

# KCDC Speed Management Plan – 2023 to 2033

(09-08-2023)

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**Submission Summary  
(Attachment 2)**

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## INTRODUCTION

The community and stakeholders were invited to submit on the draft Speed Management Plan between 24 April and 9 June 2023.

The draft 'Speed Management Plan (SMP) 2023-33: For Consultation' comprised two parts, i.e:

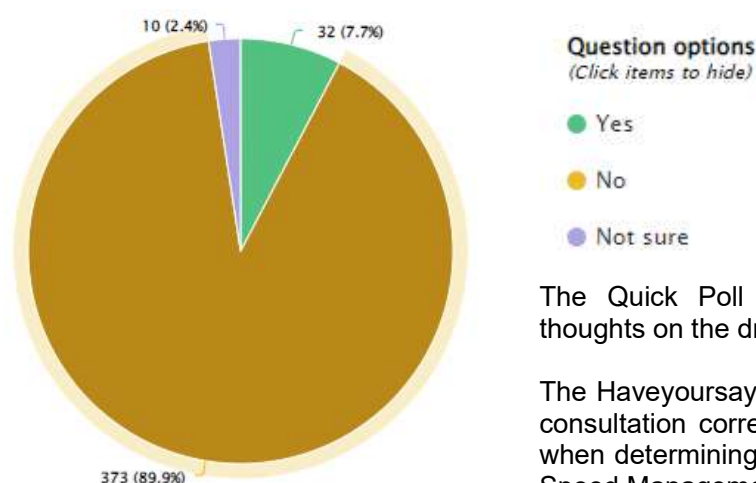
- Part A What the Council proposes to implement up to the end of 2027, comprising high priority high-benefit areas.
- Part B What the Council is planning to implement beyond 2027.

Submissions were received via:

### Quick Polls Online survey

This survey provided respondents with an initial impression of the Speed Management Plan without any feedback being requested or provided, i.e. Yes/ No/ Not sure.

Do you think we've got the Speed Management Plan right?



The Quick Poll provided a snapshot of peoples thoughts on the draft Speed Management Plan.

The Haveyoursay emails, survey, map pins and pre-consultation correspondence was much more useful when determining the communities views on the draft Speed Management Plan.

The proposals were confirmed for implementation as consulted or amended following consideration of the Haveyoursay feedback as explained below.

## Part A and B

The feedback for parts A and B were collected from a variety of sources and were split into:

- Part A: Feedback received on Do you agree with the proposed Speed Management Plan?
- Part A: Feedback received on each site
- Part B: Feedback received on prioritising options for what Council plans to focus on beyond 2027

The sources used to collect the feedback covering Part A and Part B follow:

- **Responding** to questions via the [HaveYourSay@kapiticoast.govt.nz](mailto:HaveYourSay@kapiticoast.govt.nz) Online survey noting that submitters could provide feedback on as many sites as they wished.
- **Commenting** on proposals via:
  - Pre-Speed Management Plan consultation – several requests were made in the period leading (December 2022 to April 2023) up to the consultation period commencing where submitters were advised that their request would be considered following the release of the draft SMP.
  - [HaveYourSay@kapiticoast.govt.nz](mailto:HaveYourSay@kapiticoast.govt.nz) e-mails that included:
    - Hardcopy survey forms that were available at the Community Board led meetings and markets.
    - 1 x verbal submission that was noted in writing.
  - [HaveYourSay@kapiticoast.govt.nz](mailto:HaveYourSay@kapiticoast.govt.nz) pins that were dropped onto a GIS map illustrating the location and type of suggested improvements.

The submissions were collated and categorised by Community Board and Street/ Road as follows.

No.	Description	Part (Attachment)			No. of submitters
		A	B	C	
1	Pre-Speed Management Plan consultation	55 (3)	-	12 (3)	67
2	Haveyoursay – Online Survey	226 (5)	100 <sup>1</sup> (6)	-	226
3	Haveyoursay – E-mails	61 (7)	-	41 (7)	102
4	Haveyoursay – Pins on Maps	6 (8)	-	14 (8)	20
	<b>Total</b>	<b>348</b>	<b>100</b>	<b>67</b>	<b>415</b>

<sup>1</sup> 100 of the 226 submitters commented on Part B

## Part A: Do you agree with our proposed Speed Management Plan?

Stakeholders were requested to respond to the above question which resulted in the following:

A sample of the comments submitted by stakeholders follow as outlined in Table 1.

