



SPEED REVIEWS IN NORTHLAND AND NORTH AUCKLAND

Summary of engagement

21 OCTOBER 2021

MAKING OUR ROADS SAFER

We're working toward a future where no one is killed or seriously injured on New Zealand roads.

On average, one person is killed and several people are seriously injured in crashes on Aotearoa New Zealand's roads every day.

Each crash has a devastating impact on whānau, friends and workmates. There's also a huge social cost to New Zealand of \$84 million per week, or nearly \$4.7 billion a year.

This includes the cost on individuals, our health system, of disruption on our road network, and the devastation that deaths and serious injuries have on communities – huge numbers for a small country.

Speed plays an undeniable role in the horrifying numbers of people being killed and seriously injured on our roads. It is the primary factor between people being killed or walking away unharmed from a crash.

It's also a controllable factor – when speed limits are safer and people drive within the speed limits, it makes crashes less likely to occur, and it reduces the severity of crashes when they do occur.

That's why Waka Kotahi NZ Transport Agency is reviewing speeds on the following sections of state highway in Northland and north Auckland:

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

Locals know their roads best, so to help us fully understand the issues, we asked people to share their thoughts on speeds around places like their local school, marae, businesses, home and workplace. We also asked them if there was anything they thought that we should consider when reviewing speed limits.

This report summarises the feedback we received.

Road to Zero

- Our vision is an Aotearoa where no one is killed or seriously injured on our roads. We believe that everyone should get where they're going safely whether they're walking, cycling, driving, motorcycling or using public transport. Road to Zero 2020-2030 is New Zealand's strategy to guide improvements in road safety and sets an initial target of reducing deaths and serious injuries by 40% by 2030. Steady progress towards this target would mean approximately 750 fewer people would be killed and 5,600 fewer would be seriously injured on our roads over the next 10 years.

Road to Zero also outlines a vision of a New Zealand where:

- all people, no matter their age or ability, can get around safely
- school children can walk, scoot and cycle to school safely
- speed limits are safe and appropriate, and recognise the vulnerability of people to crash forces
- roads help protect people’s lives by being designed in a way that is forgiving of mistakes
- vehicles offer the highest levels of protection
- our road system actually improves people’s health and well-being, and the places and spaces we love.

Changing speed limits

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 1 and summarised below.

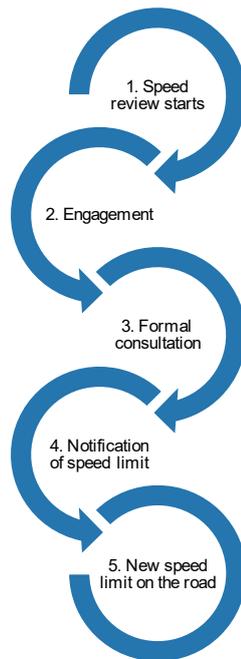


Figure 1: Waka Kotahi NZ Transport Agency speed review process.

Step 1 – Speed review starts

A technical assessment of the road is carried out to find out information like crash history, average speed vehicles are travelling on the road, number of vehicles a day using the road, what is happening around the road (changes in housing, urban development, businesses etc) and other activity on the road. This helps to understand whether the current limit is safe and appropriate for the road.

Step 2 – Engagement

Conversations with local communities, iwi, councils, road user representative groups and other stakeholders. This will help us get feedback and local knowledge on how people use the road and their concerns. This helps when deciding if lowering the speed limit is the best thing to do to improve road safety, where new speed limits might begin and end, and if any other safety improvements (better signs etc) might be needed.

Step 3 – Formal consultation

Changing a speed limit is a legal process, so this step is when we show people a

detailed proposed speed limit, which has been developed using the technical assessment and feedback from the engagement stage. During this consultation stage, we ask the public and stakeholders for any additional information that might have an impact on the final decision.

Step 4 – Notification of speed limit change

Once a decision is made based on the submissions from the consultation stage, it is published on our website and an update is sent to anyone who wants to know the decision.

Step 5 – New speed limit on the road

People can expect to see new speed limit signs on the road.

Speed is just one part of the road safety picture

We know speed limits that are safe and right for the road are just one part of a safe road system.

There are a number of 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.

WHAT WE DID

To help fully understand the safety issues on these 11 state highway corridors, Waka Kotahi engaged with iwi and hapū partners, community members, industry and other key stakeholders regarding their views on road speeds.

We held 10 public pop-up sessions, hosted an interactive website where people could share their views and converse with others, made hardcopy feedback forms available and set up a project email. Overall, we received more than 1,162 individual submissions.

Feedback on these corridors was collected between 3 May and 14 June 2021.

Pop-up events

The pop-up events provided the community with an opportunity to find out more about the speed reviews and the [Safe System approach](#), ask questions and share their own insights and concerns about speed and road safety in the area.

More than 410 people attended these events which were hosted by Waka Kotahi technical experts and communications team members, with support from [Far North REAP](#). People who were short on time could pick up information sheets and a feedback form or flyer so that they could find out more and submit feedback using other methods. The ten pop-up events are outlined below:

- Paihia Countdown, Thursday 6 May, 3pm – 6pm
- Houhora Four Square, Friday 7 May, 11am – 2pm
- Kaitaia Pak'nSAVE, Friday 7 May, 4pm – 6pm
- The Old Packhouse Markets, Kerikeri, Saturday 8 May, 8am – 12pm
- Whangārei Otaika Shopping Centre, Saturday 8 May, 3pm – 6pm
- Ōpononi Four Square*, Tuesday 11 May, 11am – 2pm
- Kaikohe New World*, Wednesday 12 May, 11am – 2pm
- Dargaville Countdown, Thursday 13 May, 3pm – 6pm
- Helensville Countdown, Wednesday 19 May, 4pm – 6pm
- Warkworth Countdown, Friday 21 May, 4pm – 6pm



Figure 1: the team at the pop-up event in Paihia

*The location of the Ōpononi event and the location and time of the Kaikohe event was changed following feedback from Far North REAP.

Online platform

People could also provide feedback online via Social Pinpoint, an interactive mapping tool where submitters can drop a pin on the part of the corridor that the feedback relates to.

More than 777 people used Social Pinpoint to submit feedback.

