



RĀRANGI TAKE AGENDA

Hui Kaunihera | Council Meeting

**I hereby give notice that a Meeting of the Kāpiti Coast District Council
will be held on:**

Te Rā | Date: Thursday, 26 October 2023

Te Wā | Time: 9.30am

**Te Wāhi | Location: Council Chamber
Ground Floor, 175 Rimu Road
Paraparaumu**

**Darren Edwards
Chief Executive**

Kāpiti Coast District Council

Notice is hereby given that a meeting of the Kāpiti Coast District Council will be held in the Council Chamber, Ground Floor, 175 Rimu Road, Paraparaumu, on Thursday 26 October 2023, 9.30am.

Kaunihera | Council Members

Mayor Janet Holborow	Chair
Deputy Mayor Lawrence Kirby	Deputy
Cr Glen Cooper	Member
Cr Martin Halliday	Member
Cr Sophie Handford	Member
Cr Rob Kofoed	Member
Cr Liz Koh	Member
Cr Jocelyn Prvanov	Member
Cr Kathy Spiers	Member
Cr Shelly Warwick	Member
Cr Nigel Wilson	Member

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1 NAU MAI | WELCOME

2 KARAKIA A TE KAUNIHERA | COUNCIL BLESSING

I a mātou e whiriwhiri ana i ngā take kei mua i ō mātou aroaro, e pono ana mātou ka kaha tonu ki te whakapau mahara huapai mō ngā hāpori e mahi nei mātou. Me kaha hoki mātou katoa kia whaihua, kia tōtika tā mātou mahi, ā, mā te māia, te tiro whakamua me te hihiri ka taea te arahi i roto i te kotahitanga me te aroha.

“As we deliberate on the issues before us, we trust that we will reflect positively on the communities we serve. Let us all seek to be effective and just, so that with courage, vision and energy, we provide positive leadership in a spirit of harmony and compassion.”

3 WHAKAPĀHA | APOLOGIES

**4 TE TAUĀKĪ O TE WHAITAKE KI NGĀ MEA O TE RĀRANGI TAKE |
DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA**

Notification from Elected Members of:

4.1 – any interests that may create a conflict with their role as an elected member relating to the items of business for this meeting, and

4.2 – any interests in items in which they have a direct or indirect pecuniary interest as provided for in the Local Authorities (Members' Interests) Act 1968

5 TE WHAKATAKOTO PETIHANA | PRESENTATION OF PETITION

Nil

6 NGĀ WHAKAWĀ | HEARINGS

Nil

**7 HE WĀ KŌRERO KI TE MAREA MŌ NGĀ MEA E HĀNGAI ANA KI TE RĀRANGI
TAKE | PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA**

8 NGĀ TAKE A NGĀ MEMA | MEMBERS' BUSINESS

(a) Leave of Absence

(b) Matters of an Urgent Nature (advice to be provided to the Chair prior to the commencement of the meeting)

9 TE PŪRONGO A TE KORORMATUA | MAYOR'S REPORT

Nil

10 PŪRONGO | REPORTS

10.1 ADOPTION OF THE ANNUAL REPORT AND SUMMARY ANNUAL REPORT FOR 2022/2023

Kaituhi | Author: **Sheryl Gavin, Manager Corporate Planning and Reporting**

Kaiwhakamana | Authoriser: **Mark de Haast, Group Manager Corporate Services**

TE PŪTAKE | PURPOSE

- 1 This report seeks adoption of the audited Annual Report and Summary Annual Report for the year ended 30 June 2023.

HE WHAKARĀPOPOTO | EXECUTIVE SUMMARY

- 2 This report does not require an executive summary.

TE TUKU HAEPAPA | DELEGATION

The Council has delegated authority to consider this report under the Governance Structure, Section A2 Council and Mayoral Powers which includes adopting an Annual Report

TAUNAKITANGA | RECOMMENDATIONS

- A. **That the Council adopts** the Annual Report and the Summary Annual Report for the year ended 30 June 2023 attached as Appendix 1 and 2 to this report; and
- B. **That the Council delegates** to the Mayor and the Chief Executive authority to approve minor editorial changes as required by the Council and/or Council's auditors, Ernst & Young (if any), to the Annual Report and Summary Annual Report for the year ended 30 June 2023, prior to its publication.

TŪĀPAPA | BACKGROUND

- 3 The Council is required under the Local Government Act 2002 to adopt an audited Annual Report and audited Summary Annual Report on or before the 31 October, for the preceding financial year ending on 30 June.
- 4 Drafts of the Annual Report and Summary Annual Report were provided to the Risk and Assurance Committee for consideration on 21 September 2023. After due consideration, the Committee now recommends these reports be adopted by the Council.

HE KŌRERORERO | DISCUSSION

- 5 The Annual Report compares the financial and non-financial performance of Council with the performance forecast in the 2022/23 Annual Plan.

Service Performance

- 6 76 percent of service performance targets were achieved. This is an improvement of 8 percent on the 68 percent achieved in 2021/22.
- 7 Residents' satisfaction with Council's performance was recorded at 64 percent, a decrease of 6 percent from the 70 percent achieved in 2021/22. The result is calculated using the results of quarterly Residents Opinion Surveys gathering feedback from a total of 800 residents (considered to be a statistically valid sample size) throughout the year.
- 8 From a national perspective, overall satisfaction, and value for money satisfaction in Kāpiti are trending higher than national results. Whilst Council is trending upwards, we remain below the national average for (a) perceptions that Council is providing opportunities to have

a say and (b) information on decisions that may affect people. These aspects remain a key focus for Council.

Financial results

- 9 The Council's financial statements, disclosure statement (prudence benchmarks) and funding impact statements are presented in the "Our Finances" section of both the Annual Report and Summary Annual Report.
- 10 An operating surplus of \$8.5 million was recorded for 2022/23. This mainly reflects external subsidies received for Council's capital works programme and does not represent a permanent cash surplus.
- 11 Operating revenue was \$47.5 million below budget, primarily due to the transfer of old State Highway 1 (Mackays Crossing to Peka-Peka) assets from central Government not occurring as planned. This is now expected to eventuate in 2023/24.
- 12 Operating expenses, including personnel, depreciation and finance costs were in line with budget for the year.
- 13 A capital works programme of \$61.5 million was achieved in 2022/23.
- 14 The value of Council's assets increased by \$221.9 million following asset revaluations during the year that reflect fair value. 58% of the increase relates specifically to Council-owned land which was last revalued in 2020. Land assets are not depreciated and have no impact on Council rates in subsequent years.

Disclosure statement

- 15 The disclosure statement for the year ending 30 June 2023 presents the Council's financial performance in relation to eight prudence benchmarks set by the Department of Internal Affairs to enable assessment of whether the Council is prudently managing its revenue, expenses, assets, liabilities, and general financial dealings.
- 16 The benchmarks are:
 - Rates (income) affordability – within LTP limits (achieved)
 - Rates (increases) affordability – within LTP limits (achieved)
 - Debt affordability – within quantified limits (achieved)
 - Balanced Budget – revenue (excluding development and financial contributions, vested assets, gains on derivatives and revaluations of property, plant, and equipment) exceeds operating expenses (not achieved). This is because Council does not fully rates fund its total asset depreciation for the year.
 - Essential services – capital expenditure on network services is equal or greater than depreciation on network services (achieved)
 - Debt servicing – net borrowing costs are no more than 10% of revenue (achieved)
 - Debt control – actual net debt is less than planned (achieved)
 - Operations control – net cashflow from operations is equal to or greater than planned (not achieved).
- 17 Two of the eight benchmarks were not met:
 - The Operations Control benchmark was not met because Council has increased the regularity of payments to suppliers as encouraged by central Government. This has increased the amount paid out during the financial year along with a corresponding decrease in accounts payable at year end. Payments were also higher than forecast due to inflationary cost pressures incurred by the Council during the year as noted in the Annual Report.

- The Balanced Budget benchmark was not met because mainly because Council does not fully rates fund its annual depreciation.

Amendments following Risk and Assurance Committee meeting 21 September 2023

- 18 Minor formatting and typographical errors were corrected after the meeting as a result of the conclusion of the audit process and general copy proofing.
- 19 At the Risk and Assurance Committee a range of amendments were requested to ensure clarity. A subsequent briefing with the Mayor, Deputy Mayor and Chief Executive gave rise to further amendments for the same reason. None of the changes were material.

Key changes made were:

Performance summary section

- Variance explanations for revenue, expenses, and operating surplus were updated to clarify the reason for the variance.
- The service performance achievement was amended from 75 percent to 76 percent due to one wastewater target incorrectly assessed as not achieved.

Our Activities section

- Narrative included in Access and Transport to reflect work completed during the year on the Speed Management plan.
- Comment to Community Facilities measures to confirm that Healthy Homes standards will have been achieved for all Older Persons units by the end of the 2024 financial year.
- Inclusion of a new section detailing the results of the Residents Opinion Survey, including progress against outcomes and Kāpiti's performance against national satisfaction results.

Our Finances

- Correction of 2021/22 comparatives in the Statement of Comprehensive Revenue and Expense.
- Changes to Note 6 Operating Expenses as follows:
 - Facility Operations and Maintenance removed from 'Other' category and separately specified;
 - Salary Recoveries moved from 'Other' category and offset against Staff Remuneration; and
 - Amended line 'Impairment of property, plant and equipment' to 'Impairment of loans to community organisations'.
- Changes to Note 9 to clarify the date the Air Chathams loan was advanced and when it was originally fully impaired by Council.
- Correction to Derivative Financial Instruments in Note 27 Major Variances from Budget.

He take | Issues

- 20 There are no issues arising in addition to those already highlighted in this report, including attachments 1 and 2 to this report.
- 21 Subject to adoption by Council, the Annual Report and Summary Annual Report for the year ended 30 June 2023 will receive an unqualified (clean) audit opinion from Council's auditors, Ernst & Young, on behalf of the Office of the Auditor General (OAG).

Ngā kōwhiringa | Options

- 22 There are no options arising from this report.

Tangata whenua

- 23 The Iwi Partnerships Group supported development of the Mihimihi greeting. The tangata whenua and governance activities in the report describe progress against key pieces of work for the year and progress against performance measures.

Panonitanga āhuarangi | Climate change

- 24 The Annual Report provides an update on progress towards reducing carbon emissions and coastal adaptation.

Ahumoni me ngā rawa | Financial and resourcing

- 25 There are no financial and resourcing considerations to note in addition to the information included in the Annual Report and Summary Annual Report.

Ture me ngā Tūraru | Legal and risk

- 26 The report has been prepared in accordance with the Local Government Act 2002 and all relevant financial reporting and accounting standards.
- 27 The Council is required under the Local Government Act 2002 to adopt an audited Annual Report and audited Summary Annual Report on or before the 31 October, for the preceding financial year ending on 30 June.

Ngā pānga ki ngā kaupapa here | Policy impact

- 28 There are no policy considerations arising from this report.

TE WHAKAWHITI KŌRERO ME TE TŪHONO | COMMUNICATIONS & ENGAGEMENT

Te mahere tūhono | Engagement planning

- 29 The Annual Report and Summary Annual Report have a low level of significance under the Council's Significance and Engagement Policy and do not require community engagement.

Whakatairanga | Publicity

- 30 Following Council adoption, the Annual Report and Summary Annual Report will be published on the Council website, and physical copies will be available at Council service centres and libraries. A media release will be issued.

NGĀ ĀPITI HANGA | ATTACHMENTS

1. 2022/23 Annual Report (under separate cover) ➡
2. 2022/23 Annual Report Summary (under separate cover) ➡

10.2 SPEED MANAGEMENT PLAN UPDATE - PAEKĀKĀRIKI VILLAGE CONSULTATION

Kaituhi | Author: **Ron Minnema, Transport Safety Lead**

Kaiwhakamana | Authoriser: **Sean Mallon, Group Manager Infrastructure Services**

TE PŪTAKE | PURPOSE

- 1 The purpose of this report is to update Council on the feedback received from the community and stakeholders on two speed management options for Paekākāriki Village and make several recommendations for Council's consideration.

HE WHAKARĀPOOTO | EXECUTIVE SUMMARY

- 2 The public and stakeholders were invited to submit on two speed management options for Paekākāriki from 4 to 15 September 2023.
- 3 323 submissions were received as follows:
 - 3.1 176 (54.5%) of submitters are in support of Option 1 that involves installing a '30km/h speed limit on all Paekākāriki roads including Ames Street, plus traffic calming infrastructure on The Parade.
 - 3.2 147 (45.5%) of submitters are in support of Option 2 that involves installing a 'variable (immediately before and after school) 30km/h speed limit on roads with 100m of Paekākāriki School.

TE TUKU HAEPAPA | DELEGATION

- 4 Council has the delegation to accept this report.

TAUNAKITANGA | RECOMMENDATIONS

- A. Council receives this report.
- B. Council approves the inclusion of Option 2 within the Kāpiti Coast District Council – *Speed Management Plan 2023-33*.
- C. Council approves the installation of Option 2 before the end of June 2024.
- D. Council approves the trial installation of traffic calming along The Parade and a section of Wellington Road in the period 2024 – 2027.
- E. Council notes that:
 - E.1 Two options for Paekākāriki have been presented in the Speed Management Plan – October (The 'Plan'), one of which will be removed to reflect Council's decision.
 - E.2 The amended Speed Management Plan will be forwarded to Waka Kotahi for Certification with a covering letter signed by the Mayor.
 - E.3 It is proposed that the installation of traffic calming on The Parade and a section of Wellington Road (near the Paekākāriki Playcentre) will be trialled before a decision is made on whether the traffic calming will be made permanent. The purpose of the trial is to (1) gain feedback from the community (2) confirm that significant numbers of motorists are not diverting to other roads which could in turn generate requests for additional traffic calming (3) assess the effectiveness of the traffic calming in reducing speeds.
 - E.4 Excluding the two Pedestrian Platforms outside Paekākāriki School, options other than speed humps will be considered for both The Parade and Wellington Road.

- E.5 Consultation is scheduled to commence in 2025 on preparing the next update of the 'Plan', which needs to be completed by September 2026 coinciding with the initial funding bid deadlines for the 2027-30 NLTP.
- E.6 Consultation on the next update of the 'Plan' includes expanding school zones that may result in a combination of the following: (1) speed limits being reduced, (2) existing speed limits being retained, (3) the construction of new infrastructure such as pedestrian refuges/ islands and footpaths.
- E.7 Consultation on expanding the school zones will provide an additional opportunity for the community to explore reducing speed limits through Paekākāriki in full or in part. This could result in a combination of reduced speed limits such as 30 and 40km/h for example.

TŪĀPAPA | BACKGROUND

- 5 Council at its meeting of 31 August 2023 considered the 'Kāpiti Coast District Council – *Speed Management Plan* 2023-33 (FINAL)' report and passed the following resolutions:
 - 5.1 Council receives this report.
 - 5.2 Council approves the *Speed Management Plan* (August) excluding Paekākāriki Village.
 - 5.3 Council approves a second round of consultation involving the two speed management options for Paekākāriki Village with consultation commencing on 4 September and concluding on 15 September 2023.
 - 5.4 Note that:
 - 5.4.1 If approved by Council submissions on the two options involving Paekākāriki Village will open on 4 September and close on 15 September 2023.
 - 5.4.2 Following receipt of submissions, the *Speed Management Plan* (August) will be amended and presented to Council for adoption in October 2023 with a covering report.
 - 5.4.3 Once adopted this will enable (1) the *Speed Management Plan* to be submitted for inclusion in the Wellington *Regional Speed Management Plan* (2) budgets for speed related infrastructure to be included in the LTP (3) Council to include bids for speed related infrastructure in the Regional Land Transport Plan 2024 – 27.

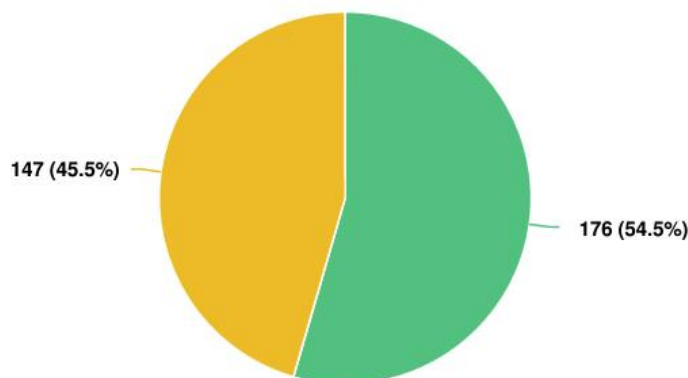
At the October 2023 meeting approve the *Speed Management Plan* (October) to include Paekākāriki Village reflecting the preferred option post the second round of consultation without the remaining sites being relitigated as they would have been approved at the 31 August 2023 meeting of Council.

HE KŌRERORERO | DISCUSSION

- 6 Council sought feedback from the community and key stakeholders in accordance with the Communications and Engagement Plan on two speed management options for Paekākāriki Village and involved:
 - 6.1 Contacting (1) FENZ (2) Greater Wellington Regional Council (3) Wellington Free Ambulance.
 - 6.2 Delivering information/ feedback cards to residents within Paekākāriki Village.
- 7 Both options listed below included traffic calming infrastructure (raised safety platforms) on Wellington Road outside Paekākāriki School.
 - Option 1: A permanent 30km/h limit for the whole of Paekākāriki, including traffic calming infrastructure for The Parade.
 - Option 2: A variable 30km/h limit around Paekākāriki School.

- 8 The community and stakeholders provided feedback that yielded the following results.

Select your preferred option



Question options

- Option 1: A 30km/h speed limit on all Paekākāriki roads including Ames Street, plus traffic calming infrastructure on The Parade.
- Option 2: A variable (immediately before and after school) 30km/h speed limit on roads within 100m of Paekākāriki School.

- 9 A breakdown of options based on the method of submission is illustrated in the following table.

Source	Option 1 (30km/h all Paekākāriki)	Option 2 (30km/h Variable around school)	Totals
Flyers (hard copy cards) – excluding Paekākāriki School	81 (54.7%)	67 (45.3%)	148
Flyers (hard copy cards) – Paekākāriki School	39 (100.0%)	0 (0%)	39
Haveyoursay (Online survey)	56 (41.2%)	80 (58.8%)	136
Totals	176 (54.5%)	147 (45.5%)	323

- 10 Two flyers were received, and the results excluded from the above total as it wasn't clear which option was preferred.
- 11 Matters relating to SH59 have been noted and forwarded to Waka Kotahi for their consideration.

He take | Issues

- 12 No responses were received from key stakeholders.

- 13 Community feedback as listed in attachment 2 is mixed without a single option being clearly identified as the preferred option, two examples of feedback are included below:
- (1) There is an opportunity to establish a pedestrian and cycle friendly village with safe streets. In the long term, a 30km/h zone would allow for wider footpaths, more planting, a more visually pleasing aspect to the whole area. There's literally no need for speeds higher than 30km/h. Let's do it.
 - (2) I agree on 30km/h around the school zone. Especially as there are no crossings to enter safely and 2 entries. I have practiced driving 30km/h around Paekākāriki and it's way too slow and I can't imagine everyone tolerating it.
- 14 Submitters highlighted their concerns of the risk that motorists posed to children crossing The Parade to access the beach plus their aversion to using speed humps as a traffic calming device.
- 15 Several submitters highlighted their concerns on the speed that motorists travel along Wellington Road and in front of the Play Centre.
- 16 Paekākāriki School have universally voted for option 1 – 30km/h speed limit throughout Paekākāriki village.

Ngā kōwhiringa | Options

- 17 The *Speed Management Plan* comprises two parts:
- 17.1 Part A: Implementation complete before the end of 2027 including all schools.
- 18 Part B: Implementation beyond 2027 with a focus on:
- 18.1 Road corridors.
 - 18.2 Expanding school zones.

Part A: Implementation complete before the end of 2027 including all schools.

- 19 The following deadlines underpin the delivery of Part A.

No	Deadline	Description	Status
1	31 August 2023	30km/h school variable speed limits <ul style="list-style-type: none"> Risk Assessment: Identification of any potential safety issues with the proposed installation of electronic/ static warning signs (e.g., service, restricting visibility). 	Completed
2	5 October 2023 ¹	Speed Management Plan <ul style="list-style-type: none"> The final date for the publication or any consultation draft <i>Speed Management Plan</i>. 	Completed
3	30 November 2023	30km/h school variable speed limits <ul style="list-style-type: none"> Complete consultation with schools/ stakeholders and prepare design 	Underway

¹ Set by Waka Kotahi

		drawings, estimates and set-out data for implementation by a contractor.	
4	29 March 2024 ²	Speed Management Plan <ul style="list-style-type: none"> The final date for submitting the final draft <i>Speed Management Plan</i> for certification by Waka Kotahi. 	Scheduled to be submitted in November 2023 ² .
5	30 June 2024 ³	30km/h school variable speed limits <ul style="list-style-type: none"> A road controlling authority must use reasonable efforts that, for at least 40% of the school directly accessed from roads under its control, speed limits for roads outside schools that comply with Section 5 are set by 30 June 2024: and 	Contract scheduled to be late 2023/ early 2024 for 14 schools out of 20
6	31 December 2027 ³	30km/h school permanent speed limits <ul style="list-style-type: none"> ..use reasonable efforts to ensure that all roads under its control have speed limits that comply with Section 5 set by 31 December 2027. 	Design is scheduled to commence on the remaining schools in the 2 nd half of 2024.

- 20 Once the 'Plan' is certified by Waka Kotahi, Council can create a land transport record in the National Speed Limits Register and set the start date when the new speed limits will come into force that informs the construction completion date.
- 21 Council will need to receive the certified 'Plan' from Waka Kotahi no later than the end of January 2024 so a completion date can be set in the contract documentation to deliver the implementation of the Variable Speed Limits by the end of June 2024
- 22 To ensure that the 'Plan' is certified no later than the end of January 2024 (noting 25 working days are required to complete certification) the 'Plan' needs to be submitted in November 2023 with one option for Paekākāriki School.

Part B: Implementation beyond 2027

- 23 Planning for the next 'Plan' is scheduled to commence in 2025 focussing on road corridors and expanding school zones.
- 24 Discussions will be held with key stakeholders on expanding the school zone buffer from 100m to 1km for primary schools and 2.25km for high schools respectively being the distance that most students are prepared to walk or cycle.

Discussion

- 25 Community feedback is mixed without a single option being clearly identified as the preferred option.
- 26 Council must submit a 'Plan' with one option for Paekākāriki.
- 27 In terms of speeds the average speed of vehicles not held up by other vehicles in Paekākāriki Village is:
- 27.1 Approximately 40km/h on The Parade.

² Certification will typically take 25 working days.

³ Land Transport Rule: Setting of Speed Limits 2022

27.2 48km/h on Wellington Road (Robertson to Cecil), elsewhere approximately 40km/h.

27.3 Typically, below 30km/h on all other roads.

28 The existing posted 50km/h speed limit on The Parade and Wellington Road are more than the Safe and Appropriate Speed Limit of 40km/h and 30km/h (Source: MegaMaps⁴) respectively.

29 Given the mixed feedback and the timeline for speed limits to be implemented around schools it is recommended that:

29.1 Option 2⁵ is included in the 'Plan' with the addition of traffic calming being trialled along The Parade and a section of Wellington Road before a decision is made for the traffic calming to be made permanent'.

30 Note that:

30.1 Consultation on the next update of the 'Plan' is scheduled to commence in 2025 and includes expanding school zones which could result in a combination of the following: (1) speed limits being reduced, (2) existing speed limits being retained, (3) the construction of new infrastructure such as pedestrian refuges/islands and footpaths.

30.2 The purpose of expanding the school zones is to provide a safe environment that encourages students to walk and cycle to school. This consultation will provide the community with an additional opportunity to find some common ground for future speed management options in Paekākāriki.

Mana whenua

31 Waka Kotahi's *Speed Management Guide* recommends that 'Māori must be engaged with from the development stage of the plan'.

32 Council is continuing to engage with mana whenua iwi with the Access and Transport team presenting and discussing the *Speed Management Plan* with 'Te Whakaminenga o Kāpiti' on 12 September 2023.

33 Engagement is ongoing.

Panonitanga Āhuarangi me te Taiao | Climate change and Environment

34 The Government Policy Statement on Transport lists climate change as one of the key strategic priorities.

35 The *Speed Management Plan* will contribute to addressing climate change by creating a sustainable low carbon, safe and healthy land transport system.

36 Option 1 has the potential to provide a greater contribution to climate change by setting safe speed limits that may encourage a 'shift' to more environmentally friendly and active modes such as walking and cycling.

Ahumoni me ngā rawa | Financial and resourcing

37 The estimated cost of the *Speed Management Plan* as shown in the following table is unchanged from that presented to Council on 31 August 2023 and included costs for either option for Paekākāriki Village.

High-benefit areas	2021 - 2024 ⁶	2024 - 2027
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⁴ Waka Kotahi

⁵ comprises 30km/h Variable Speed Limits around Paekākāriki School plus the construction of two Pedestrian Platforms on Wellington Road in the vicinity of Paekākāriki School

⁶ Funded from existing budgets.

Streets around schools	\$548,300	\$2,241,000
Corridors	\$8,400	\$0
Areas with high concentrations of active road users	\$0	\$383,000
Base Programme (A)	\$556,700	\$2,624,000
Road Corridors (B)	\$0	\$351,000 (See note 1)
Total (A + B)	\$556,700	\$2,975,000

- 38 The overall estimates will remain unchanged irrespective of which Paekākāriki Village Speed Management Plan option is approved.
- 39 Implementing the variable speed limits as part of Option 2 (excluding the raised safety platforms on Wellington Road) is estimated to cost less than \$30,000.

Tūraru ā-Ture me te Whakahaere | Legal and Organisational Risk

- 40 Land Transport Rule: Setting of Speed Limits 2022 (the 'Rule') requires Councils to use reasonable efforts to implement new speed limits for at least 40% of all schools directly accessed from roads under its control by 30 June 2024 with the balance of schools completed by 31 December 2027.
- 41 To ensure that the 'Plan' is certified by the end of January 2024 at the latest (which will inform the completion date for the installation of the Variable Speed Limits) it is recommended that the 'Plan' is submitted to Waka Kotahi in November 2023.
- 42 Noting the deadlines outlined previously, deferring the implementation of either the variable or permanent 30km/h speed limits around Paekākāriki School until 2025 when discussions on expanding school zones is scheduled to commence is unlikely to result in implementation being completed by the end of 2027.

Ngā pānga ki ngā kaupapa here | Policy impact

- 43 The 'Plan' aligns with the Kapiti Coast District Council Sustainable Transport Strategy (2022).

TE WHAKAWHITI KŌRERO ME TE TŪHONO | COMMUNICATIONS & ENGAGEMENT

Te mahere tūhono | Engagement planning

- 44 Council consulted on the two options for Paekākāriki in accordance with clause 3.9 (2) of Land Transport Rule: Setting of Speed Limits 2022, i.e., in accordance with the consultation principles specified on Section 82 of the Local Government Act 2002 as specified.

Whakatairanga | Publicity

- 45 The community and stakeholders were consulted in accordance with the Communications and Engagement Plan that was prepared for the two Paekākāriki Village Speed Management options.

NGĀ ĀPITI HANGA | ATTACHMENTS

1. Attachment 1 - Speed Management Plan [↓](#)
2. Attachment 2 - Submission Summary [↓](#)

Kāpiti Coast District Council
October 2023

Speed Management Plan 2023-2033



kapiticoast.govt.nz


Kāpiti Coast
DISTRICT COUNCIL
Me Huri Whakamuri, Ka Titiro Whakamua

2 Speed Management Plan 2023-2033

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Introduction

Setting safe and appropriate speeds for Kāpiti Roads

The way speed is managed on our roads is changing.

Government rules introduced last year require a new approach to speed management all over New Zealand, with a focus on making sure we have safe and appropriate speeds on all roads.

Safe and appropriate speeds are travel speeds that are appropriate for the function, design safety and use of the road.

Speed kills. In the event of a crash, regardless of its cause, the speed of the impact is the most important factor influencing whether people in the crash survive.

All around New Zealand, many posted speed limits are higher than they should be, and in Kāpiti there have been community calls for changes to 'safe' speeds for many years.

Our transport network of roads and pathways is used by many people, of all ages and abilities, in different ways and for different purposes. Given ours is a growing and increasingly busy community, it has never been more important to make sure our roads are safe for everyone.

This document introduces the first '*Speed Management Plan*' for the Kāpiti Coast.

It outlines how the transport network is expected to look in 10 years' time and provides a three-year implementation programme for high-benefit areas – school zones, areas with high concentrations of active road users and road corridors. Consultation was undertaken on the Draft Speed Management Plan between April and June 2023. The feedback received has been considered and where appropriate incorporated into the plan.

Our vision is:

A connected and efficient multi-modal transport network, safe for people of all ages and abilities to be on or around.



Background

The Government has identified better speed management as vital to improving road safety and reducing the harm and costs of crashes in New Zealand.

Guidance on achieving safer speeds is outlined in the new *Land Transport Rule: Setting of Speed Limits 2022 (the 'Rule')*.

The Rule requires all Road Controlling Authorities, like the Kāpiti Coast District Council, to develop and consult on long-term *Speed Management Plans* to be used in the setting of speed limits. The Speed Management Plans will guide the development, sharing and certification of speed limit changes.

Adopted by the Government as part of the *Tackling Unsafe Speeds Programme*, the Rule will contribute to the aims of the *Road to Zero* strategy (New Zealand's road safety strategy for 2020–30) by taking a whole-of-network approach where speed is considered alongside investments in safety infrastructure.

