



APPENDICES MINUTES

**Poari ā-Hapori o Raumati | Raumati
Community Board Meeting**

Tuesday, 4 April 2023

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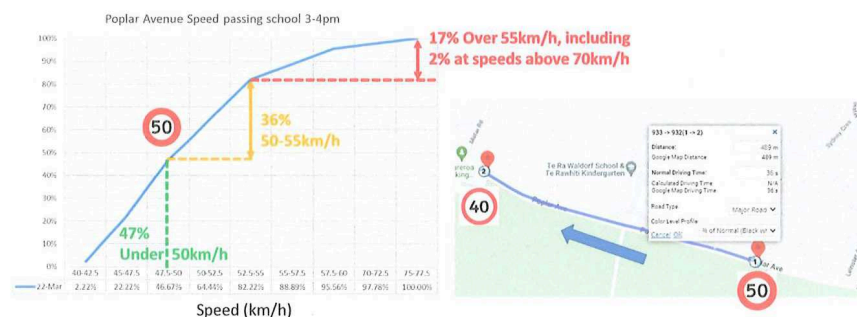
Tēnā koutou katoa. Ko Richard Young ahau.

Three minutes on Speed Management Plans

In the months to come I am sure we will be seeing significant amounts of Council material and public consultation relating to the recently announced Speed Management Plan. From a quick trawl of other councils' publications, we do appear to be a bit slow off the blocks to progress this important nationwide initiative - but that also gives us the opportunity to learn from others.

Not only is the objective of a Speed Management Plan to improve the safety of everyone in the community, but also it is to be used as a tool to encourage healthy transport options, improve public health, and deliver meaningful environmental benefits. There are also objectives to utilise Speed Management Plans to reinforce other planning activities – including land use and development. In short - Speed Management Plans are one of the most versatile and powerful tools to improve our environment in Raumati. So please do everything in your powers to encourage engagement through KCDC's established consultation channels.

A key stated element of Speed Management Plans is the use of variable speed limits outside all schools in Aotearoa. So, to keep this grounded and with 3 minutes, I'm tabling a graph showing the range of traffic speeds measured over 500m along Poplar Avenue in front of Te Ra Waldolf School. This is the data for 3-4pm for one day in March 2023. Less than half the traffic (47%) was within the 50km/h limit with 17% travelling faster than 55km/h, some at over 70km/h.



During that one hour, we counted 16 adults and children using the crossing linking Poplar Avenue and QE Park; however, 6 out of 10 vehicles on that crossing were exceeding the 40km/h limit. This is all on a road where some minor safety improvements have already occurred. We therefore still have a long way to go – and I do ask that Community Board push hard for safety improvements here.

Another stated requirement (NZTA website) is the obligation to monitor and evaluate – after all you can't assess what you can't measure. I am proud to work in the highway safety environment; and as a Raumati resident I wish to make this offer to KCDC through the Raumati Community Board. If the Community Board are prepared to support my offer, I am willing to capture for KCDC – and at no cost to ratepayers – the traffic speed data that they need to assess whether the variable speed limits that are to be introduced around Raumati's schools do make a difference.

Typically, these surveys would cost several thousands of dollars each to undertake, so hopefully the money that is saved here can be used to expedite the long-term improvements on the Poplar Avenue crossing that were recommended in a Tonkin and Taylor report over a year ago.

Thank you for your time my name is Richard Young and I am happy to answer questions and clarifications.

Neighbourhood feedback December 2022

The below indicates overall feedback received within our private Facebook group and by email in December 2022 in response to the news that Kāinga Ora had purchased the land next to our neighbourhood "The Pony Club". This membership encompasses Goldsborough Avenue, Nugget Grove, Gabriel Street and Raumati Road between Goldsborough Ave and the reserve; it does not cover the wider area in Raumati Rd, Kiwi Rd etc affected by this development.

We have grouped the comments roughly into four main areas of concern.

These are in commenters' own words, edited for conciseness and grammar.

Those named below have agreed to have their names listed. There are other commenters who did not want their names to be made public.

We have not put names beside individual comments to protect the safety and privacy of our community members.

Concern	Comment
Infrastructure/resources	<ul style="list-style-type: none"> • There is a considerable shortage of doctors in the area • Shortage of schools/classrooms in the area, Raumati Beach school is at capacity • no way do we want another hundred or so cars coming through Gabriel Street and Goldsborough avenue • Entry and egress to the subdivision should be out onto Raumati Road and not through our streets. Can you imagine the danger that will cause to pedestrians, cyclists and the kids if they make it a continuation of Gabriel Street. • They shouldn't be allowed to tap into our infrastructure namely our storm water drains etc. they should have to install their own and tap into the main line on Raumati Road. • Raumati doesn't have the infrastructure to cope with this type of housing. • The influx of families will create further pressures on Raumati Community facilities. • Resources here are already under pressure and this development would impact on things like healthcare facilities, schools, roads and water. • There is quite well informed speculation that hundreds of houses are going to be built on Kapiti Airport. This is immediately behind the Raumati Road site and would create a huge almost continuous housing site, way out of proportion to the area.

Environmental

- This is flood prone land, water ingress problematic for neighbouring homes. Is this a factor KO are aware of and will it be a priority in the building plans?
- Flooding. We need to know where all that displaced water is going to go and how flood risks will be mitigated not just on the site they plan to build but also on surrounding properties
- We understand that KO own a significant sized piece of land in Raumati South that has fewer challenges with ponding and will affect less existing residents. Why isn't that land being developed first?
- The water table has been the worst this past winter for 10 years since the extra roading.
- The flooding is our biggest concern. We are just about swimming down here in Goldsbrough, following the building of the expressway.
- The water table has never been so high and it's getting to the stage where we cannot use our gardens for months of year and have to pump water out after one night of rainfall.
- The council map showing flooding/ponding is hopelessly out of date and inaccurate. We are under water most of winter
- Agree flooding issue is a problem
- One further issue is the hills / sand mounds... When the motor way was built the impact of traffic noise took into consideration these hills. If they bowl them it's likely we will see an increase in motorway noise. I'd rather they didn't flatten the site but if they do we may need some double glazing support
- Sand hills protect us from the creek - more flooding
- In my experience the initial plans often exceed the reality. Developers can then offer to reduce the number of properties built as a conciliatory move. I am concerned about that sand dune directly behind our house.
- The sand dune is a worry. If they cut out the sand hills, then it needs to be as minimal as possible around your corner to keep it stable. And if they put a road in there, it needs sufficient drainage directly towards Raumati Rd / Kiwi Rd.
- The build budget-Is the building plan outcome of a higher standard than what has been built in the past in other regions? Is the completion guaranteeing quality, longevity, aesthetic appeal and an overall higher standard of living for residents?

