

Statement of Proposal Speed Limit Reviews - Russell-Kororāreka Catchment Area

Introduction

The Council is proposing a new Interim Speed Management Plan for the Russell-Kororāreka catchment area in accordance with the Setting of Speed Limits Rule 2022, as amended. This Interim Speed Management Plan is part of an ongoing programme to review speed limits on the district's roads.

The Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Far North District (except State Highways). This document includes information on the proposed new speed limits in the Russell-Kororāreka area, including the reasons for the proposals. Additional information can be obtained from Councils website at www.fndc.govt.nz/haveyoursay

The area the SOP covers includes:

- Russell-Kororāreka
- Ōkiato
- Kāretu
- Waikare
- Rāwhiti

Before making any final decisions, we'd like to know your views. The closing date for submissions is 8 November, 2024. Further information on how to make a submission is included in this document.

Reason for the Proposed Amendments

Council, as the Road Controlling Authority are reviewing speed limits across the Far North District with the goal of setting safe and appropriate speed limits that will reduce fatal and serious injury crashes. The proposed changes to speed limits also take account of the changing road environment, including the volume of traffic as well as current and planned development.

In response to changes in the road environment, including new development; increased traffic; the construction of new walking and cycling facilities; along with an assessment of the safe and appropriate speed for the road environment and other road safety factors; Council is proposing to amend speed limits in the Russell-Kororāreka catchment area by creating an Interim Speed Management Plan. The primary reasons for the proposed amendments are:

- To better match the road speed limit with the wider road environment to lower the potential for fatal, serious injury and minor crashes.
- To respond to a changing environment, including existing, new, and planned developments.
- Address increased traffic volumes.
- Lower the potential for fatal and serious injury crashes, including those involving pedestrians and cyclists by providing for a safe and appropriate speed limit.
- To meet new speed limit requirements around schools.
- Address community requests to investigate speed limit changes

Changing speed limits is the first step in addressing the fatal and serious crashes. As budget allows, additional infrastructure such as shoulder widening, roadside barrier, centreline barrier and/or additional footpaths or cycle facilities may be implemented to support a higher speed limit.

Will it take longer to get where I am going?

In most cases, the average driver will get to their destination in about the same time that they are now. This is because the actual speed that you drive on a road is often much slower than the posted speed limit. People who travel at an unsafe speed, whether or not they are exceeding the speed limit, may experience a small increase in journey time, but for many journeys, this will be measured in seconds rather than minutes. Further information on travel time changes and the economic impact can be found here:

Corridor Summary	Length (km)	Current Travel Time (min)	Estimated change in travel time (min)
Ōkiato-Russell	7.3	7	1
Waikare Road (SH to Russell-Whakapara)	32.1	39	1.5
Russell-Rāwhiti	23.1	26	1.75

The table below shows the benefit summary of the proposed implementation. This table accounts for the disbenefit of changes in travel time cost throughout the entire catchment area as well as benefit cost in reduction of injury crashes.

Benefit	Annual value (first year)	10-year present value
Change in Travel Time Cost	-\$1.0M	-\$8.3M
Change in Social Cost of Injury Crashes	\$2.1M	\$16.3M
Net Benefit	\$1.1M	\$8.0M

Proposed Changes

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

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

In most cases, the proposed new speed limits on open roads will reduce to either 60 kph or 80kph because our roads do not meet the safety standards of a higher speed limit. We are seeking feedback on the both the proposed 60kph and 80kph limits on our major routes. The proposed speed limits on unsealed roads will be generally lower than that of a sealed road.

Within our coastal communities, we are proposing slower speed limits of 30kph for most residential streets due to the high number of pedestrians and/or access to beaches and recreational facilities. This is intended to provide a safer road environment for the residents and visitors to those communities.

School Speed Limit Zones

The Setting of Speed Limits Rule 2022 requires us to set a 30kph speed limit (either permanent or variable) outside all urban schools and those schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school. The requirement applies to all urban schools and some rural schools and are classified as Category 1 schools under the Setting of Speed Limits Rule. Rural schools where there is no active use of the road environment by student pedestrians, can only have a speed limit of 60kph or less. These schools are categorised as Category 2 Schools. There are proposed changes to the current rule by the Ministry of Transport to require all schools to have a variable rather than a permanent speed limit outside the school

gate. We would like your feedback on permanent versus variable school speeds noting that the 2024 Speed Limit Rule requires most school speeds to be variable.