The *Road to Zero* strategy has a vision 'where everyone, whether they're walking, cycling, driving, motorcycling or taking public transport, can get to where they are going safely'. It targets a reduction of 40 percent in annual deaths and serious injuries by 2030.

As the owners and managers of more than 400km of roads and 400km of footpaths and shared paths, the Kāpiti Coast District Council has an important role in contributing towards achieving this target. We support the aims of the *Road to Zero* strategy wholeheartedly.

This Kāpiti Coast *Speed Management Plan (the first)* covers the period between 2023 and 2033 and will be updated with community input every three years.

Why does speed management matter?

Safe and appropriate speed limits give people the best chance of survival without serious injury if they are involved in a crash.

The likelihood of someone being killed in a crash, if struck by a vehicle at 50km/h, is 80 percent. At 30km/h it is 10 percent. Refer to Figure 1 for further details.

Figure 1: Death and injury percentages

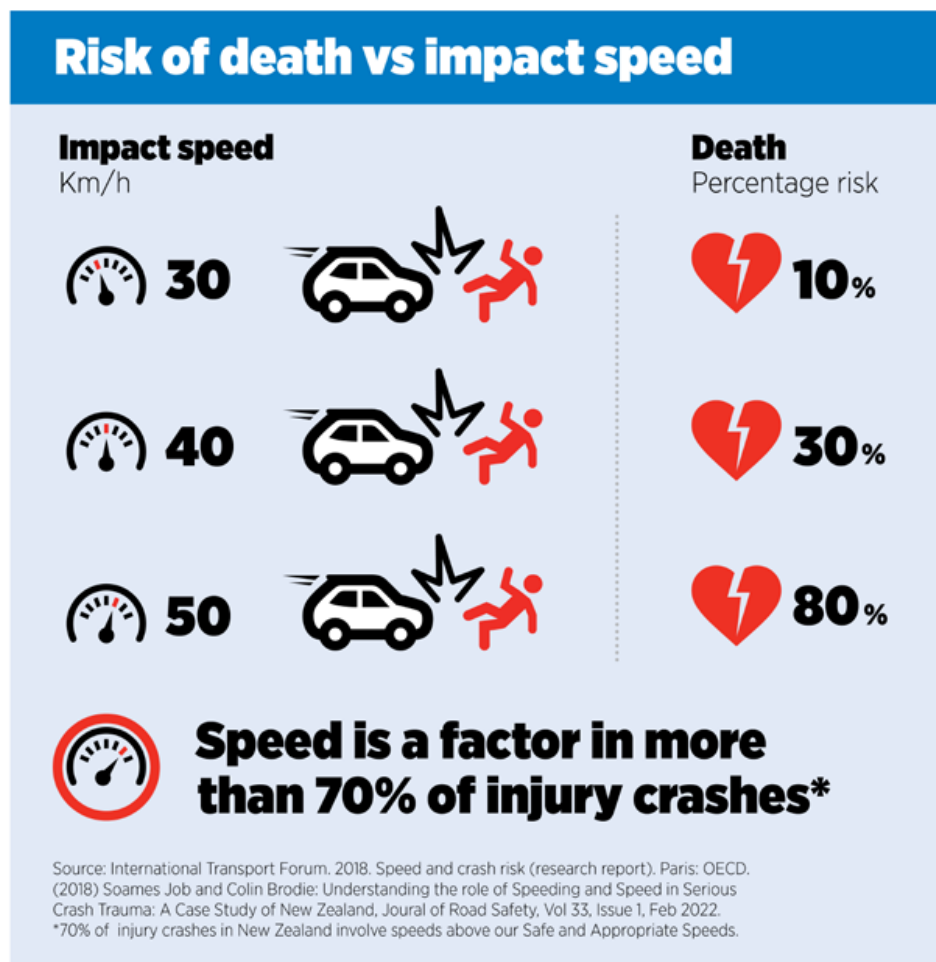


Image credit: Auckland Transport.

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Speed Management Plan 2023-2033

Safer speeds work. In Auckland, deaths and serious injuries on roads and streets reduced by 30 percent and 21 percent respectively after safe and appropriate speeds were implemented in June 2020. In comparison, across all Auckland roads for

the time period (24 months), road deaths increased by 9 percent.

Approximately 71 percent of injury crashes recorded nationally have involved speeds higher than New Zealand's safe and appropriate limits.

What's the situation in Kāpiti?

Between 2000 and 2022, 23 deaths, 235 serious injuries and 991 minor injuries were reported on Kāpiti roads.

Overall, in that period, there was a slight decrease in the number of crashes and injury crashes in Kāpiti. After a peak in 2017 of a reported high of 16 (five deaths and 11 serious injuries), the number reduced to 10 (one death and nine serious injuries) in 2022.

Safe and appropriate speeds not only reduce the risk of crashes but also make the transport network safe for all users – both young and old – for those using active transport modes – like enabling children riding bikes to school on the road to do so safely.

The Council has heard from the community that safer roads are a priority. Many resident-developed outcome statements¹ seek calmer and safer speeds and our communities have been asking for measures to improve road safety, especially around schools.

Consultation during the Speed Limit Review in 2018/19 saw a majority of the 224 submitters support lower speeds across the district.

This *Speed Management Plan* supports these objectives and in some cases is the key mechanism for achieving them.

¹ Local outcome reports – Kāpiti Coast District Council (kapiticoast.govt.nz)

Land Transport Rule: Setting of Speed Limits 2022

The Rule was introduced in 2022 and is the main driver of this process.

The Rule makes the setting of speed limits more efficient for Road Controlling Authorities (e.g., Kāpiti Coast District Council). It enables a network approach rather than a piecemeal, road-by-road approach, which will improve speed management planning and consultation.

The Rule requires Road Controlling Authorities to have a 10-year vision for local speed limits, and a three-year implementation programme for applying safe and appropriate speed limits and implement speed related infrastructure.

Speed Management Plans take a more holistic approach to network management where speed management is considered alongside investment in infrastructure. They empower Road Controlling Authorities to set speed limits for roads within their jurisdictions while also encouraging regional coordination.

For the Kāpiti Coast District Council, the Rule:

- allows flexibility in producing *Speed Management Plans*
- requires all Wellington region Road Controlling Authorities to develop and consult on their own plans, which will eventually form the basis of the Regional *Speed Management Plan*

- requires Road Controlling Authorities to use reasonable efforts to reduce speed limits around schools by 31 December 2027, with an interim target of 40 percent of schools by 30 June 2024.

In addition, the Rule:

- requires Regional Transport Committees to coordinate input from Road Controlling Authorities in developing regional *Speed Management Plans* to align with the Regional Land Transport Planning (RLTP) process. The RLTP sets the direction for transport in the region for the next 10-30 years. It identifies regional priorities and sets out the transport projects we intend to invest in.
- introduces regional speed management planning on a three-year cycle that aligns with the National Land Transport Programme which is a three-year programme that sets out how Waka Kotahi NZ Transport Agency, working with its partners, plans to invest the National Land Transport Fund (NLTF) to create a safer, more accessible, better connected and more resilient land transport system that keeps New Zealand moving.

Speed Management

Developing a Speed Management Plan

Speed Management Plans align with Road to Zero and the current Government Policy Statement on Land Transport'. Waka Kotahi NZ Transport Agency (Waka Kotahi) has identified 'high benefit areas' as immediate priorities for Road Controlling Authorities.

The Waka Kotahi *Speed Management Guide* outlines how Plans should be developed to deliver consistently safe and appropriate speed limits that are aligned with the *Road to Zero* strategy.

Figure 2 and Table 1 draws together the requirements of the Rule, four principles designed to be applied together, and the One Network Framework, which categorises safe and appropriate speed limit ranges for New Zealand's streets and roads.

Figure 2: Speed management principles



Speed Management Plan 2023-2033

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Table 1: One Network Framework safe and appropriate speed limits (SAAS)

Category	Description	SAAS (km/h)
Activity streets (urban)	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30 - 40
Local streets (urban)	These streets provide quiet and safe residential access for people of all ages and abilities, and foster community spirit and local pride.	30
Main streets (urban)	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30 - 40
Urban connectors	These streets provide the safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40 - 60
Peri-urban roads (Rural)	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50 - 80
Rural roads	These roads primarily provide access to rural land for people who live there and support the land-use activities being undertaken.	60 - 80
Rural connectors	These roads provide the links between rural roads and interregional connectors (State highways).	60 - 100

Notes

- 1 A safe and appropriate speed limit will typically be at the lower end of the range, unless design and infrastructure criteria are met to justify a higher speed limit. Refer to 'Speed Management Guide Road to Zero Edition – Table 4 (Waka Kotahi, July 2022)
- 2 Beaches are not covered by the One Network Framework. Refer to the KCDC Bylaws - Kāpiti Coast District Council (kapiticoast.govt.nz)

The Government Policy Statement on Land Transport

Speed Management Plans must also align with the Government Policy Statement (GPS) on land transport (2021/22–2030/31), which sets the Government's strategic priorities for land transport investment over a 10-year period.

The GPS also sets out how money from the National Land Transport Fund will be spent on activities such as public transport, state highway improvements, local roads and road safety. Transport spending needs to meet the strategic priorities as outlined in the GPS.

Two of the strategic priorities relate directly to safety:

- Developing a transport system where no one is killed or seriously injured.
- Developing a low-carbon transport system that supports emission reductions while improving safety and inclusive access.

Table 2: Government Policy Statement – strategic priorities

GPS 2021 strategic priorities	
Safety ²	Developing a transport system where no-one is killed or seriously injured.
Better travel options	Providing people with better transport options to access social and economic opportunities.
Climate change ³	Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.
Improving freight connections	Improving freight connections for economic development.

² – aligns with Outcome 2: Safer Communities (Kāpiti Coast District Council: Sustainable Transport Strategy, March 2022)

³ – aligns with Outcome 5: Addressing climate change (Kāpiti Coast District Council: Sustainable Transport Strategy, March 2022)

The *Speed Management Plan* aligns with the GPS strategic priorities. This will allow the Council to apply for funding for speed-related infrastructure through the National Land Transport Programme (NLTP). This funding will assist the Council in implementing the Plan and achieving a safer transport network. The initial submission for the 2024–27 NLTP is due in September 2023.

Although the Plan has a strong focus on safety, it will also contribute to the other priorities. This is expanded on in Table 3.

Table 3: Kāpiti Coast District Council Speed Management Plan alignment with the GPS priorities.

GPS priority	Alignment
Safety	<p>In line with the Road to Zero strategy and the 2021 GPS, the Plan is working towards a local transport network where no one is killed or seriously injured.</p> <p>The Plan seeks to improve safety on our roads through reduced speed limits and associated infrastructure in benefit areas.</p>
Better travel options	The focus on schools and urban areas and road corridors will lead to safe and appropriate speeds that will also encourage more people to walk, cycle and use other forms of active transport.
Climate change	Managing speeds can encourage more active travel, which can in turn can help reduce vehicle kilometres travelled and carbon emissions.
Improving freight connections	Speed reductions will lead to reduced crashes on the local transport network, making journeys more reliable. For routes used regularly by freight and public transport, safe and appropriate speed limits and infrastructure will be considered while ensuring the safe movement of all road users along and across the road corridor.

Priorities

This *Speed Management Plan* outlines what a transport network could look like in 10 years and provides a three-year implementation programme.

Because implementing safe and appropriate speed limits nationally is likely to take some time, Waka Kotahi has identified **high benefit areas** for speed management interventions to be implemented in the short to medium term. These cover approximately 25 percent of all New Zealand roads where the safe and appropriate speed limits are less than the posted speed limits. They are:

- road corridors where lowering speed limits to align with the safe and appropriate speed limits will produce the most safety benefits.
- all streets surrounding schools, including streets outside school frontages and within 100m of school boundaries. These streets are likely to be subject to lower variable speed limits in the short term and lower permanent speed limits in the long term.

- areas where the highest concentrations of active road users are expected, such as town centres, employment areas, other commercial areas and surrounding local streets.

Under the Rule, Road Controlling Authorities are required to:

- use reasonable efforts to implement new speed limits for:
 - at least 40 percent of all schools directly accessed from roads under their control by 30 June 2024
 - the remaining schools by 31 December 2027
- confirm that the speed limit for roads with a posted speed limit of 70km/h is safe and appropriate or propose to change to be other than 70km/h.

The role of Infrastructure

In the past, infrastructure was installed to reduce speeds on individual streets and roads in some town centres, for example speed humps on Marine Parade at Paraparaumu Beach.

In the long term, many areas on the Kāpiti Coast may have existing speed limits reduced to safe and appropriate speed limits.

How these speed limits are implemented will vary from place to place. It is not feasible, practical, or indeed desirable to build traffic-calming (e.g., speed humps, raised safety platforms) infrastructure everywhere.

The current focus is on installing infrastructure focused on the high-benefit areas. Infrastructure, like speed humps and raised safety platforms, will be used where it will be most effective.

We will also look at using temporary or semi-permanent infrastructure to support safe and appropriate speed limit changes in urban roads and streets.

Responsibilities

Speed Management Plans are a tool for developing, sharing and certifying proposed speed limit changes. Accordingly, several organisations are involved in their formulation.

Table 4: Organisation, roles and timing

Organisation	Role	Timing
Road Controlling Authorities	Provide information (<i>Speed Management Plans</i>) to Regional Transport Committees to enable the development of Regional Speed Management Plans.	September 2023
Regional Transport Committees	Consolidate information from Road Controlling Authorities into a regional <i>Speed Management Plan</i> and provide a forum for addressing regional boundary consistency issues.	December 2023

Kāpiti Coast District Council Speed Management Plan

Staged approach

This is the Kāpiti Coast District Council's first *Speed Management Plan*.

We have developed a staged approach to implementing any changes to the transport network. This will (1) allow us to identify what works and what does not and apply that information when reviewing the Plan (2) help us to deliver the Plan with the resources available (3) and allow us to focus on the high-benefit areas. These are:

- streets around schools
- road corridors
- areas where there are high concentrations of active road users, such as town centres, and marae.

We have:

- prioritised changes that need to be made in the next 10 years, with an initial focus on addressing safety in the high benefit areas identified by Waka Kotahi.
- investigated roads where proposed speed limits differ from Waka Kotahi's assessments as to what is safe and appropriate.

Once the Director of Land Transport has certified this *Speed Management Plan*, Waka Kotahi can publish the Plan, following which Kāpiti Coast District Council can implement the changes in speed limits.

This *Speed Management Plan* has two parts:

- **Part A** – What the Council proposes to implement up to the end of 2027, comprising high priority high-benefit areas.
- **Part B** – What the Council is planning to implement beyond 2027.

Speed-management infrastructure implemented now does not preclude further changes being made in the future.

Table 5: High-benefit timeline summary

Part	Timeline	High-benefit area description
A	2023-24	<ul style="list-style-type: none"> • Road corridors with a focus on roads with 70km/h speed limits • Marae • Schools with variable speed limits
B	2024-27	<ul style="list-style-type: none"> • Schools with permanent speed limits • Marae • Areas with high concentrations of active road users
C	2027 onwards	<ul style="list-style-type: none"> • Road corridors • Expand school zones

Changes to speed limits on state highways (some of which will become local roads and managed by Kāpiti Coast District Council) are outlined in the Waka Kotahi 'Interim State Highway Speed Management Plan 2023 – 2024: Consultative Draft) and are likely to come into effect in 2023 once certified by the Director of Land Transport.

Over the years we have continued to receive requests from the community for traffic-calming measures and lower speed limits for specific areas and individual streets.

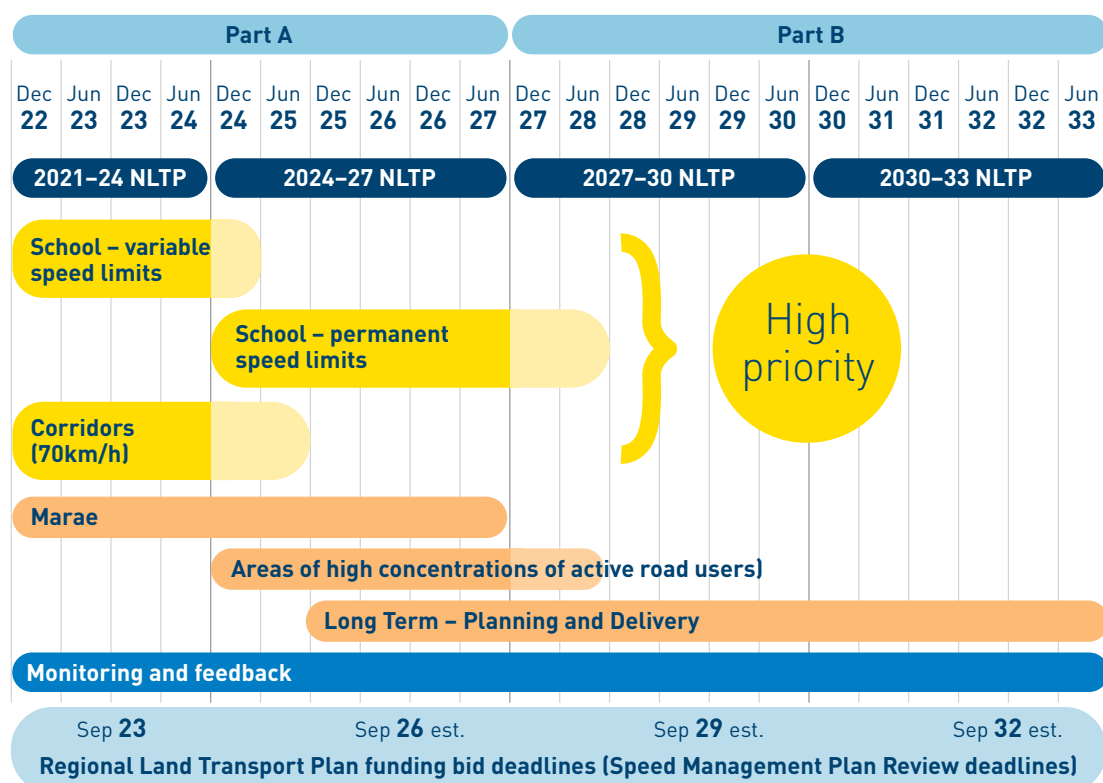
Each request is assessed to determine whether it fits under one of the above high-benefit areas, and where a request aligns with a high-benefit area it has been included in the three-year Implementation Plan.

Otherwise, there is an opportunity for it to be considered for inclusion in future *Speed Management Plans*.

Timeline

The timeline for the planning and delivery of the high-benefit areas is illustrated in Table 6 and may be altered to take advantage of or complement the delivery of other high-benefit areas.

Table 6: Speed Management Plan timeline



Note: Marae included with other High Benefit Areas

Review

The *Speed Management Plan* will be reviewed every three years. This will allow the inclusion of requests for speed management infrastructure in the Wellington Regional Land Transport Plan funding bids. The first deadline for funding bids is September 2023.

As a result:

- the deadline for this *Speed Management Plan* to be finalised is September 2023. This will enable the inclusion of speed-related infrastructure in the 2024–27 Regional Land Transport Plan that signals to Waka Kotahi the projects for which the region is seeking funding.
- planning for the review of the Plan for inclusion in the 2027–30 Regional Land Transport Plan is likely to start in 2025 or early 2026 to meet the estimated September 2026 deadline.



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Speed Management Plan 2023-2033

Part A: Speed Management Plan

High-benefit areas – selection criteria

The criteria used to assess high benefit areas are outlined as follows, with concepts illustrating the proposed scope of works provided in Appendix A.

Road corridors

Roads:

- identified by Waka Kotahi as 'high benefit'.
- with existing 70km/h speed limits that must be reviewed by Road Controlling Authorities with the proposed speed limits to be other than 70km/h.
- where the proposed speed limits differ from Waka Kotahi's assessments of what is safe and appropriate.

Streets around schools

All 20 schools within the Kāpiti Coast District have been identified by Waka Kotahi as high-benefit areas. This means the Council is required to use reasonable efforts to implement new speed limits for:

- at least 40 percent of all schools directly accessed from roads under its control by 30 June 2024.
- the remaining schools by 31 December 2027.

It is proposed that either variable or permanent 30km/h speed limits be installed as per the criteria outlined in Table 7.

Table 7: Streets around school's criteria

Type	Criteria	Infrastructure (examples)
30km/h Variable Speed Limit (by the end of June 2024)	Installed on roads adjoining schools where significant increases in traffic (vehicle, cycle and pedestrian) are generated immediately before and after school by the schools. During other periods, volumes of all traffic are low.	<ul style="list-style-type: none"> Standard treatments Signs, markings, variable speed limit signs (LED/ static). On occasion Zebra crossings on raised safety platforms or at grade.
30km/h Permanent Speed Limit (by the end of December 2027)	Installed on roads adjoining schools where additional traffic (vehicle, cycle and pedestrian) is generated continuously by adjacent land uses (for example, shops, transport hubs, car parks).	<ul style="list-style-type: none"> Signs, markings, painted threshold treatments, humps, zebra crossings on raised safety platforms.

Marae

The Kāpiti District has four marae: Whakarongotai (Waikanae), Raukawa (Ōtaki), Te Pou o Tainui (Ōtaki) and Katihiku (Te Horo).

Except for Katihiku, which is accessed from a private road, marae have been identified as benefiting from either variable or permanent 30km/h speed limits on the roads fronting them.

Areas

Areas that have been identified by Waka Kotahi as 'high benefit' are illustrated in Figure 3.

Figure 3: Potential 'high benefit' areas (Source: Waka Kotahi)



In accordance with the staged approach, it is proposed that:

- safe and appropriate speed limits will not be applied to the entire area of the high-benefit areas highlighted above.
- 30km/h safe and appropriate speed limits will be implemented in several areas where there are high concentrations of active road users.

Monitoring and trials

To assess the effectiveness of any changes and to apply lessons to future *Speed Management Plans*, speeds will be monitored before and after installation and the results reported to the Council and the community.

In addition, we will seek feedback from the community on the effectiveness of road treatments, and there may be opportunities to trial some treatments to assist in reducing speeds.

Part B: Speed Management Plan

Planning

The second part of our *Speed Management Plan* covers what the Council **plans** to do beyond 2027 to meet Waka Kotahi requirements. This step change reflects community feedback received during the consultation process on the draft Speed Management Plan.

If the safe and appropriate speeds outlined by Waka Kotahi are implemented on all roads within the Kāpiti District, speed limits in the future (the 'end state') could look like the example shown in Figure 4.

Figure 4: Paraparaumu – Safe and appropriate speeds EXAMPLE based on full implementation



Reaching the end state will take some time and will be the subject of future *Speed Management Plans*.

The challenge for the Kāpiti Coast is to identify how and when we will get to the 'end state' and applying the lessons learned from implementing the Plan in the different stages.

At this point we are:

- proposing to install traffic-calming devices such as Pedestrian Refuges on road corridors where infrastructure is required to complement safe and appropriate speed limits as illustrated for example in Figure 5.
- not proposing to install traffic-calming devices on all roads, as illustrated in Figure 6.

Figure 5: What's in –
Traffic-calming devices on relevant roads



Figure 6: What's out –
Traffic-calming devices on all roads



During the consultation phase on the *Draft Speed Management Plan: 2023–2033* the public were invited to submit feedback on the following options, ranking the options in order of preference.

Table 8: Part B Options

Option	Name	Description
1	Expand school zones	<ul style="list-style-type: none"> Extend the existing speed-limit buffer around schools to 1km for primary schools and 2.25km approx. for high schools. This is the distance that most students are prepared to walk or cycle.
2	Expand areas	<ul style="list-style-type: none"> Implement a 30km/h zone area for defined neighbourhoods and extend the existing speed limit buffer around town centres to 400m as this is generally accepted as an appropriate walking distance.
3	Road corridors	<ul style="list-style-type: none"> Install infrastructure along road corridors to reduce travel speeds along the road corridor and/or to provide opportunities for pedestrians/ cyclists to cross the road corridors safely. For example (1) Construct Pedestrian Refuges (2) Extend kerbs at intersections to slow the entry/ exit speeds of vehicles. These road corridors are classified as Urban Connectors, e.g. The Parade, Mazengarb Road, Arawhata Road, Kāpiti Road, Te Moana Road, Park Avenue, Aotaki Street, Waerenga Road and Mill Road.
4	Reduce speeds on all roads	<ul style="list-style-type: none"> Reduce speed limits on all roads within the Kāpiti District to safe and appropriate speed limits.

The options ranked in priority order are:

Figure 7: Road corridors (rank 1)



- Install infrastructure along road corridors to reduce travel speeds along the road corridor and/or to provide opportunities for pedestrians/ cyclists to cross the road corridors safely. For example:
 - Construct pedestrian refuges.
 - Extend kerbs at intersections to slow the entry/ exit speeds of vehicles.
 - Variable speed limits where appropriate.

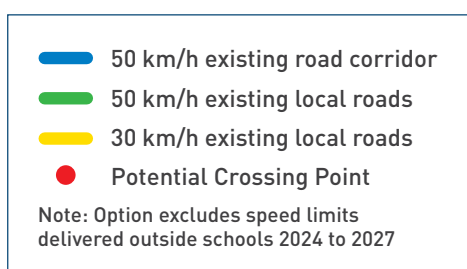
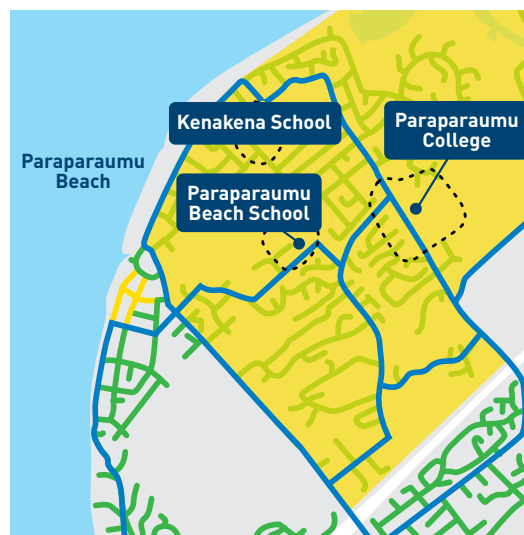
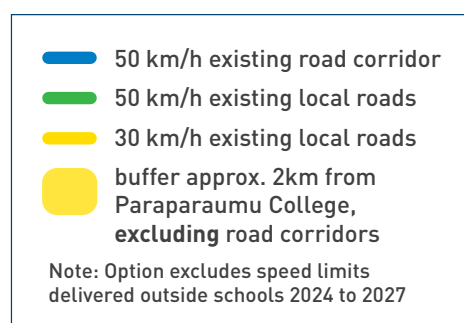


Figure 8: Expand school zones (rank 2)



Extend the existing buffer around schools to 1km for primary schools and 2.25km approx. for high schools. This is the distance that most students are prepared to walk or cycle.

- This will improve safety for students and the community and further encourage and create the opportunity for children to walk and bike to school safely.
- Tools that could be utilised to give effect to the buffer include reduced speed limits and/or infrastructure such as footpaths and pedestrian refuges.



Other feedback received from the community included requests for reduced speed limits that did not fit into Part A or Part B of the *Speed Management Plan*. These requests are summarised in Table 9 for future consideration.