Social

- Access to the site should not be down Goldsbrough/Gabriel as that would destroy our community way of life, freedom our children have etc
- we certainly don't want a crazy bottle neck causing danger through our streets with kids and animals.
- I'm concerned about quality of life and my sanity while 100 houses next door to me are being built, I know the noise is going to be a challenge as it will take quite a long time to complete such a project, this is evident with the other smaller scale developments already going on around the district.
- Area is 6 stories - Council did not advise the local community directly (i.e. by letterbox drop) of the opportunity to make a submission on the plan and zoning changes. By the time we found out about all of this (when KO did a letterbox drop) it was too late for us to submit. Council should have done a letterbox drop to advise us of the changes and that we can make a submission, Council have neglected their duty in not providing the community with the opportunity to submit on this.
- We do not want KO to have influence over the Council design guides
- I would love to see half the homes built to Universal design standards so they are fit for people with disabilities and mobility impairments. KO has very low housing stock to meet the needs of people with disabilities and their whanau, so this could be a good opportunity to address this shortage.
- I don't like the sneaky way this was all slipped through under the radar by the Government, KO and the council until we got a pamphlet in the mail when it was too late to do anything about it.
- I am concerned that access to the site would be via the roundabout and down Goldsbrough and Gabriel Streets, this would disrupt our way of life and cause safety issues.
- The size of the development is completely inappropriate - 100 houses on such a small site is far too many and way out of proportion to the surrounding area.
- It feels like Kāinga Ora plans to build a ghetto by putting 100 households in a big paddock. Surely public housing should be scattered so that tenants are part of communities.
- Kāinga Ora has a terrible reputation for its ability to manage difficult tenants and this raises concerns about public safety in our small town.
- exit from Matai Road to Raumati Road is a blind corner so also a dangerous access point
- 4.5 hectares is a large area of land but not enough for 100 homes unless it is intended to focus on condensed rental housing. This will be highly detrimental to the area.
- The possibility that some dysfunctional families from outside of the Kapiti District will be off-loaded.
- History has revealed that creating a relatively large area of dense rental housing creates a myriad of problems. Examples in the United Kingdom and in New Zealand have already shown that.
- The inconvenience, dust and noise and additional heavy traffic while the sub-division is being constructed. Raumati Road is already a very busy thoroughfare.
- Should be mixed size units to allow for single people
- I am concerned about social problems and increased crime.

	<ul style="list-style-type: none"> • Raumati Beach is a quiet and peaceful seaside town that has somehow managed to maintain its character, despite continual development in Kapiti. It is a popular destination for visitors and much loved by its residents. A development like this would totally destroy this character. • Proposed complex far too big and will create social pressure • The data released of who requires housing in the Kapiti Coast show predominantly single women aged between their 50/60s in age. Yet the plans are for 100 three-bedroom townhouses. Who is that intended for? If it's for families, WHY? If the data is showing something else. Where are these families coming from? Are they displaced and disengaged from whanau in different regions? • What assurances can KO give the Raumati community that there will be no member(s) of a gang and/or have any affiliation with a gang to reside at this complex?? What safety nets will be in place to help mitigate KO residents from outside influence, manipulation, antisocial behaviour, coming into the complex? • Are there any new/improved policies for integrated support within the development? Will there be a community room in the development for the residents and the Raumati community to come together? • The KO website states that in December 2022 there were 217 state houses in Kapiti. Why is KO looking to increase that number so significantly, here in Kapiti? And more specifically, why in the heavily populated community of Raumati Beach rather than the less populated area where Kai Oranga also own land already - much bigger land - on Poplar Ave? • Will KO adhere to the best practice guidelines of only 30% or less social housing in any one development? • We note that the Council have had workshops with marae/iwi about how to manage the planned intensification. Are you planning to have these workshops with other members of the community that are directly affected? We have not heard of any.
Economic	<ul style="list-style-type: none"> • Impact on house values, will we be compensated for decrease in our house values? • Values of surrounding privately owned properties will be affected. • Flooding mitigation and potential increase in crime will have an impact on insurance - will we be compensated for this? • This will affect our home values • We will be looking at purchasing property in a retirement village. This project will decrease our current property value and could well put a retirement villa beyond our reach.
Residents of Gabriel St, Goldsborough Ave, Nugget Grove and surrounds	
Irene Cross	
John Bowman	
Alison Beauchamp	
Megan Casey	
Mike Doyle	
Kitty Fitton	
Rosemary Emery	
Stephen Sargent	
Kimberly Kwan	
Katie Gardner	

Scott Gardner	
Kate Foley	
Monica Turner	
Douglas Kwan	
Brad Reid	
Heidi Newlands	
Kelly Dawson	
Les Dawson	
Margaret and Paul King	
Iain McIsaac	
Nadine Henry	
Amy Cook	

Mayor's piece in the paper quoted early Dec 2022 - "More frequent flooding events and our higher water table is making these developments more challenging, including avoiding flooding on neighbouring properties before and after construction.... We need to be vigilant as a council to ensure that development occurs in places that are suitable and that we plan ahead to ensure quality infrastructure and services for our current residents...."

I represent the residents of Goldsbrough Avenue, Nugget Grove and Gabriel Street, the cul-de-sacs bordering the pony club and those most affected by this development.

Our community is made up almost exclusively of young families with school-age children, and older single women. It is a very safe and friendly community where everyone looks out for each other.

Our children play freely on the street, and our older people know that we are around to help, especially in the event of a natural disaster. I guarantee that in that event, we will be one of the most resilient communities in the whole district.

Our reserve is our hub. We have Christmas, Guy Fawkes and new year gatherings there, our children play there, and every year we hold an over the fence cuppa event there. In fact we had a very successful over the fence event there just last weekend - about 30 people turned up to share home baking and get to know each other more.

Our lifestyle is akin to what we grew up with - a neighbourhood where everyone knows everyone and you can participate as much or as little as you like, but you still know everyone has your back. It's why we live here, and for those of us who grew up here, it's why we moved back.

Late last year when we received the notice from KO about the land transfer (notice that we got once it was too late and without any opportunity to object, and close to Christmas so that none of us had the time or capacity to do much about it), we started to gather feedback from our community which is compiled in this document. [Wave document]

Some of those who provided feedback are named here, some preferred to be anonymous, but we are not a faceless anonymous group, we are real people with real concerns.

There is a lot here but there are a few key themes which I will outline for you.

1. Flooding protection. Since NZTA built the expressway and moved a lot of earth, and with the advent of climate change, the ponding and flooding in this area has been consistently getting worse each winter. We are at the point now where we have to pump our yards out after just one night of rain. How will this be mitigated when this development happens? If you move a lot of earth the water will be displaced and it has nowhere to go but our backyards.

The council ponding data is hopelessly out of date and can't be relied on, the pony club is underwater for a lot of the year. That water has to go somewhere.

We understand that KO own a significant sized piece of land in Raumati South that has fewer challenges with ponding and will affect less existing residents. Why isn't that land being developed first?

2. Social impact. The data for Kapiti shows that most social housing requirements in the district are for older single women. Yet you plan to build 3 bedroom units. If you plan to import social problems from other regions into our safe friendly neighbourhood then we strongly object. This social housing aspect of the development should be for Kapiti residents on the housing list only. Your website states that in December 2022 there were 217 state houses in Kapiti. Why is KO looking to increase that number so significantly, here in Kapiti? And more specifically, why in the heavily populated community of Raumati Beach rather than the less populated area where KO also own land already - much bigger land - on Poplar Ave?