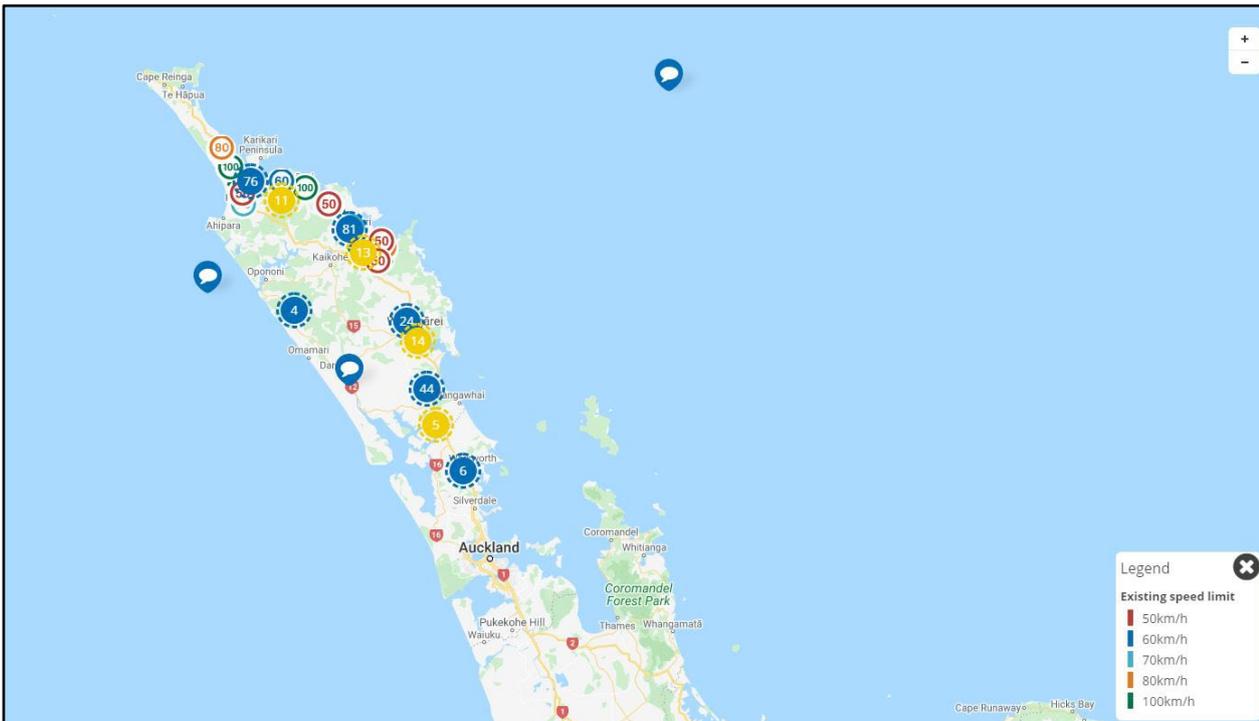


Figure 2: Comments and ideas on Social Pinpoint

Face to face meetings

The project team attended 18 hui with iwi and hapū partners, and met with other stakeholders including local government, industry associations and community groups to understand any concerns and collect feedback. Information from these interactions is summarised in this report on page 7.

How we communicated

We encouraged people to have their say and attend our events by:

- sending emails to our key stakeholders
- sending out e-newsletters to more than 1,200 people on our subscriber database
- publishing media releases
- running more than 370 radio advertisements
- running on-line advertising which more than 103,120 people saw
- running print advertisements in 9 newspapers
- distributing posters and feedback forms to local businesses and organisations
- filming and promoting a [video](#) with Far North District Councillor Kelly Stratford on how Waka Kotahi and the community of Kawakawa worked together to make their roads safer.

Feedback numbers

In total, we received 1,162 comments across the 11 corridors. The following table shows the sources of the feedback.

Source of feedback	Numbers
Social Pinpoint	777
Emails	199
Hard copy feedback forms	23
Pop up events (post-it notes)	163
Total	1,162

What we heard: general public

Across the 11 sections of state highway there were consistent comments supporting reduced speed in places where there are schools, preschools and a high number of people who walk or bike.

We heard comments like:

"I am very concerned about the current speed limit in Maungatapere township. I have young children and crossing the busy road regularly with them with the current speed limit is scary. There is also a school on the start of Mangakahia Road, a rest home, lots of young children and elderly in the area."

There were also those who believed that the current speed limits should remain, or be raised:

"I do not support a reduction of speed limits on State Highway 12. It is a good road with relatively few corners (by Northland standards) and is a vital transport link for efficient

freight and other business connections. Focus should be on further improving the road to raise the limit.”

A high-level summary of feedback heard about each of the sections of state highway is included below and a more in-depth analysis can be found in Appendix A.

State Highway	What you said
SH1 Pukenui to Kaitaia	<ul style="list-style-type: none"> Waterfront Road, Whalers Road, Northward Avenue and Houhora Road were repeatedly raised as unsafe places for speed. Many people felt that they couldn't drive at 100km/h speeds because the roads are too narrow and windy. Locals told us that Kaitaia has grown and that the speeds along the main stretch are no longer safe given the number of businesses turning on and off the state highway. A number of buses and logging trucks use this stretch of road (from Wireless Road to Whangatane Drive). There was support for safer speeds around the local schools and marae, due to the high numbers of children and elderly within these areas. People mentioned that improved signage around marae and schools could be potential solutions. Visitors to urupā in the area reported feeling unsafe due to the current conditions and speed limits.
SH10 Pakaraka to Taipa	<ul style="list-style-type: none"> The community told us that they would support reduced speeds in papakāinga/townships, outside kura/schools, and at high risk locations, but not on the overall state highway. People raised the high crash rate in Northland and the reasons they felt were behind it. There is no lighting at the Kerikeri roundabout, which is seen as a hazard. Safety and enforcement measures are supported. We heard safety concerns for more vulnerable members of the community (children, elderly, pedestrians) and a desire for safer crossing points in Kaeo. Te Reo and marae signage were mentioned as potential infrastructure improvements for the region.
SH11 Kawakawa to Paihia	<ul style="list-style-type: none"> People agreed that the waterfront in Paihia should be 30km/h because there are plenty of children who cross the road. More safety considerations need to be made for tourists. There was support for making this road safer with lower speeds in the high-risk areas and outside schools. There were concerns about safety in the Lemon's Hill area and suggestions that measures such as speed reduction and improved signage would be helpful improvements.
SH1 Kawakawa to Whangārei	<ul style="list-style-type: none"> The pedestrian crossing outside the Otaika Four Square is seen as very dangerous for shoppers and school children. Locals felt a pedestrian activated crossing with lights and a lower speed limit would be an ideal solution. Driver behaviour towards pedestrians on the crossing was seen as concerning. There is support for lower speeds and safety improvements at high risk intersections, areas outside kura/schools, school bus turning bays, and marae. We heard that many of these locations do not have sufficient areas for stopping or turning off. Feedback indicated that there is unsafe access for marae and urupā, especially when tangihanga are on, and people are walking and crossing the road. People queried whether there could be improved signage for marae, schools and culturally significant areas.