Table 9: Other feedback by Community Board and Road/ Street

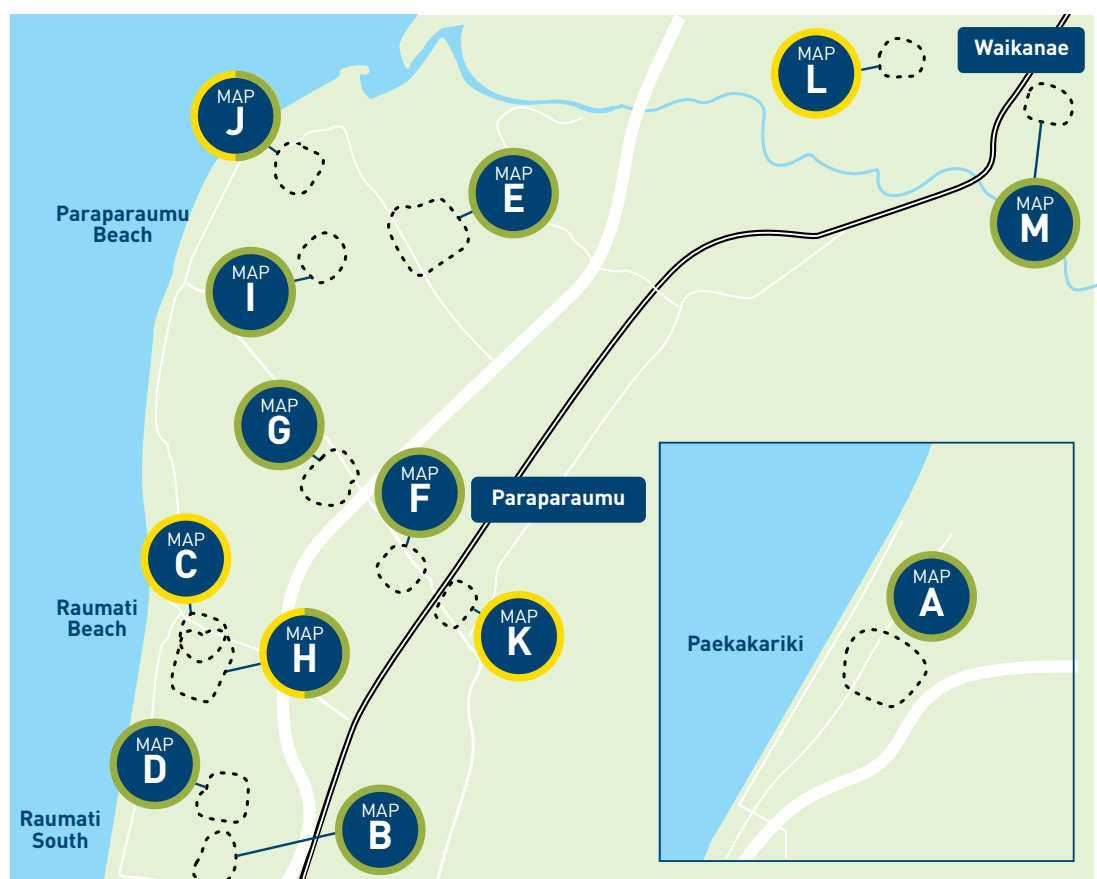
Road/ Street	Ōtaki	Paekākāriki	Paraparaumu	Raumati	Waikanae
Alexander Street				✓	
Aotaki Street	✓				
Arawhata Road			✓		
Blue Gum Road			✓		
Elizabeth Street					✓
Field Way					✓
Gear Rd	✓				
Hadfield Street	✓				
Kapanui Road					✓
Kāpiti Road			✓		
Kirk Street	✓				
Kohekohe Road					✓
Koromiko Road					✓
Langdale Avenue			✓		
Linwood Avenue			✓		
Mahaki Road			✓		
Manly Street			✓		
Marine Parade	✓				
Mazengarb Road			✓		
Menin Road				✓	
Mill Road	✓				
Ngarara Road					✓
Old Hautere Rd	✓				
Old SH1 (Ōtaki)	✓				
Old SH1 (Waikanae)					✓
Otaki Gorge Rd	✓				
Park Avenue					✓

Road/ Street	Ōtaki	Paekākāriki	Paraparaumu	Raumati	Waikanae
Pekapeka - Te Horo Beach					✓
Pukenamu Road					✓
Rahui Road	✓				
Rangiuru Road	✓				
Raukawa Street	✓				
Ruahine Street			✓		
Reikorangi Road					✓
Rimu Road			✓		
Rosetta Road - entire length				✓	
School Rd	✓				
Tasman Road	✓				
Taylors Rd	✓				
Te Moana Rd					✓
The Parade		✓			
The Drive			✓		
Winiata Way	✓				

Implementation programme

A high-level implementation programme covering the period to the end of 2027 focusing on the high-benefit areas is illustrated in Figures 9 – 12 and Tables 10 – 12. Detailed concepts for the high-benefit areas as identified for the Kāpiti Coast are illustrated in Appendix A.

Figure 9: Implementation programme – schools (Paekākāriki/Paraparaumu/Waikanae)



Refer to Appendix A for concept plans

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Table 10: Implementation programme – Schools#1

Map	School	Proposed speed limit	Timing
A	Paekākāriki School (Option 2) ⁴	30km/h variable	2021 - 24
A	Paekākāriki Village (Option 1) ⁵	30km/h permanent through the Village	2024 - 27
B	Te Rā Waldorf School and Te Rāwhiti Kindergarten	30km/h variable	2021 - 24
C	Raumati Beach School	30km/h permanent	2024-27
D	Raumati South School	30km/h variable	2021-24
E	Paraparaumu College	30km/h variable	2021-24
F	Kāpiti School	30km/h permanent	2021-24
G	Our Lady of Kāpiti School	30km/h variable	2021-24
H	Kāpiti College	30km/h variable	2021 - 24
		30km/h permanent	2024 - 27
I	Paraparaumu Beach School	30km/h variable	2021-24
J	Kenakena School	30km/h variable	2021-24
		30km/h permanent	2024-27
K	Paraparaumu School	30km/h permanent	2024-27
L	Kapakapanui	30km/h permanent	2024-27
M	Waikanae School	30km/h variable	2021-24

Note:

¹ The preferred option for Map A is to be confirmed.

Refer to Appendix A for concept plans

⁴ – Consulted on as part of the *Draft Speed Management Plan*.

⁵ – Included as an option following the majority of the feedback supporting an area wide speed limit reduced throughout the village.

Figure 10: Implementation Programme - Schools (Ōtaki#1)

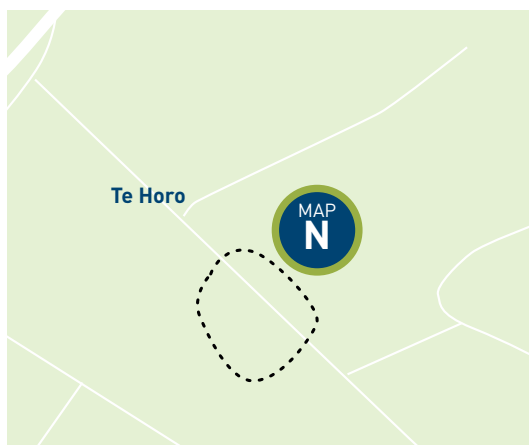


Figure 11: Implementation Programme - Schools (Ōtaki#2)

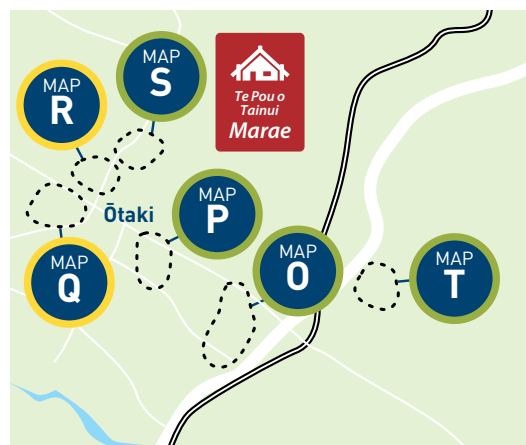


Table 11: Implementation programme – Schools#2

Map	School	Proposed speed limit	Timing
N	Te Horo School	30km/h variable	2021–24
O	Ōtaki College	30km/h variable	2021–24
P	Ōtaki School	30km/h variable	2021–24
Q	Te Kura-a-iwi Whakatupuranga Rua Mano	30km/h permanent	2024–27
R	Te Kura Kaupapa Māori o Te Rito	30km/h permanent	2024–27
S	St Peter Chanel School	30km/h variable	2021–24
T	Waitohu School	30km/h variable	2021–24

Refer to Appendix A for concept plans

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Speed Management Plan 2023-2033

Table 12: Implementation programme – Road corridors

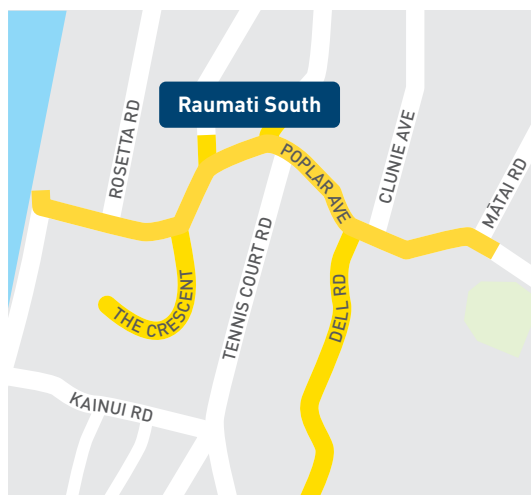
Roads	Current speed limit (km/h)	Safe and appropriate speed limit (km/h)	New speed limit (km/h)	Comments
Valley Road (From 221 Valley Road south to end at Waterfall Road)	80	60	60	High-benefit road corridor (MegaMaps, Waka Kotahi)
Riverbank Road (Old SH1 to 80m southeast of Titoki Street)	70	40	50	Interim measure, as reducing the speed limit to the safe and appropriate speed limit (40km/h) would result in a speed limit that is out of context with the adjacent speed limits. The reduced speed limit would add approximately 22 seconds to a trip along the length of this part of Riverbank Road.
Riverbank Road (35m west of Aotaki Street to 65m south of Rangioru Road)	70	60	60	The reduced speed limit would add approximately 11 seconds to a trip along the length of this part of Riverbank Road.
Peka Peka Road (94 Peka Peka Road to 62m east of Paetawa Road)	80	80	60	The safe and appropriate speed limit has not taken into account the fact that this road is part of the Kāpiti Coast Cycle Route, which is used heavily by cyclists who have to ride partly in the traffic lane due to the lack of a sealed shoulder. The reduced speed limit would add approximately 26 seconds to a trip along the length of this part of Peka Peka Road.

Refer to Appendix A for concept plans

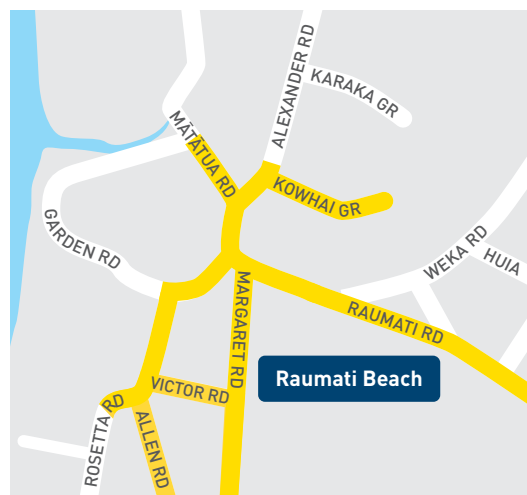
30km/h safe and appropriate speed limits will be implemented in several areas where there are high concentrations of active road users.

Figure 12: Implementation programme – Areas with high numbers of active road users

Raumati South village



Raumati village



Waikanae Beach village



Waikanae Town centre



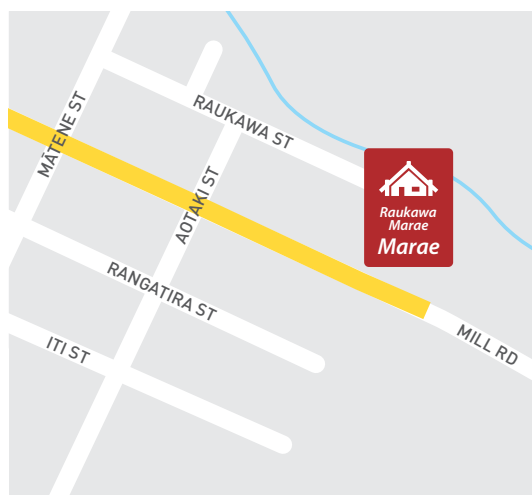
 30 km/h speed limit

Refer to Appendix A for concept plans

32

Speed Management Plan 2023-2033

Ōtaki Town centre



Te Horo Beach



 30 km/h speed limit

What would it cost?

Table 13: Speed Management Plan – cost estimate for Part A

High-benefit areas	2021–24 ⁶	2024–27
Streets around schools	\$548,300	\$2,241,000
Road corridors	\$8,400	\$0
Areas with high concentrations of active road users	\$0	\$383,000
Base Programme (A)	\$556,700	\$2,624,000
Road Corridors (B)	\$0	\$351,000 (See note 1)
Total (A + B)	\$556,700	2,975,000

Note 1: Crossing points on Te Moana Rd, Tutere Street, and Mazengarb Road

Refer to Appendix A for concept plans

⁶ – From existing budgets

If the Council is unsuccessful in obtaining Waka Kotahi funding assistance for the 2024–27 period through the Regional Land Transport Plan process, there are two options:

- **Option 1:**
Reduce the scope of works to reflect the level of funding assistance provided by Waka Kotahi.
- **Option 2:**
Make no change to the scope of works, with the shortfall in funding being topped up by Council.

Adjacent Road Controlling Authorities

Kāpiti Coast District Council borders three other Road Controlling Authorities with a number of roads that straddle both. These roads are listed in Table 14 with the existing posted speed limit, safe and appropriate speed limit and a comment where warranted.

Table 14: Adjacent RCA's

No	Road	RCA	Existing posted speed limit km/h	Safe and appropriate speed limit km/h	Comment
1	Waitohu Valley Road	Horowhenua DC	80	60	Refer to Note 1
		Kāpiti Coast DC	60	60	-
2	Akatarawa Road	Upper Hutt CC	50	60	-
		Kāpiti Coast DC	50	60	-
3	Paekākāriki Hill Road	Porirua CC	60	60	-
		Kāpiti Coast DC	60	60	-

Note 1:

Horowhenua District Council will continue to review speed limits within the District every three years, in line with the Land Transport Rule: Setting of Speed Limits 2022. Priorities for future Speed Management Plans have not yet been decided. It is likely that the speed limit on Waitohu Valley Road will be considered at the same time as those on other rural roads and the timing of this will be determined following consultation with the community, direction from elected members, and after considering priorities outlined by Waka Kotahi and Horizons Regional Council.

Next Steps

Some key steps are listed for Part A and part B of the Speed Management Plan as listed in Table 15.

Table 15: Key steps

Part	Step	Description	Timing
A	Schools - Variable Speed Limits	Implement Variable Speed Limits	By June 2024
A	Marae - Variable Speed Limits	Implement Variable Speed Limits	By June 2024
A	Road Corridors - Permanent Speed Limits	Implement Permanent Speed Limits	By June 2024
A	Areas - Permanent Speed Limits	Confirm extent of speed limit, location of infrastructure	First half of 2024
A	Schools – Permanent Speed Limits	Confirm extent of speed limit, location and type of infrastructure	First half of 2024
A	Areas - Permanent Speed Limits	Commence design	Second half 2024
A	Schools – Permanent Speed Limits	Commence design	Second half 2024
B	Road corridors points	Develop concept designs that can be used as the basis for future consultation	2025
B	Streets around schools	Commence engagement with schools with the objective of developing concepts that can form the basis of future consultation	2025

In addition, the Access and Transport team will:

- Update Council annually on progress in delivering the Speed Management Plan.
- Update members of the community who indicated that they wished to be kept informed of progress in implementing the Speed Management Plan.
- Update both Council and members of the community on the results of monitoring before and after implementation.

36

Speed Management Plan 2023-2033

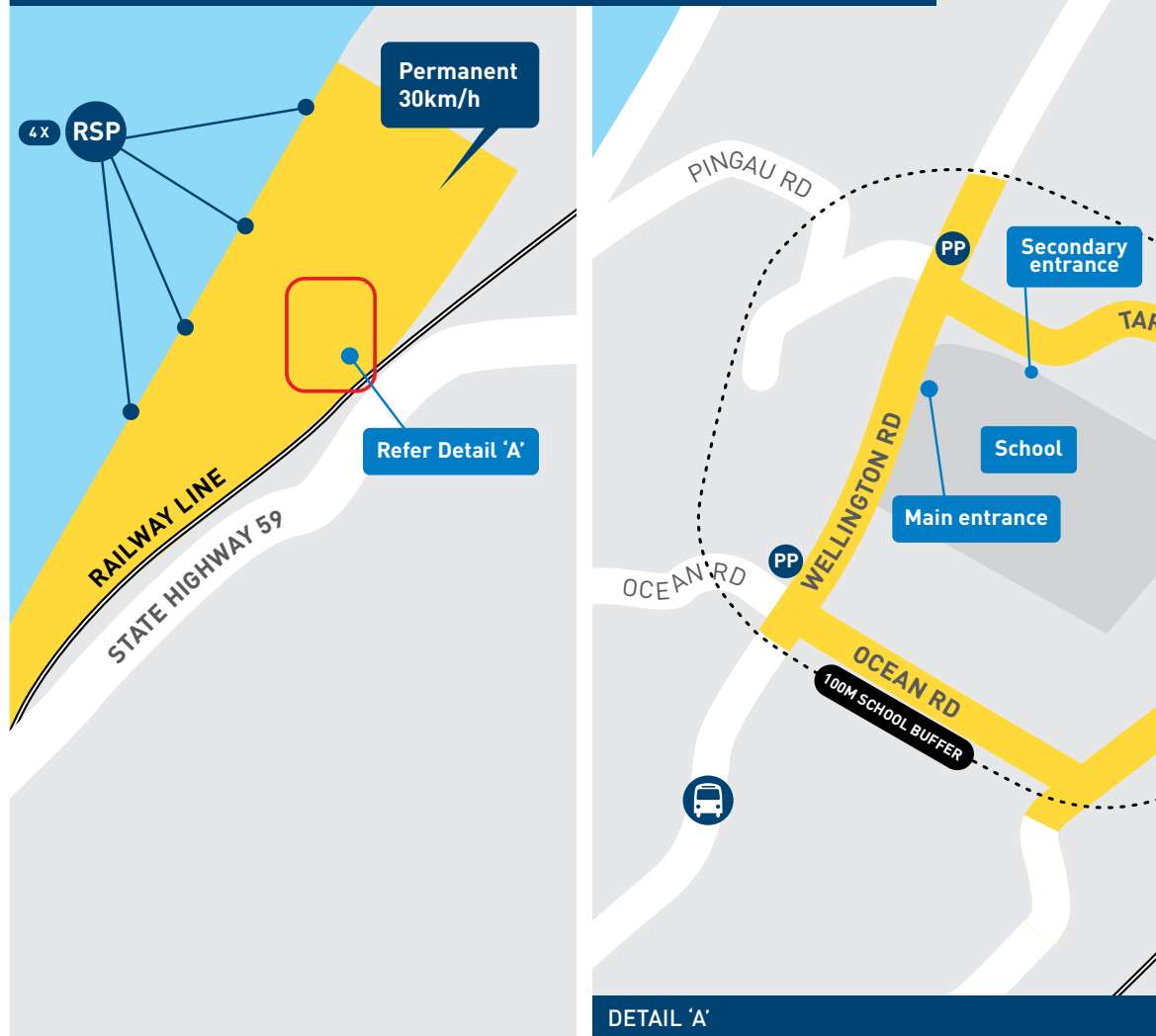
Appendix A: Concept Plans

Speed Management Plan 2023-2033

37

©

A: PAEKĀKĀRIKI – OPTION 1; PAEKĀKĀRIKI VILLAGE



For installation by 2024–27



Pedestrian Platform

Construct Hump/
platform

38

Speed Management Plan 2023–2033

©

A: PAEKĀKĀRIKI – OPTION 2; PAEKĀKĀRIKI SCHOOL



For installation by June 2024



New signs installed
(See notes)



Install Static
Variable School
speed limit signs

NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.
- 3 Timing of when Variable School speed limits apply to be confirmed.

For installation by 2024–27

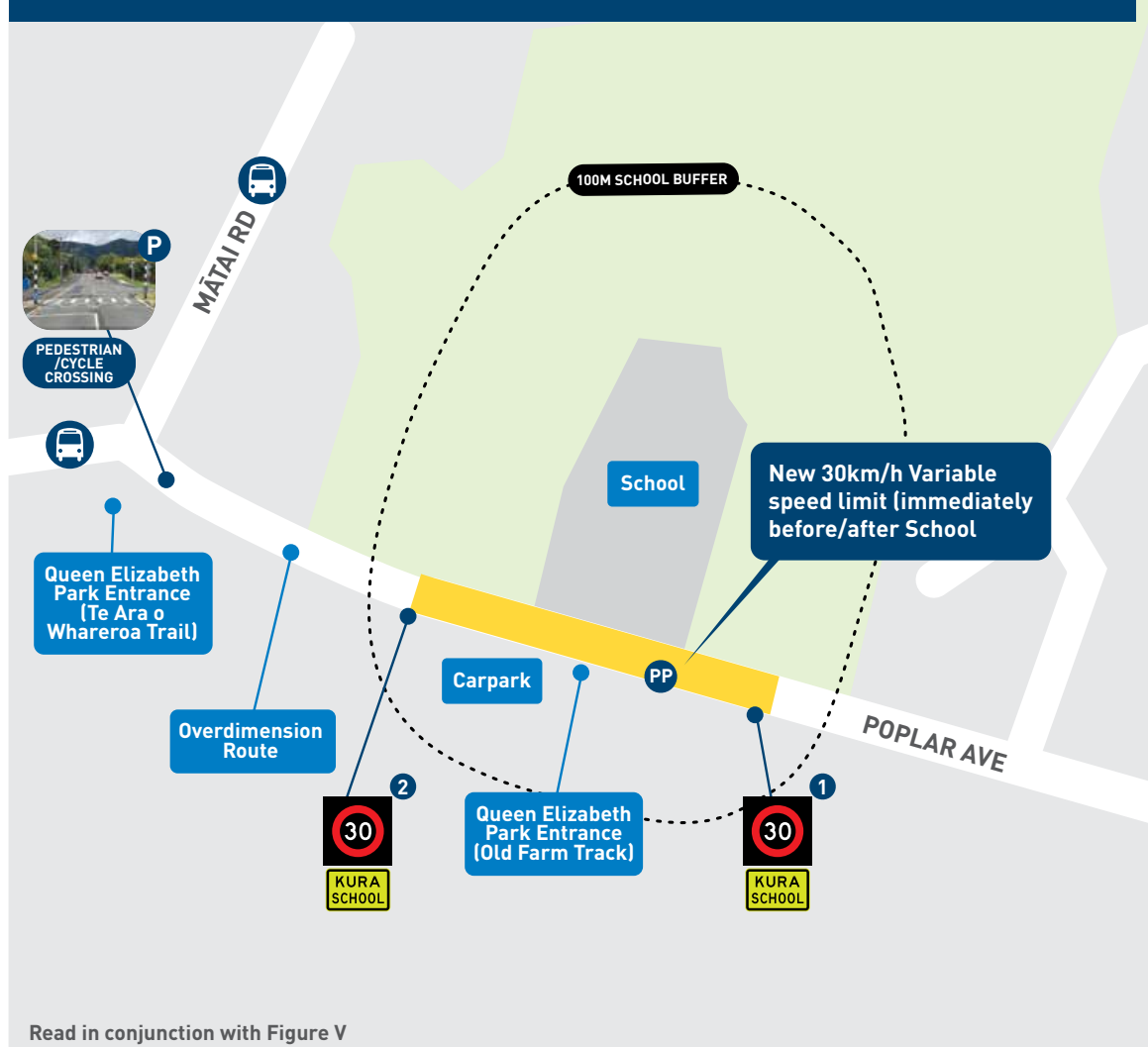


Pedestrian Platform

17/07/23 v6

C

B: TE RĀ WALDORF SCHOOL AND TE RĀWHITI KINDERGARTEN



For installation by June 2024



New signs installed
(See notes)



Dual cycle/
pedestrian
crossing on
raised platform

NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location 135m east of Matai Road.

For installation by 2024-27

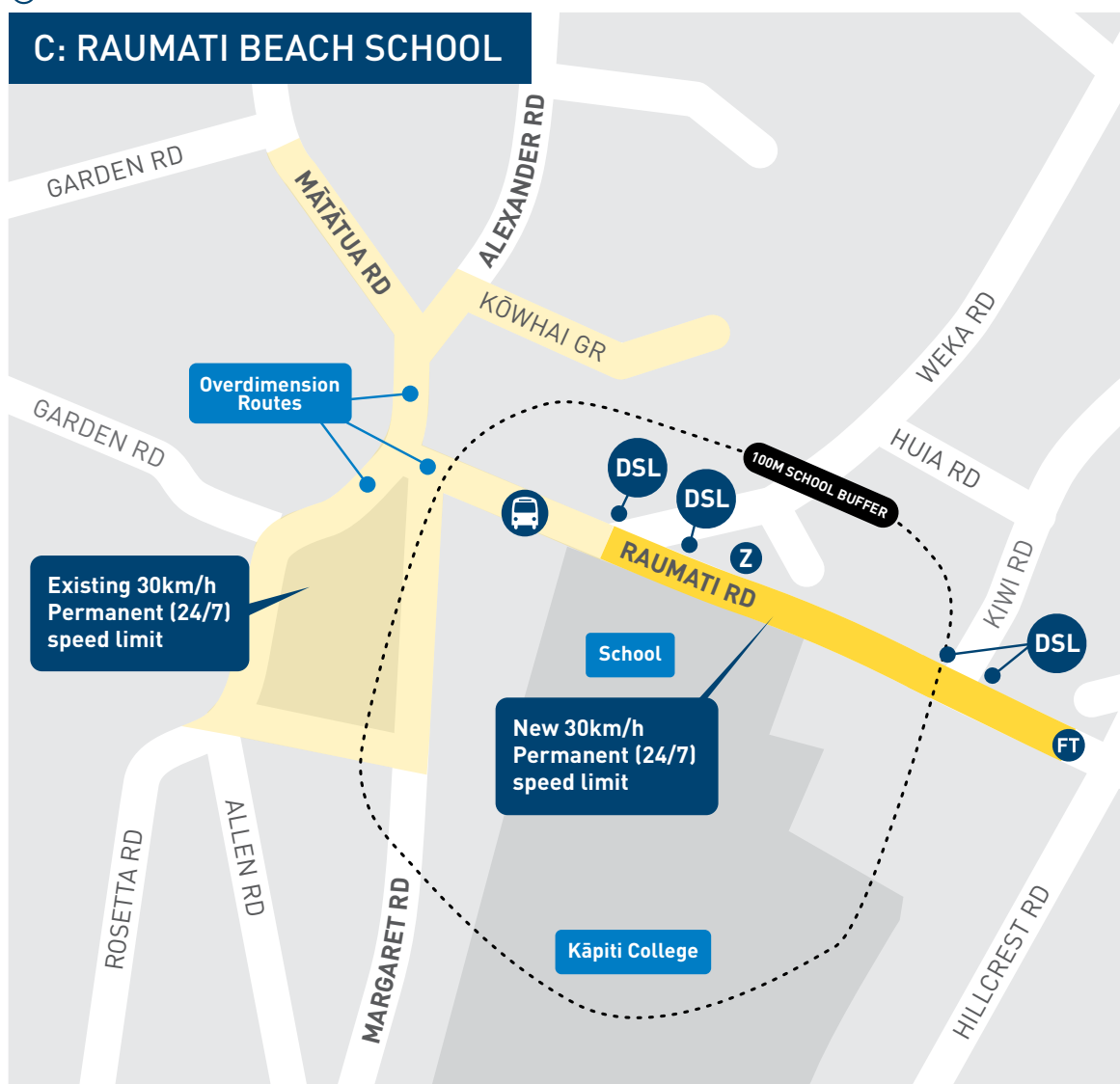


Pedestrian
Platform

40

Speed Management Plan 2023-2033

©

C: RAUMATI BEACH SCHOOL**For installation 2024–27**

Supply and install double sided speed limit signs, e.g., 30/50



Reconstruct existing Zebra Crossing on Raised Safety Platform



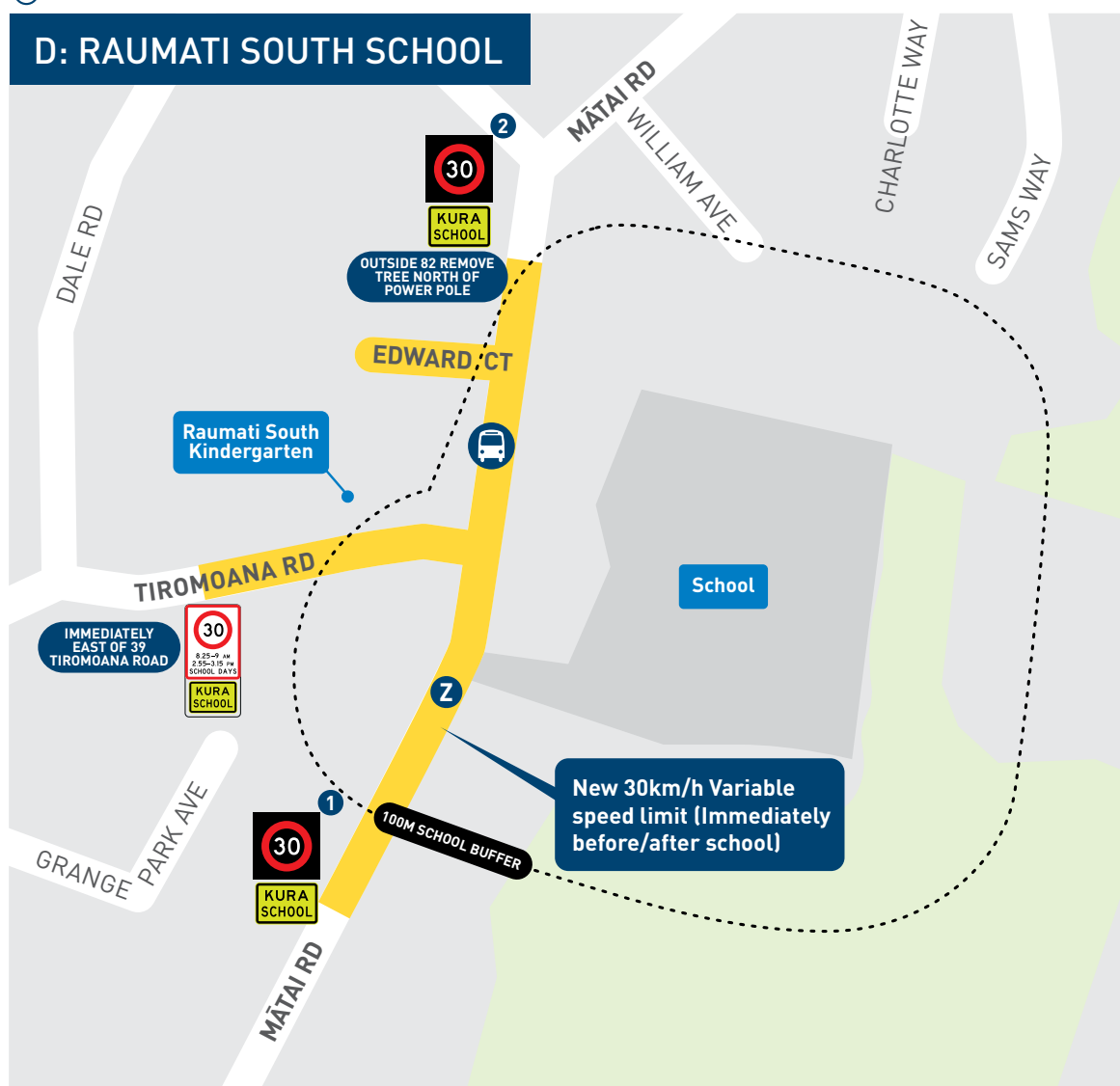
Flush Threshold treatment, e.g., 30/50 (immediately west of Gold Coast Apartments)

Speed Management Plan 2023-2033

41

C

D: RAUMATI SOUTH SCHOOL



For installation by June 2024



Install Kura School Variable (See notes)



Install Static Variable School speed limit signs

NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.
- 3 Timing of when Variable School speed limits apply to be confirmed.