Will KO adhere to the best practice guidelines of only 30% or less social housing in any one development?

3. Access/roading. As discussed above, our streets are small and safe. We have a lot of children around, and our reserve is a community hub for us. We feel that any access through the reserve or Gabriel street will negatively impact our way of life and we strongly object to it.

4. Consultation. Kapiti Coast District Council has not given us adequate opportunity to submit our concerns in the plan change process. We were not notified directly about the zoning change or the proposed six-storey allowance. By the time we found out about any of this it was too late. The council can't expect ordinary citizens to keep abreast of all their plans. We should have been informed directly by letterbox drop as we are directly affected by this, and as it pertained to a specific property on one title and goes beyond the district wide plan changes that many people knew about. We believe that the council has been extremely negligent in not informing us directly, and we will be seeking legal advice.

Of course we always knew that the pony club land would be developed but none of us could have predicted the sweeping changes the government would make to district plans, and how this would affect communities around the country. Naively many of us assumed that a peaceful subdivision of 20-30 affordable houses would be built. That would be far more appropriate for our community and our way of life.

Kāinga Ora

March 2023

Reporting our progress on

*Building better homes,
communities and lives in
Kāpiti*



Contents





Part 1:

Background

Agency roles, interventions, regional and Kāpiti snapshot

Housing agency roles

Kāinga Ora – Homes and Communities	The Ministry of Social Development	The Ministry of Housing and Urban Development
<ol style="list-style-type: none"> 1. Manage and maintain public houses. 2. Place people from the Housing Register into our homes 3. Deliver more public, transitional and affordable homes 4. Lead and coordinating urban development projects 	<ol style="list-style-type: none"> 1. Work with people who need housing support 2. Asses eligibility and manage Public Housing Register 3. Calculate income related rents 4. Administers Emergency Housing Grant 	<ol style="list-style-type: none"> 1. Strategy, policy, funding, monitoring and regulation of housing and urban development 2. Addressing homelessness 3. Monitoring community housing providers





- Te Āti Awa ki Whakarongotai, Ngāti Raukawa ki te tonga and Ngāti Toa Rangatira collectively known as the ART Confederation
- ART is committed to pursuing partnership housing opportunities in Kāpiti region
- Utilising the MAIHI strategy highlights the need for a genuine partnership across agencies.
- The ART looks forward to working collaboratively in development opportunities to unlock iwi and Māori housing aspirations

Kāinga Ora mandate

Kāinga Ora brings together the people, capabilities and resources of Housing New Zealand Corporation, HLC (Hobsonville Land Company, a subsidiary of Housing New Zealand Corporation) and the KiwiBuild Unit. As the government’s lead developer in urban development, we are responsible for planning, coordinating and undertaking large and small housing developments, to create a diverse mix of public, affordable and market housing.

We also manage public housing and are responsible for housing customers in these homes.

The Urban Development Act 2020 gave Kāinga Ora a new way of planning and funding complex or challenging urban development through the specified development project (SDP) process, along with new powers of land acquisition for the purposes of urban development.

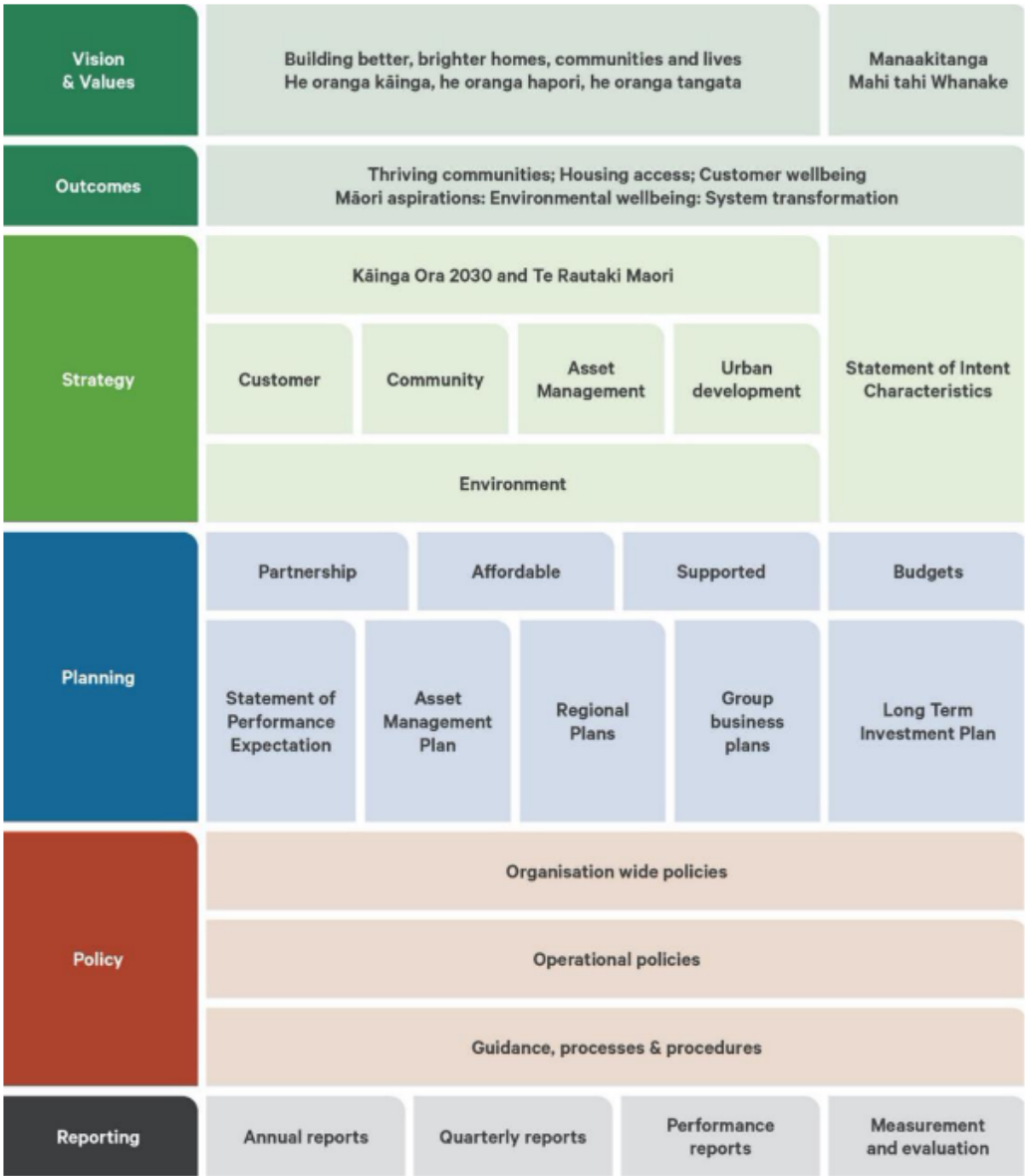
Our role

- Kāinga Ora has two key roles:

 - Being a world-class public housing landlord
 - Partnering with the development community, Māori, local and central government, and others on urban development projects of all sizes
- The Kāinga Ora – Homes and Communities Act 2019 sets out the operating principles Kāinga Ora needs to apply in the areas of:

