coordination/timing of the signs for when the variable speed limits apply
- Coordinate timings of works with local authorities and to minimise disruption to the school.

Waka Kotahi comment

- Regarding the number of speed limit changes in section 1 and 1A: to gain compliance with the 60km/h speed limit during school times, it is necessary to lower the speed limit to 80km/h a short distance before the school.
- A Kura/school supplementary sign will be situated below the variable speed limit sign to inform motorists that the speed limit applies due to school activities.
- As part of the State Highway 1 Whangārei to Wellsford safety improvements project, work to widen the road and accommodate wire rope and side safety barriers is in progress. These barriers will run on the northbound lane past A1 Homes and Ruakākā School. These safety measures will provide additional protection to the school along the state highway.

SH12 Brynderwyn to Ōmāpere

Opononi & Ōmāpere Ratepayers and Residents' Association

- Supports the speed reviews with changes

- Section 1 - extend to 1210m SSE of Newton Road, another 750m along SH12 to beyond Waiwhatawhata Marae and St Pauls Church
- A speed limit of 70km/hr is suggested instead of 60km/h.

Waka Kotahi comment

- As per the above

Progressive Paparaoa

- Supports the speed reviews but wants Paparaoa village included in the current reviews
- Feedback relates to sections sections 7 and 8
- Extend proposed 50km/h speed limit further west to Pahi Road where the most pedestrians are
- New retirement village due to be built with a new walkway nearly complete, this leads people down into the faster of the two speed limit areas
- A lot of traffic also enters and exits the A&P showgrounds, and the community hall
- There is a new fire station going in next to the community gardens
- Large Brethren community with church located on the other side of road
- Many tankers along this the road; estimate a third of current traffic is trucks/trailers/tankers
- Elderly population in Paparaoa, lots of retired people.
- Section 8: suggests an extension of the 50km/h limit further east to allow for people coming in/out of the medical centre and library
 - Suggest 40km/h speed limit within the Village (between the pub and the bridge)
 - Need a pedestrian crossing in Paparaoa village opposite the shops, so children and visitors can safely access the playground and public toilets across the road
 - Popular Farmers Market on Saturday mornings held in the toilet car park
 - There is a popular pub on a blind corner
 - Requests a speed display unit so passing vehicles are aware of their speed and encouraged to slow down.
- Notes the village is at the bottom of two hills, traffic usually travelling at speeds above the current speed limit, Paparaoa/Oakleigh Road intersection also dangerous.

Waka Kotahi comment

- As a result of this feedback, we have extended the proposed 50km/h zone in both directions to cover the pub to the West and the medical centre to the East.
- Regarding pedestrian crossings, the focus of this speed review is to set safe and appropriate speed limits.
- Regarding lowering the speed limit to 40km/h in the township, the most densely developed part of the town is too short a section of road to have a separate reduced speed limit of 40km/h. However, it will be further considered at a future date.

Fonterra

- Supports the speed reviews with changes relating to their Maungaturoto Site
- Notes local interest in reducing the SH12 speed environment in the vicinity of the Maungaturoto Site from the engagement feedback stage
- Recommends the speed limit be reduced from 100km/h to 80km/h adjacent to the Maungaturoto Site, in keeping with the rural environment
- Suggests starting the above limit from the eastern boundary of the proposed 60km/h speed limit for Maungaturoto township and finishing a safe distance east of the Maungaturoto Site.

Waka Kotahi comment

- The focus of this round of speed reviews was to address townships and schools.

- Following this feedback however, we consulted on a reduced speed limit from Maungaturoto to east of the Fonterra site as part of our Interim State Highway Speed Management Plan consultation, which took place in November 2022.

SH16 Wellsford to Waimauku

Pipitiwai Residents' Group

- Location 3 - supports 60km/h speed limit, but suggest it start 150m north of Pipitiwai Drive
- New signage to reflect the magnitude of the approaching Pipitiwai Drive/Saleyad Street intersection; includes new housing development a major industrial/commercial precinct
- Suggest minor widening of the road at the southbound entry to Pipitiwai Drive.

Waka Kotahi comment

- Section 3: as a result of feedback received, we have extended the proposed 60km/h zone further north of the intersection to allow motorists time to slow down. The proposal includes a large green threshold sign similar to that which currently exists north of Helensville.
- Regarding the entry Point to Pipitiwai Drive: the northbound side of the road into Pipitiwai Drive was widened in 2010. The southbound side of the road has not been widened. This is because a vehicle using the widened shoulder on the left has the potential to mask traffic traveling straight through the intersection, making it less safe for vehicles turning right out of the intersection. By having the left turners slowing down within the lane, the following traffic also slows down and this creates a safer environment overall.

North West Country Business Association

- Location 1 and 2 - supports the proposed speed reviews
- Location 3 - feel the speed proposed should be lowered further to 50km/h and extend 200m passed the showgrounds; this a commercial area with lots of traffic, and horse floats using the showgrounds year-round
- Turning out of the showgrounds towing trailers or out of businesses on the other side of the road is difficult with the current speed limits.