State Highway	What you said
SH1 Whangārei to Te Hana	<ul style="list-style-type: none"> • People made requests in relation to road maintenance and upgrades, including for a four-lane highway between Whangārei and Te Hana. • The Ruakākā Residents and Ratepayers Association support current speed limits on the motorway but have previously supported speed reductions on some local roads. They suggested instead investing funds in road engineering, intersections and safety improvements. • Many favoured retaining the existing speed limit, citing concern about a reduction in speed resulting in dangerous driver behaviour. • There was support for lower speeds in high risk locations, and some people said that they would need more information on the proposal to be able to provide more in-depth feedback.
SH15 from SH1 (north of Kaikohe) to Otaika	<ul style="list-style-type: none"> • Locals saw the roads as windy, narrow and with limited places to pass. • Issues were raised about speeds heading towards or over one-way bridges. • There is general support for lower speeds in the region. • We were told that there is concern about speeds outside of kura/schools, urupā and marae, and a desire to have these areas made safer. • There is also concern with the high volume of forestry traffic in the area travelling at the current speeds, adding to the safety fears. • There are a number of people who access key locations along the state highway via walking, and it is too unsafe to do so currently.
SH12 Ōmāpere to Kaikohe	<ul style="list-style-type: none"> • We heard that the roads are too narrow and windy to drive at 100km/h. • The speed along the waterfront is unsafe in certain areas, particularly for pedestrians crossing the road from the shops to the beach. • Locals were concerned about the number of people driving under the influence of drugs and alcohol. • Ongoing communications about changes to speed is important. • The area gets very busy in summer, which was described as a major factor for wanting lower speeds. • Plenty of tourists use this route and there are not a lot of safe opportunities to turn from the state highway into tourist destinations at 100km/h. Campervan convoys often pose a problem given there are limited places for people to safely overtake. • There is support for lower speed limits, especially outside marae and kura/ schools. • We heard that many would like to see the seasonal Ōpononi speed limits changed to permanently lower speeds – the seasonal limits cause confusion. • People told us that some safety solutions might be improved and more culturally appropriate signage outside marae and kura/schools.
SH14 Dargaville to Whangārei	<ul style="list-style-type: none"> • We heard that road maintenance was a key issue for locals. • Speed limit reductions were needed at the SH15/SH14 intersection and around some townships, we heard. • Overall, people said that they were happy with the current speed limit on SH14. • We received a request to factor in the growing population in this area, along with the number of kura/schools and businesses.

State Highway	What you said
SH12 Brynderwyn to Ōmāpere	<ul style="list-style-type: none"> We heard that the roads are too narrow and windy to drive at 100km/h, especially through the Waipoua Kauri Forest. There was also support for lower speed limits around local marae. There was a mixture of feedback received on this section. While the majority of people wanted current speed limits retained some felt speeds through built up business and residential areas should be as low as 50km/h, and others suggested extending the 70km/h sections. Ruawai College Board of Trustees suggests lowering speed around the school due to a nearby bridge and blind corner. They would like the speed reduced to keep the school and their community members safe. People also highlighted areas such as Aranga and Waipoua, where they felt speed limits could be lower to keep everyone safe. Other feedback addressed the road condition, ongoing maintenance, and driver behavior as issues. New infrastructure including passing lanes and a by-pass around Ruawai were suggested.
SH16 Wellsford to Waimauku	<ul style="list-style-type: none"> We heard that the 100km/h speed limit northbound out of Helensville should start further north, past Atlas Road. We also heard that the road between Kaukapakapa and Wellsford is too windy to travel fast. There is support for measures to improve safety outside marae, with many sighting the use of variable speeds outside of kura/schools as an example of best practice. Turning in and out can be dangerous, and unsafe when there are tangi on and people parking or walking. There were a number of sections of state highway which require attention from a safety point of view, especially due to poor visibility, tight corners and high traffic, people told us
SH1 Te Hana to Warkworth	<ul style="list-style-type: none"> There are a number of inconsistencies in the speed limits throughout the area, given the roadworks through Dome Valley and around the Pūhoi to Warkworth project. Respecting the road, the conditions and other drivers was a key issue for a number of the local community. So too are passing lanes which people consider are unsafe or a key area of concern.

Key themes

People also took the opportunity to tell us about other key road safety issues concerning the state highways in Northland and north Auckland:

- we heard concerns about the safety of school children and others who walk and ride bikes on the state highways we're reviewing
- others shared concerns about road maintenance, the enforcement of speed limits, passing opportunities and driver behaviour including concerns about drug and alcohol use
- we also heard that there need to be better considerations and safety solutions for tourists
- the community were keen to hear more about driver training and licensing
- local iwi told us that they'd like to see safer crossing points, as well as infrastructure and safety improvements.

There was both support and opposition for reducing speed on the highways.

"Vehicle accidents occur every year on the stretch of road on SH1 between Affco, Moerewa and the Kawakawa Three Bridges. We have already had three accidents this year, with

a fatality. Our whānau who live here are usually the first to respond to accidents until emergency services arrive. In some instances our whānau have been present and providing comfort to those who were dying at the scene. Whānau suffer emotional trauma and stress in these situations.”

“The road from approximately here through to Kerikeri in the North is appalling, but really it starts from the Brynderwyns and goes all the way North. Uneven, poorly kept and repaired, potholed. It's not always speed that causes accidents, poor roads do too, and Northland roads are badly neglected and poorly maintained. No wonder politicians fly everywhere. Northlanders feel completely overlooked when it comes to improved roading.”