The following schools are within the review area:

- Russell School – Category 1
- Kāretu School - Category 2
- Te Kura o Waikare – Category 2

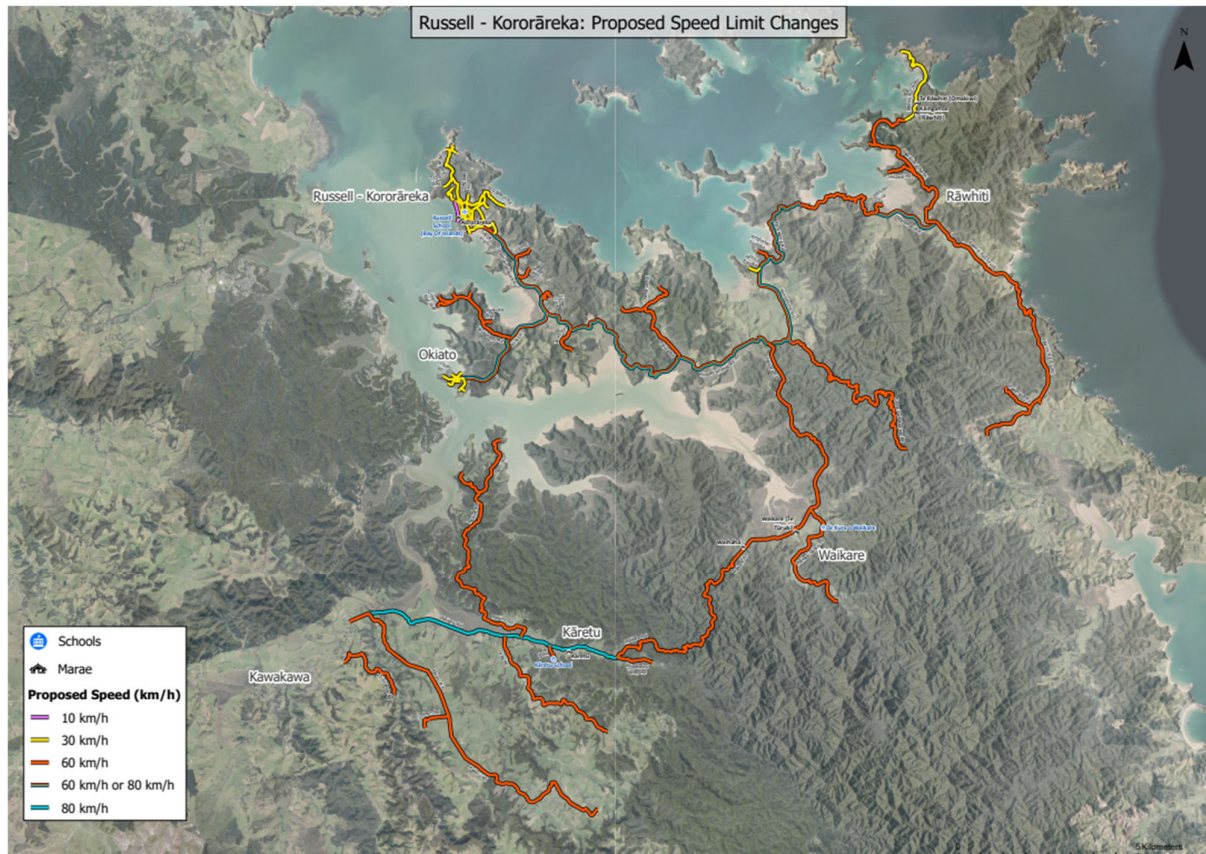
Review Area

The review area includes the following:

- Russell-Kororāreka
- Ōkiato
- Kāretu
- Waikare
- Rāwhiti

Figure 1: Russell-Kororāreka Review Area

Note: Some road names have not been included in the map as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.