Waka Kotahi comment

- Advised comments taken into consideration.

4.5 Schools

The following provides a summary of feedback submitted by local schools, by corridor. Note that we did not receive feedback on all 11 corridors.

SH1 Pukenui to Kaitaia

Awanui School

- Supports the proposal with changes
- Sceptical the proposed lower speed limits will be adhered to without greater enforcement.

SH10 Pakaraka to Taipā

Kaeo School Board of Trustees

Fully supports the proposed speed reviews

- Would like a consistent approach and lower speed limit applied across all schools to provide a safer environment for all.

SH15 from SH1 (north of Kaikohe) to Otaika

Poroti School

- Supports the proposed speed reviews in front of the school, but would like them to go further
- Many students now walking to school in the area and crossing over the State Highway
 - Suggests 70km/h (or even lower) speed limit rather than the proposed 80km/h
 - There are no crossings or footpaths for families/students to walk safely along the State Highway
 - High volume of logging trucks pass the school frontage.

Maungatapere School

- Strongly supports the proposed speed reviews for the schools and township
- Sections 6, 6A need reduced speeds due to increased pedestrian and traffic numbers through the area
- Notes there is no pedestrian crossing so slower speeds will make it safer for the few students who do cross Mangakāhia Road; much of the traffic here is trucks and trailers.

Ohaeawai Primary School *

- Supports the proposed speed reviews with the focus on schools and townships
- Would like a school zone Ohaeawai Primary School and lower 40km/h speed limit for Ohaeawai township (SH1) to be considered as part of these speed reviews
- Several safety issues in this area, including
 - Junction where you can turn right and continue to SH1 or go straight to Kaikohe SH12, dangerous as there's a day care here and the school's walking bus students cross here at the crosswalk; suggests 40km/h instead of current 60km/h speed limit
 - Corner of SH1/Tennyson Street is the bus stop and pick-up place for Ōkaihau College and Ōkaihau Primary school children, and bus stop for other students travelling into schools in Kaikohe; lots of children in this space in the morning and afternoons.

(* school not in scope for this speed review consultation).

SH14 Dargaville to Whangārei

Maunu School Board

- Strongly supports the proposed speed reviews and variable speed limits for school pick up/drop off times
- Open to a variable speed limit slightly higher than the proposed 30km/hr for the afternoons; feels this would still be safe while minimising the burden of enforcement.

Waka Kotahi comment

- The Road to Zero road safety strategy aims to set safe speed limits around all schools by the end of 2027. We are working towards an interim target of at least 40% of schools to be addressed by 30 June 2024. The new approach to setting safe speeds – which took effect in 2022 – sees schools divided into two categories. Category 1 schools with vulnerable road users such as people walking and cycling, will have a speed limit of 30km/h. Category 2 schools, where children are primarily driven to school and dropped off outside school grounds, can have speed limits of up to 60km/h.

SH12 Brynderwyn to Ōmāpere

Aranga School

- Strongly supports the proposed speed reviews – welcomes the changes to keep the school and its students safe

- Cars, trucks and motorbikes travel passed the school at incredibly fast and dangerous speeds, including at bus drop of and pick up times.

Maungaturoto School

- Strongly supports the speed reviews
- Believe it is essential the speed limit is no more than 40km/h by the school; would like this reduced even further to 30km/h.

Ruawai College

- Strongly supports the variable speed limit proposed for Ruawai College.

SH16 Wellsford to Waimauku

Tauhoa School

- Strongly supports speed reviews outside the school; vital for everyone's safety.
- The road outside the school and community hall has been of grave concern for many years; is extremely unsafe with poor visibility (shape of the road, prone to heavy fog)
- Families/children cross the road daily on foot and in vehicles, also to/from events at the hall
- Consider the small stretch on Tauhoa Road outside the school, joined to SH16; has a 100km/h speed limit and is a gravel road close to the edge of school's play area.

Waka Kotahi comments to all schools

- Advised comments taken into consideration.

4.6 Emergency services

New Zealand Police

- Supports the proposed speed reviews overall
- Believes the proposal and the Waka Kotahi wider 'Road to Zero' strategy supports NZ Police's 'Safe Roads' goal and safe systems principles.

Waka Kotahi comment

- Advised comments taken into consideration.

5.0 NEXT STEPS

Changing speed limits is a legal process and there are a number of steps that we must follow, according to the requirements of the Setting of Speed Limits Rule 2017. This process is shown in Figure 2 below.