**Table 1: Speed Management Plan – Agree (Yes/ No/ In part)**

No	Do you agree with our proposed Speed Management Plan?	Sample comments
1	Yes	<ul style="list-style-type: none"> <li>• Yes. Slower speeds = safer roads and fewer fatalities and injuries</li> <li>• There are too many drivers who regularly speed and have very little regard for other road users within the Kapiti region. Lowering the speed limit particularly around school areas is important to prevent injuries and accidents.</li> <li>• Reducing speed in urban and residential areas saves lives, reduces noise, pollution and fuel emissions.</li> </ul>
2	No	<ul style="list-style-type: none"> <li>• Reducing speed in urban and residential areas saves lives, reduces noise, pollution and fuel emissions.</li> <li>• I am sick of the speed limits getting lower and lower. Soon it will be quicker to get out and walk. It's so frustrating on roads like old SH1 between Raumati Road and Ihakara St there's no reason to be 50kmh. There's nothing on one side of the road and a handful of houses on the other. Where's the logic in 50?</li> <li>• No! Absolutely not. Why would Mazengarb go to 40km???!!! You are making it so hard to travel around Paraparaumu and now lowering the speed, so it takes even longer? This is so frustrating to read, you are making it so hard for residents to live here. We need more accessible streets to stop these traffic jams, please invest into this and stop lowering the speed, this is madness. Stop this nonsense!!! We live two blocks away from a school and there is no need for our street to be 30km.</li> </ul>
3	In part	<ul style="list-style-type: none"> <li>• I agree with the changes to 30km/h in school zones on a variable basis, but only agree partly to some of the permanent changes proposed.</li> <li>• I agree that the plan has some very good proposals but there are some urgent issues that need to be addressed whether it be as part of that plan or extra to it.</li> <li>• Some parts of it</li> </ul>

Refer to:

- Attachment 4 for a summary of all submissions.
- Attachment 5 for all submissions as submitted.

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## Part A: Submission Summary – All sites

Stakeholders were requested to provide feedback on each site which is summarised in in table 2.

**Table 2: Site Submission Summary**

Map	Site Description	Speed limit (km/h)		Haveyoursay survey (See notes )				Comments (See notes)			Totals
		Proposed	Final <sup>2</sup>	Yes, you've got it about right	You need to do more	You need to do less	Other	Pre- SMP	Haveyoursay e-mail	Maps	
A	Paekākāriki School	30 var.		1	4	1	0	3	6	1	16
B	Te Rā Waldorf School	30 perm.	30 var.	4	1	5	2	2	2	1	17
C	Raumati Beach School	30 perm.	30 perm. – change in scope	7	0	2	1	3	3	0	16
D	Raumati South School	30 var.		5	4	2	0	2	2	0	15
E	Paraparaumu College	30 var.		15	6	7	6	3	3	0	40
F	Kāpiti School	20 perm.	30 perm.	1	1	8	1	1	0	0	12
G	Our Lady of Kāpiti School	30 perm.	30 var.	4	0	9	4	2	1	0	20
H	Kāpiti College	30 perm. / var.	30 perm. / var. - change in scope	5	2	2	0	0	2	1	12
I	Paraparaumu Beach School	30 variable	30 var. – change in scope	9	4	6	2	4	0	0	25
J	Kenakena School	30 perm. / var.	30 perm. / var. - change in scope	3	4	8	3	5	1	0	24
K	Paraparaumu School	30 perm.		2	0	9	1	6	1	0	19
L	Kapakapanui School	30 perm.		2	1	4	4	1	5	1	18
M	Waikanae School	30 var.	30 var. - change in scope	3	3	2	5	3	2	1	19
N	Te Horo School	30 var.		2	0	0	2	3	0	0	7
O	Ōtaki College	30 var.		1	0	0	0	3	0	0	4
P	Ōtaki School	30 var.		1	0	0	0	3	0	0	4
Q	Te Kura-a-iwi Whakatupuranga Rua Mano	30 permanent		0	0	0	0	0	0	0	0
R	Te Kura Kaupapa Māori o Te Rito	30 permanent		0	0	1	0	0	0	0	1
S	St Peter Chanel School	30 perm.	30 var.	1	0	1	0	1	0	0	3
T	Waitohu School	30 variable		0	0	1	0	0	0	0	1
U	Riverbank Road	50/60 perm.		1	1	1	2	2	4	0	11

<sup>2</sup> Speed limit as proposed 'Speed Management Plan 2023-2033: For Consultation' amended following consideration of stakeholder feedback.

V	Raumati South Village	30 perm.	30 perm. – change in scope	5	2	4	0	0	3	1	15
W	Raumati Beach Village	30 perm.	30 perm. – change in scope	6	1	2	0	0	7	0	16
X	Waikanae Beach Village	30 perm.	30 perm. – change in scope	2	3	10	4	5	9	0	33
Y	Ōtaki Town Centre	30 perm.		1	0	1	0	0	0	0	2
Z	Waikanae Town Centre	30 perm.		8	3	5	4	0	3	0	23
AA	Te Horo Beach	30 perm.		1	2	1	2	3	2	0	11
BB	Valley Road	60 perm.		3	1	1	2	0	0	0	7
CC	Pekapeka Road	80 perm.		4	3	3	3	0	5	0	18
	<b>Totals</b>			<b>97</b>	<b>46</b>	<b>96</b>	<b>48</b>	<b>55</b>	<b>61</b>	<b>6</b>	<b>409</b>

Note: The 226 Haveyoursay submitters made 287 submissions on the 29 projects.