The **Ruawai College Board of Trustees** outlined their concern with the current speed limit of 80km/h by Ruawai College on State Highway 12:

“Our fear is that it will take an injury/death before any changes are made. We have witnessed many close calls and near misses and we feel it is only a matter of time...Our tamariki are our taonga and we are asking that the speed limit get reviewed as soon as possible.”

Similarly, the **Maungatapere School Board of Trustees** advocated for reduced speed limits and improved road safety for their school, located within 100m of the intersection of State Highways 14 and 15:

“While the speed limit on our main school boundary is 50km/h, most vehicles are travelling much faster as they drive past. This includes the high number of heavy vehicles and logging trucks now using SH15.

Our students walking and cycling within our community are at considerabl[e] risk of accident and injury when trying to cross the roads and intersections.”

The general public told us that the condition of the roads is a key issue.

“The roads in Northland are in a terrible condition and in much need of repair. Money would be far better spent in fixing the roads instead of reducing the speed limit (which won't fix the road conditions!).”

Some Waka Kotahi responses to feedback

Feedback on speed limits and passing lanes

- A number of communities have expressed their concerns regarding high speeds through their townships. This is affecting safety and the ability to access businesses, schools, marae, community venues and homes. By reviewing these speeds, we hope to resolve these concerns.
- Under the Government's Tackling Unsafe Speeds package, there is an intent to put in place safer speed limits around schools to enable more children to walk or cycle to school.
- Speed limits that are safe and appropriate have been shown as one of the best things we can do to prevent people being killed or seriously injured on our roads. Even when speed doesn't cause the crash, it's what will most likely determine whether anyone is killed, injured, or walks away unharmed from that crash.

Feedback on road condition and maintenance

- Waka Kotahi is responsible for approximately 11,000km of state highway network across New Zealand. When we are considering how best to maintain our state highways, our top priority is safety and resilience.
- Speed reviews are just one of several road safety improvements that Waka Kotahi is investing in on Northland roads. Over the last three years, Waka Kotahi has completed a number of substantial road safety improvements in Northland including new roundabouts at dangerous intersections like Kawakawa, Waipapa and Puketona Junctions, and proposed roundabouts at SH12 Rawene and SH1/Matthews Ave, Kaitaia, new two lane bridges at Matakohe and Taipa replacing single lane bridges and removing tight corners/adding passing lanes at Akerama.
- A total of \$751 million is forecast to be invested in Northland in the 2021-24 National Land Transport Programme (NLTP) period. This investment includes \$344 million for maintenance and operations and \$103 million for Road to Zero investment.
- There will be significant investment in a number of speed and infrastructure improvements along prioritised state highways (particularly along SH1 and SH10) and local roads.
- \$4 million will be spent throughout Northland to improve safety across a number of corridors to reduce annual deaths and serious injuries (DSI) by 10.
- We are working to optimise our maintenance and renewal work at a time when there is a finite amount of funding available and growing demands on the roading network. Our investment will target areas with the greatest needs, focusing on maintaining high-risk areas and those where there are the highest traffic volumes.
- This means we will prioritise routes which are critical for getting goods to market and keeping communities connected, with less maintenance on feeder routes.

What's going to happen next?

Changing speed limits is a legal process and there are numerous steps we must follow under the [Speed Management Guide](#) and the [Setting of Speed Limits Rule](#).

We've read all the feedback you have provided during this engagement phase. We are using these insights along with the technical analysis to finalise our recommendation for what the safe and appropriate speeds should be for these sections of state highway. The next step will be to commence the required formal consultation with our recommendations. It is expected that the announcement of the consultation dates will be made shortly.

The consultation will give locals, and others who are interested and affected, an opportunity to let us know if there are any other factors that we should consider when making our decision on the safe and appropriate speeds.

Information on this speed review, including future consultation, can be accessed via our website:

[Consultations | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](https://www.nzta.govt.nz/consultations)

A

Appendix A – summary of public feedback



SH1 Kawakawa to Whangārei

Area	Key feedback received
Kawakawa	Feedback indicated mixed sentiment for retaining or changing speed limits in Kawakawa. Some comments supported retaining the existing 100km/h speed limit and others requested reductions in specific areas, namely Kawiti Cave turnoff, Affco to 241 State Highway 1, and Otira Road before Kingy to Pokapu Road.
Waiomio	Most feedback on speed limits wanted the existing 100km/h speed limit retained. There was concern raised over the existing road condition and current maintenance. Other notable themes were centred around driver behaviour and attitude, Miria marae and the desire to have 80km/h from Kawakawa marae. Safety improvements such as a footpath, crossing point and rumble strips were also highlighted as potential measures.
Maromaku	There were concerns raised here about the road condition and level of maintenance, and driver behaviours. We heard that there was support for safety improvements at the Maromaku/Callaghan Rd turnoff, but also to retain the existing 100km/h limit.
Towai	<p>Most supported retaining the existing 100km/h speed limit with specific concerns raised about safe private access to driveways south of the Towai pub. Other concerns included driver behaviour, attitude and road condition.</p> <p>We heard that there was support for 80km/h here due to it being a high-risk intersection, with a pub, school buses stopping, and no signage.</p>
Akerama	There was preference to either retain the existing speed limit or focus on road condition and existing road maintenance. Limited support was given to increasing the posted speed limit.
Hūkerenui	There was consensus to retain the existing speed limit with focus given to road condition and maintenance. No support to lower speed limits was received.
Waiotu	A majority supported retaining the existing speed limit of 100km/h with suggestions to improve road quality and carry out adequate road maintenance. There was a small amount of support to reduce the posted speed limit.
Whakapara	A mixed response was received for the Whakapara area. Support contrasted between maintaining the existing speed limit and reducing it. Some concern was raised over road conditions.
Waro	Most supported retaining the existing speed limit for the Waro area. Significant concern was raised over driver behaviour and attitude, and limited concern on road maintenance. No support to reduce the speed limit was received.
Hikurangi	A majority of respondents did not support a speed reduction. Instead, concern was centred on road condition, current road maintenance, and driver behaviour and attitude.
Kauri	There was a mix of comments from respondents. Comments were largely centred on the retention of the existing speed limit and improving the overall

Area	Key feedback received
	road conditions. Limited support was received to increase the posted speed limit and one comment highlighted the need for increased enforcement.
Okaihau	Limited support was given to reducing the posted speed limit. This was centred on the safe movements of vehicles entering and exiting private accessways. Some support was given to retaining the existing speed limit.
Otangarei	There were two responses received for the Otangarei area. These responses supported the reduction in speed limit immediately north of the traffic lights.
Whangārei	Support was split evenly between maintaining and reducing the existing posted speed limit. We received recommendations to reduce speed limits on Ngunguru Road and Kamo Hill. Respondents also acknowledged the necessity for increased road maintenance.
Entire Route	Some comments relating to the entire route were received. These referred to road conditions and maintenance requirements, alongside a mixture of maintaining or reducing posted speed limits along the entire route. Feedback was received about the need to make it safer for school buses picking up and dropping off kids.