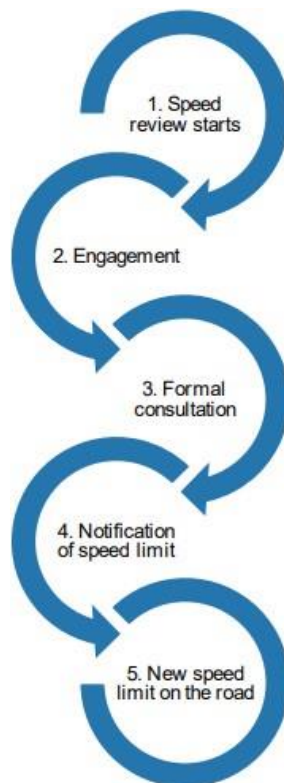


Figure 2: The five-step process for Waka Kotahi to enact speed limit changes.

This consultation concludes step 3 of this process for the Northland and north Auckland speeds reviews.

Based on the public feedback received and summarised in this report, Waka Kotahi wishes to advise:

A decision is yet to be made on the final speed limit changes. However, all speed limits are recommended to proceed as proposed, except for the following changes:

1. **State Highway 1 Te Hana to Warkworth:** section 1 of this proposal was re-consulted on as part of the Interim Speed Management Plan consultation in November 2022. The proposal for a 60km/h zone was changed to a 50km/h zone as there was an opportunity to provide for a more consistent speed environment.
2. **State Highway 10 Pakaraka to Taipā:** at section 4 of this proposal was re-consulted on as part of the Interim Speed Management Plan consultation in November 2022. Waka Kotahi has extended the proposed 60km/h zone further south of the bridge, a change informed by feedback about new development in the area.

3. **State Highway 11 Kawakawa to Paihia:** following feedback from the community, Waka Kotahi amended the proposal from 60km/h to 50km/h at section 2. This reflects both the beachfront environment with pedestrians and the desire for a consistent speed environment.
4. **State Highway 14 Dargaville to Whangārei:** section 1 of this proposal was re-consulted on as part of the Interim Speed Management Plan consultation in November 2022. The proposal was to include 500m of a new 50km/h zone to reflect feedback about the high number of pedestrians present within a residential area that has a footpath.
5. **State Highway 12 Ōmāpere to Kaikohe:** section 2a has been amended from a 60km/h VSL limit to a 30km/h VSL at school times following feedback from the Waima community that there are active road users in the corridor at these times. Section 3 of this proposal was re-consulted on as part of the Interim Speed Management Plan consultation in November 2022. The proposal was to include a new 60km/h zone to reflect the rural environment with residents and a nearby school.
6. **State Highway 12 Brynderwyn to Ōmāpere:** following feedback from communities, Waka Kotahi amended the following proposals:
 - a. Section 7: this section has extended the proposed 50km/h zone to include the local pub and hotel, and reduce the proposed 60km/h zone, incorporating requests from the local community to see safer limits outside their venues.
 - b. Section 8: this section has been amended to ensure that the 60km/h limit includes the accessway to the local community centre, as per requests from the community to see safer limits outside their venues.
7. Other sections on this corridor which were also re-consulted on as part of the Interim Speed Management Plan consultation in November 2022 included:
 - a. Section 1: amend the proposed 60km/h zone to a 50km/h zone to provide a more consistent speed environment and better reflect the mean operating speed which is between 40-50km/h
 - b. Section 5a: a proposal to include 1.35km of a new 60km/h zone and a reduction of the proposed 80km/h zone to reflect community feedback requesting a permanent reduction in the speed limit due to there being pedestrians and cyclists nearby throughout the day and not solely at peak school times.
 - c. Section 11: this section was re-consulted on as part of the Interim Speed Management Plan consultation in November 2022. The proposal was to include a new 80km/h zone to include an accessway to Fonterra following concerns about heavy vehicle use on this section of road.
8. **State Highway 16 Wellsford to Waimauku:** section 3 has been amended to extend the proposed 60km/h zone, following requests from the community to extend the reduced speed limit beyond a local intersection. Changes to section 4 were re-consulted on as part of the Interim Speed Management Plan consultation in November 2022, to include a 50km/h zone and extend the 80km/h zone. These new proposals followed feedback about local residents crossing the state highway to reach Sinclair Park and other developments.

Further details on the Interim Speed Management Consultation process can be accessed at www.nzta.govt.nz/ISMP

Notification and implementation timings for new speed limits.

Once certified by the Director of Land Transport, Waka Kotahi will formally announce all speed limit decisions and the date any new speed limits will take effect. At least one month's notification will be given prior to all speed limit changes.

We know speed limits that are safe and right for the road are just one part of a safe road system. There are several other actions being delivered under the Road to Zero strategy, including road safety promotion, road maintenance, national advertising and education programmes, road policing, active modes (walking, cycling and scooting) and public transport, all of which support improved safety outcomes. [Find out more about our education initiatives and driver training here.](#)

Along with speed management, Waka Kotahi has also developed a programme of infrastructure improvement works to reduce the number of people killed and seriously injured on New Zealand roads. [Find out more about what else is happening in Northland and north Auckland.](#)