For installation 2024-27



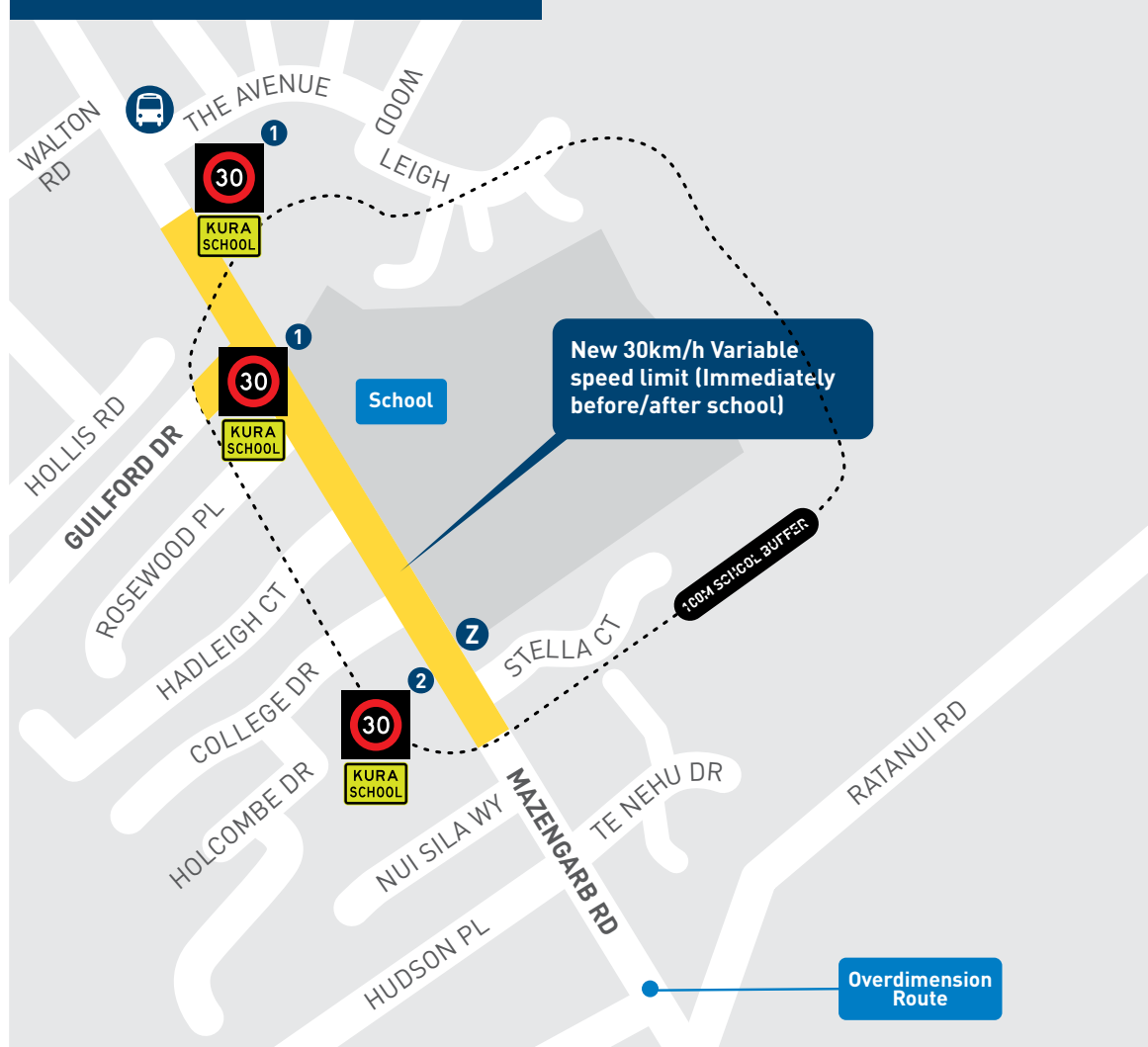
Reconstruct existing Zebra Crossing on Raised Safety Platform

42

Speed Management Plan 2023-2033

©

E: PARAPARAUMU COLLEGE



For installation by June 2024



Install Kura School Variable
(See notes)

NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.

For installation 2024-27

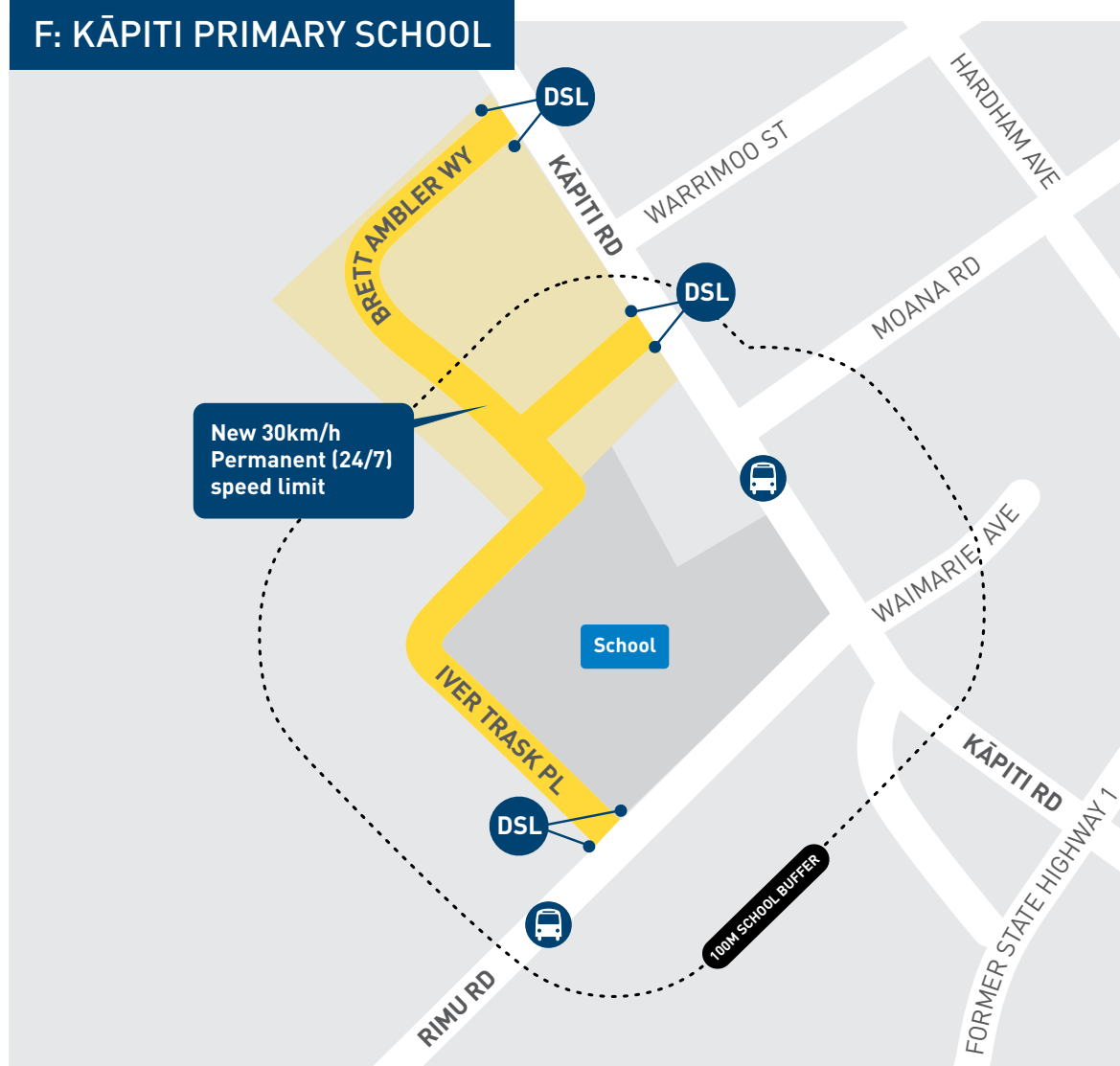


Z

A new Zebra Crossing at existing crossing point, includes lighting upgrade, no Raised Safety Platform

©

F: KĀPITI PRIMARY SCHOOL



For installation by June 2024



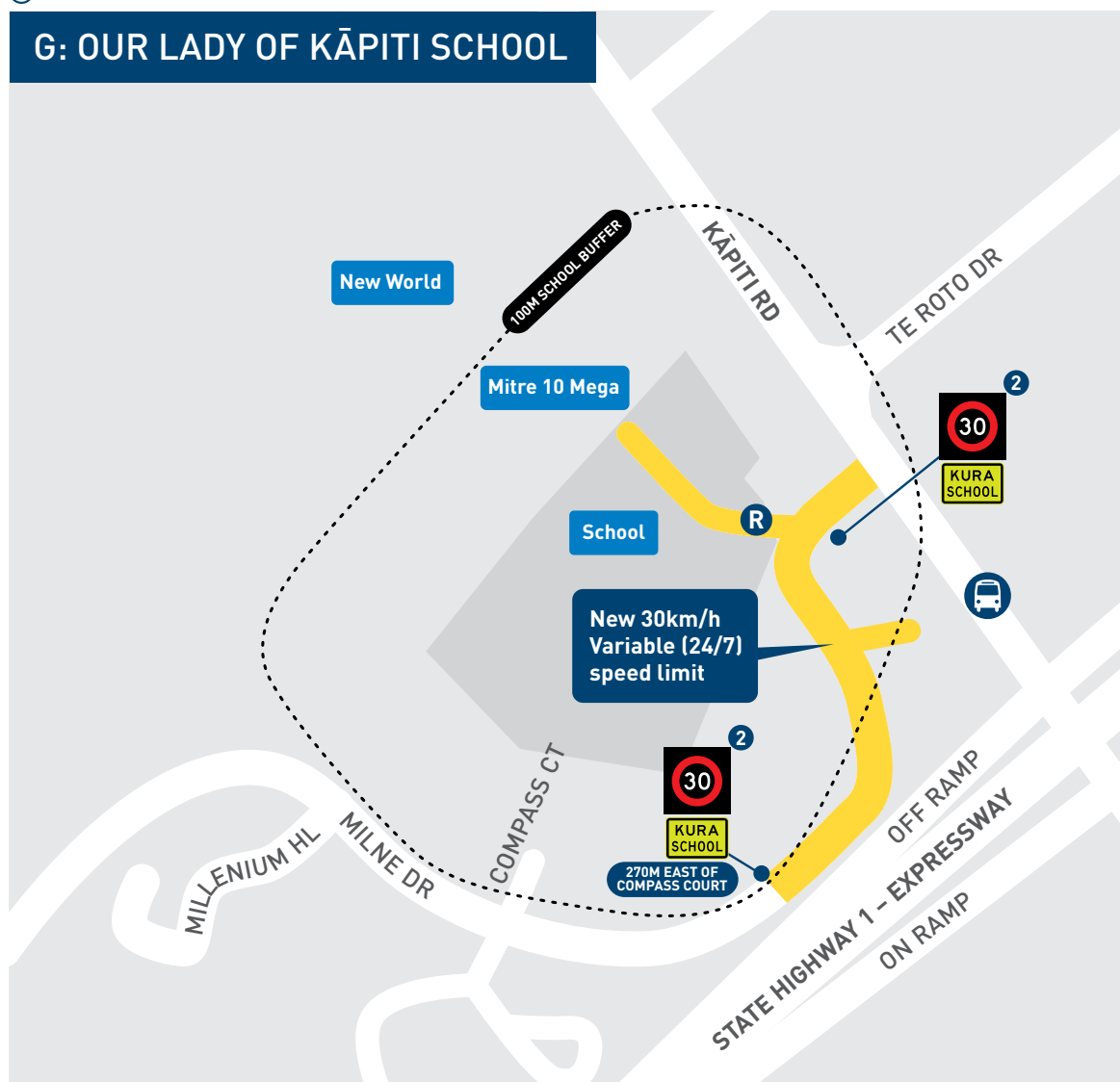
Supply and install double sided speed limit signs

44

Speed Management Plan 2023-2033

©

G: OUR LADY OF KĀPITI SCHOOL



For installation by June 2024



New signs
installed
(See notes)

NOTE:

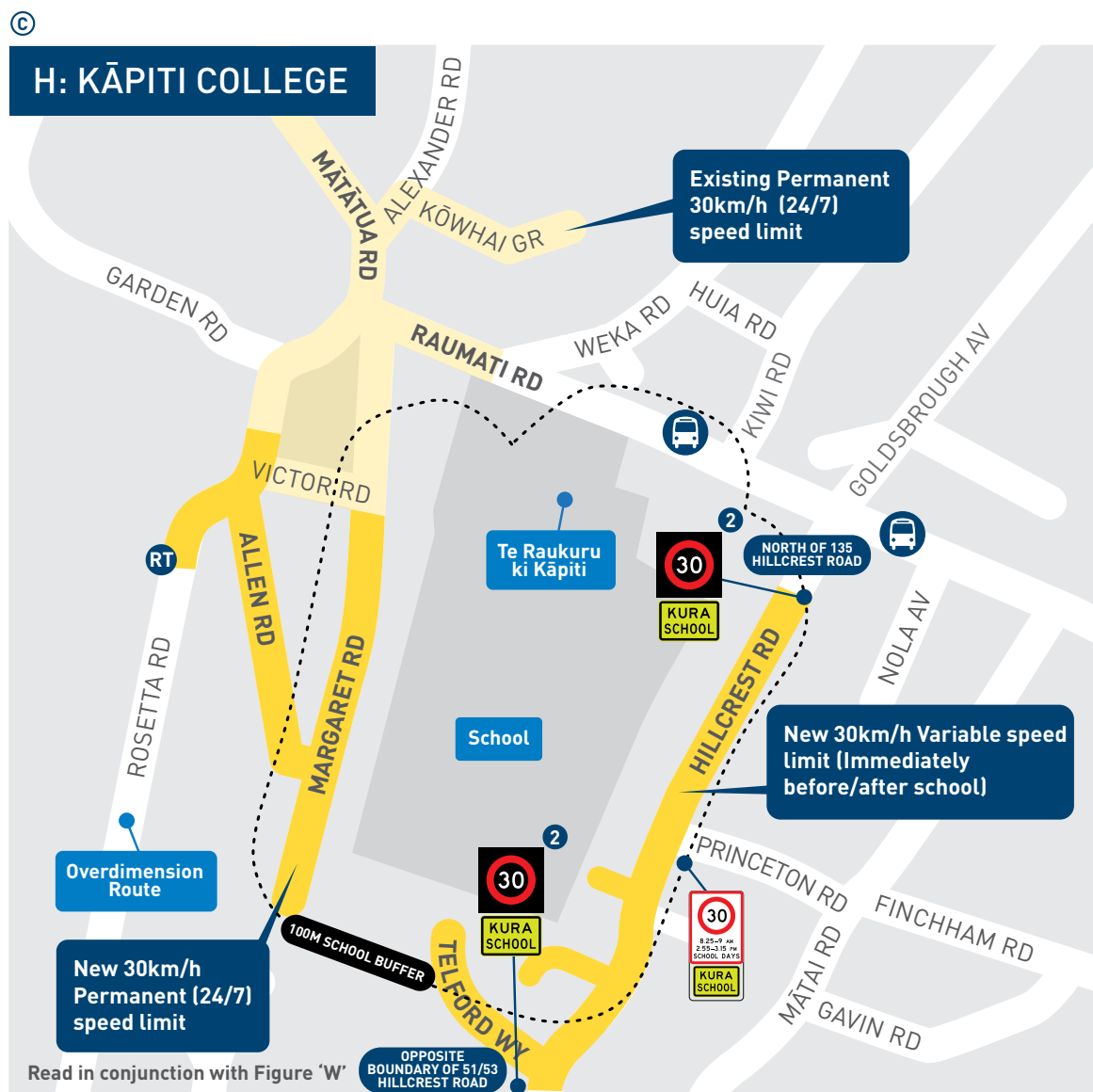
2 New sign, new location.

For installation 2024-27



R

Construct Pedestrian
Refuge plus Kerb
Crossing ramps, and
lighting upgrade



For installation by June 2024



Install Kura School Variable (See notes)



Install Static Variable School speed limit signs

NOTE:

- ② New sign, new location.
- ③ Timing of when Variable School speed limits apply to be confirmed.

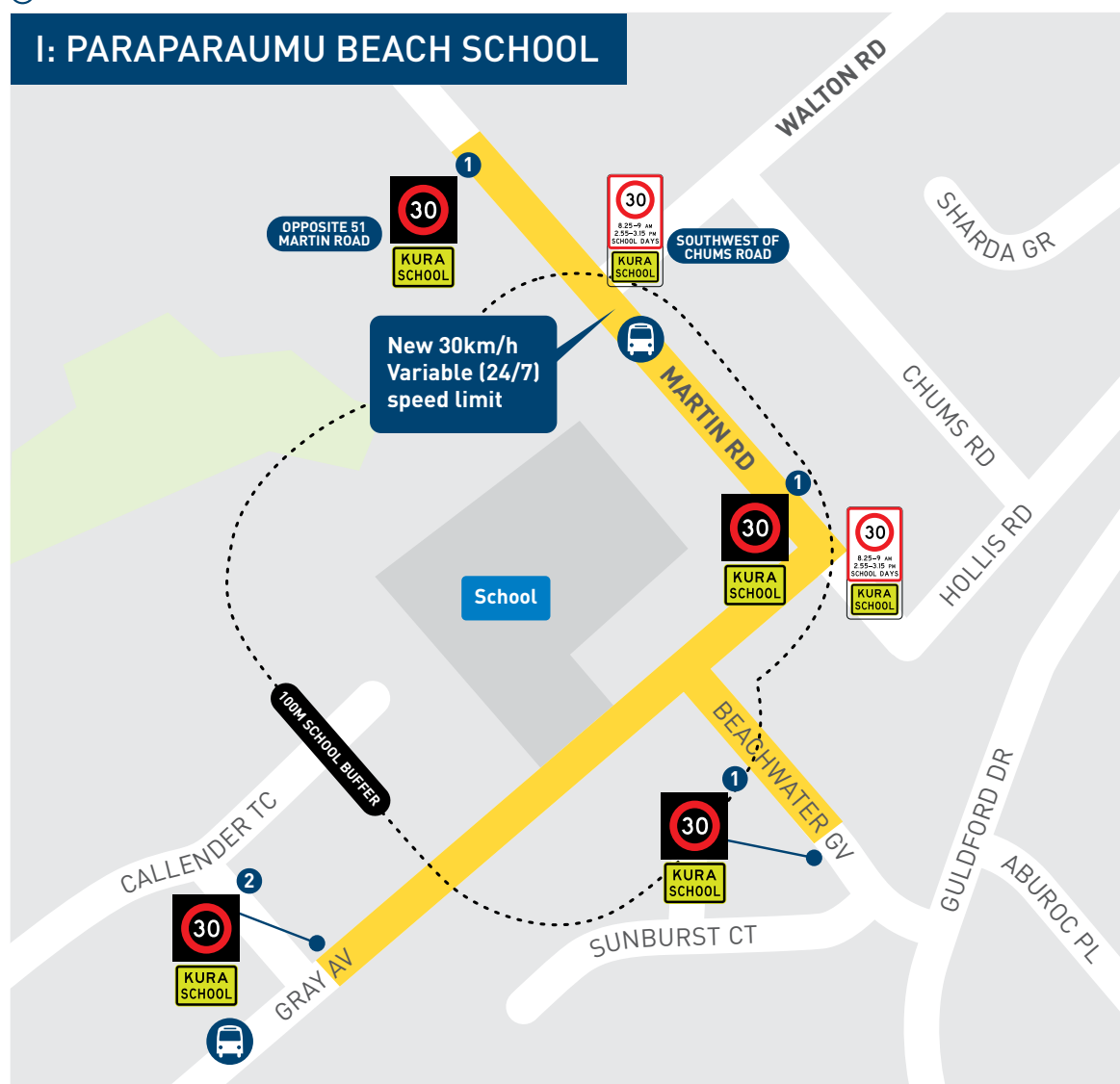
For installation 2024-27



Raised Threshold Treatment

C

I: PARAPARAUMU BEACH SCHOOL



For installation by June 2024



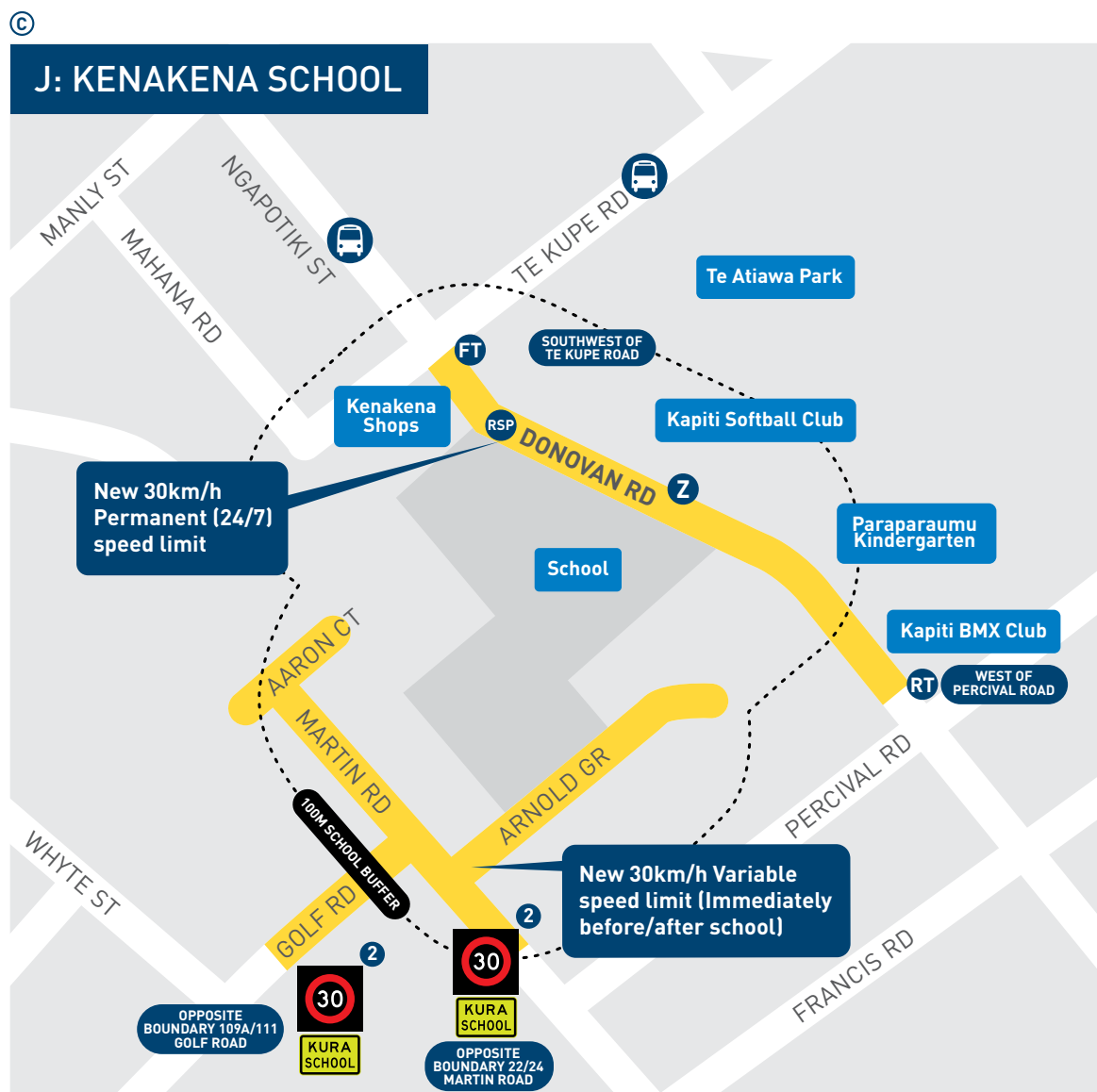
Install Static
Variable School
speed limit signs



Install Kura
School
Variable
(See notes)

NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.
- 3 Timing of when Variable School speed limits apply to be confirmed.



For installation by June 2024



NOTE:

- 2 New sign, new location.