Summary of Proposed Speed Limits & Changes from Ministry of Transport

In the Far North District Council's capacity as the Road Controlling Authority (RCA), we are proposing the following amendments to the posted speed limits within the Speed Review Area as set out in the table and map below. It should be noted that private roads and State Highways are outside the jurisdiction of the Far North District Road Controlling Authority; and are therefore not included.

Since the original publication of the Statement of Proposal, The Ministry of Transport released the 2024 Setting of Speed Limits Rule. The revised table notes that 30 kph speed limits are no longer allowed under the Rule and, for the most part, will be replaced with 40 kph speeds. The table indicates the road type, current posted speed, the proposed speed limit and the speed under the 2024 Setting of speed limit rule.

ROAD NAME	ROAD TYPE	POSTED SPEED	PROPOSED SPEED	2024 RULE SPEED	CONSULTED SPEED COMPLIANT WITH NEW RULE
ASHBY STREET	Local Street - no footpath	50	30	40	No
AUCKS ROAD	Rural Connector	100	60/80	60/80	Yes
AUCKS ROAD (Ferry to Deeming)	Rural Stopping Place	70	30	50	No
BAKER STREET *school frontage	Local Street - no footpath	50	30	40	No
BENTZEN DRIVE	Rural - partial unsealed	100	60	60	Yes
BERESFORD STREET	Local Street - no footpath	50	30	40	No
BRIND STREET	Local Street - no footpath	50	30	40	No
CASS STREET	Unconventional	50	30	30	Yes
CHAPEL STREET	Local Street - no footpath	50	30	40	No
CHURCH STREET (RUSSELL)	Local Street - no footpath	50	30	40	No
COOKSON ROAD	Rural unsealed	100	60	60	Yes
DEEMING ROAD	Local Street - no footpath	50	30	40	No
DU FRESNE PLACE	Local Street - no footpath	50	30	40	Yes
FLAGSTAFF ROAD	Local Street - no footpath	50	30	40	No
FLORENCE AVENUE	Local Street - no footpath	50	30	40	No
GILBERT MAIR RISE	Peri Urban	100	60	60	Yes
GOULD STREET	Local Street - no footpath	50	30	40	No
HAZARD STREET	Local Street - no footpath	50	30	40	No
HIKUWAI ROAD	Rural unsealed	100	60	60	Yes
HOPE AVENUE	Urban Connector	50	60	50/60	Yes
JACKS BAY ROAD	Rural - unconventional	100	30	30	Yes
JAMES CLENDON PLACE	Local Street - high ped volume	50	30	40	No
JAMES STREET (RUSSELL)	Local street - no footpath	50	30	40	No
KAHA PLACE	Peri Urban	100	60	60	Yes
KAKAPU ROAD	Local Street	50	30	40	No
KEMPTHORNE ROAD	Rural - Tortuous	100	60/80	60/80	Yes
KENT STREET (RUSSELL)	Civic Space	50	10	10	Yes
KINGFISHER POINT ROAD	Rural unsealed	100	60	60	Yes
KOKINGA POINT ROAD	Rural unsealed	100	60	60	Yes