 - public housing solutions that contribute positively to wellbeing
 - housing supply meets needs
 - well-functioning urban environments
 - stewardship and sustainability
 - collaboration and effective relationships

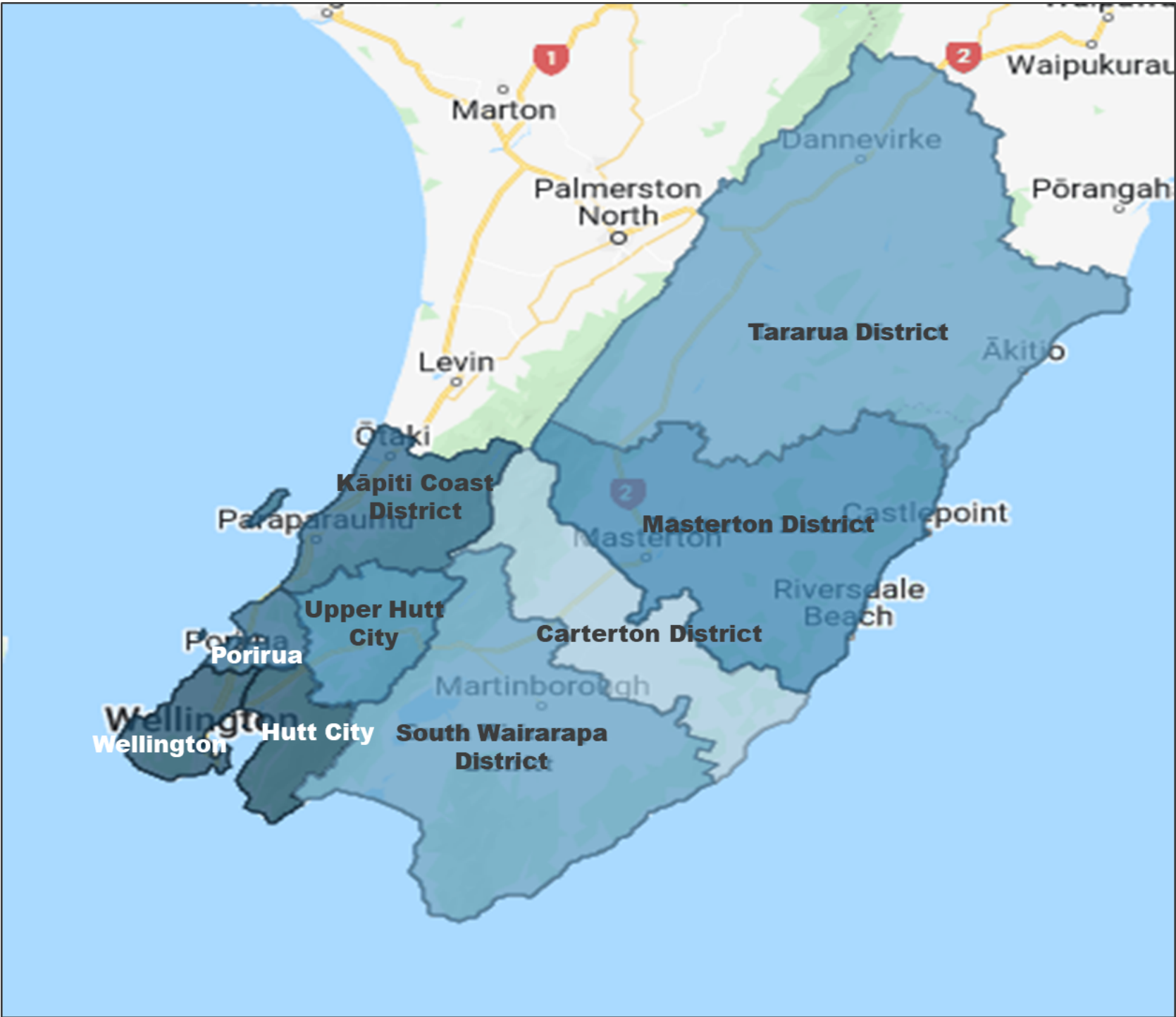
Housing is a complex area that requires a coordinated response across government. We work closely with other government agencies who provide public housing and support services for New Zealanders.



Our strategic framework

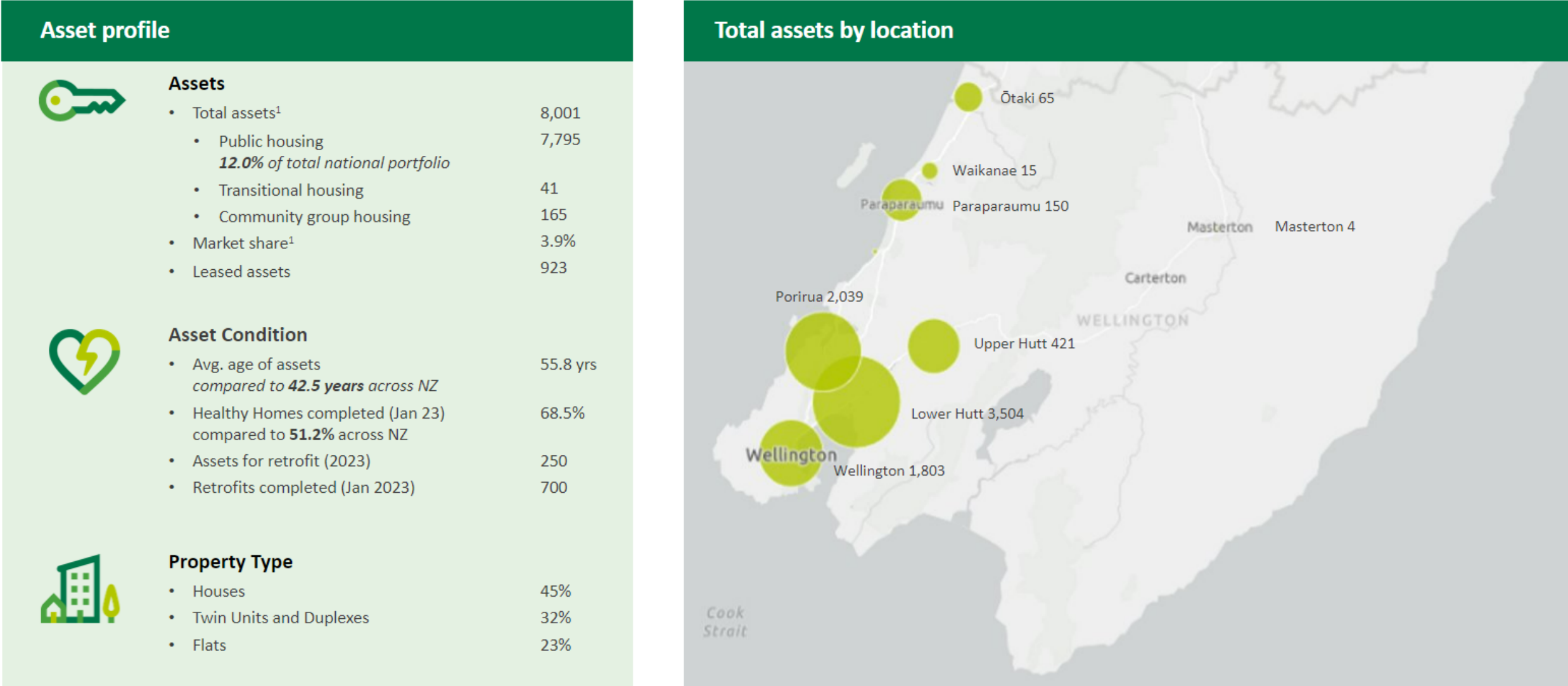
Our Area

Greater Wellington Region



Our homes

Greater Wellington Region



¹ Excludes CHP lease portfolio, includes transitional and community group housing