For installation 2024-27



Flush Threshold treatment, e.g., 30/50



Construct Raised Safety Platform



Reconstruct existing Zebra Crossing on Raised Safety Platform

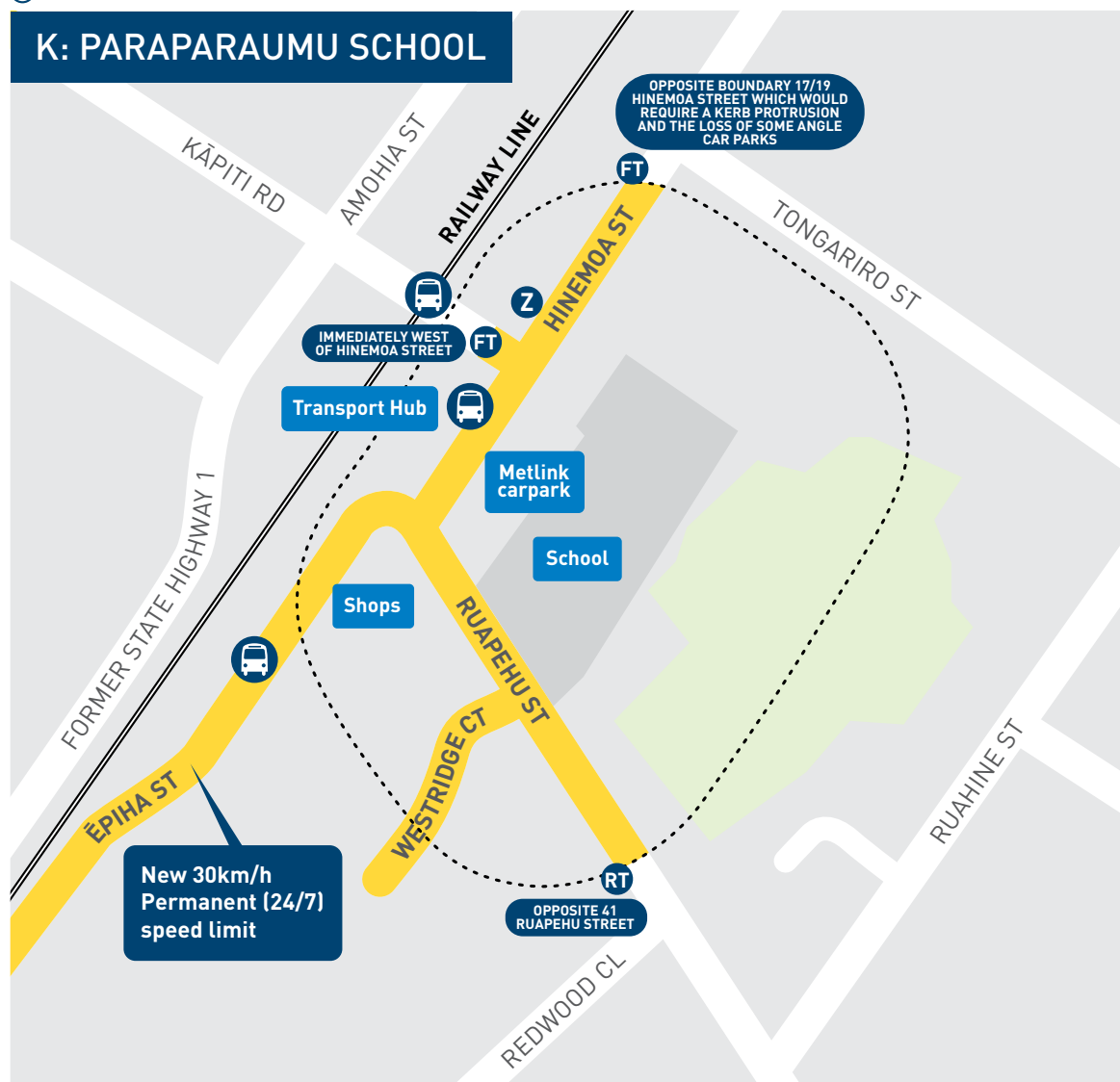


Raised Threshold Treatment

48

Speed Management Plan 2023-2033

©

K: PARAPARAUMU SCHOOL

For installation 2024–27



Reconstruct existing
Zebra Crossing on Raised
Safety Platform



Raised Threshold
Treatment



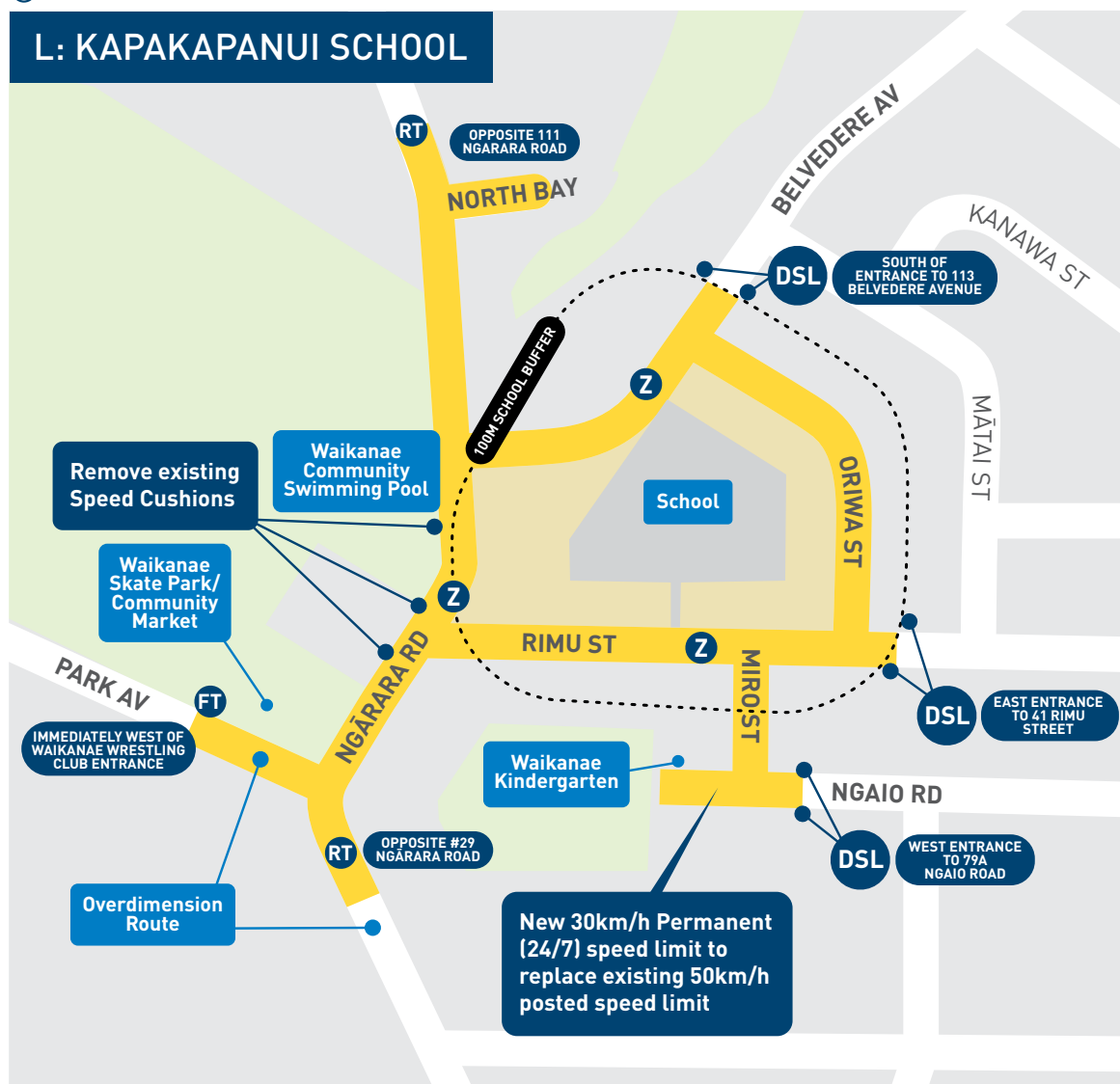
Flush Threshold
treatment, e.g., 30/50

Speed Management Plan 2023–2033

49

©

L: KAPAKAPANUI SCHOOL



For installation 2024-27



Supply and install double sided speed limit signs, e.g., 30/50



Reconstruct existing Zebra Crossing on Raised Safety Platform



Flush Threshold treatment, e.g., 30/50

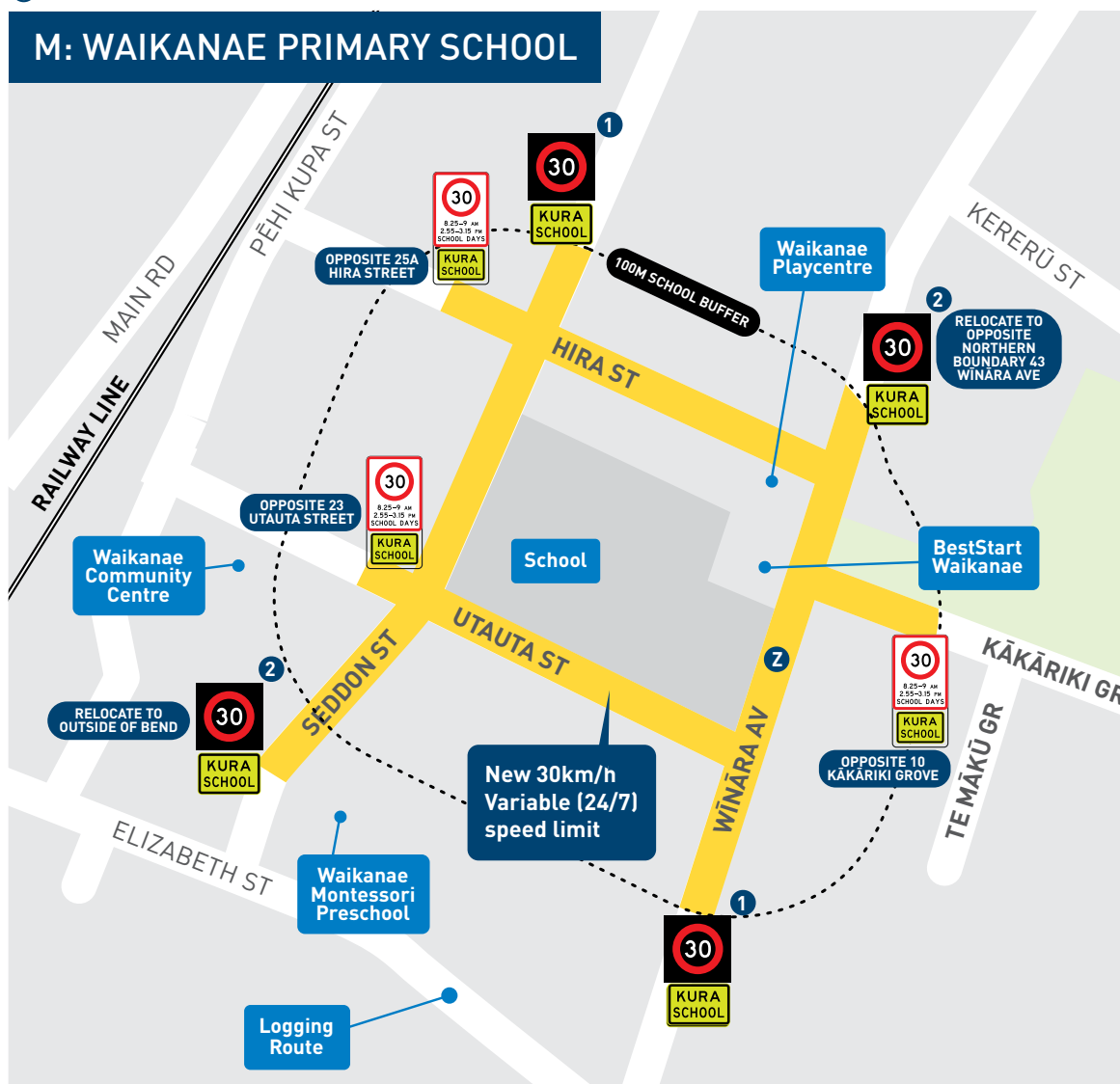


Raised Threshold Treatment

50

Speed Management Plan 2023-2033

C



For installation by June 2024



Install Kura School Variable (See notes)



Install Static Variable School speed limit signs

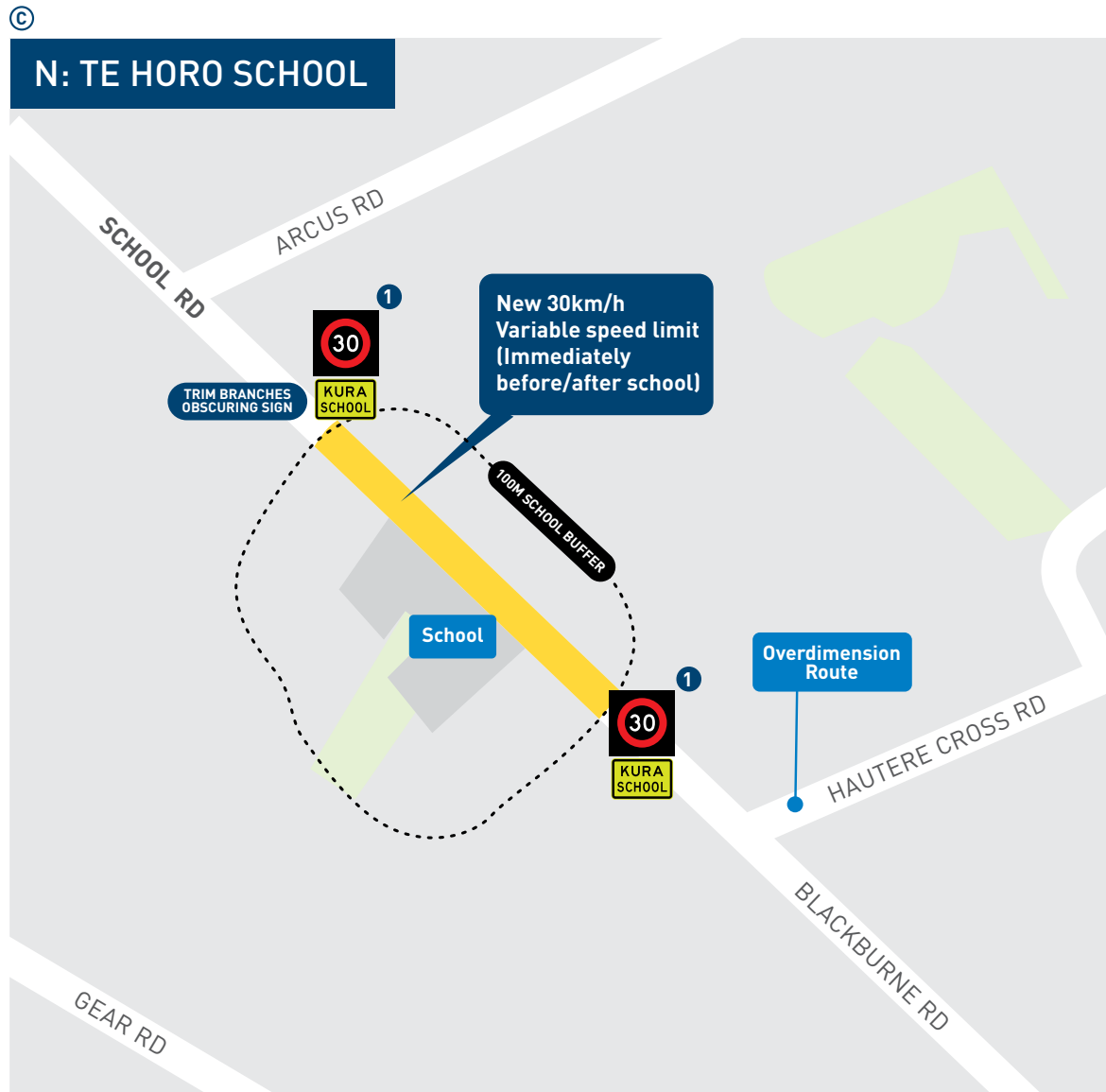
NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.
- 3 Timing of when Variable School speed limits apply to be confirmed.

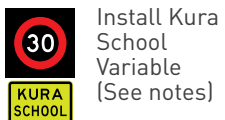
For installation 2024-27



Zebra Crossing at existing Kea Crossing including lighting



For installation by June 2024

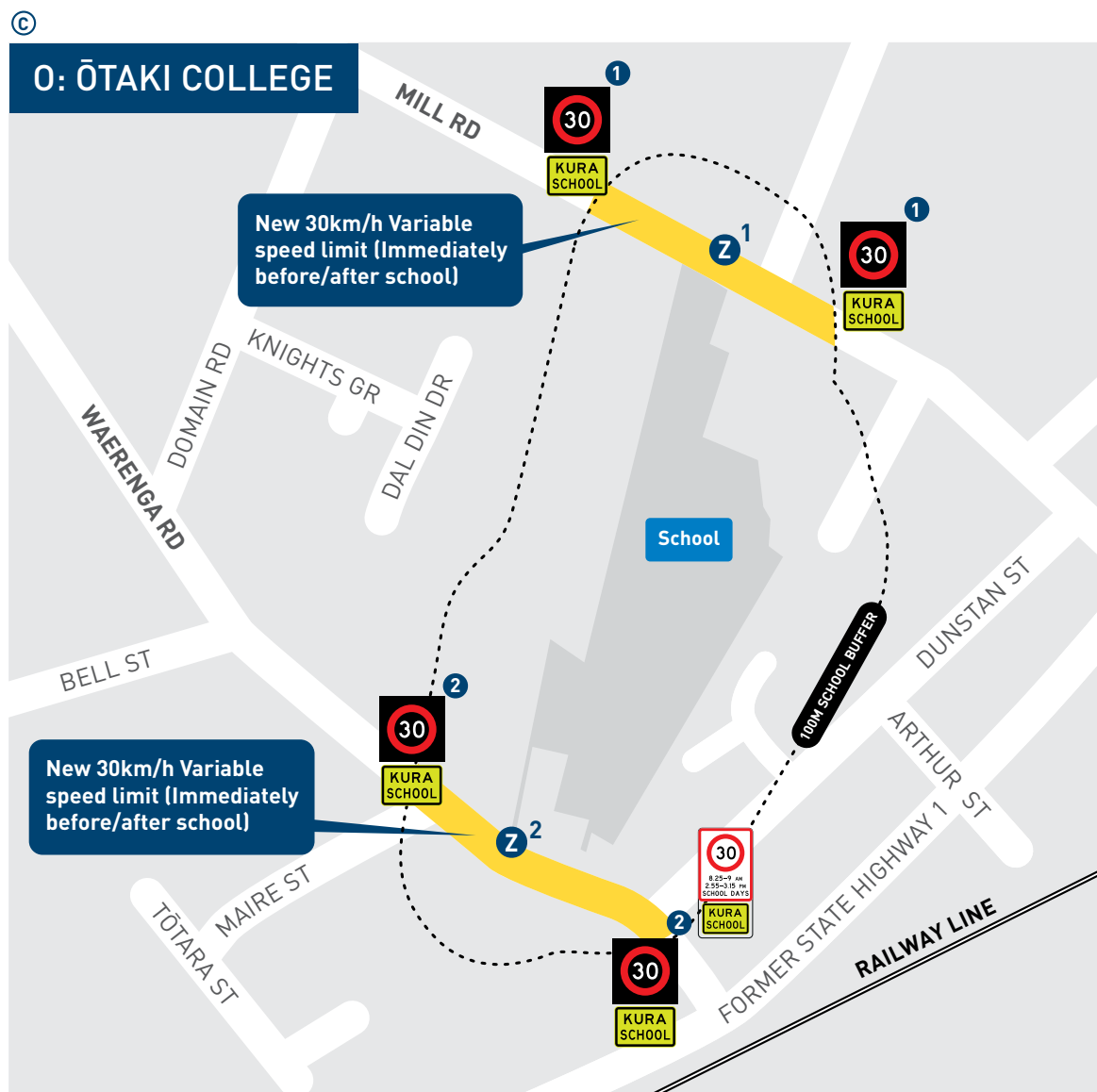


NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.

52

Speed Management Plan 2023-2033



For installation by June 2024



Install
Kura
School
Variable
(See notes)



Install
Static
Variable
School
speed
limit signs

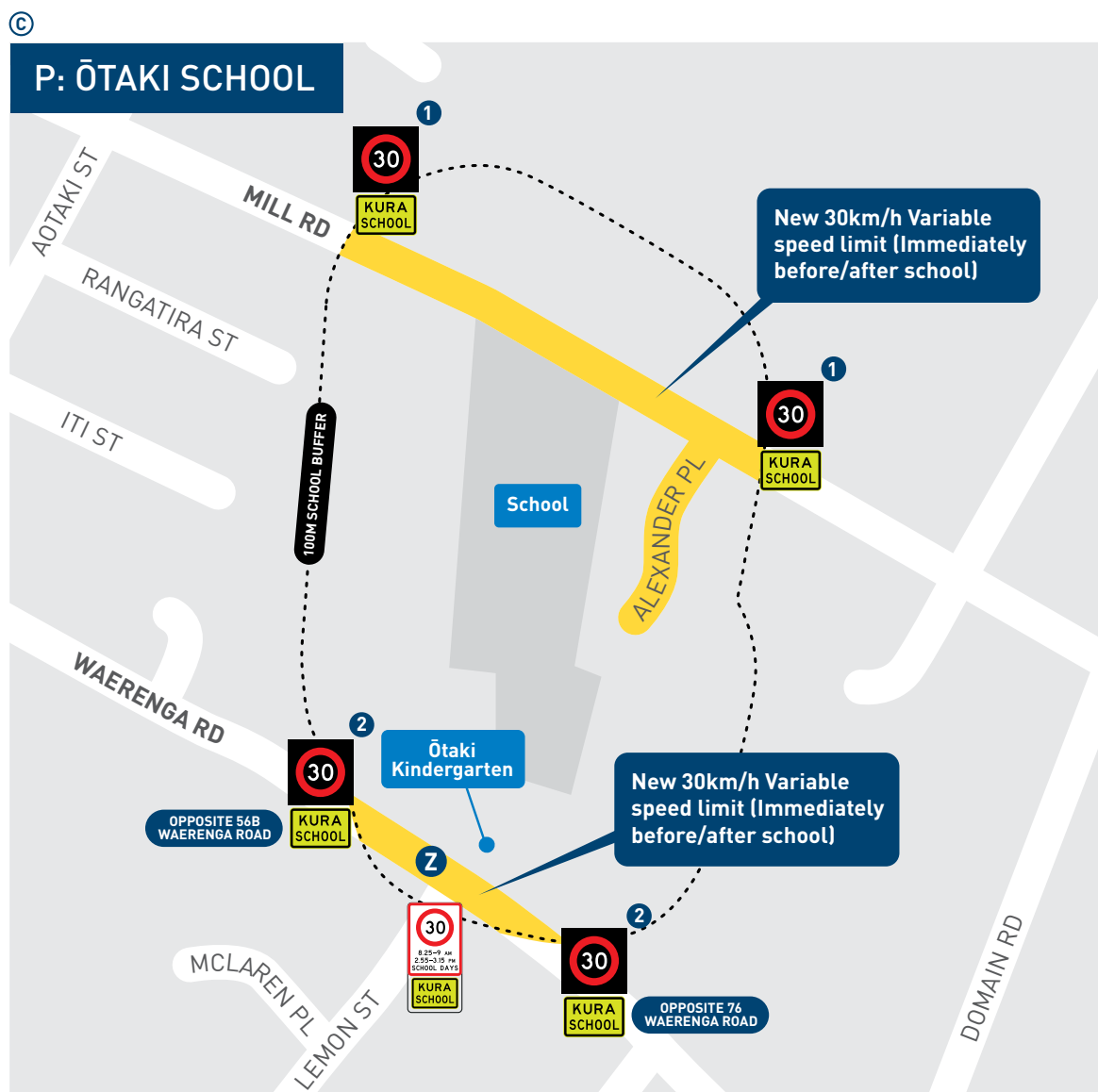
NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.
- 3 Timing of when Variable School speed limits apply to be confirmed.

For installation 2024–2027



- 1 Reconstruct existing Zebra Crossing on Raised Safety Platform by end of June 2027
- 2 Remove existing Zebra Crossing. Construct new Zebra Crossing on Raised Safety Platform near 160 Waerenga Road.



For installation by June 2024



Install Kura School Variable (See notes)



Install Static Variable School speed limit signs

NOTE:

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.
- 3 Timing of when Variable School speed limits apply to be confirmed.

For installation 2024-27



Reconstruct existing Zebra Crossing on Raised Safety Platform

54

Speed Management Plan 2023-2033

©

Q: TE KURA-Ā-IWI WHAKATUPURANGA RUA MANO



For installation 2024-27



Raised Threshold Treatment

©

R: TE KURA KAUPAPA MĀORI O TE RITO



For installation 2024–27



Supply and install double sided speed limit signs, e.g., 30/50



Construct Raised Safety Platform



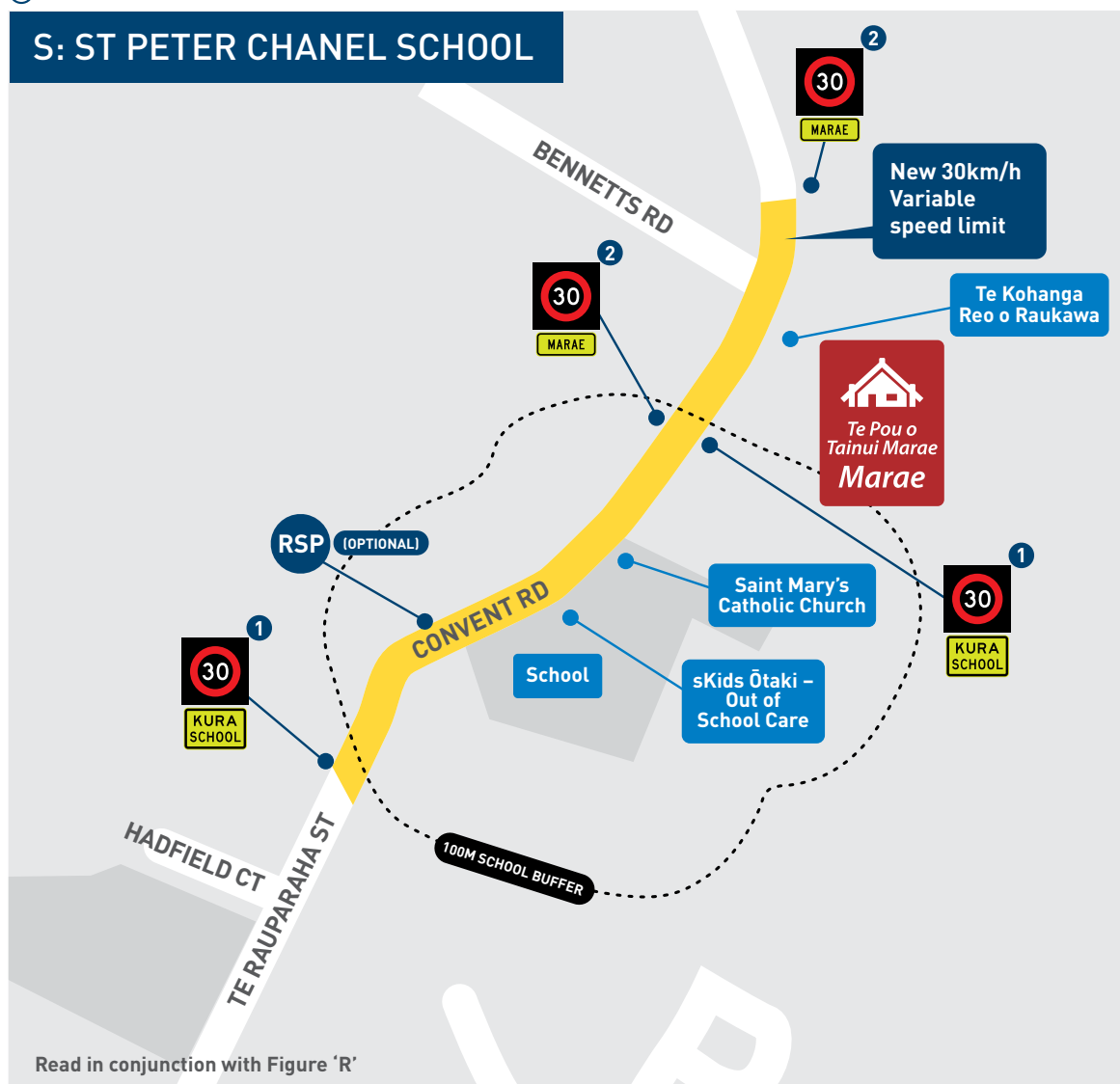
Raised Threshold Treatment

56

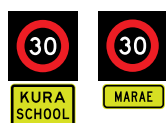
Speed Management Plan 2023-2033

©

S: ST PETER CHANEL SCHOOL



For installation by June 2024



New signs installed
(See notes)

NOTE:

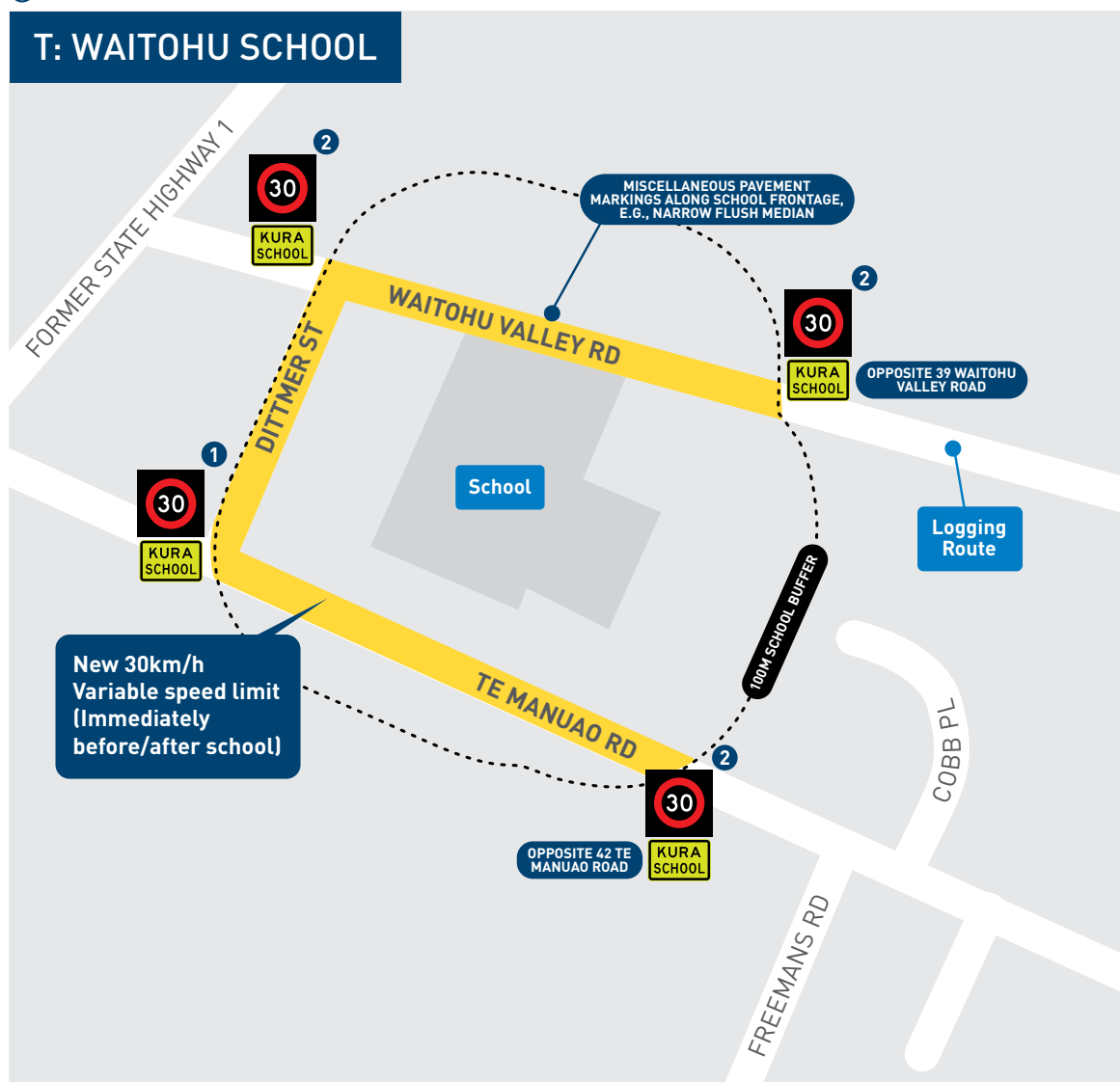
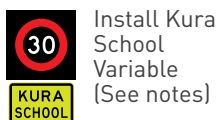
- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.