SH1 Pukenui to Kaitaia

Area	Key feedback received
Pukenui	Concerns were raised about the road condition and maintenance in this area. Notable speed reduction requests were made for Raio Bridge, Whalers Road, Houhora Road, Pukenui Village, and Pukenui to Waipapakauri.
Motutangi	Feedback was limited to retaining the existing 100km/h speed limit and improving road condition through increased maintenance. One comment on driver behaviour was received.
Waiharara	There was mixed support to both retain and reduce the existing speed limit with one comment referencing driver behaviour and attitude.
Waipapakauri	Preference was given to reducing the posted speed limit in the Waipapakauri area with multiple comments noting the road surface is slippery when wet. Some support was given to improving road conditions and ongoing maintenance.
Waimanoni	We heard support for lower speeds here. We also noted marae and events such as tangihanga, and a kōhanga reo with school buses stopping.
Awanui	One response was received regarding driver behaviour and not in support of reducing the speed limit.
Kaitaia	There was a mix of feedback that supported and did not support a reduction on the posted speed limit, and efforts to address road conditions and ongoing road maintenance. Requested speed reductions included but were not limited to: Pak'nSAVE to Wireless Road, Ruaroa Road, near Aaphoua Road, and Taipa Kauri Pona Hill. Some support to retain the existing speed limits was received.

Area	Key feedback received
Entire route	There was more feedback in support of retaining the existing speed limit of 100 km/h and a desire to improve the condition of the corridor. Concerns were also raised about driver behaviour being an issue.
Other	We received feedback wanting safety improvements and a reduction in speed limits in Ngataki with kura/schools, marae and community events. Others told us that they wanted lowered speeds approaching and at Cape Reinga.

SH1 Te Hana to Warkworth

Area	Key feedback received
Wellsford	There was a mix of feedback received for Wellsford in support and not in support of reducing the posted speed limit. There was concern over an existing pedestrian crossing that causes congestion issues.
Wayby	Feedback for Wayby was a mix of those who do and do not support a speed reduction. Comments were made specifically about wanting more consistent speed zones and concern around improving road conditions and ongoing maintenance.
Warkworth	Of those who commented on Warkworth, a speed reduction was supported along with one comment relating to road condition and maintenance, and a concern about the increase in logging trucks in the area.
Entire route	Feedback relating to the entire route varied, with a mix of those who do and do not support speed reductions. Requests were made to fast track the motorway extension and correct driver behaviour.

SH1 Whangārei to Te Hana

Area	Key feedback received
Otaika	There was a mix of comments received in relation to the road condition and driver behaviour, there were also two comments requesting that roundabouts be introduced to the area.
Puwera	A single comment was made on this section which supported a speed reduction between the state highway and Maungakaramaea Road intersection and the beginning of the 60km/h zone south of the Rewa Rewa Road intersection.
Oakleigh	Of the comments received there were more comments not in support of a speed reduction. Other concerns raised included the condition of the road, ongoing maintenance and driver behaviour.
Mata	Commentary on this section related to poor road conditions/maintenance and concerns over driver behaviour being the key issues to solve rather than lowering the speed limit. Of those in support of a speed reduction,

Area	Key feedback received
	suggestions were made to lower the speed to 80km/h with other suggestions of 90km/h.
Ruakākā	The main issues highlighted for this section were poor roading conditions and the need for greater maintenance. Concerns over driver behaviour were again noted. Comments in relation to speed change were mixed between support and no support. Where support for a reduction to speed was indicated, safety for school students (cycling and pedestrians) was cited.
Waipu	Reduction of the speed limit was less supported in this area. Road conditions and a lack of maintenance were cited as a key issue. Northland roads were commented as being some of the worst in the country. Suggestions of four lanes and the need to keep 100km/h were common.
Brynderwyn	A mixture of feedback was provided about a change of speed limits to this section of road, with some saying it should be 100km/h while others feel 80km/h is safer and couldn't be traversed faster on either the uphill due to steepness or downhill due to safety. Road conditions and the need for maintenance was a key theme.
Kaiwaka	There were more comments made about not supporting a speed reduction, than supporting it. Road conditions and the need for maintenance was a key theme.
Topuni	There was a mix of those who would and would not support a speed reduction. Comments were also made regarding road conditions and the need for maintenance.
Te Hana	A mixture of feedback was provided about a change of speed limits to this section of road with some noting it should be 100km/h with others suggesting it be reduced. Increasing to four lanes was mentioned.
Entire Route Comments	There was one submitter who commented that driver behaviour was the issue, and that lowering the speed will just encourage bad behaviour from impatient drivers. They do not support reducing the current posted speed limit.

SH10 Pakaraka to Taipa

Area	Key feedback received
Taipa	There were more comments not in support of a speed reduction. Those who did not support the reduction had concerns about the condition of the road being the issue, and driver behaviour. Comments in favour of a reduction in speed were in support of this happening around the school and built up areas.
Coopers Beach	Two comments were received on this section citing support for a speed reduction to extend the 60km/h section to Colonel Mould intersection and noting safety hazards just south of the bridge.