Kāpiti Coast



Our Homes- Kāpiti Coast

Asset profile



Assets

- Total assets¹ 230
- Public housing 217
3.0% of total Wellington portfolio
- Transitional housing 0
- Community group housing 13
- Leased assets 0



Asset Condition

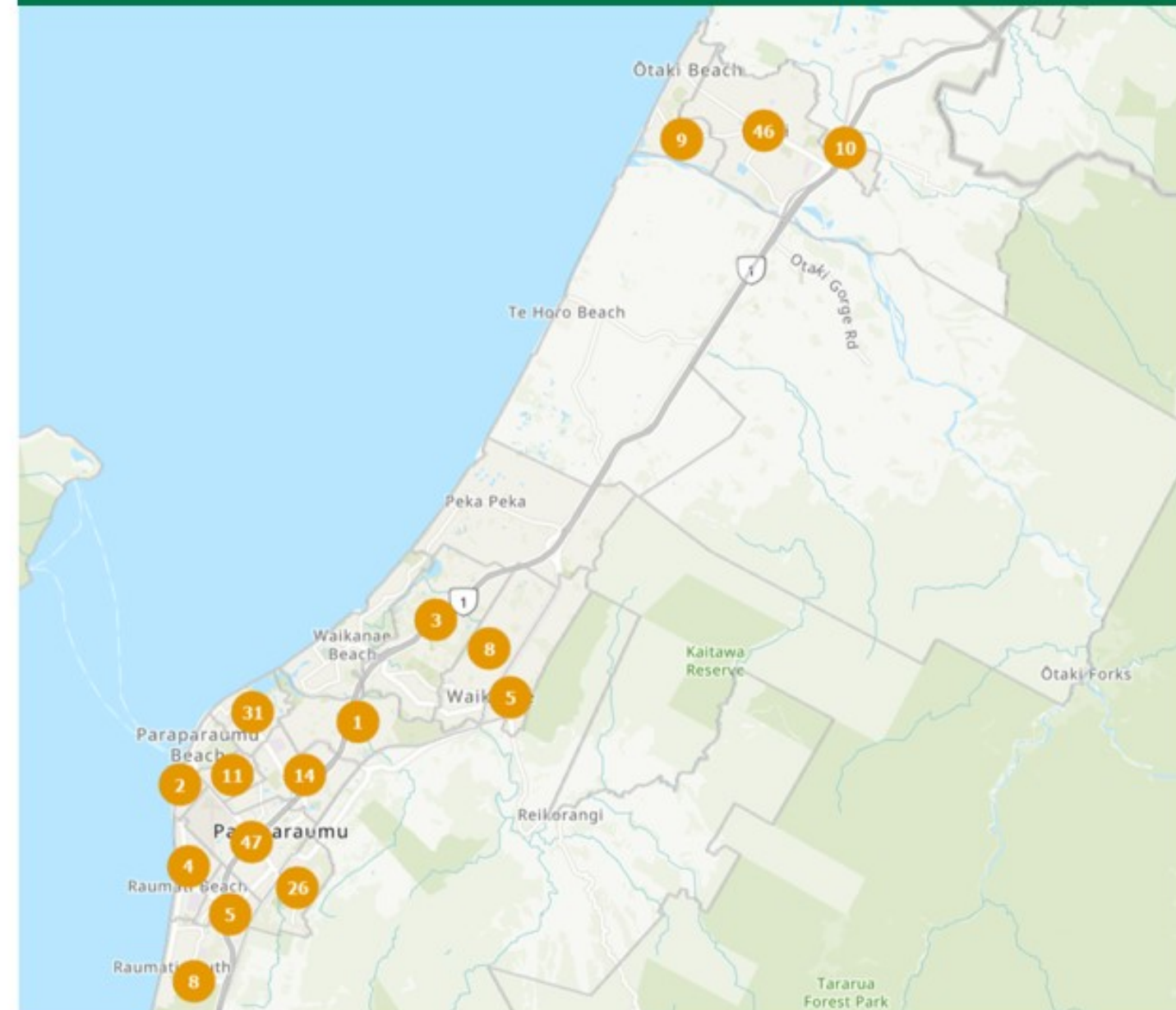
- Avg. age of assets 39.8 yrs
compared to 43.1 years across NZ
- Healthy Homes completed (Jan 23) 87%
- Assets for retrofit (2023) 0
- Retrofits completed (Jan 2023) 0



Property Type

- Houses 63%
- Twin Units and Duplexes 31%
- Flats 6%

Total assets by location



¹ Excludes leased portfolio, includes transitional and community group housing

Kāpiti Public Housing Demand

- Our portfolio has historically been quite low across the Kāpiti Coast- 217 public houses within our existing portfolio.
- 175 applicants on the MSD waitlist across the Kāpiti Coast (February 2023).
- Demand for smaller housing typologies one and two-bedroom homes. Future housing proposals will need to prioritise smaller housing typologies.
- Kāinga Ora will be delivering circa 150 new homes in alignment with the Public Housing Plan across the Kāpiti Coast over the next 3-5 years.
- Focus on Ōtaki through our off-site Manufacturing programme.
- Lack of remaining opportunities within our existing portfolio. There will be a focus on land and new build buy-in acquisitions to grow our public housing portfolio.
- Investment through the Infrastructure Investment Fund to support the Otāki Housing Pilot