For installation by 2024–27



Construct Hump/
platform

©

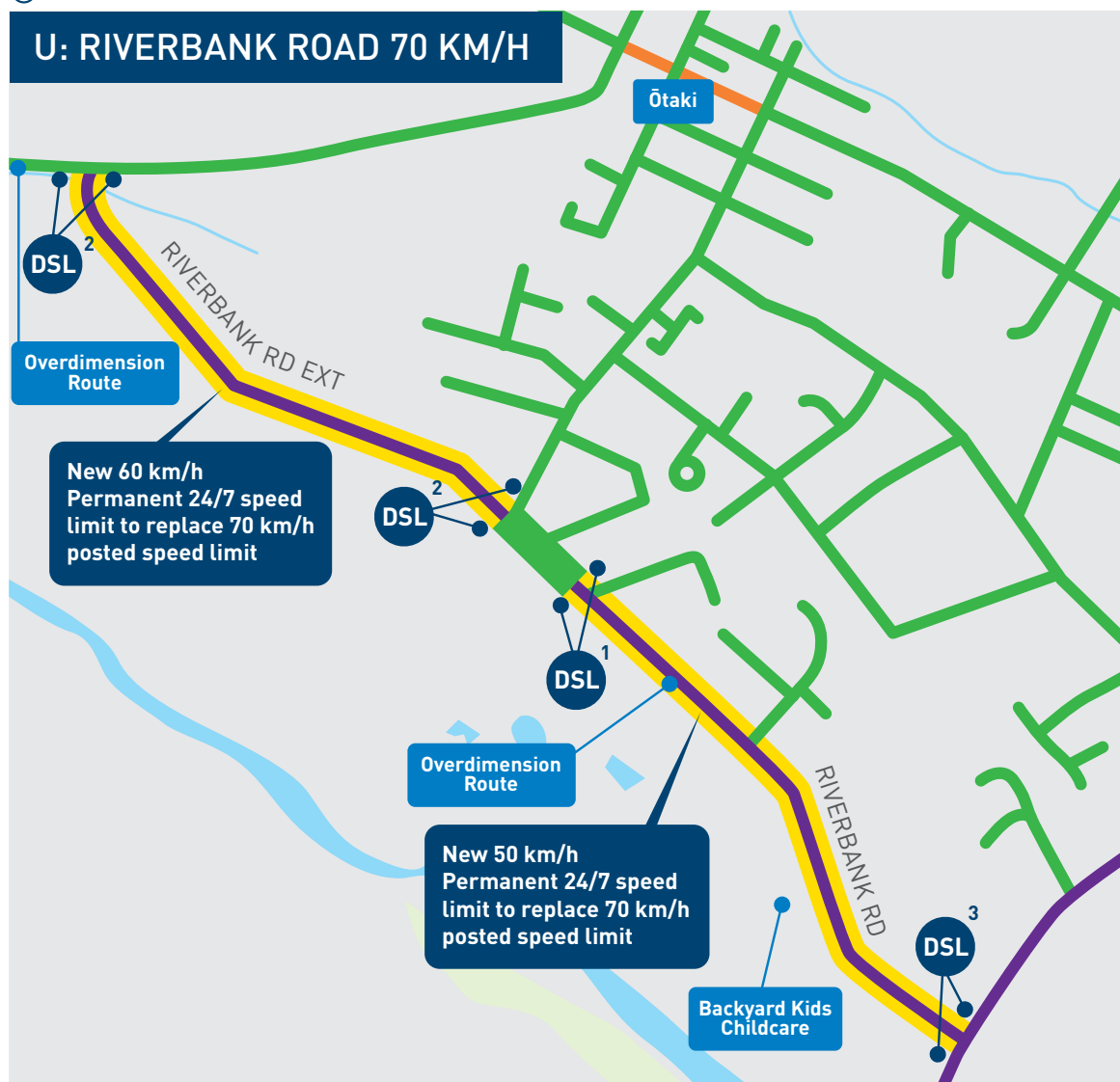
T: WAITOHU SCHOOL**For installation by June 2024****NOTE:**

- 1 New sign replacing existing 'School Zone' sign at existing location.
- 2 New sign, new location.

58

Speed Management Plan 2023-2033

©



For installation by June 2024



Supply and install double sided speed limit signs, e.g., 50/50, 50/60 or 50/70

Existing posted speed limits

- 30 km/h
- 50 km/h
- 70 km/h

Proposed speed limit

- 50/60 km/h

©

V: RAUMATI SOUTH VILLAGE



For installation 2024-27



Supply and install double sided speed limit signs, e.g., 30/50



Flush Threshold treatment, e.g., 30/50

Existing posted speed limits

- 30 km/h
- 40 km/h
- 50 km/h

Proposed speed limit

- 30 km/h

60

Speed Management Plan 2023-2033

©

W: RAUMATI BEACH VILLAGE



For installation 2024–27

Construct Hump/
PlatformRaised Threshold
Treatment

Existing posted speed limits

- 20 km/h
- 30 km/h
- 50 km/h

Proposed speed limit

- 30 km/h

©

X: WAIKANAE BEACH VILLAGE**For installation 2024-27**

Supply and install double sided speed limit signs, e.g., 30/50



Flush Threshold treatment, e.g., 30/50



Construct Raised Safety Platform

Existing posted speed limits

50 km/h

Proposed speed limit

30 km/h

62

Speed Management Plan 2023-2033

©

Y: ŌTAKI TOWN CENTRE



For installation 2024–27



New Threshold treatment, e.g., 30/50



Install marae signs (location to be confirmed)

Existing posted speed limits

- 30 km/h
- 50 km/h

Proposed speed limit

- 30 km/h

©

Z: WAIKANAĒ TOWN CENTRE**For installation 2024-27**

Supply and install double sided speed limit signs, e.g., 30/50



Install marae signs (location to be confirmed)



New Threshold treatment (T), e.g., 30/50

Existing posted speed limits

50 km/h

New speed limit

30 km/h

64

Speed Management Plan 2023-2033

©

AA: TE HORO BEACH



For installation 2024–27



Supply and install double sided speed limit signs, e.g., 30/80



Raised Threshold Treatment



Construct Raised Safety Platform

Existing posted speed limits

- 50 km/h
- 60 km/h
- 80 km/h

New speed limit

- 30 km/h

©

BB: VALLEY ROAD

Existing posted speed limits	New speed limit
<ul style="list-style-type: none"> 60 km/h 80 km/h 	<ul style="list-style-type: none"> 60 km/h

66

Speed Management Plan 2023-2033

©

CC: PEKAPEKA ROAD



Existing posted speed limits	New speed limit
<ul style="list-style-type: none"> 50 km/h 60 km/h 80 km/h 	<ul style="list-style-type: none"> 60 km/h

kapiticoast.govt.nz





Additional Paekākāriki speed management consultation

SURVEY RESPONSE REPORT

29 August 2023 - 27 September 2023

PROJECT NAME:

A Speed Management Plan for the Kāpiti Coast



Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023

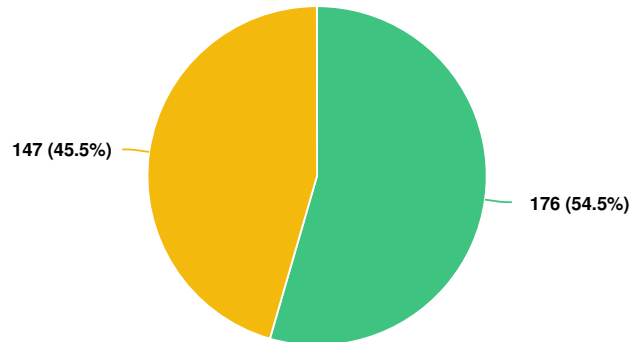


SURVEY QUESTIONS

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



Q1 Select your preferred option



Question options

- Option 1: A 30km/h speed limit on all Paekākāriki roads including Ames Street, plus traffic calming infrastructure on The Parade.
- Option 2: A variable (immediately before and after school) 30km/h speed limit on roads within 100m of Paekākāriki School.

Mandatory Question (323 response(s))

Question type: Radio Button Question

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



Q2 | Comments

Screen Name Redacted

9/04/2023 12:59 PM

I support the idea of having low speed zones in critical locations. But, having a blanket 30km zone across the whole town is counterproductive because there is no distinction between the areas that really need the lower limit and the ones that don't. If there is the same low limit everywhere, then people will ignore it everywhere. Slow zones for school, play centre? CBD have a clear purpose. If traffic calming is a requirement for the Parade, then consider enforcing the existing limit of 50 kph before trying to implement a ridiculously low limit. Before even considering a blanket 30 kph, you should consider 40 kph.

Screen Name Redacted

9/04/2023 01:48 PM

This is great but the people driving too fast will continue to ignore signs, especially on The Parade. Rumble strips/speed bumps are the only way to slow people down effectively.

Screen Name Redacted

9/04/2023 03:07 PM

To my knowledge there have been no accidents involving vehicles travelling at 50km/h. (There have been at speeds above 50km/h). There is no policing of the current 50km/h limit or 30km/h in the area of the shops and vehicles regularly exceed these limits. As a result I don't see reducing the speed limit across the whole village working. In addition to the 30km/h speed management around the school, speed bumps in the area of the shops and more prominent speed limit signs coupled with some interactive speed indication signs at strategic points, would I think be more effective.

Screen Name Redacted

9/04/2023 03:30 PM

As far as I'm aware there has been no accidents due to speed on The Parade

Screen Name Redacted

9/04/2023 03:56 PM

Absolutely ridiculous to expect to keep a car at 30 kmph while travelling any major distance.

Screen Name Redacted

9/04/2023 06:15 PM

Future-proofing Paekākāriki. Necessary to encourage people to walk and bike and keep our tamariki safe.

Screen Name Redacted

9/05/2023 05:39 AM

I strongly support this proposal. This will make our village much safer.

Screen Name Redacted

Much safer for the whole village to be at 30. Lots of kids around, plus

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



9/05/2023 05:45 AM

people walking around the beach and park.

Screen Name Redacted

9/05/2023 05:48 AM

I strongly support traffic calming measures for Paekakariki. There is simply no need for cars to go faster than 30km/h in such a small town and it will greatly improve the safety of not just children but all vulnerable pedestrians!

Screen Name Redacted

9/05/2023 10:42 AM

I tried driving the length of Wellington Rd at 30 km/h and found it difficult . Option 1 will be a good earner for NZ Police

Screen Name Redacted

9/05/2023 11:09 AM

Include more street trees. An Urban forest.

Screen Name Redacted

9/05/2023 02:26 PM

Paekakariki Playcentre is an ECE and currently is outside all of the proposed 30kmph zones. This isn't great! It's right on the change line between the 30kmph in the village, and the start of the 30kmph for the school. It should really be reduced around here. The Playcentre is also next to the library/tennis courts where there are a number of children about. Church hill aka the rise between Ocean Road and Playcentre is a blind corner/bend and pedestrians regularly pop out and are difficult to see. Extending the zone to include more of Wellington Road would be ideal. I live close to the QE Park Entrance, and as we see this gain popularity 50kmph also seems too fast. The signage in the park itself is terrible, and people still hoon around at 50kmph despite the limits being much less.

Screen Name Redacted

9/05/2023 02:52 PM

It would be great if drivers obeyed the current limit - however there a substantial number who don't. Being realistic is the reason for my answer

Screen Name Redacted

9/05/2023 02:56 PM

I would not mind 40k on the parade as you have to look out now for children people dogs etc as there are lots of walkers and cyclists. Mostly i drive 40k but 30 k is too slow however in the summer often you can only drive at 30k. if traffic calming was to be instigated i do not favour speed bumps.

Screen Name Redacted

9/05/2023 03:35 PM

A full village 30km limit will give it character and hopefully walkers, joggers, cyclists, and scooter and skateboard riders can feel like they can safely traverse the streets alongside cars. It needs to be 30km for a future of electric cars and self driving cars.

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



Screen Name Redacted

9/05/2023 04:31 PM

I would prefer to keep the speed limited as they are. But if I have to choose its option 2.

Screen Name Redacted

9/05/2023 04:52 PM

This could be stage 1 in a comprehensive plan for the village for example public transport (small van/taxi) reduce carpark in Beach Rd but build a carpark on the old BP site with a pedestrian crossing to village. Greening of streets plus a programme of renaming to more appropriate street names.

Screen Name Redacted

9/05/2023 10:26 PM

Wheres the no changw option

Screen Name Redacted

9/05/2023 11:32 PM

Occasionally I drive via SH59 and Wellington Road to Queen Elizabeth Park. More often I cycle though QE Park to the cafes in Paekākāriki on Tilley Road, returning via The Parade. Having a permanent speed limit of 30 kph in Paekākāriki would: 1. be acceptable over such short distances given that there is no through traffic, 2. enhance safety for all road users, whether they be pedestrians, cyclists, or in motor vehicles, and 3. ensure that the village has a calmer, more relaxed feel in keeping with Paekākāriki.

Screen Name Redacted

9/06/2023 05:24 AM

I recommend that this is then also regularly checked by police with hefty fines. Especially around the train station, the school, Campbell park and the parade.

Screen Name Redacted

9/06/2023 06:21 AM

Really dumbfounded by the lack of information as to how option 1 became an option and the costs that would be associated with doing it.

Screen Name Redacted

9/06/2023 07:18 AM

I'm a parent with three children at Paekākāriki school and think a 30k speed limit for all roads in Paekākāriki is ridiculous.

Screen Name Redacted

9/06/2023 08:41 AM

This is a very important safety issue, especially along The Parade. The area sees large numbers of families and children, accessing the beach, often carrying lots of stuff, with kids in strollers, and excited kids keen to get to the beach. In the warmer months, The Parade has very pedestrian usage and a 50kph speed is way too high.

Screen Name Redacted

9/06/2023 11:04 AM

30 is understandable around the school , but disagree strongly to 30 km everywhere and no traffic calming infrastructure, I live very close to the school and rarely see anyone speed

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



Screen Name Redacted

9/06/2023 11:07 AM

It would be great to have a third option to keep the overall speed limit 50km/h, reduce to 30km/h around the school and add traffic calming infrastructure on The Parade.

Screen Name Redacted

9/06/2023 12:38 PM

The speed limit for Paekakariki hill road should be left alone, Paekakariki town ship should remain 50 until around school times. Makes perfect sense.

Screen Name Redacted

9/06/2023 06:05 PM

30kms for all of Paekākāriki is not needed. It will not make those who currently speed slow down. There is not historical evidence to suggest the roads at the current speed limit are dangerous. The one fatality I know of in the last 20 years would not have been prevented by lowering the speed limit. You also have to factor in the effect of frustration if people are forced to drive at such slow speeds. I don't understand the logic behind this.

Screen Name Redacted

9/06/2023 07:27 PM

I feel that around the school is the most appropriate

Screen Name Redacted

9/06/2023 07:39 PM

Limiting the speed throughout Paekakariki would be more effective than restricting the speed outside of the school.

Screen Name Redacted

9/06/2023 08:26 PM

Hoons zoom down The Parade at 3 pm in the afternoon and 2am in the morning...they don't care about a speed limit...judder bars on The Parade will help not a 30km speed limit...look at the low speeds on Ames due to the speed humps....30 km is critical around the school zone only....50 km everywhere else is fine...

Screen Name Redacted

9/07/2023 04:40 AM

Cars often speed in the village. Many areas where kids are e.g Playcentre. Very busy in the village now.

Screen Name Redacted

9/07/2023 04:41 AM

No brained. Safer, calmer, better for our village.

Screen Name Redacted

9/07/2023 06:22 AM

How can you say you had strong preference for 30km for the whole town when community board meetings only have 30 people there if you are lucky .but council listen to them ..this is where this idea come from ..people with no idea ..maybe council should be talking to the local fire service re this

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Screen Name Redacted

9/07/2023 06:41 AM

don't think a speed reduction around the whole of paekak is necessary, there has only been one fatal car accident in the past decade that i'm aware of and in this case it involved someone going well over the speed limit, i also think it will essentially create more "crime"

Screen Name Redacted

9/07/2023 07:21 AM

I think it is a great idea to reduce the speed and much needed; however as someone who walks extensively throughout the village every day, I'm not sure how effective it would be. Many people drive in excess of the current limit, a good number in great excess of 50km and the worst ones I witness are all close to the school, despite the sign in the area flashing at them to slow down. So if they refuse to stick to 50km already, I'm not sure how much point there will be in reducing the speed further? The ones who need to reduce their speed the most are sadly the ones who don't. But I still wholeheartedly agree with the recommendation of a 30km village-wide limit and would like to see it brought into effect, not just for our school children and elderly residents but also for the many pets who live in the village.

Screen Name Redacted

9/07/2023 09:09 AM

Village is already 30km and having all other roads 30km 24/7 makes no sense given adequate footpaths and distances involved e.g. to the park would only result in speeding anyway.

Screen Name Redacted

9/07/2023 10:02 AM

30km is too low for all of Paekakariki, I don't think the current speed limit of 50km/hr is dangerous and I strongly object to the community board pushing 30km/hour for all of Paekakariki in a less than transparent manner

Screen Name Redacted

9/07/2023 02:48 PM

Any option that involves speed humps is not acceptable imho.. Modern 4WD monsters that many people drive can drive over humps without any bother, if you make them so high that these vehicles will need to slow, we folks that drive older cars will have our cars shaken to bits at even <30ks. Raised areas that you zig zag thru would be much better. Raise the road as you enter the village (like Wanganui) paint it rainbow , ☺with a short time stopping zone in the centre and lowering again after the Ames/Wgtn Rd intersection . This would slow traffic when they come into town and maybe encourage them to drive sedately throughout the village

Screen Name Redacted

9/07/2023 04:05 PM

I prefer option 2, however, it would be much better if it was 30km/h within the distance around the school at all times. The children at the

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school sometimes do activities offsite during the day which involve crossing the roads by school. It would just make more sense.

Screen Name Redacted

9/07/2023 05:58 PM

There is not a speeding problem in Paekakariki. Responsible people drive to the conditions and do not put others at risk. Irresponsible people who speed are not going to be dissuaded by changing the speed limit. I have no problem with controlling the speed around the school but I cannot see the relevance of including Ocean Rd, Tilley Rd, Smith St and Porter Place. Your proposal is addressing a problem that does not exist with a sledge hammer approach.

Screen Name Redacted

9/08/2023 10:06 AM

This is not a consultation! Being given a choice between two options is not consultation. Feels more like an ultimatum! Essentially a consultation includes discussion. There's no discussion here. It's a typical "tick" the box exercise, so Council can claim due diligence in having consulted with rate payers, residents, business owners, etc. You can count me as "ticked off".

Screen Name Redacted

9/08/2023 12:26 PM

I understand Paekakariki has a different character to some other places and that a slower speed limit would fit its vibe. However I think a focus on doing a really great job on the school zone should be the priority rather than a blanket 30km/h limit. I think installation of a crossing/calming infrastructure on Wellington Rd will do a lot for overall safety and speed awareness village-wide. Could we also look at putting in some more signs like the one on Wellington Rd that says "thank you for driving carefully" around the place? I've seen in communities like Bethells Beach in Auckland old surfboards on the roadside painted with messages like "slow - free range kids". I think those sorts of gentle reminders in strategic places would do more to remind people they can expect to see people walking and cycling around. Something that appeals to people's hearts and minds will be more effective than a regulation that winds people up (and that some might ignore on principle). A more relaxed and artistic approach would also be in keeping with the nature of the community. A few chicanes or something on the Parade might be good but future speed management measures there should tie in with seawall work and the proposed new beach access at Campbell Park (if that's still in the plan).

Screen Name Redacted

9/08/2023 08:46 PM

I think a 24/7, 30km/h limit across the whole village is excessive.

Screen Name Redacted

9/09/2023 05:37 AM

I believe a 30 km area around the school would slow cars down to make these areas safer. I don't want to see speed bumps on the

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



beachfront or think the whole village at 30km is necessary.

Screen Name Redacted

9/09/2023 06:35 AM

Totally unnecessary. Waste of ratepayers money.

Screen Name Redacted

9/09/2023 08:47 AM

People tear down Wellington Road so yes, a lower speed would be great

Screen Name Redacted

9/09/2023 11:55 AM

There is no need to change the entirety of Paekakariki to 30km. Having grown up here everyone is Paekakariki is aware of children walking and biking and are respectful. I could see Wellington Road being changed to 30km but The Parade is fine at 50km. It is already frustrating having to crawl behind drivers going 30km who are looking at the beach. There is plenty of opportunity to pull over and look without hindering all traffic and causing impatients and frustration to those heading home or to work

Screen Name Redacted

9/09/2023 12:12 PM

Speed limit should remain as it is. Drive to the conditions/environment. Businesses (particularly tradies and deliveries) in kapiti are going to find it hard to get things completed if they have to travel atb30 km everywhere Is there any proof of need to reduce speed limit. How about we educate our kids to drive safe and ride safe.

Screen Name Redacted

9/09/2023 01:19 PM

This is a great idea. Let's support option A. How many children have we seen rush over the parade in summer trying to avoid being hit by cars, while walking slower than anticipated due to being barefoot ready for a day on one of the best beaches in Kapiti!

Screen Name Redacted

9/09/2023 08:50 PM

Tilley Road should be excluded. No kids cross the road there. Can you please post the evidence of kids crossing the road at Tilley.

Screen Name Redacted

9/10/2023 07:51 AM

What evidence is there that supports a need for traffic calming in Paekakariki? In my opinion, this is a waste of tax payers money. There are far more important issues to be addressed than this!

Screen Name Redacted

9/10/2023 09:19 AM

While I do not support the reduction of the speed limit across all of Paekakariki, I dislike option 2 more than option 1 because option 2 will (potentially) require additional rate payer money for the same outcome (but over a long time period).

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



Screen Name Redacted

9/10/2023 11:05 AM

I live, work, play, and run a business in Paekākāriki. Option 1 is the best option for the community, best for the future of the township, best for visitors to the town, best for businesses in the town, and best for me. I own a car, ride a bike, walk, and take public transport. In Paekākāriki, 50% of my travel is by bicycle; 45% is walking; 5% is driving a car. Streets are not for cars by priority, it is unfair to consider cars only when making traffic rules. You must consider the wishes and needs of all street and road users. When I drive in this town I hardly ever exceed 30km per hour - why ever would you need to in this extremely small town? By limiting all traffic to 30km per hour, my quality of life will be much improved, as will the quality of life of all residents and visitors to Parkākāriki.

Screen Name Redacted

9/10/2023 04:00 PM

With the small amount of traffic there does not seem to be justification to reduce across the whole village. I'm even surprised that this is an issue to vote on, aren't there guidelines that would apply? Seems like an emotive issue mainly. Why not vote on a more important issue like whether Paekākāriki should subsidise the sewage system for the district through rates, considering we're all on septs.

Screen Name Redacted

9/10/2023 05:06 PM

Please include in any road improvements the addition of accessible parking outside the school and any other community venues where work is being done to improve transport options. Often there is a focus on improving walking and cycling options, but these options may not be viable for some disabled people. Accessible parking is what some need to enable them to get where they want to be and participate fully in community life.

Screen Name Redacted

9/11/2023 08:00 AM

I prefer the current speed limit

Screen Name Redacted

9/11/2023 09:46 AM

I am a car enthusiast and support the 30km/h limit on all roads. This will be the cheaper option and safer. This option will take vehicles an extra 40 seconds to get to the far end of the parade, twice a day, which I believe is worth the overhead for the increase in safety for our children.

Screen Name Redacted

9/11/2023 09:46 AM

Judder bars ruin cars, it would be good to see the 50kph speed limit policed

Screen Name Redacted

9/11/2023 12:44 PM

This increases safety for pedestrians and cyclists while adding only a little extra time for motorists

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



Screen Name Redacted

9/11/2023 01:13 PM

I agree on 30km around the school zone. Especially as there are no crossings to enter safely and 2 entries. I have practiced driving 30km around Paekakariki and it is way too slow and I can't imagine everyone tolerating it .

Screen Name Redacted

9/11/2023 03:24 PM

This is an opportunity to establish a pedestrian and cycle friendly village with safe streets. In the long term, a 30k zone would allow for wider footpaths, more planting, a more visually-pleasing aspect to the whole area. There's literally no need for speeds higher than 30k. Let's do it.

Screen Name Redacted

9/11/2023 05:27 PM

Think focusing on roads around the school is more appropriate and pre/post school times.

Screen Name Redacted

9/11/2023 05:43 PM

1. It will only take an extra 30 seconds or so to drive the length of the village at slower speed - but it could save lives and injury. Totally worth it. 2. Safe crossing points between the school and park (also acting as traffic calming) are essential. 3. Restrictions before and after school aren't enough: kids are out and about in Paekakariki after school and on weekends. 4. If the idea is for kids to be able to safely walk and cycle to school, the 100m radius makes zero sense - because almost all kids live further away than that. They need to be able to TRAVEL safely not just arrive safely. 5. Lots of kids bike on the footpath because the road isn't safe because speeds are too high. That's unsafe for pedestrians. Please let's slow the traffic to make the roads safe for biking.

Screen Name Redacted

9/12/2023 10:29 AM

I consider this to be the only sensible long term option, lowering speed limits across entire urban areas, is a complete overkill, will lead to more traffic congestion and without full enforcement will see regular violations of speed limits.

Screen Name Redacted

9/12/2023 10:46 AM

Restrictions like these options (including option 2 due to the future plan to restrict speed for a km around any Kapiti school essentially rendering option 2 as being same as Option 1, just delayed) are poorly thought out and will not solve the issue. I would like to see a version of the Australian solution which restricts the speed limit around schools for a 2 hour period before and after school but has very robust lights and message warning system making it harder to miss when the restrictions are operating.

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Screen Name Redacted

9/12/2023 11:04 AM

Option 2 with traffic 'calming' infrastructure on The Parade as well around the school should be considered

Screen Name Redacted

9/12/2023 11:16 AM

Is there any information that can be shared that states the number and severity of car v car and car v pedestrian accidents that have happened within the village to help make informed decisions around this. Also the contributing factors to these accidents, like the actual speeds involved, drink driving, etc.

Screen Name Redacted

9/12/2023 01:37 PM

For safety of all in the village, and in line with the values of the village, slowing vehicular traffic makes sense,

Screen Name Redacted

9/12/2023 01:49 PM

30km/h is too slow and I prefer what we have now.

Screen Name Redacted

9/12/2023 03:46 PM

This isn't consultation, there is not huge support for this and no one can produce the stats about the estimated speed of accidents in Paekakariki so there is an informed debate.

Screen Name Redacted

9/12/2023 05:28 PM

I absolutely agree that speed limits should be dropped but not that all of Paekakariki should be 30km. The speed range I've seen this work best is a universal 40km with a drop to 30km around shopping areas and schools/childcare. Definite yes to speeds lower than 50km.

Screen Name Redacted

9/12/2023 05:33 PM

I 100% support a 30km/h speed limit in Paekākāriki. It is very unpleasant as a pedestrian in most places in the village, particularly when accompanying young children on bikes or scooters. Visibility is terrible for drivers in most of the village due to the hilly nature of the dunes and the poor layout of the streets, let alone when they are doing sixty down almost every street. There are a lot of blind corners. I feel very uneasy taking my kids down the busy feeder roads, young kids on bikes get too close to the curb and it feels like if they accidentally lost their balance it's just a matter of time before someone doing sixty won't be able to stop in time. This is particularly bad on our way to Playcentre, where cars speed past at all times. You also need calming infrastructure outside Playcentre as well as the school.

Screen Name Redacted

9/12/2023 05:49 PM

What sort of village do we want? We want a community where people stop and talk to each other. We want a place people feel safe walking the streets. We want people to bike the streets without fear. In reality, moving most of the transport within the village to walking and cycling

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will connect us more. This is only possible if we shift the entire speed limit across the village to 30kmph. There is still a need for motor vehicles, but this is Paekākāriki - there is no need to rush around! Right now people zoom down the main thoroughfares of Wellington Road, the Parade and often Tilley Rd. At times this is downright dangerous given the narrow streets, windy blind corners and lack of adequate footpaths. So the decision is pretty clear on what should be done - pick option 1! My only request is that traffic calming does not include speed humps. They are obnoxious, loud, and don't work. Around Pāuatahanui there are more and more added to little effect apart from to damage your suspension and eat up some more petrol speeding up to only slow down to a crawl again. The most hated of road infrastructure!!

Screen Name Redacted

9/12/2023 09:47 PM

The Village and the School restrictions are fundamental. An extension on the 30 kph in The Parade is also required - we live at No 4 The Parade and traffic failing to find a park in the shopping centre (particularly at weekends) carry out a three point turn in our driveway to return to the shopping area (which we are OK with). This return move requires traffic to reverse un-sighted into the Parade in an 50 kph area. This is hazardous and the 30kph restriction should be shifted further north along the Parade. Wherein cars park on the full length of The Parade, traffic hazards arise due to the reduced width. Also the coastal walking track is missing in areas where erosion cuts into it and pedestrian traffic moves on to the carriageway. So the rest of The Parade would also benefit from a 30 kph limitation. However if all of the Parade is 30 kph, there is a risk this will divert higher flows to Wellington Road, creating more hazardous conditions there. If both roads are changed to 30kph there will be a higher level of non-compliance and benefits are lost. So we favour..... lowered speed in Village, by School and areas close to School that include road crossings, and an extension on the 30 kph further northward in The Parade. No action required in Ames Street as the speed humps are already effective.

Screen Name Redacted

9/14/2023 02:53 AM

I object to the community board promoting 30km for all of Paekākāriki without explicitly asking the community - we have been told not asked - 30km is too slow most of the time.

Screen Name Redacted

9/14/2023 05:49 AM

I'm in favour of a village wide speed restriction to make it safer not only for children, but cyclists and pedestrians. The village is tiny and the extra "inconvenience"/delay is negligible.