Area	Key feedback received
Mangōnui	One response was received on this section which cited support for reducing the speed limit, noting that the 60km/h speed zone should be extended to the Colonel Mould intersection, approximately an extra 700 metres.
Oruaiti	There were two responses received in relation to this area. Comments supported retaining the existing speed limit, as drivers should be driving to the conditions, a request for more passing lanes and a comment praising the school zone flashing lights.
Pupuke	Road conditions with respect to a lack of passing lanes combined with poor driver behaviour were cited as the key issue. It was noted that reducing the speed would not help these issues.
Kaeo	Support for reducing the speed and needing an increase in warning signage were the common responses to this section of road. Reduced speed in school zones was noted as important. There was also support for safer crossings and footpaths for pedestrians, and more safety treatments and signage to make the village safer. Those that do not support a speed reduction cite that the key issue is driver behaviour rather than speed limits. Several comments were made regarding road conditions and the need for maintenance.
Kapiro	There were two responses received. A reduction to speed was not supported with driver behaviour cited as an issue.
Waipapa	There were more comments not supporting a speed reduction to this section of road. The nature of poor roading conditions and the need for improvements and maintenance was a common theme. There was support for additional entry signage coming into Waipapa.
Kerikeri	Those who provided feedback on Kerikeri were all supportive of a speed limit reduction. Safety in residential areas and around school zones was commonly cited.
Puketona	There was a mix of comments, with an overall lack of support to reduce the speed limit for this section of road. Poor roading conditions/layout were cited as the key reasons. People noted the need for consistency in speed limits here, and a desire for it to be lower at the roundabout.
Oromahoe	Of the four respondents there was a mix of those who would and would not support a speed reduction. Comments were made regarding road layout and driver behaviour, while those who supported cited pedestrian safety around the school.
Pakaraka	There was a mix of responses supporting and not supporting changes to the speed limit. Those who wanted a reduced speed cited safety around the school. The non-supportive comments cited poor roading conditions, layout and driver behaviour as the key issues rather than speed.
Entire Route Comments	General comments provided in relation to the entire route were more in opposition to reducing the speed limit, with comments citing poor roading layout, conditions and the need for improvements and maintenance.

SH11 Kawakawa to Paihia

Area	Key feedback received
Kawakawa	Limited comments were received on this section with two respondents opposing a reduction to the speed limit. A corresponding comment relating to road conditions was raised as the key issue, while concerns with the backroads throughout Kawakawa were raised.
Opua	Two responses were received on this section which supported a reduction to speed. Key issues relating to the safety of school children, speed, a lack of protection for pedestrians and blind corners were raised in detail within the comments.
Te Haumi	One comment received supporting a speed reduction. The comment cited a blind spot at the bottom of the hill.
Paihia	Of those who responded, there was support for reducing the speed limits. Supporting comments also noted to include safety features including early warning signage and a mirror on top of Paihia Hill.
Entire Route Comments	There were a mix of comments from respondents. Some comments related to requests for passing lanes and signage, concern over damage from trucks, and not supporting a reduction in the posted speed limit. Others noted concerns about safety in the Lemon's Hill area and measures which would be supported to improve safety, including speed reduction and better signage.

SH12 Brynderwyn to Ōmāpere

Area	Key feedback received
Maungaturoto	There was mixed feedback to retain the existing speed limit and address driver behaviour. Specific respondents requested the speed limit be reduced to 50km/h when passing by Fonterra through the town's business and residential area. Some respondents highlighted the need for ongoing road maintenance to lift the overall road condition.
Huaru	Of the two responses received for Huaru, these related to road conditions and maintenance, and support to retain the existing speed was limited. No requests to decrease the speed limit were received.
Paparoa	Of the three responses received, they were a mix from those who had concerns about the road conditions and who did not support a speed reduction.
Matakohe	Respondents primarily highlighted the need to increase road maintenance and overall road conditions. Feedback showed that people were generally against reducing the speed limit but considered it an option as a direct response to poor road conditions.
Hukatere	Of the three responses provided for Hukatere, there was concern raised over driver behaviour and support for a speed reduction.

Area	Key feedback received
Ruawai	Of the three responses, there was no support received for reducing the existing posted speed limit, there were concerns raised about road conditions, and one request to create a bypass around Ruawai.
Raupō	One response was received which highlighted driver behaviour in the area.
Naumai	Of the three responses, no support was indicated for a speed reduction but instead the need for road maintenance to improve the road conditions.
Tokatoka	Of the five responses, no support was indicated for a speed reduction but instead the need for road maintenance to improve the road conditions.
Arapohue	There was a mix of feedback received with more supporting the retention of the existing speed limit. Other feedback addressed road conditions, ongoing maintenance and reducing the road speed limit.
Turiwiri	The one response received did not support a reduction in the existing posted speed limit.
Parore	For the Parore area, preference was given to retaining the existing speed limit with zero respondents requesting a speed reduction. Road condition and maintenance was also raised by submitters.
Kaihu	<p>Of the responses received for Kaihu, some support was given to retaining the existing speed limit; road condition and maintenance was also raised. The speed limit is currently 100km/h through Kaihu, but there is also support for it to be lowered due to the local township and pedestrians.</p> <p>Taita marae has many large tangihanga and there are concerns that the current conditions don't align with having these events safely. There is support to improve road safety so that these events can take place securely.</p>
Ahikiwi	One respondent raised concern over driver behaviour.
Aranga	Of the two responses received, they supported a speed reduction.
Waipoua	Of the two responses received, there was support for a speed reduction through Waipoua Forest, as the current 100 km/h limit was too high.
Waimamaku	<p>One respondent requested that the existing speed limit be retained.</p> <p>There are safety messages and support for some threshold signs to make the village more obvious as you approach it.</p>
Waiwhatawhata	Support for lower speeds and signage – to make it safe for people walking between the church and the marae.
Entire Route	Concern was raised about the current road conditions and there was a small amount of support for either reducing the speed on the open road areas, or for only reducing the speed in built-up areas.