KURA ROAD *school frontage	Rural	100	60	60	Yes
LANES ROAD	Rural unsealed	100	60	60	Yes
LICHEN GROVE	Peri Urban	100	60	60	Yes
LITTLE QUEEN STREET	Local Street - no footpath	50	30	40	No
LONG BEACH ROAD	Local Street/Civic Space/Unconventional	50	30	30	Yes
MAJOR BRIDGE DRIVE	Peri Urban	100	60	60	Yes
MANAWAORA ROAD (KINGFISHER PT- WAIPIRO BAY)	Rural Connector	100	60/80	60/80	Yes
MANAWAORA ROAD (WAIPIRO BAY- BENTZEN DR)	Rural Stopping Place	100	60	50/60	Yes
MANAWAORA ROAD (BENTZEN DR-RAWHITI RD N)	Rural Connector	100	60/80	60/80	Yes
MATAUWHI ROAD	Urban Connector	50	30	50	No
ONEROA ROAD	Local Street - no footpath	50	30	40	No
OTAMARUA ROAD	Rural	100	60	60	Yes
OWAE ROAD	Rural unsealed	100	60	60	Yes
PAKARU ROAD	Rural	100	60	60	Yes
PAKARU ROAD (end of seal)	Rural unsealed	100	60	60	Yes
PAKEHAUA ROAD	Rural unsealed	100	60	60	Yes
PIPIROA ROAD	Local Street - no footpath	50	30	40	No
PITT STREET	Unconventional	50	30	30	Yes
PROSPECT STREET	Local Street - no footpath	50	30	40	No
PĀROA ROAD	Rural	100	60	60	Yes
QUEEN STREET (RUSSELL)	Local Street - high ped volume	50	30	40	No
QUEENS VIEW ROAD	Local Street - no footpath	50	30	40	No
RANUI ROAD	Rural unsealed	100	60	60	Yes
REWA PLACE	Local Street - no footpath	50	30	40	No
ROBERTSON STREET	Local Street - no footpath	50	30	40	No
RUSSELL HEIGHTS	Local Street - no footpath	50	30	40	No
RUSSELL-WHAKAPARA ROAD (AUCKS RD-HOPE AVE)	Rural Connector	100	60/80	60/80	Yes
RUSSELL-WHAKAPARA ROAD (AUCKS RD - KEMPTHORNE RD)	Rural Connector	100	60/80	60/80	Yes
RUSSELL-WHAKAPARA ROAD (KEMPTHORNE-END)	Rural unsealed	100	60	60	Yes
RĀWHITI ROAD (NORTH) (MANAWAROA RD- RAWHITI)	Rural unsealed	100	60	60	Yes

RĀWHITI ROAD (NORTH) (VILLAGE)	Rural unconventional	100	30	30	Yes
RĀWHITI ROAD (SOUTH)	Rural unsealed	100	60	60	Yes
SMITH GRAY ROAD	Peri Urban	100	50	50	Yes
TAPEKA ROAD (FLAGSTAFF TO 70/50 BOUNDARY)	Peri Urban	70	30	50	No
TAPEKA ROAD (70/50 BOUNDARY-END)	Local Street - no footpath	50	30	40	No
TE AKAU DRIVE	Peri Urban	50	60	60	Yes
TE WAHAPU ROAD	Rural	100	60	60	Yes
THE STRAND (NORTH)	Civic Space	20	10	10	Yes
THE STRAND (SOUTH)	Civic Space	20	10	10	Yes
TIRAIRAKA TERRACE	Local Street - high ped volume	50	30	40	No
TIROHANGA ROAD	Rural unsealed	100	60	60	Yes
TITORE WAY	Rural - unconventional	50	30	30	Yes
TOI TRACK	Peri Urban	100	60	60	Yes
URUTI ROAD	Rural unsealed	50	60	60	Yes
WAIARUHE WAY	Peri Urban	100	60	60	Yes
WAIKARE ROAD (SH TO PAKARU RD)	Peri Urban	100	60	60	Yes
WAIKARE ROAD (PAKARU RD-END OF SEAL)	Rural	100	80	80	Yes
WAIKARE ROAD (END OF SEAL-RUSSELL WHAKAPARA RD)	Rural unsealed	100	60	60	Yes
WAIKARE VALLEY ROAD	Rural unsealed	100	60	60	Yes
WAIKINO ROAD	Rural unsealed	100	60	60	Yes
WELLINGTON STREET	Local Street - no footpath	50	30	40	No
WHAAKAURU VALLEY ROAD	Rural unsealed	100	60	60	Yes
WHANGARURU NORTH ROAD	Rural	100	60	60	Yes
YORK STREET	Local Street - high ped volume	50	30	40	No
ŌKIATO ROAD	Local Street - no footpath	50	30	40	No

Next Steps

Staff will continue to work with the Ministry and NZTA Waka Kotahi to understand the implications of the 2024 speed limit rule. The current consultation on the Russell Catchment will seek public feedback on speeds that are not compliant with the proposed schedule of speed limits and additionally ask for feedback regarding the variable speed limits around schools. At the close of consultation, staff will consider public feedback in the development of an Interim Speed Management plan for consideration by elected members. Final approval of a speed management plan will be done by the Director of NZTA Waka Kotahi. Implementation is dependent on funding in the 2024-2027 Long Term Plan (LTP).