Screen Name Redacted

Please, just get on with this. Just having a safe zone for when

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



9/14/2023 08:26 AM

children arrive at school is clearly a waste of time and does nothing for anybody trying to move around the village to get to the school, or anywhere else for that matter. The time restrictions on the school boundary make it even more of waste of time and money. I'm sure you've seen the Facebook comments on this where no decent arguments have been made to keep things as they are. You have to implement SAAF within three years anyway. Doing it in Paekākāriki first is an excellent opportunity to show the rest of the District that the sky won't fall in when others come to do it later.

Screen Name Redacted

9/14/2023 01:08 PM

A blanket 30 kph will be a bit of a pain when driving, but it's worth it to make the village safer for people who not in cars and for children in particular. It is about 2 km from the QEP entrance in Wellington Road to the shops via Henare St and the Parade. At 50kph that takes 2.4 minutes, at 30 kph 4 minutes. That's not much of a sacrifice! I am very supportive of traffic calming along the Parade. Children and dogs often rush across the road without looking, which is to be expected close to a beach.

Screen Name Redacted

9/14/2023 06:59 PM

Both of these options are ridiculous and won't be implemented properly. How is the council going to monitor a 30K speed limit in these suggested areas and at suggested times? What does immediately before and after school even mean - 8:59am and 3:01pm? There are already digital speed signs in our village near the school to encourage drivers to slow down after the sad passing of a pedestrian years ago. Implementing a 30km speed limit is ineffective, and there are better solutions to encourage drivers to slow down near the school eg. speed bump, pedestrian crossing, school slow down/traffic push out bars. Our village is full of parents with tamariki who attend the school & promote safe driving. And with implementing the 30km limit across the entirety of streets in Paekakariki, I believe that to be a waste of time, resources, and council money when there are better things to finance within Paekakariki village e.g plugging money into improving the channel of wainui awa that constantly floods the yards of properties that back onto the farmland between Tilley Road and the train tracks/highway, better public toilets at the parks, and more public murals.

Screen Name Redacted

9/15/2023 03:33 AM

Most drivers within Paekākāriki drive to the conditions with a few exceptions. Significantly reducing the speed limit by ALMOST HALF isn't going to change the behaviour of the few. If anything it is likely to create frustration and a number of unintended consequences!

Screen Name Redacted

I like the safety and noise benefits and dont think we would be giving

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9/15/2023 04:24 AM

up much by way of driving time (I'm a driver). Paekakariki roads already require lots of times where you have to reduce speed for safety (constrictions, low visibility rises, intersections).

Screen Name Redacted

Would prefer for it to stay the same

9/15/2023 06:20 AM

Screen Name Redacted

9/15/2023 07:38 AM

Paekākāriki is too small to have just a limited speed for school zone It is already confusing - where does the 30 km start - where does it stop etc A lower speed limit throughout makes the roads safer for all users car drivers bikers(there are more and more) and kids will be able to bike to school - things will be less confusing i.e. the whole place is one speed , and it will be cheaper - less signs needed At 50 km negotiating the streets safely on a bike can be a challenge for younger school aged cyclists and there is a parental perception that the roads aren't safe. Having 30 as the speed limit will make it safer for cycling on the roads and more children can ride safely. Getting hit by a car at 30 is a hell of a lot better than at 50 Having a variable school zone i.e. the beginning and end of the school day doesn't serve the school well as they often use Campbell park and have to cross two roads to get there so 30 km is better for that Narrow streets with parking on both sides mean one often has to travel well below 50 any way - streets like Ocean Rd , Tilley Rd , the Parade when there are games at the park and concerts at the Hall , Ames St because of the speed bumps and density of parking along the north end of Ames St. The Parade in the summer has lots of people ., children family groups crossing it and should only have parking on one side - a great number of cyclists also use this route The Scout Hall on Wgtn Rd has high usage at 5-9pm and this is in the dark in winter - it is not particularly well lit and should be included in a 30 k m zone Confusion Imagine a trip for a visitor coming from Porirua area - if it is variable limits - they come in Ames St in option 2 it would be 50 - then 30 at the short section of Ames Beach Rd , short section on wellington Rd then it would go to 50 and they go past the Play Centre which can be busy with little kids - but its 50 so they carry on up the hill where there could be kids struggling up the hill on their bikes and then they arrive at a 30 sign for the school and then out of that to a 50 zone then into a 20 km zone in Q.E Park Imagine how many speed signs we are going to need for option 2 If we have option 1 we need 5 signs one each at the north end of the Parade, Wellington Rd and Tilley Rd for cyclists that come through the Park , one at east end of Beach Rd and one at the south end of Ames. St. Traffic and parking patterns are very different in the weekdays and the week ends. In the week days there are many less cars parked on the streets - but in the weekends Tilley rd north from Tarawa St is full of on street parked cars as are other streets mentioned earlier such that it is not safe to go at 50 km Option 1 is safer for all users - less confusing , and takes into

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consideration the needs of not just schools - why should schools be more protected than the young people going to Play Centre or the older people going to a concert in the Memorial Hall . kids chasing balls across the street at the park etc It would be a good move towards livable towns. It would continue the good work of making Beach Rd 30 km - it has become so much safer and more pleasant to be in Beach Rd Thank you for doing that and please make Paekākāriki a total 30 km town

Screen Name Redacted

9/15/2023 12:00 PM

Not clear what the issue is. Controlling speed around school would seem appropriate risk management for that area. Have never witnessed behaviour of drivers that would indicate a need for all Paekākāriki roads to have speed limits reduced to 30km/h. Would suggest that speed signs be made more visible especially at entry to the village of SH59.

Screen Name Redacted

9/15/2023 12:04 PM

Easier and clearer to make it a blanket rule

Screen Name Redacted

9/18/2023 02:04 PM

I see that the whole village is an option! Please do that! Then people will only drive 50kph not 70!

Screen Name Redacted

9/18/2023 02:05 PM

The whole village, please boy racers on The Parade are a real nuisance in Summer.

Screen Name Redacted

9/18/2023 02:15 PM

Definitely Option 1. Can speed down Wellington Road and The Parade and it's frightening for a beach side town especially in the summer months.

Screen Name Redacted

9/18/2023 02:16 PM

Traffic travels far too fast along Wellington Road and The Parade. Walking with babies or young children along either is a liability.

Screen Name Redacted

9/18/2023 02:21 PM

We've never seen police doing speed testing here - needs to happen as deterrence. School zone not enough to make wide impact for whole community. Some people speed on Parade + to the train station.

Screen Name Redacted

9/18/2023 02:21 PM

Option 1 please. I'm horrified at the increase in both traffic and speed of traffic in our little village.

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Screen Name Redacted

9/18/2023 02:24 PM

A few drivers speed leaving the train station on Tilley Road so this should be considered. People speeding on The Parade are a risk to walkers, crossing the road. Some people tend to go over the limit/see as a target so lowering it may mean people actually go 50k. Needs policing though.

Screen Name Redacted

9/18/2023 02:58 PM

The terrain & culture of Paekākāriki is well-suited to a slower speed limited. Slower driving here would help us all to slow down a bit, smell the salt air & the coffee on Beach Road, & just appreciate more what we have. Lets disrupt the "fast-is-better" mentality & create safer, nicer streets for kids, older people, wheelchairs, bikes, skateboards & scooters. Pls be bold - lets do the full 30 kms!

Screen Name Redacted

9/18/2023 03:03 PM

Some traffic is going ridiculously fast around the village, especially through The Parade. A lot of speeding is done by locals, unfortunately. 30km limit will not be adhered to and nor is it now. So traffic calming is essential throughout.

Screen Name Redacted

9/19/2023 07:01 AM

I want to have 30 in Paekākāriki for people to cross the road safely.

Screen Name Redacted

9/19/2023 07:04 AM

Given the number of children and elderly people in the village and the number of events held here 50 km/h is not a safe speed limit. The time added to a journey in the village by travelling t 30k rather than 50k would be infinitesimal but the improvement in safety would be substantial.

Screen Name Redacted

9/19/2023 07:05 AM

We also need traffic calming and a speed camera on Wellington Road going South from Cecil Road. Lots of cars use Wellington Road as a racetrack.

Screen Name Redacted

9/19/2023 07:06 AM

My family prefer Option 1 as there are now so many large fast cars roaring down Paekākāriki streets and my children are too scared to cross the road to the beach or to school.

Screen Name Redacted

9/19/2023 07:06 AM

Will make the village much more pleasant.

Screen Name Redacted

9/19/2023 07:07 AM

Safety first.

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



Screen Name Redacted

9/19/2023 07:08 AM

I would like to see action on establishing safe infrastructure on SH59 to lans Coffee and action to improve safety past the homes in SH59 too. This will help safety to visitors to our community too.

Screen Name Redacted

9/19/2023 07:10 AM

I have been arguing for speed restrictions and traffic calming for over 40 years. While the speed limit changes are important they need to be backed by enforcement and more importantly traffic calming measures.

Screen Name Redacted

9/19/2023 07:11 AM

Encourage biking around the village. Safer for kids to bike and for everyone to walk about. Discourages short car trips to school + dairy.

Screen Name Redacted

9/19/2023 07:12 AM

Thanks.

Screen Name Redacted

9/19/2023 07:13 AM

If 30 people will go at 40. Current 40 means people go 50. So Option 1 is best.

Screen Name Redacted

9/19/2023 07:14 AM

Option A. It's safer + more relaxed while making very little difference to time travelled.

Screen Name Redacted

9/19/2023 07:28 AM

Definitely don't want the Parade @ 30km

Screen Name Redacted

9/19/2023 07:29 AM

I live right by the school 30km makes sense near the school. But definitely don't want 30km all over.

Screen Name Redacted

9/19/2023 07:33 AM

Option 2 is the better of the 2 - but none appeal to me. However I disagree with around the whole school. Should be just at entrances and 40km/hr is a more realistic speed as per NZTA suggestion. Not in Weekends before 8:15am or after 3:30pm. I've lived in the area for 30yrs + don't see the need to change the speed limits.

Screen Name Redacted

9/19/2023 07:36 AM

Option 2! Option 1 is not well thought out & will drive us all crazy. Also, virtually impossible to enforce unless there's "sleeping policemen" everywhere!

Screen Name Redacted

Option 2. Option1 is totally over the top and unnecessary.

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



9/19/2023 07:37 AM

Screen Name Redacted

No speed bumps on The Parade

9/19/2023 07:38 AM

Screen Name Redacted

Folks who exceed 50kph are the problem I doubt they will obey a lower limit. The racers will blast over the humps - there are better ways to encourage drivers to slow down. More research is required with full consultation. Option 2 is the best option, 30kph everywhere is over the top. the CB has misinformed the village by saying Option 1 will come in 2025 any way so we may as well vote for it and save money - Option 2 now and conduct a proper consultation/poll in 2025

9/19/2023 07:42 AM

Screen Name Redacted

I feel that reducing the speed limit below 50kph is unlikely to reduce speeding: - the speedsters (who go well over 50) don't care about limits - 50k, 30k, whatever - it's all the same to them! - on the other hand, those who obey the limit and only go to 50kph aren't a danger, so a 30kph speed limit would only inconvenience the lawful and have no effect on the speedsters. -Hence, traffic calming seems the more useful option. - And on this, speed bumps don't seem the best method, as many speedsters don't care about their cars (esp. thieves in stolen cars) and will carry on flat-out over any bumps - On the other hand, chicanes would be more discouraging to speedsters as they're more obstructive to driving right over and we have another advantage in not being hard on lawful drivers cars as bumps are. P.S. A 30kph speed limit just around the school seems a good idea - it may help a bit and is minimal inconvenience to anyone

9/19/2023 07:54 AM

Screen Name Redacted

I don't like either of these options and this questionnaire is set up in a way that the outcome can only be one of the above.

9/19/2023 07:55 AM

Screen Name Redacted

Wellington Road - Lower part from Ocean Road to village - narrow, lots of traffic, only 1 footpath could do with a lower limit.

9/19/2023 07:56 AM

Screen Name Redacted

Great work KCDC thanks v much for the opportunity to have our say :)

9/19/2023 07:57 AM

Screen Name Redacted

Option 1 makes no sense, how is a safe community expecting to stay safe with 30kph imposed when there is a reliance on important community services like the fire service

9/19/2023 08:01 AM

Screen Name Redacted

Absolutely not keen for 30km/hr for the whole Village - crazy, more

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



9/19/2023 08:02 AM

than kids live here.

Screen Name Redacted

9/19/2023 08:03 AM

A reduced speed limit on The Parade is not required. Judder bars are required. Boy racers at 2am in the morning aren't going to follow a reduced speed limit but judder bars will stop them.

Screen Name Redacted

9/19/2023 08:04 AM

The parade needs judder bars speed limits don't stop hooners at 12 at night. But losing their gear box on a judder will!!

Screen Name Redacted

9/19/2023 08:04 AM

Could not find this paper online?

Screen Name Redacted

9/19/2023 08:07 AM

The lowering of speed limits to 30km/h around the whole village will create major issues we have no speeding culture at the moment so if it's not broken don't try and fix it.

Screen Name Redacted

9/19/2023 08:55 AM

I have lived in Paekakariki, near the North end of the Parade for 31+ years. I have a car and also walk a lot, recreationally & for trains or village to shop or eat or for fun. Anytime of day, light or dark. I note that drivers automatically slow when there are events like soccer matches, lots of parked cars or people with dogs. Even 10-20km/h but a blanket restriction of 30km/h or 'calming' is mostly not needed. 30 is much slower than 50. Perhaps only calming near Park and School. Certainly Porter Pl and Smith St? Who drives at 50 there?

Screen Name Redacted

9/19/2023 08:56 AM

Tilley should not be included. Not many, if any, children would cross the road in the highlighted section - I don't even think there's a path or houses there.

Screen Name Redacted

9/19/2023 08:59 AM

Would agree to 40k for the whole village

Screen Name Redacted

9/19/2023 09:00 AM

It's crazy to make the whole of Paekakariki 30km/h

Screen Name Redacted

9/19/2023 09:08 AM

I favour Option 2 but I would like to see a 30kph plus traffic calming structures at the Railway Station end of Tilley Road between Robertson Road and the Station car park, cars speed along here as people race to catch the train and the train replacement buses also travel too fast. It is dangerous for everyone who lives here.

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



Screen Name Redacted

9/19/2023 09:11 AM

I Support Option 2 with the lower end of Tilley Road between the Railway Station car park and Robertson Road added to the 30k limit. Also we need speed bumps to stop cars racing up our street to catch the train. the train replacement buses also travel too fast and are noisy and are dangerous to the families living in the street, especially in the weekend when people walking the escarpment track park all along Tilley Road leaving little room for the buses. These issues mean it is only a matter of time before there is a serious accident.

Screen Name Redacted

9/19/2023 09:12 AM

Keep things as they are and put your money and time into more useful areas. I am not aware of any safety incidents that have occurred. What's broken here? We are not asking for this or needing it. There are two big potholes to fill on the Parade.

Screen Name Redacted

9/19/2023 09:33 AM

I could support further areas being reduced to 30kph then just those in Option 2, but Option 1 is just too much. There needs to be some personal responsibility for keep oneself safe.

Screen Name Redacted

9/19/2023 12:03 PM

No speed humps anywhere in Paekak. Agree variable 30kph speed limit outside school but this to only include Wellington Rd (Ocean Rd to Pingau Rd) Tarawa St (end of Smith St to Wellington Rd)

Screen Name Redacted

9/19/2023 12:04 PM

Happy to have 30km around the school. This is not the Wgtn CBD. 30kms with the whole village is not the way to go.

Screen Name Redacted

9/19/2023 12:36 PM

"We received strong support for making the whole village 30km/h" - how many submissions in support?! No way all of Paekakariki. Option 2 but only around Paekākāriki School NOT further afield. Incidentally if our school gets calming (humps) ALL schools get the SAME TREATMENT! In over 30 years in Paekakariki I am only aware of one death - an adult killed near the school. I am unaware of any injury accidents. This suggests that there is no pressing need to reduce the speed limit to a crawl of 30k as in option 1. Incidentally slower vehicles are quieter vehicles, so the sense of hearing is less useful at detecting approaching cars etc... No reduction to 30 is needed (it already applies in the village) Option 2 is better BUT only from x to x as I indicated. Ocean Rd/Tilley Rd NOT needed to be 30km. Incidentally there has been no reduction at all over decades despite intersection, elderly, medical centre, narrow.

Screen Name Redacted

What's the rational? Where is the case? Why do this? The law is

Additional Paekākāriki speed management consultation : Survey Report for 29 August 2023 to 27 September 2023



9/19/2023 12:48 PM

already clear around schools!

Screen Name Redacted

9/19/2023 12:58 PM

Strong support of Option 1. Option 2 does not effectively address safety across the village, which is a key concern, particularly for pedestrians and cyclists.

Screen Name Redacted

9/19/2023 01:54 PM

Traffic calming - Yes, but no speed bumps! Landscaped roundabouts or chicanes w/ cycle/pedestrian bypass to avoid pinch points with motorists. Time to add northern access at Betty Perkins Way now with reduced highway traffic this would reduce congestion in the village.

Screen Name Redacted

9/19/2023 01:56 PM

Make Paekakariki safer for children and peripatetic cats by lowering the speed limit to 30km. It will also discourage needless car use eg dairy for milk and make cycling and walking more time efficient.

Screen Name Redacted

9/19/2023 01:59 PM

There is already a speed restriction in front of the school and to extend and police that just on the perimeter of the school seems pointless. The whole village is the only sensible option for people to get used to. We are such a small village that the difference in time from one end to the other at the low speed would be minimal.

Screen Name Redacted

9/19/2023 02:01 PM

No to both options. Yes to traffic calming on the Parade and Wellington Road. Limit 30km school zone to direct exit from school. The people that come to these meetings have lots of time on their hands.

Screen Name Redacted

9/27/2023 12:58 PM

Absolutely love the village-wide option please. The variable limit option at the school ignores the existing excessive speeds along Wellington Road, especially the region between Ocean Road and Cecil Road - and even down to almost Robertson Road. The speed sign now operating in front of 50-60 Wellington Road regularly indicates >50kph speeds of vehicles travelling north - BUT you want to see the speeds the other way, coming down the hill from near 68 Wellington Road & towards the village shops. 70+ kph is regular there. Calming infrastructure there would be a great help!

Optional question (141 response(s), 182 skipped)

Question type: Essay Question

10.3 AMENDMENTS TO COUNCIL DELEGATIONS TO STAFF

Kaituhi | Author: **Sarah Wattie, Governance & Legal Services Manager**

Kaiwhakamana | Authoriser: **Hara Adams, Group Manager Iwi Partnerships**

TE PŪTAKE | PURPOSE

- 1 This report seeks Council's consideration and approval of amendments to Council delegations to the Chief Executive and Staff, including changes to the Resource Management Act 1991 delegations.

HE WHAKARĀPOOTO | EXECUTIVE SUMMARY

- 2 Not required.

TE TUKU HAE PAPA | DELEGATION

- 3 Council has the authority to consider this matter. Clause 32, Schedule 7 of the Local Government Act 2002 empowers the Council to delegate its responsibilities, duties and powers in accordance with the restrictions set out in this provision.→

TAUNAKITANGA | RECOMMENDATIONS

- A. That Council adopts the revised Council Delegations to Chief Executive and Staff as shown in Attachment 1 to the report 'Amendments to the Council Delegations to Staff'.
- B. That Council adopts the revised Resource Management Act 1991 Delegations to Staff as shown in Attachment 2 to the report 'Amendments to the Council Delegations to Staff'.
- C. That Council notes the advice in paragraph 18 and 19 of this report relating to the delegation under Schedule 1, clause 25 of the Resource Management Act 1991, and that staff will bring advice on options for where this delegation rests to the next Council meeting.

TŪĀPAPA | BACKGROUND

- 4 The purpose of local government under clause 10(1) of the Local Government Act 2002 is to enable democratic local decision-making and action by, and on behalf of, communities; and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. Legislative compliance with central Government's legislative and regulatory programme supports Council to do this in a fair and efficient manner.
- 5 Council has a range of legislative functions, duties and powers. It is not always efficient or practical for elected members to carry out all of these functions, duties and powers, which is reflected in various statutes that provide Council with the legal authority to delegate to Council staff. Delegated authority allows for administrative efficiency and ensures timeliness in the conduct of Council's daily business.
- 6 In particular, Council has the authority to delegate to officers under clause 32 of Schedule 7 of the Local Government Act 2002. Clause 32 of the Local Government Act 2002 also sets out certain powers that cannot be delegated as follows:

"32. Delegations– (1) Unless expressly provided otherwise in this Act, or in any other Act, for the purposes of efficiency and effectiveness in the conduct of a local authority's business, a local authority may delegate to a committee or other subordinate decision-making body, community board, or member or officer of the local authority any of its responsibilities, duties, or powers except–

(a) the power to make a rate; or
(b) the power to make a bylaw; or

- (c) *the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan; or*
- (d) *the power to adopt a long-term plan, annual plan, or annual report; or*
- (e) *the power to appoint a chief executive; or*
- (f) *the power to adopt policies required to be adopted and consulted on under this Act in association with the long-term plan or developed for the purpose of the local governance statement.*
- (h) *the power to adopt a remuneration and employment policy.”*

- 7 Most legislation provides the Chief Executive with the discretion to sub-delegate to Council staff. However, some Acts prescribe the way delegations must be made. For example, section 62 of the Natural Built and Environment Act 2023 (NBE) and section 34A of the Resource Management Act 1991 (RMA) provide local authorities with the power to delegate to an employee any functions, powers, or duties under these Acts however, they prohibit the power to sub-delegate and therefore these delegations must be approved by Council.
- 8 The Council’s delegations to Chief Executive and staff are monitored on a regular basis and reported back to Council for amendment as required, in response to changes in either staff or legislation.

HE KŌRERORERO | DISCUSSION

- 9 This report proposes amendments to Council delegations to the Chief Executive and Staff and Resource Management Act 1991 delegations to give effect to staff changes and changes to legislation.

He take | Issues

LOCAL GOVERNMENT ACT 2002

- 10 On advice from Simpson Grierson an amendment to the current Council to CE and Staff Local Government Act 2002 delegations has been recommended to highlight different witness requirements under relevant Acts and to assist with signing requirements on LINZ Authority and Instruction forms.

COVID 19 RECOVERY (FAST-TRACK CONSENTING) ACT 2020

- 11 The COVID 19 Recovery (Fast-track Consenting) Act 2020 was repealed on 8 July 2023. There are some transitional enforcement delegations and the Council to CE and Staff Delegations have been amended to reflect this.

NATURAL AND BUILT ENVIRONMENT ACT 2023 (NBEA)

- 12 The NBEA received Royal Assent on 23 August 2023 and some of its provisions are now in effect. There is a long transitional period where most of Council’s processes remain under the RMA.
- 13 Initially staff recommend delegated authority of the new Act to mainly sit with the Chief Executive with further delegations rolling out to staff to align with the transitional process, as required.
- 14 However, some NBEA provisions affect existing processes now. Most of the new provisions in effect in the immediate future relate to compliance and enforcement but there are several others. There are two sets of provisions that took effect upon Royal Assent that currently require delegation to staff:
- Fast-track consenting under Schedule 10 clause 18(2) of the NBEA (refer to Attachment 1). This is delegation of authority to provide written comments to the Environmental Protection Agency on a fast-track referral application; and
 - Maximum durations for *affected resource consents* that are applied for between 24 August 2023 and the region’s NBEA date (10 days after the region has notified the

decisions version of the first NBEA Plan) – this is a consequential amendment to the RMA Sch12 cl39 and Sch12 cl40 (under *Schedule 12 Part 6 section 805(4) of the NBEA*) and will be included in the amendments in paragraph 19.

- 15 Staff will continue to work through the changes that are needed to respond to the new legislation, given the complex transitional provisions.
- 16 The amended sections of the Council to CE and Staff referenced in paragraphs 10 to 15 are in Attachment 1.

RESOURCE MANAGEMENT ACT 1991 DELEGATIONS

- 17 A number of amendments are required to Council's delegations to staff under the RMA, which are set out in the table below. These changes relate to the Strategy and Growth Group, Building Team Governance and Legal Services, Parks, Open Space and Environment, Property Facilities and Maintenance, Resource Consents and Compliance and the Environmental Standards teams. The amended RMA delegations and glossary are in Attachment 2.

Recommended amendments to Council delegations to staff under the Resource Management Act 1991	
Positions	Amendments to RMA delegations
Building Technical Officer	A replacement title for the Building Consents Technical Support role. Position includes sections 35, 35A and 332 .
Compliance and Monitoring Officer	A replacement title for the Development Management Auditor role. Position to include sections 22, 35, 35A, 36(5), 36AA(1), 36AAB(1), 109, 128, 129, 222, 237 B-H, 314-321, 322-324, 325A, 327, 328, 330, 332, 333, 336, 338, 343B and 343C .
Compliance Officer – Eyes On Security	Delegations required for Eyes On Security who will be undertaking noise control duties. Position to include Sections 22, 35, 35A, 322-324, 327, 328 and 332 .
Contractor - Property Leasing and Contracts	Existing position in Property Maintenance Team requires sections 35, 35A, 330 and 333 to align with team.
Governance and Legal Services: Advisor, Legal Support Services and Official Information, Senior Advisor, Legal Support Services and Official Information	A change in titles in the Governance and Legal Services team. Positions to include sections 35, 35A and 38(5) . Senior Advisor, Warrants and Delegations no longer required.
Investigations, Monitoring and Compliance Officer	An amendment to the Investigator – Monitoring, Compliance, and Enforcement title. Position to include sections 22, 35, 35A, 314-321, 322-324, 325A, 327, 328, 330, 332, 333, 336, 338, 343B and 343C .
Parks and Outdoor Recreation Advisor	A new title requiring sections 35, 35A, 330 and 333 .
Principal Advisor – Strategy and Growth	A new role to support the Strategy and Growth group. Position to include sections 35, 35A, 311, 314-321, 338, 343B and 343C .

Recommended amendments to Council delegations to staff under the Resource Management Act 1991	
Positions	Amendments to RMA delegations
Resource Consents and Compliance: Groups Manager Regulatory Services, Principal Advisor Regulatory Services, Resource Consents and Compliance Manager, Team Leader Resource Consents, Principal Resource Consents Planner, Senior Resource Consents Planner, Resource Consents Planner, Consultant Planner	Consequential amendments pursuant to <i>Schedule 12 Part 6 section 805(4) of the NBEA</i> . These positions are to have the delegation under RMA Sch12 cl39 and Sch12 cl40 .
Senior Advisor, Legal Support Services and Official Information	A change in title in the Governance and Legal Services team. Position to include sections 35, 35A and 38(5) . Senior Advisor, Warrants and Delegations no longer required.

- 18 On 30 June 2022 Council resolved to amend the delegation under Schedule 1, Clause 25 of the RMA so that the power to exercise the delegation is limited to either the Chief Executive or the Deputy Chief Executive. A condition was imposed on the exercise of this delegation requiring staff to advise Council (through the Elected Members Bulletin or other communication such as email) as soon as any requests are received under clause 25 of Schedule 1 of the RMA 1991, and of all decisions made by staff under this provision.
- 19 Due to an administrative error in implementing this change, the current *Council to CE and Staff Delegations* replicate the RMA delegations creating confusion about whether Council or staff (Chief Executive and Deputy Chief Executive) hold the delegation. This is outlined in Attachment 1. These delegations were subsequently approved on 23 March 2023. Staff are preparing advice for Council on the options for where this delegations rests and will bring this advice back to the next Council meeting.

Ngā kōwhiringa | Options

- 20 The proposed delegations outlined in this report are recommended by staff. Council retains the authority to approve delegations to Council staff and to make changes to proposed delegations or impose conditions on the exercise of delegations where required.

Mana whenua

- 21 There are no specific mana whenua or tāngata whenua considerations arising from these delegations.

Panonitanga Āhuarangi me te Taiao | Climate change and Environment

- 22 There are no climate change considerations triggered by this report.

Ahumoni me ngā rawa | Financial and resourcing

- 23 There is no direct financial impact from these changes to delegations.

Tūraru ā-Ture me te Whakahaere | Legal and Organisational Risk

- 24 This paper has been reviewed by the Council's Governance and Legal Services Manager.

- 25 The exercise of powers and functions by staff must adhere to legislative requirements. Managers are responsible for ensuring legislative compliance in the exercise of statutory powers in their area and are able to seek legal advice where required.

Ngā pānga ki ngā kaupapa here | Policy impact

- 26 Appropriate delegations facilitate efficiency and effectiveness in the conduct of Council business and assist staff to deliver on Council outcomes.

TE WHAKAWHITI KŌRERO ME TE TŪHONO | COMMUNICATIONS & ENGAGEMENT

- 27 This decision has a low level of significance under the Council's Significance and Engagement policy.

Te mahere tūhono | Engagement planning

- 28 No consultation or engagement is required relating to the process of making these amendments.

Whakatairanga | Publicity

- 29 No publicity is required for these minor amendments.

NGĀ ĀPITI HANGA | ATTACHMENTS

1. Amendments to Council to CE and Staff Delegations [↓](#)
2. Amendments to RMA Delegations to Staff [↓](#)

DELEGATIONS MADE BY COUNCIL TO CHIEF EXECUTIVE AND STAFF

The Council makes its delegations under the various powers of delegation referred to in this instrument. In the absence of a reference to a specific power, the Council makes the delegation under clause 32 of Schedule 7 of the Local Government Act 2002.