SH12 Ōmāpere to Kaikohe

Area	Key feedback received
Ōmāpere	Of those who provided feedback, there was support for speed reductions. Other comments also related to the need for enforcement and police presence. Concerns over driver behaviour were also apparent.
Rawene	Of the two respondents, they supported a speed reduction in the Rawene area. No support to retain the existing speed was received.
Ōpononi	<p>Of the responses received, they all supported reducing the existing speed limit. Comments were also made to increase the road maintenance, to lift the overall road conditions.</p> <p>Feedback received in partnership with iwi was largely in support of reducing the overall speed limit.</p> <p>The Ōpononi and Ōmāpere Residents and Ratepayers Association (OORRA) supported a reduction in the posted speed to 30km/h between the Four Square to Ōpononi Hall, and from the top of Pakia Hill to Ōpononi Four Square.</p>
Pākanāe	<p>Respondents primarily highlighted the poor road conditions resultant of maintenance deprivation. Specific requests included road hazard signage.</p> <p>The OORRA supported a reduction in the posted speed limit between Ōpononi Hall to Pākanāe Gorge Road.</p> <p>We were told that there are often people crossing over the road for tangihanga at the Pākanāe marae, so safety measures need to be put in place.</p> <p>There is support for the speed limit to be lowered before the bridge near the marae – to after the Morman church – as the bridge limits visibility.</p>
Whirinaki	<p>Of the two responses received, they raised concern over driver behaviour and did not support a reduction in speed.</p> <p>The OORRA supported a reduction in the posted speed limit to 70km/h from School Road to Koutu Loop Road.</p>
Waima	The OORRA provided the only feedback for Waima. They requested a speed reduction to 70km/h for 400m on either side of the school.
Taheke	<p>Of the four responses received, they did not support a reduction in the posted speed limits. A specific request was made to reduce open road speed limits to 80 km/h with urban speed limits being retained at 30km/h.</p> <p>The OORRA supported a reduction in speed at Taheke to 70km/h between the marae and Horeke Road.</p>
Kaikohe	Of those who responded to speed reviews in the Kaikohe area, there was a specific request for a reduced speed limit between Ohaewai Township and Kaikohe.
Entire Route	There was a mix of comments supporting and not supporting a speed limit reduction. Comments also noted driver behaviour and road conditions as issues.

SH14 Dargaville to Whangārei

Area	Key feedback received
Awakino Point	There was more support received for reducing the speed limit than retaining it. Other speed reducing measures such as gateway treatments, signage and speed bumps were suggested.
Hoanga	Feedback received for Hoanga was varied. It included requests for improvements to the road conditions and a mix of those who do and do not support speed reductions.
Tangowahine	Preference in the Tangowahine area has been given to improving road conditions and carrying out increased maintenance. There was a mix of support to both retain and reduce the existing speed limit.
Wheki Valley	Mixed responses were received for the Wheki Valley area. There was a mix of those who supported retaining and reducing the existing road speed limit. Concerns over driver behaviour and road conditions were also raised.
Kirikopuni	The issue most often raised was in relation to the condition of the road needing to be improved via maintenance. Additionally, there were more who did not support any speed reductions, along with voicing concerns about driver behaviour and truck volumes.
Tangiteroria	Feedback for Tangiteroria suggested road conditions and driver behaviour need to be addressed. Respondents did not support a speed reduction, and this was linked to the afore-mentioned issues.
Maungatāpere	<p>We received more than 58 responses from local residents and the Board of Trustees of Maungatāpere School who strongly advocated for reduced speeds in their area, which is within 100m of the intersection of State Highway 14 and State Highway 15. While the speed limit outside of the school is 50km/h, we heard that people travel much faster than this. There are also several students walking and cycling to school and doing so safely is a priority.</p> <p>From the responses received there was more preference given to reducing the speed limit and improving the road conditions on this section of State Highway 14. There was support for safety improvements, especially at the State Highway 14 and State Highway 15 intersection. Some concern was raised over driver behaviour and the absence of enforcement or police presence.</p> <p>A specific request was made for cycle lanes or shoulders on the roadside to facilitate safe cyclist passage.</p>
Whangārei	All six respondents supported a reduction in the speed limit with some also addressing road condition and maintenance concerns. Specific speed reductions were also requested in the area.
Maunu	Of the responses relating to Maunu, there was no support for retaining the existing speed limit. There were also specific comments requesting slower speeds outside schools.
Entire Route	The most common concern raised by respondents related to the condition of State Highway 14. Road conditions appear to provide reason for people

Area	Key feedback received
	requesting a reduction in posted speed limits. Truck volumes and driver behaviour were expressed as an issue over the state highway network.

SH15 from SH1 north of Kaikohe to Otaika

Area	Key feedback received
Kaikohe	Responses to this section of road were mixed between supporting and opposing changes to the speed limits. Conflicting comments from submitters were received with respect to road conditions. Those opposing the speed changes indicated the road was in good condition with minimal houses adjacent, and is a main route. Those in support of reducing the speed noted lots of winding sections, a number of logging trucks and impaired road signage.
Tautoro	<p>One submitter commented on this section of road and indicated support to reduce the speed limit, citing safety for school children.</p> <p>We heard that there was support for lowered speeds with many shops, kura/schools and marae all being negatively affected by the current conditions. Safety infrastructure is also supported in the form of marae signage, footpaths and variable speeds outside marae and kura/schools.</p>
Awarua	The two responses received did not support a speed reduction and saw driver behaviour as the main issue.
Twin Bridges	There was one submission received indicating opposition to speed reduction. No further context was provided.
Nukutawhiti	<p>Two submissions were received indicating opposition to speed reduction. Comments noted that there is no reason to reduce speed limits on SH15.</p> <p>There was also support for lowered speeds on this corridor, and improving safety outside marae. Entry and exits from marae were identified as being unsafe.</p>
Parakao	<p>There was one submission received indicating opposition to speed reduction. It commented that there is no reason to reduce speed limits on SH15.</p> <p>There was also support for lowered speeds along this corridor and improving safety outside marae. Entry and exits from marae were identified as being unsafe.</p>
Poroti	<p>Two responses were received for this section of road which were mixed between supporting and opposing changes to the speed limits. Supporting comments indicated that any stretch which is not three lanes should be 80km/h. An opposing comment noted that there are very few accidents and that the emphasis should be on good roads, not lower speed limits.</p> <p>We were told that there is support for lowered speeds along this corridor, especially in the village and leading up to it.</p>
Maungatapere	Of those who provided feedback relating to this area, there were more in support of a reduction to the speed limit. Key issues raised were private property access, pedestrian safety (young and elderly) and the ability to cross a busy road within the town village which is frequently used by heavy

Area	Key feedback received
	trucks. People suggested lowered speeds from 80km/h down to 50km/h. Substandard road conditions were noted, with no pedestrian or cycle facilities, and hidden driveways.
Entire Route Comments	Of the two responses received, there was one comment not supporting a speed reduction and one comment about issues on the state highway regarding road debris from logging trucks and the visibility of existing signage.