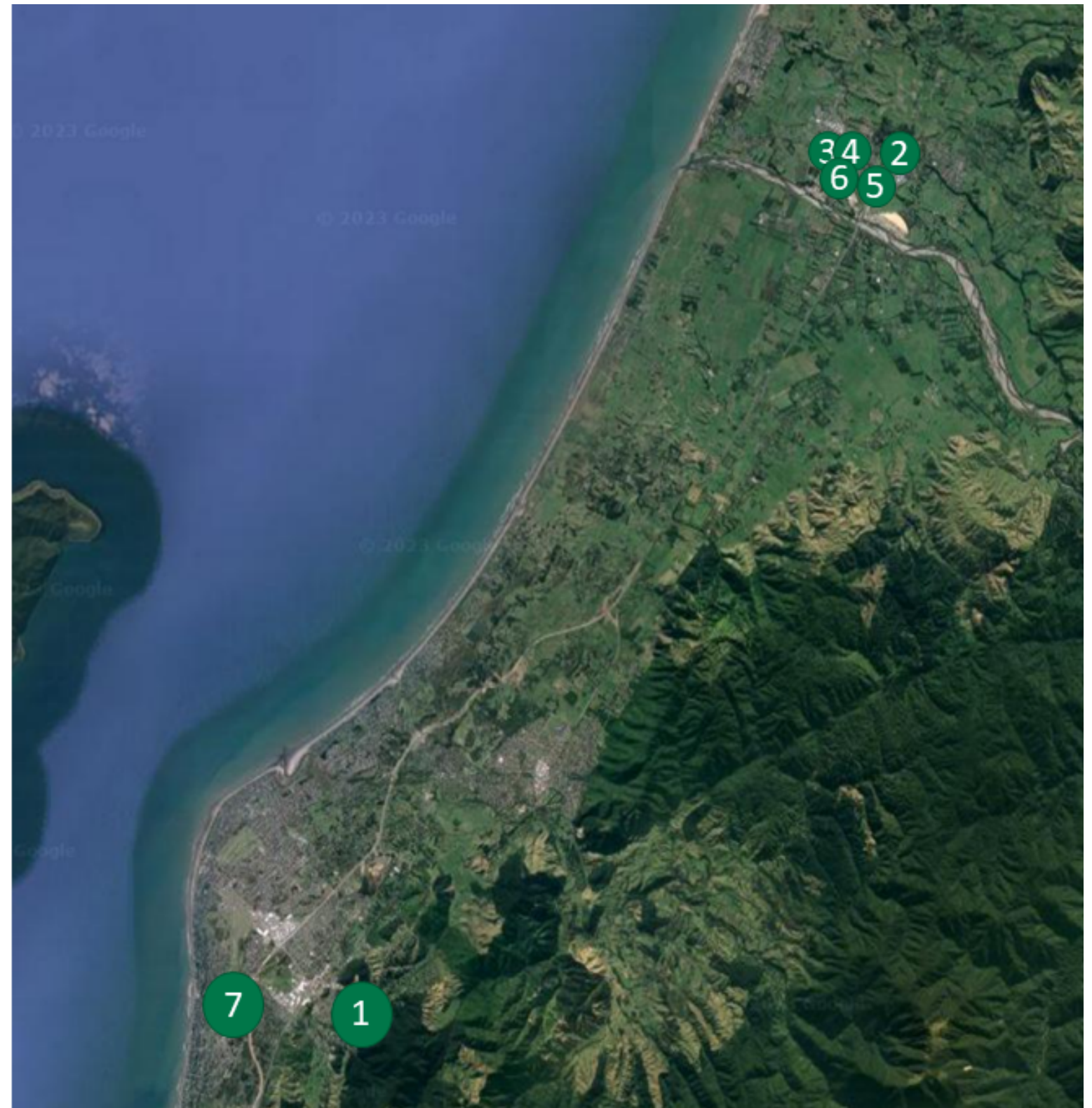


Part 2:
Our Kāpiti Developments

In construction, resource consent approved, pre-consent stage

Kāpiti Coast Redevelopment Key Projects include:

1. 52 Ruapahu Street, Paraparaumu- 2 homes
2. 275 Mill Road, Ōtaki- 3 homes
3. 43-45 Matene Street, Ōtaki- 4 homes
3. 5-9 Matene Street, Ōtaki- 6 homes
4. 22 Kirk Street, Ōtaki- 9 homes
5. 12 Totara Street, Ōtaki- 2 homes
6. 45-47 Aotaki Street, Ōtaki- 6 homes
7. 59-69 Raumati Road, Paraparaumu- possible yield 100 homes- PH element TBC



Recently delivered homes

Two new Kāinga Ora homes help address social housing needs

Kapiti News

20 Oct, 2022 11:37 AM 2 mins to read

SaveShare



Kaumātua Te Rakauoteora Te Maipi, right, with Kainga Ora staff, representatives from Jennian Homes and Kāpiti Coast District Council.

Kāinga Ora's two new modern homes in Kaitawa Cres are the first public housing delivered in Paraparaumu in two years.

The two- and four-bedroom homes are fully insulated, carpeted and have curtains and double glazing, ensuring the homes are warm and dry.



Location: Kaitawa Crescent, Paraparaumu
Type: Standalone Units
Total new homes: 2 units
Typology: 1 two-bedroom and 1 four-bedroom
Status: Completed October 2022



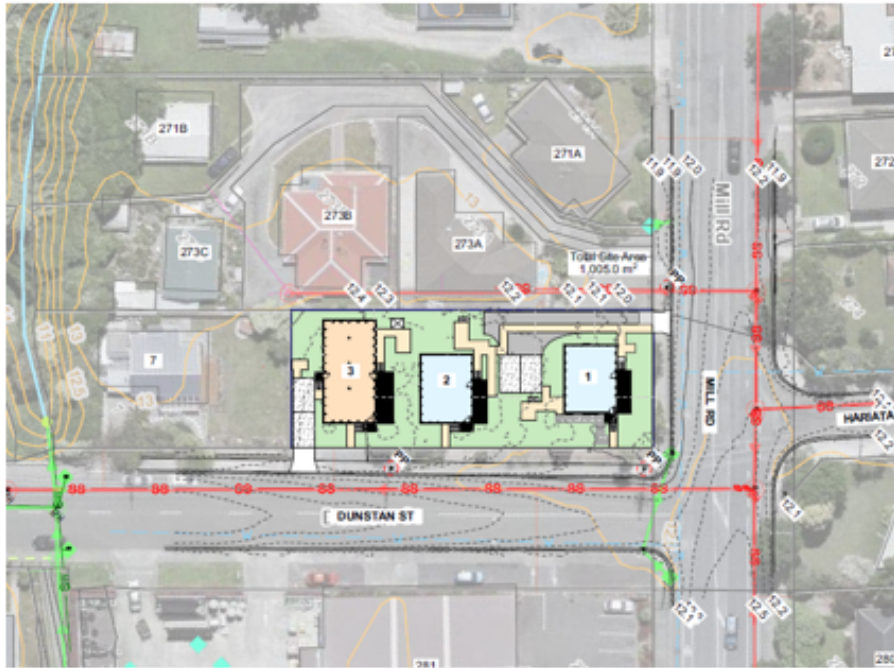
Location: Hinemoa Street, Paraparaumu
Type: Standalone Units
Total new homes: 2 units
Typology: 1 five-bedroom and 1 three-bedroom
Status: Completed December 2022