For the avoidance of doubt:

- a reference in this document to an enactment, regulation or bylaw includes any enactment, regulation or bylaw that, with or without modification, replaces or corresponds to that enactment, regulation or bylaw;
- a reference in this document to a Council Committee includes any Committee that replaces or corresponds to that Committee and involves substantially the same duties;
- a reference in this document to a Council officer position includes any Council officer position that replaces or corresponds to that Council officer position and involves substantially the same duties; and
- all financial limits stated in these delegations are GST exclusive.

Note: all delegations are subject to the restriction set out in clause 32(1) of Schedule 7 of the Local Government Act 2002, that the following powers are not included in these delegations:

- (a) the power to make a rate;
- (b) the power to make a bylaw;
- (c) the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan;
- (d) the power to adopt a long-term plan, annual plan, or annual report;
- (e) the power to appoint a chief executive;
- (f) the power to adopt policies required to be adopted and consulted on under this Act in association with the long-term plan or developed for the purpose of the local governance statement;
- (g) the power to adopt a remuneration and employment policy.

DELEGATIONS MADE BY COUNCIL TO CHIEF EXECUTIVE AND STAFF

The Deputy Chief Executive is delegated all the following responsibilities, duties and powers of the Chief Executive and may act for the Chief Executive in:

- the formal and recorded absence of the Chief Executive; or
- an emergency where the Chief Executive cannot be contacted.

When employed, an Interim Chief Executive is delegated all the following responsibilities, duties and powers of the Chief Executive.

Legislation and Authority	Powers Delegated
<p>COVID-19 Recovery (Fast-track Consenting) Act 2020 To the Chief Executive, Group Manager Regulatory Services, Environmental Standards Manager and the Resource Consents and Compliance Manager.</p>	<p>Delegation of authority to nominate a person or persons to represent the Council on an expert Panel as required by the COVID-19 Recovery (Fast-track Consenting) Act 2020. The COVID-19 Recovery (Fast-track Consenting) Act 2020 was repealed on 8 July 2023. Delegation of authority remains under Schedule 1 Clause 5 Transitional, savings, and related provisions: <i>Role of local authorities and iwi authorities continues after repeal of Act</i> <i>The powers, functions, and duties conferred by this Act on local authorities and iwi authorities may continue to be exercised or performed after the repeal of this Act for any purpose connected with—</i> <i>(a) the monitoring of activities authorised by or under this Act; and</i> <i>(b) the fixing of charges; and</i> <i>(c) the recovery of costs from the EPA; and</i> <i>(d) the completion of any other matter under this Act.</i></p>
<p>To the Chief Executive and the Group Manager Infrastructure Services.</p>	<p>Delegation of authority to exercise and administer all responsibilities, duties and powers of the Council as a 'Requiring Authority' under the Act.</p>
<p>To the Chief Executive and the Group Manager Regulatory Services, Principal Advisor Regulatory Services, Resource Consents and Compliance Manager and the District Planning Manager.</p>	<p>Delegation of authority to exercise and administer all responsibilities, duties and powers as a 'Nominated Person' representing Council under the Act and in order to provide expert advice and information and recover reasonable costs under the Act.</p>
	<p>NB: this Act remains in force two years after assent or if extended and as such will automatically be removed from the CE to Staff Delegations at the point it is repealed.</p>

Legislation and Authority	Powers Delegated
<p>Local Government Act 2002 and any regulations made under that Act</p> <p>To the Chief Executive with power of sub-delegation to officers.</p>	<p>Delegation of authority to exercise and administer all responsibilities, duties and powers of the Council under the Act and any regulations made under the Act, except:</p> <ul style="list-style-type: none"> the powers set out in clause 32(1)(a) to (h) of Schedule 7 of the Act; any Local Government Act 2002 power expressly reserved to the Council or expressly delegated by the Council to a committee; where sections 138 or 140 of the Local Government Act 2002 apply; or as limited by the conditions set out below. <p>Delegation of authority to affix the Council's common seal:</p> <ul style="list-style-type: none"> to any warrants issued by the Council where the warrants authorise entry onto private land on behalf of the Council; to any document that has been prepared to implement a resolution previously made by the Council; and in any other situation where the Council is directed by legislation to use its common seal; providing that the signature of the Chief Executive followed by that of the Mayor or Deputy Mayor and one Councillor have first been obtained and that the use of the common seal is recorded in a register and advised to Council on a weekly basis via the Elected Members Bulletin. <p>Delegation of authority to approve and enter into, and where required to affix the common seal:</p> <ul style="list-style-type: none"> any deed and agreement entered into by Council under clauses 7-12 (electronic instruments) and clause 13 (paper instruments) and schedule 3 (for classification of instruments) of the Land Transfer Regulations 2018 (note that leases, easements, instruments and other land-related documents are deemed to have the same effect as deeds and should be executed as deeds); provided the signature of the Chief Executive and a witness is also obtained (in accordance with execution requirements outlined under Appendix 1 below). <p>Without limiting the powers delegated to the Chief Executive above, the Chief Executive may:</p> <ul style="list-style-type: none"> implement any proposal or decision contained within the Council's Long Term Plan (LTP) or Annual Plan or other adopted Council policy;

Legislation and Authority	Powers Delegated
	<ul style="list-style-type: none"> • issue warrants under the Local Government Act 2002 or any other enactment under which Council officers may be warranted; • appoint enforcement officers under section 177 of the Act; • give approval to matters or activities relating to land or buildings under the control, authorisation or ownership of the Council, except as limited by clause 32(1)(c) of Schedule 7 of the Act; • grant leases of residential properties (see note above about deed execution); • grant leases of Council property where the term of the lease is 10 years or less, including right of renewals (see note above about deed execution); • grant licences to occupy Council property where the term of the licence is 3 years or less (see note above about deed execution); • grant easements over land (see note above about deed execution); and • enter into other deeds, contracts or agreements (including but not limited to leases of non-Council property and licences to occupy non-Council property). <p>The following conditions apply to the exercise of the Chief Executive's delegated powers under the Act:</p> <ul style="list-style-type: none"> • The Chief Executive may commit Council expenditure for any deeds, contracts or agreements up to \$2.4million, for any one deed, contract or agreement, including the authority to enter into such a deed, contract or agreement, providing that before exercising these powers the Chief Executive is satisfied that full allowance has been made and remains for the proposed expenditure in an approved budget and that, if applicable, all tenders accepted over a value of \$250,000 are reported to the Strategy, Operations and Finance Committee; • The Chief Executive may sub-delegate the authority to commit the Council to expenditure for any deeds, contracts or other agreements e.g. mediation, leases of non-Council property and licences to occupy non-Council property, and subject to any conditions that the Chief Executive may impose, for a lesser amount than \$600,000 and no more than an officer's financial delegation, for any one deed, contract or agreement, including the authority to enter into

Legislation and Authority	Powers Delegated
	<p>such a deed, contract or agreement, providing that before exercising these powers the sub-delegate is satisfied that full allowance has been made and remains for the proposed expenditure in an approved budget and that, if applicable, all tenders accepted over a value of \$250,000 are reported to the Strategy, Operations and Finance Committee;</p> <ul style="list-style-type: none"> The Chief Executive (with the power to sub-delegate) may write off sundry debts (excluding rating debts) up to the value of \$1,000 per debt. <p><i>See the 'Reserves Act 1977 delegations' for delegations in respect of leases on reserve land. See also Appendix 1 for Execution Requirements and Appendix 2 for Use of the Common Seal.</i></p>

Legislation and Authority	Powers Delegated
<p>Natural and Built Environment Act 2023 and any regulations made under that Act To the Chief Executive and the Deputy Chief Executive with no power of sub-delegation.</p>	<p>Delegation of authority under Section 62 of the Natural and Built Environment Act 2023, to exercise and administer all responsibilities, duties and powers of the Council under the Act and any regulations made under the Act except the following:</p> <p>(a) the power to delegate in subsection (1);</p> <p>(b) the power to make a decision on an application for a resource consent;</p> <p>(c) the power to make a recommendation on a requirement for a designation.</p>
<p>To the Group Manager, Strategy and Growth and the District Planning Manager.</p>	<p>Delegation of authority under Schedule 10, Clause 18(2) of the Act to provide written comments to the Environmental Protection Agency on a fast-track referral application.</p>

Legislation and Authority	Powers Delegated
<p>Resource Management Act 1991 and any regulations made under that Act To the Chief Executive and the Deputy Chief Executive with no power of sub-delegation</p>	<p>Delegation, under section 34A of the Resource Management Act 1991, of authority to exercise and administer all responsibilities, duties and powers of the Council under the Act and any regulations made under the Act, including delegation to the Chief Executive to write off sundry debts to the value of \$1,000, except:</p> <ul style="list-style-type: none"> the power of delegation; or the power of approval of a policy statement or plan under clause 17 of Schedule 1.

*Duplicate Resource Management Act 1991 section (administrative error)	
Legislation and Authority	Powers Delegated
Resource Management Act 1991 and any regulations made under that Act To the Chief Executive and the Deputy Chief Executive with no power of sub-delegation	Delegation, under section 34A of the Resource Management Act 1991, of authority to exercise and administer all responsibilities, duties and powers of the Council under the Act and any regulations made under the Act, including delegation to the Chief Executive to write off sundry debts to the value of \$1,000, except : <ul style="list-style-type: none"> • the power of delegation; or • the power of approval of a policy statement or plan under clause 17 of Schedule 1; • the power of approval of a private request for change to the District Plan under clause 25 of Schedule 1.

Appendix 1 Execution requirements
<ol style="list-style-type: none"> 1. For documentation that must be executed by Council (as per section 32 of Schedule 7 of the Local Government Act 2002), the signatures of the Chief Executive, Mayor and one Councillor are required, and the common seal affixed. 2. For matters delegated to the Chief Executive, the signature of the Chief Executive is required and a witness (please note Council's financial delegations must also be met) 3. For matters delegated by the Chief Executive to Council officers (i.e. Group Managers), the signature of the officer is required and a witness (please note Council's financial delegations must also be met).

Appendix 2 Use of the common seal
<p>Please note that the use of the common seal is required when Council must execute an agreement for certain transactions under the following Acts:</p> <ul style="list-style-type: none"> • Sections 22(2) of the Bylaws Act 1910 provides that any bylaw, or copy of a bylaw authenticated by the common seal of the local authority shall be sufficient evidence of the existence, publication, validity, and provisions of the bylaw and the date of its coming into operation. • Section 12(8) of the Bylaws Act 1910 refers to the Council issuing under common seal a bylaw that has been quashed in part or amended by the High Council. • Clause 17 of Schedule 1 of the Resource Management Act 1991 provides that approvals of proposed policy statements or plans must be done by affixing the common seal. • Section 174(1) of the Local Government Act 2002 wherever a Council officer is authorised under the Local Government Act 2002 or other Act to enter private land on behalf of the Council, the Council must provide a written warrant with the common seal affixed as evidence of authorisation. • Section 258H of the Local Government Act 2002 relates to the execution of documents using the common seal when a commission is appointed by the Minister in the place of a local authority.

Appendix 2 Use of the common seal

- Section 345(1)(a) of the Local Government Act 1974 refers to the Council conveying or transferring or leasing land, that is no longer required as a road, to be done using the common seal.
- Section 80 of the Local Government (Rating) Act 2002 provides that the Council must in the case of the sale or lease of abandoned land, execute a memorandum of transfer or lease using the common seal, on behalf of the ratepayer whose interest has been sold or leased.
- Clause 8 of Schedule 1 of the Receiverships Act 1993 provides for the use of the common seal where a receiver is appointed and needs to execute documents in the name of the local authority in relation to assets charged in favour of the appointer of the receiver.

To Council for Approval
26 October 2023

yellow = delegations added/amended

red = all delegations removed

For the avoidance of doubt:

- a reference in this document to an enactment, regulation or bylaw includes any amendment to the relevant provisions of that enactment, regulation or bylaw and any enactment, regulation or bylaw that, with or without modification, replaces or corresponds to that enactment, regulation or bylaw; and
- a reference in this document to a Council officer position includes any Council officer position that replaces or corresponds to that Council officer position and involves substantially the same duties.

Draft Council Resource Management Act 1991 Delegations to Staff

Delegations to positions under section 34A of the Resource Management Act 1991 (RMA)	110	113	114	124	124A	124B	124C	125	126	127	128	129	132	133A	134	138	139	139A	149B	149G	149W	149ZD	168	168A	169	171	173	174	175	176	176A	178	181(3)	184	189A	190	193	194	195A	198 A-M	220	221	222	223	224	226 (1)(e)	227	234
Advisor, Legal Support Services and Official Information																																																
Advisor, Official Information																																																
Building Consents Technical Support																																																
Building Technical Officer																																																
Compliance and Monitoring Officer																																																
Compliance Officer – Eyes On Security																																																
Development Management Auditor																																																
Group Manager Regulatory Services																																																
Investigator – Monitoring, Compliance, and Enforcement																																																
Parks and Outdoor Recreation Advisor																																																
Principal Advisor, Regulatory Services																																																
Principal Advisor, Strategy and Growth																																																
Principal Resource Consents Planner																																																
Resource Consents and Compliance Manager																																																
Resource Consents Planner																																																
Senior Advisor, Legal Support Services and Official Information																																																
Senior Advisor, Warrants and Delegations																																																
Senior Resource Consents Planner																																																
Team Leader Resource Consents																																																

yellow = delegations added/amended

red = all delegations removed

To Council for Approval
26 October 2023

Draft Council Resource Management Act 1991 Delegations to Staff

Delegations to positions under section 34A of the Resource Management Act 1991 (RMA)	235	237	237 B-H	240	241	243	267(2)	267(1A)(b)	268A(3)(b)	311	314-321	322-324	325A	327	328	330	332	333	336	338	343B	343C	Sch 1 d1A	Sch 1 d3	Sch 1 d3A	Sch 1 d10A	Sch 1 d8C	Sch 1 d8B	Sch 1 d8AA	Sch 1 d8	Sch 1 d7	Sch 1 d6	Sch 1 d5A	Sch 1 d5	Sch 1 d4A	Sch 1 d4	Sch 1 d3B	Sch 1 d3A	Note 1	Note 2		
Advisor, Legal Support Services and Official Information																																										
Advisor, Official Information																																										
Building Consents Technical Support																																										
Building Technical Officer																																										
Compliance and Monitoring Officer																																										
Compliance Officer – Eyes On Security																																										
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Group Manager Regulatory Services																																										
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Senior Advisor, Warrants and Delegations																																										
Senior Resource Consents Planner																																										
Team Leader Resource Consents																																										

yellow = delegations added/amended

red = all delegations removed

Note 1 To the following positions, power to authorise, on Council’s behalf , agreement to any consent orders arising from proceedings in the Environment Court (after consultation with the Chairperson or in their absence the Deputy Chairperson from the Council Committee with responsibility for managing planning or regulatory matters – at the time of making these delegations this is the Strategy and Operations Committee).

Note 2 To the following positions, power to write off sundry debts under the RMA 1991 to the value of \$1,000.

11 TE WHAKAŪ I NGĀ ĀMIKI | CONFIRMATION OF MINUTES**11.1 CONFIRMATION OF MINUTES**

Author: Kate Coutts, Democracy Services Advisor

Authoriser: Darren Edwards, Chief Executive

Taunakitanga | Recommendations

That the minutes of the Council meeting of 10 October 2023 be accepted as a true and correct record.

APPENDICES

1. Confirmation of Minutes - 10 October 2023 [↓](#)

COUNCIL MEETING MINUTES

10 OCTOBER 2023

**MINUTES OF THE KĀPITI COAST DISTRICT COUNCIL
COUNCIL MEETING
HELD IN THE COUNCIL CHAMBER, GROUND FLOOR, 175 RIMU ROAD, PARAPARAUMU
ON TUESDAY, 10 OCTOBER 2023 AT 9.41AM**

PRESENT: Mayor Janet Holborow, Deputy Mayor Lawrence Kirby, Cr Martin Halliday, Cr Sophie Handford, Cr Rob Kofoed, Cr Liz Koh, Cr Jocelyn Prvanov, Cr Kathy Spiers, Cr Shelly Warwick, Cr Nigel Wilson
Via Zoom: Cr Glen Cooper

IN ATTENDANCE: Mr Huriwai Paki, Mr Bede Laracy, Mr Glen Olsen, Mr Richard Mansell, Mr Darren Edwards, Mark de Haast, Mr Sean Mallon, Mr Mike Mendonça, Ms Kris Pervan, Ms Kate Coutts, Ms Anna Smith, Mr Evan Dubisky, Ms Jessica Mackman, Ms Morag Taimalietane, Mr Hamish McGillivray, Ms Sarah Wattie

WHAKAPĀHA | APOLOGIES: Cam Butler (Chair of the Ōtaki Community Board), Kim Tahiwī (Ngā Hapū o Ōtaki)

1 NAU MAI | WELCOME

The Mayor welcomed everyone to the meeting.

2 KARAKIA | COUNCIL BLESSING

At the request of the Mayor, Cr Sophie Handford read the Council blessing.

3 WHAKAPĀHA | APOLOGIES

APOLOGY

RESOLUTION CO2023/127

Moved: Deputy Mayor Lawrence Kirby

Seconder: Cr Sophie Handford

That the apology received from Cam Butler, Chair of the Ōtaki Community Board and Kim Tahiwī, Ngā Hapū o Ōtaki be accepted.

CARRIED

**4 TE TAUĀKĪ O TE WHAITAKE KI NGĀ MEA O TE RĀRANGI TAKE |
DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA**

There were no declarations of interest relating to items on the agenda.

5 TE WHAKATAKOTO PETIHANA | PRESENTATION OF PETITION

There were no petitions.

6 NGĀ WHAKAWĀ | HEARINGS

There were no hearings.

COUNCIL MEETING MINUTES

10 OCTOBER 2023

7 HE WĀ KŌRERO KI TE MAREA MŌ NGĀ MEA E HĀNGAI ANA KI TE RĀRANGI TAKE | PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA

Anna Gilkison, of Living Wage Aotearoa, spoke in support of Item 10.1 Becoming an Accredited Living Wage Employer.

Cr Jocelyn Prvanov returned to the meeting at 9.46am.

Michael Poland and Tiana Jakicevich, of Fossil Fuel Non-Proliferation Treaty, spoke via Zoom in support of Item 10.7 Notice of Motion - Fossil Fuel Non-Proliferation Treaty, and answered members' questions.

8 NGĀ TAKE A NGĀ MEMA | MEMBERS' BUSINESS

- (a) There were no requests for a leave of absence.
- (b) There were no matters of an urgent nature.

9 TE PŪRONGO A TE KORORMATUA | MAYOR'S REPORT

There was no Mayor's Report tabled.

10 PŪRONGO | REPORTS

10.1 BECOMING AN ACCREDITED LIVING WAGE EMPLOYER

Morag Taimalietane, Principal Advisor spoke to the report and answered members' questions.

RESOLUTION CO2023/128

Moved: Cr Nigel Wilson
 Seconder: Cr Sophie Handford

That the Council:

- A. Note that all staff directly employed by the Council are currently paid no less than the Living Wage.
- B. Note that an annual Living Wage remuneration adjustment will occur to ensure all staff directly employed by the Council will continue to be paid no less than the Living Wage, with our remuneration policy to be updated to reflect this.
- C. Note the benefits of becoming an accredited Living Wage Employer.
- D. Note the anticipated cost of \$80,000 (including \$20,000 contingency) to meet Criteria B (indirectly paid workers employed by contractors) of Living Wage accreditation.
- E. Note that Te Komiti Whāiti Toitūtanga Pāpori (the Social Sustainability Subcommittee) considered this matter on 14 September 2023 and recommended that the Council seek Living Wage accreditation via Option A "Immediate Accreditation".
- F. Agree that Living Wage accreditation is sought via Option A "Immediate Accreditation".

CARRIED

10.7 NOTICE OF MOTION - FOSSIL FUEL NON-PROLIFERATION TREATY

RESOLUTION CO2023/129

Moved: Cr Sophie Handford

COUNCIL MEETING MINUTES

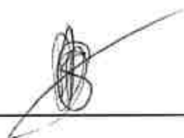
10 OCTOBER 2023

Seconder: Cr Martin Halliday

That the Kāpiti Coast District Council;

1. Recognises the urgent need to address the climate crisis and take decisive action to reduce greenhouse gas emissions.
2. Endorses the call for a [Fossil Fuel Non Proliferation Treaty](#) proposed by the Fossil Fuel Treaty Initiative which aims to phase out fossil fuel production, halt the expansion of fossil fuel infrastructure, and promote a just transition to renewable energy sources.
3. Note with concern that although 88 cities and subnational governments globally have publicly endorsed the call for a Fossil Fuel Non-Proliferation Treaty, no city or subnational government in Aotearoa New Zealand has done so yet.
4. Notes the significant leadership and progress made by various governments and international organisations in calling for the Fossil Fuel Non-Proliferation Treaty, including:
 - i. Vanuatu, at the 77th session of the UN General Assembly.
 - ii. Tuvalu, at COP27
 - iii. Fiji, Solomon Islands, Tonga, and Niue, who adopted the Port Vila Call for a Just Transition to a Fossil Fuel Free Pacific
 - iv. The European Parliament in their formal COP27 resolution
 - v. The World Health Organisation.
 - vi. The Heads of Government of the Melanesian Spearhead Groups
5. Calls upon our major cities and the New Zealand Government to join this growing coalition by publicly endorsing the call for The Fossil Fuel Non-Proliferation Treaty, and implementing its proposed principles by agreeing to;
 - a. No new fossil fuel production
 - b. Setting fair and clear timeframes to phase out existing infrastructure in line with the Paris goals.
 - c. Providing new cooperation and resources internationally to ensure a just transition so no community or country is left behind.

Signed: _____



Name: Cr. Sophie Handford

COUNCIL MEETING MINUTES

10 OCTOBER 2023

Signed:

Name: Cr. Martin Halliday

For: Mayor Janet Holborow, Deputy Mayor Lawrence Kirby, Crs Martin Halliday, Sophie Handford, Rob Kofoed and Nigel Wilson

Against: Crs Glen Cooper, Liz Koh, Jocelyn Prvanov, Kathy Spiers and Shelly Warwick

CARRIED 6/5**10.2 SUBMISSION ON ELECTORAL (LOWERING VOTING AGE FOR LOCAL ELECTIONS AND POLLS) LEGISLATION BILL**

Anna Smith, Acting Manager Democracy Services spoke to the report.

RESOLUTION CO2023/130

Moved: Cr Sophie Handford

Seconded: Cr Nigel Wilson

- A. That Council endorse the submission on the Electoral (Lowering Voting Age for Local Elections and Polls) Legislation Bill appended to this report which notes Council's support of the changes proposed to the Local Electoral Act 2001 allowing persons aged 16 or 17 to vote in local body elections and polls.

For: Crs Janet Holborow, Lawrence Kirby, Martin Halliday, Sophie Handford, Rob Kofoed, Liz Koh, Shelly Warwick and Nigel Wilson

Against: Crs Jocelyn Prvanov and Kathy Spiers

Abstained: Cr Glen Cooper

CARRIED 8/2

The meeting adjourned at 10.57am and reconvened at 11.13am.

10.3 ADOPTION OF THE EASTER SUNDAY TRADING POLICY 2023

Angela Bell, Chief Advisor, Strategy and Growth and Kris Pervan, Group Manager Strategy and Growth spoke to the report.

RESOLUTION CO2023/131

Moved: Cr Martin Halliday

Seconded: Deputy Mayor Lawrence Kirby

That Council:

- A. Repeal the Kapiti Coast District Council Easter Sunday Shop Trading Policy 2017;

COUNCIL MEETING MINUTES

10 OCTOBER 2023

- B. Adopt the Kapiti Coast District Council Easter Sunday Shop Trading Policy 2023 (Appendix One), subject to any further minor amendments or corrections deemed necessary, that will be approved by the Mayor; and
- C. Note that the Policy 2023 will come into effect immediately, noting that the first opportunity for use will be in April 2024 on Easter Sunday.

CARRIED**10.4 KĀPITI COAST DISTRICT COUNCIL'S HOUSING AND BUSINESS ASSESSMENT 2023**

Hamish McGillivray, Manager Research and Policy, and Kris Pervan, Group Manager Strategy and Growth spoke to the report and answered members' questions.

RESOLUTION CO2023/132

Moved: Cr Martin Halliday
Seconded: Cr Nigel Wilson

- A. That Council notes the findings of Kāpiti Coast District Council's Housing and Business Assessment 2023 including that input to the upcoming Long-term Plan will be that:
- a. Kāpiti Coast District Council has sufficient development capacity to meet forecast residential and business demand over the next 30 years.
 - b. Ongoing work is required to support the right mix and type of housing to meet local needs and understand how recent changes to the intensification will change demand for business floorspace and infrastructure capacity across its urban centres and residential areas.

CARRIED**10.5 DRAFT CALENDAR OF MEETINGS 2024**

Kate Coutts, Democracy Services Advisor spoke to the report and alongside Darren Edwards, Chief Executive, answered members' questions.

RESOLUTION CO2023/133

Moved: Deputy Mayor Lawrence Kirby
Seconded: Cr Nigel Wilson

- A. That Council approves the appended calendar of meetings 'Draft Calendar of Meetings 2024' for the upcoming calendar year.

CARRIED

Councillor Jocelyn Prvanov left the meeting at 11.30am.

Councillor Sophie Handford left the meeting at 11.31am and returned at 11.32am.

Councillor Jocelyn Prvanov returned to the meeting at 11.33am.

10.6 REPORTS AND RECOMMENDATIONS FROM STANDING COMMITTEES AND COMMUNITY BOARDS

Kate Coutts, Democracy Services Advisor spoke to the report and the Mayor invited Richard Mansell, Chair of the Waikanae Community Board to speak to the recommendations from the

COUNCIL MEETING MINUTES

10 OCTOBER 2023

Waikanae Community Board meeting of 12 September 2023.

Sean Mallon, Group Manager Infrastructure Services answered members' questions.

RESOLUTION CO2023/134

Moved: Mayor Janet Holborow

Seconder: Cr Shelly Warwick

- A. That the Council receives this report.
- B. That the Council notes the following recommendations from the Waikanae Community Board meeting on 12 September 2023:
 - B.1 Request that Council officers investigate whether there is supposed to be no-parking restrictions (broken yellow lines) as per the map submitted (attached as Appendix 1 of this report).
 - B.2 Request that Council officers investigate the installation of no-parking restrictions (broken yellow lines) on the corner of Parata Street to Mahia Lane.
- C. That the Council notes that the Group Manager Infrastructure Services or appropriate staff will follow up with the Waikanae Community Board Chair to further investigate the issue raised by the Waikanae Community Board on 12 September 2023.
- D. That the Council notes the following recommendations from the Ōtaki Community Board meeting on 19 September 2023:
 - D.1 That the Ōtaki Community Board suggests that Council direct the Chief Executive to investigate the processes around allocation and completion of service requests received through Antenno and other channels as the board has received concerns that requests raised are closed off without action and/or feedback.
 - D.2 The Ōtaki Community Board requests a report back on proposed review timelines by the end of the calendar year.
- E. That the Council notes that the Mayor will follow up with the Chief Executive.

CARRIED

Huriwai Paki left the meeting at 11.43am and returned at 11.45am.

Councillor Sophie Handford left the meeting at 11.52am and did not return.

Item - 10.7 Notice of Motion - Fossil Fuel Non-Proliferation Treaty - was moved to another part of the minutes.

COUNCIL MEETING MINUTES

10 OCTOBER 2023

11 TE WHAKAŪ I NGĀ ĀMIKI | CONFIRMATION OF MINUTES

11.1 CONFIRMATION OF MINUTES

RESOLUTION CO2023/135

Moved: Deputy Mayor Lawrence Kirby
 Seconder: Cr Liz Koh

That the minutes of the Council meeting of 31 August 2023 be accepted as a true and correct record.

That the minutes of the Council meeting of 14 September 2023 be accepted as a true and correct record.

CARRIED

12 PURONGO KĀORE E WĀTEA KI TE MAREA | PUBLIC EXCLUDED REPORTS

RESOLUTION TO EXCLUDE THE PUBLIC**PUBLIC EXCLUDED RESOLUTION CO2023/136**

Moved: Cr Shelly Warwick
 Seconder: Deputy Mayor Lawrence Kirby

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
12.1 - Confirmation of Minutes	<p>Section 7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>Section 7(2)(i) - the</p>	<p>Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

Page 7

COUNCIL MEETING MINUTES

10 OCTOBER 2023

	withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	
13.1 - Strategic Property Update	Section 7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
CARRIED		

The Kaunihera | Council meeting went into public excluded session at 12.00pm.

RESOLUTION CO2023/137

Moved: Deputy Mayor Lawrence Kirby

Seconder: Cr Nigel Wilson

That the Kaunihera | Council moves out of a public excluded meeting.

CARRIED

The Kaunihera | Council came out of public excluded session at 12.25pm.

At the request of the Mayor, Huriwai Paki closed the meeting with karakia.

The Kaunihera | Council meeting closed at 12.25pm.

.....
HEAMANA | CHAIRPERSON

**12 TE WHAKAŪNGA O NGĀ ĀMIKI KĀORE E WĀTEA KI TE MAREA |
CONFIRMATION OF PUBLIC EXCLUDED MINUTES**

13 PURONGO KĀORE E WĀTEA KI TE MAREA | PUBLIC EXCLUDED REPORTS

RESOLUTION TO EXCLUDE THE PUBLIC

PUBLIC EXCLUDED RESOLUTION

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
12.1 - Confirmation of Minutes	Section 7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities Section 7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
13.1 – Strategic Property Update	Section 7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