SH16 Wellsford to Waimauku

Area	Key feedback received
Wellsford	<p>Of those that provided feedback, most did not support the speed reduction, and some supported a speed reduction.</p> <p>One opposing submitter specifically commented that reducing the speed limits will create frustration for drivers. Ambulances can only travel 30km/h over the posted limit under lights/siren so response times will be further delayed to remote areas.</p> <p>We noted specific commentary that supported a reduction in speed, including that the whole of SH16 should be a max of 80km/h and 50km/h in the towns. Other feedback noted that the current speed limit is too high to match current road conditions and layout.</p>
Tauhoa	Of those that provided feedback, most did not support the speed reduction as they stated that the existing speed limit was fine. Of the four people that did support a slower speed, two of these did so because the area is windy and narrow with a steep bank off the edge.
Mangakura	All four comments received opposed a reduction to the speed limit, noting that the current speed limit is fine.
Glorit	<p>Of those that provided feedback, most do not support a reduction to the speed limits.</p> <p>Most of the corresponding comments cited that a lack of maintenance is making the roads dangerous due to deteriorating surface conditions. This feedback was the same for those that supported a speed reduction, they did so due to the road condition. It was also noted that slowing the general public to the same speed as heavy vehicles will result in an additional hazard, and that extra passing lanes will be required.</p>
Kakanui	<p>Responses to this section of road were mixed between supporting and opposing changes to the speed limits. Those that supported a speed reduction cited issues with the road conditions (sinking/slumping pavement and potholes) and driver behaviour. Those opposing the speed reduction suggested an increase in speed and the need for additional passing lanes.</p> <p>There are concerns with visibility in the area, especially with papakāinga and urupā in the area, posing a safety concern.</p>
Kaukapakapa	There were many responses received for this section of road, with more opposing a reduction in speed. For those in support of a speed reduction, comments were made that the speed limit should be further reduced to 60km/h – 50km/h. Others also commented that these speed reductions should be extended between Henley Road and Kaukapakapa Village.

Area	Key feedback received
	<p>A high proportion of comments related to pedestrian safety, particularly school children, and noted an increase in the pedestrian population due to town growth. It was also noted that the peak road intersection is very busy and on a blind corner.</p> <p>It was referenced in several submissions that a vote by the Kaukapakapa Residents and Ratepayers Association supported a reduction from 80km/h to 60 km/h. Other supporting comments cited unsafe road conditions and roading layout that need to be addressed.</p> <p>There were multiple standalone comments noting that the roading surface has deteriorated significantly. Mainly general comments were provided in opposition to the reduction of speed limits. One submitter noted to leave it at 80km/h otherwise trucks won't make it up the hill without holding the traffic up further.</p>
Makarau	<p>More responses did not support a reduction to the speed limit than supported it. Several submitters commented on the road conditions and the need for maintenance to address potholes and foundation slumping. Passing lanes were highlighted as a need.</p> <p>Reasons for supporting a speed reduction cited poor roading conditions and driver behaviour.</p>
Helensville	<p>Many responses were received for this section of road. Both supporting and opposing comments were relatively balanced with the number of submitters supporting a reduction to the speed limits being slightly lower than those opposing a reduction.</p> <p>Supporters suggested the speed limit should be reduced to 50km/h while through Helensville town centre it should be 30 km/h.</p> <p>Multiple comments suggested continuing 50 km/h on Mill Road right to the roundabout. There was commentary around the high number of trucks traversing the town centre at speed being unsafe to pedestrians and reducing the amenity of the town. Multiple reduced speed corners are noted and that vehicles consistently cut these corners inside and out. Opposing comments to the speed reduction were predominantly generic noting the speed limit is fine and no change is required.</p>
Wharapapa	<p>Of those that responded, most opposed a reduction to the speed limit. One response noted road conditions and maintenance as a concern, and many overtaking causes.</p>
Woodhill	<p>Of the small number that responded, more were opposed to a reduction in speed, but specific concerns were raised by one submitter who supported a reduction in speed north of Restall Road. Concerns were also raised about the general road conditions.</p>
Waimauku	<p>There were more comments not in support of a speed reduction with concerns raised around the current road conditions. There was one comment suggesting 'slow down' signage would be appropriate by the marae.</p>
Whenuapai	<p>There were several requests for cycle lanes along the state highway, a couple of comments about road conditions and maintenance, and support for reducing the speed.</p>

Area	Key feedback received
Dairy Flat	The comments received were opposed to a speed reduction.
Huapai	More comments were opposed a speed reduction than supported it.
Kumeū	<p>A reasonable balance of comments with slightly more in opposition to changes in speed. Concerns were raised over roading conditions, driver behaviour and cyclists.</p> <p>Multiple supporting comments noted that more traffic is now using Old North Road and bypassing Kumeū. We heard that there needs to be a plan that includes the bigger picture (with alternate routes).</p> <p>A lack of shoulder on the road makes it unsafe at 80km/h. In spring and autumn, sun strike is a real threat, especially to cyclists who have no shoulder to ride on. People told us that there is a lack of cycle paths. Driver behaviour was noted as being linked to taking diversions and vehicle racing.</p>
Riverhead	Of the comments received, there was support for the speed to be returned to the previous limit. One comment detailed that the Old Railway Road needs a roundabout as it is high speed and is so busy now that safe access onto Old North Road or Coatesville Riverhead Highway is prevented.
Coatesville	More respondents opposed a reduction in the speed limit, stating that it should be returned to the previous speed limit. The one supporting comment noted that a roundabout is needed on SH16/Coatesville-Riverhead highway. 80km/hr means risking life pulling in/out of Coatesville-Riverhead highway.
Entire Route Comments	Of the responses received, there were more opposed to reducing the speed than there was support for SH16. Those that did support a reduction in speed commented that having a maximum speed limit of 80 km/hr and 50 km/hr in towns, and 30 km/hr near schools would be an improvement. People across the region told us that they were concerned about safety outside marae, with many saying that they support lowered speeds, whether using variable speed limits or reducing the overall speed limit, to improve safety. Driver behaviour and the condition of the roads were also a concern.