OSM Houses Ōtaki



OSM Site Developments



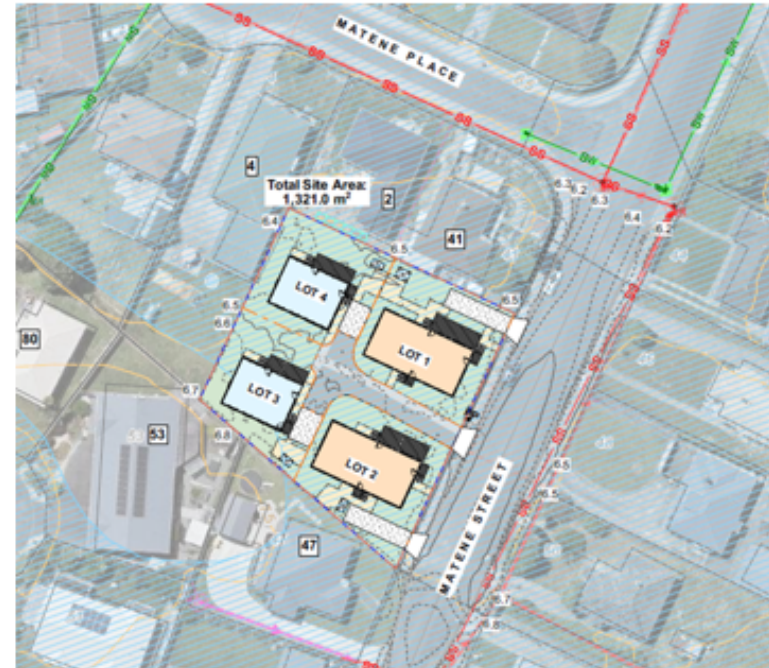
Location: 275 Mill Road, Ōtaki

Type: Standalone homes

Total new homes: 3 units

Typology: 2 two-bedroom and 1 three-bedroom

Status: RC approved- Completion FY24



Location: 5-9 Matene Street, Ōtaki

Type: Standalone homes

Total new homes: 4 units

Typology: 2 two-bedroom and 2 three-bedroom

Status: RC submitted- Completion FY24



Location: 22 Kirk Street, Ōtaki

Type: Standalone homes

Total new homes: 6 units

Typology: 5 three-bedroom and 1 four-bedroom

Status: Planning - Completion FY24



59-69 Raumati Road, Pararaumu

Redevelopment Outcomes

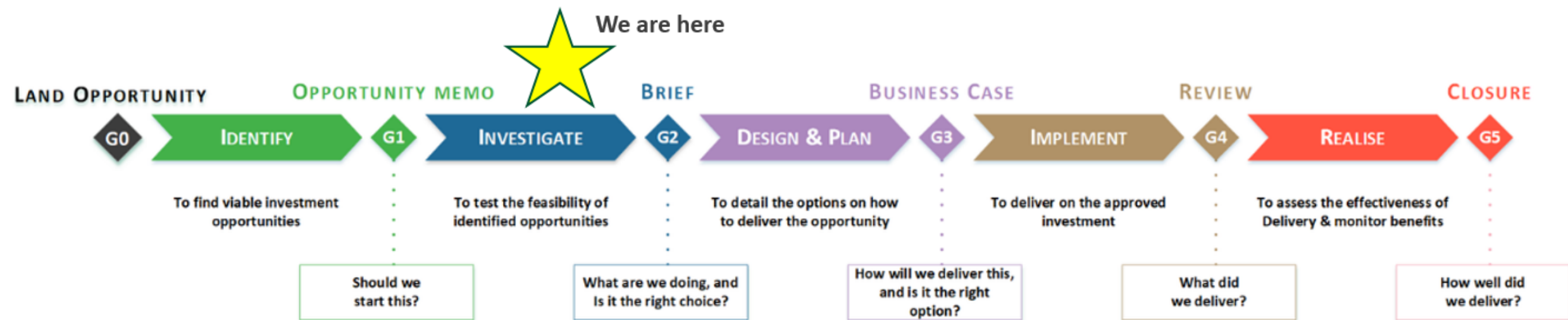
- **Deliver much needed public housing**– It is well documented that there is a need for public housing with a strong demand for smaller typologies in Kāpiti.
- **Quality and affordable homes** – Good quality homes that are safe, warm, dry, healthy and designed to support a diverse range of needs and choices.
- **Partnering with Māori** - Māori are engaged early on and in a meaningful way, and their interests are identified and protected.
- **Sustainable communities** – Sustainable, inclusive and thriving communities support good access to jobs, amenities or services.
- **System transformation** – Potential to deliver mixed tenure on the site. Public/affordable/market housing supply would respond to local community needs.



Aerial Photograph 3: Property 55, 2007.
Source: Google Earth.

Raumati Road- Development Process

- Investigate stage- early stages of the development process.
- No decisions made on the number of homes that will be delivered.
- Options being explored for a mixed-tenure approach on the site.
- Opportunity for the community input into the plans of this residential land.
- Further technical due diligence being undertaken to inform the site masterplan.





Part 3:

Community Engagement

How do we bring the community on the journey with us

What we do

Early and meaningful engagement

Connecting the wider community with developments (shorter term, during development phase, and supporting the build programme). Increasing our understanding of communities and community leaders' aspirations. Helps build trust and empathy among communities.

Community lens

- Provide perspective on community throughout planning, within the organisation
- Input to plans, project briefs, business cases

Redevelopment support

- Shared boundary issues – fencing, access, drainage, and naming JOALs (joint-owned access lot)/streets, complexes
- Engagement open days/visits etc.
- Blessings



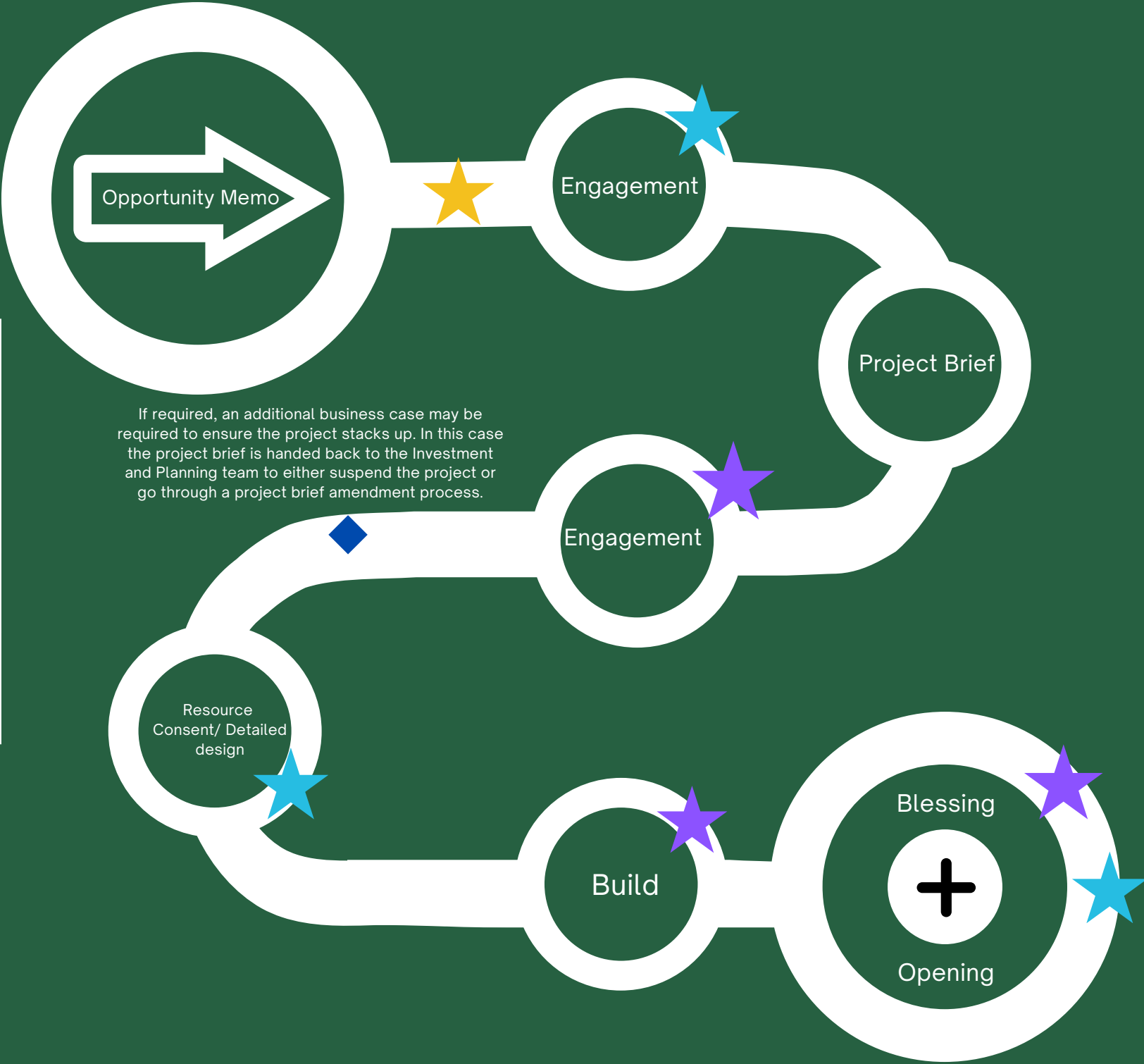
When we do it

Our process - for large scale projects



We engage throughout the planning and development process
Before plans are developed: <i>Engage on what community and other stakeholders would like to see</i>
Once plans are development : <i>Engage on if we got plans right</i>
Once we've collated the feedback: <i>Provide the confirmed plans that will progress</i>

-  Raumati Rd - We are here
Engagement with partners ie - KCDC and Iwi,, elected members, then with community to inform on who we are, our process, and to understand aspirations to feed into business case
-  Letter to neighbours
-  Bigger projects engagement events with community



Part 4: Community Development

Building cohesive communities through supporting our customers to live well and achieve their aspirations



Our CD Focus Areas



- 1 Support **jobs and skills pathways** for our customers in partnership with government agencies and NGOs
- 2 Support **community garden initiatives** in our communities and empower our customers to grow their own food
- 3 Work in partnership with government and NGOs on **wellbeing through play initiatives** embedded alongside and in close proximity to our communities
- 4 Work in partnership with government and NGOs to **support digital equity** and access for our customers
- 5 Support our housing support team, customers, and communities we serve to **host neighbourhood BBQs and events to build social cohesion**



We are working closely with the KCDC and the ART Confederation to:

- Solidify a partnership agreement via MoU to confirm alignment of communications, engagement, and unlocking development opportunities for KCDC and local iwi to achieve their aspirations for the future.
- Develop a partnered approach to our communications and engagement with community to bring them on the development journey for Raumati Rd



Questions



Speed Management Plan 2023 – 2033 (‘Heads-up’)



7/03/2023

Background

- June 2019 - Speed limits reduced
 - 73 roads (mainly rural)
 - Raumati/ Paekakariki Villages - 30 km/h
- April 2022 - Setting of Speed Limits 2022 Rule operative
 - Sets out Councils requirements
 - Prepare SMP's*
 - Meet Waka Kotahi deadlines
- 2022 onwards KCDC part of Regional Speed Management team



What is it, why matter?

Speed Management Plan:

- Combines speed limits with infrastructure
- Submit via the RLTP for funding assistance from Waka Kotahi



Intermediate target:

Reduce deaths and serious injuries by 40% by 2030

Kapiti Coast (2000 - 2022)

- 23 deaths
- 235 Serious injuries
- 991 Minor injuries

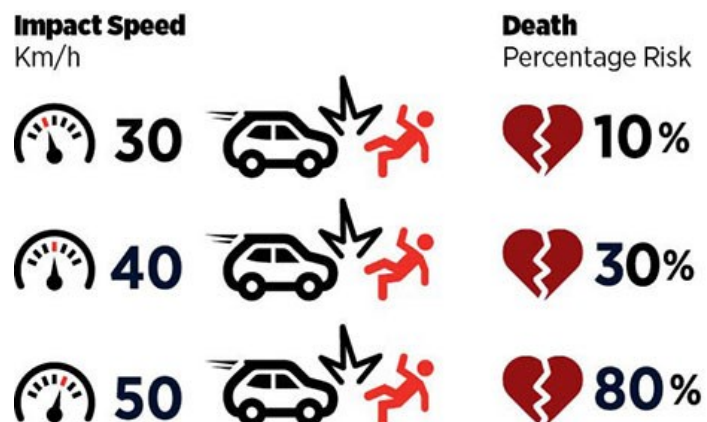
71% Injury crashes speeds in excess of **safe and appropriate speed limit**



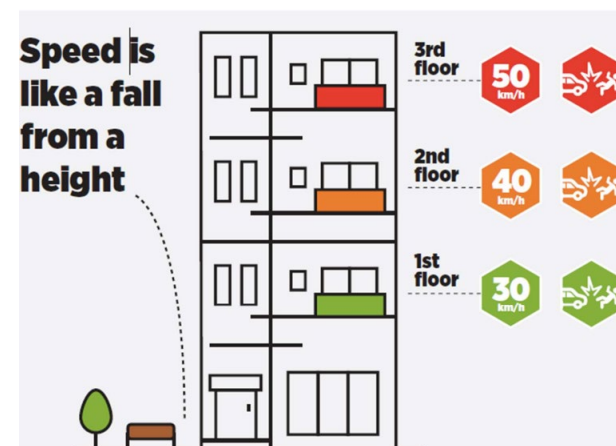
Safe and appropriate speed limit

A **safe and appropriate speed** limit is a speed limit that gives the best chance of survival without serious injury to anyone involved in a crash

Death and injury risk percentages



Another way of looking at impacts



National priorities – high benefit areas

represent 25% of all roads - **safe and appropriate speed** less than speed limit

- Streets around schools and within 100m school boundary
 - Assist to make a child's journey to school safer
- Corridors
 - Lower speed limits to align with **safe and appropriate speed limits**
- Areas
 - High concentrations of active road users such as town centres, employment areas



Next steps

- | | |
|--------------|---|
| 7 Mar 2023 | - Council briefing |
| 23 Mar 2023 | - Council meeting – request to approve Draft SMP |
| Apr/Jun 2023 | - Engage/ Consult |
| August 2023 | - Council meeting – request to approve Final SMP |
| Sept 2023 | - SMP due with Regional Transport Committee (RTC) |
| Dec 2023 | - RTC's compile Regional SMP's |
| March 2024 | - Waka Kotahi certifies all SMP's |



Questions?

Public - Seek feedback on:

- The proposal for high benefit areas identified in the 3-year implementation plan (2023 -2027)
- Future speed management priorities and the timing of changes beyond 2027

Community Board:

- Could the Community Board host a meeting with the community and staff in attendance as part of the engagement/ consultation process?



Thank
You

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