No	Key	Description
1	Haveyoursay survey	Each submitter had the opportunity to select one of the following and provide a comment: a. Yes, you have it about right. b. You need to do more. c. You need to do less. d. Other.
2	Comments – Pre SMP	Speed related issues raised prior to the Speed Management consultation process commencing. The feedback is recorded as a comment as it lacks the structure outlined in 1.
3	Comments – Haveyoursay -email	Each submitter had the opportunity to provide feedback on the proposals but without the structure outlined in 1. The feedback is recorded as a comment as it lacks the structure outlined in 1.
4	Comments – Haveyoursay - Maps	Each submitter had the opportunity to drop a pin onto a GIS map that formed part of the <a href="#">A Speed Management Plan for the Kāpiti Coast   Have Your Say   Kāpiti Coast (kapiticoast.govt.nz)</a> . The feedback is recorded as a comment as it lacks the structure outlined in 1.

A summary of the feedback for each site follows covering:

- Draft proposal
- Responses
- Discussion
- Conclusion and recommendation

<b>Site A: PAEKĀKĀRIKI SCHOOL</b>
<p><b>Draft Proposal</b></p> <p>The objective of implementing the 30km/h variable speed limit based on a 100m buffer from the school boundary is to (1) reduce the risk to all road users in the period immediately before/ after school (2) provide a safe crossing point on Wellington Road for pedestrians to cross to Campbell Park noting that this is a bus route and in the periods outside before/after school there is minimal activity generated by the school on surrounding roads.</p>
<b>16 x Responses - Sample feedback follows as submitted</b>
<p>1. 1 x Yes, you've got it right.</p> <p>a. Please also apply to Paekākāriki Playcentre, which is located on the same road.</p>
<p>2. 4 x You need to do more.</p> <p>a. The zone needs to be bigger - children walk to school from all over the village and this zone is just too small. We also need safe crossing points to help our children get to and from school safely. There is only one pedestrian crossing in Paekakariki, it is nowhere near the school. I think we must be the only school in the region where children are not given safe crossing points.</p> <p>b. Paekākāriki is a small village with a lot of walkers and cyclists. The entire village should be 40kmph permanently. This would make it safer for existing walkers and cyclists and encourage others to get out of their cars. The proposed 30 kmph zone around the school is too small. There should also be a crossing of Wellington Road at Campbell Park.</p>
<p>3. 1 x You need to do less.</p> <p>a. Less streets</p>
<p>4. 0 x Other</p>
<p>5. 10 x Comments</p> <p>a. Paekakariki Community Board - That the proposed 100m boundary being applied to the proposed school zone be extended to a 1 km radius for delivery before the end of 2023 and for speed limit changes to apply at all times (permanent with no variable step). For safe crossing infrastructure to be installed both over Wellington Road to Campbell Park/Scout Hall and across SH59 between the main entrance to the village and to old BP/Ian's coffee site. That safety improvements are made for those walking and cycling beside SH59, especially around the houses on SH 59. That a specific proposal for traffic calming and other measures be developed with residents of The Parade. That all works not completed before the end of 2023 (point 1) be completed before the end of 2027. That bi-lingual signage be used in all instances where a suitably approved option is available. ENDORSED BY Paekākāriki School/ Paekākāriki Playcentre/ Paekākāriki Scouts/ Kapiti Cycling Action/ And 82 individual signatories in support.</p>
<p><b>Discussion</b></p> <p>6. The majority of the feedback supports extending the 30km/h speed zone beyond what was outlined in the draft proposal.</p> <p>7. It is unclear whether the views from the submitters reflect the entire population of Paekakariki Village and whether Emergency Services and Public Transport providers were contacted.</p>
<p><b>Conclusion and recommendation</b></p> <p>Given the uncertainty and the apparent support for an extended 30km/h permanent speed limit it is recommended that:</p> <p>8. With Council approval the community and key stakeholders are invited to submit their feedback on two options:</p> <ul style="list-style-type: none"> <li>Option 1: Paekakariki Village – permanent 30km/h limit</li> <li>Option 2: Paekakariki School – variable 30km/h speed limit</li> </ul> <p>9. Council officers report back to Council in October 2023 with the results and a recommended option to be implemented.</p> <p>This additional round of consultation will not affect the Implementation Programme and will enable Council to submit the Final Speed Management Plan 2023-33 to Waka Kotahi in 2023 for certification, i.e., once certified early in 2024 speed limits can be legally implemented and enforced.</p> <ul style="list-style-type: none"> <li>2024 - by 30 June To be completed pending conclusion of the 2<sup>nd</sup> round of consultation outlined above</li> <li>2024 - 2027 To be completed pending conclusion of the 2<sup>nd</sup> round of consultation outlined above</li> </ul>

## Site B: TE RĀ WALDORF SCHOOL AND TE RĀWHITI KINDERGARTEN

### Draft Proposal

The objective of implementing the 30km/h Permanent Speed Limit on Poplar Avenue based on a 100m buffer from the school boundary is to reduce the risk to (1) cyclists travelling on Poplar Ave given the narrow shoulders forces some cyclists to travel in the 'live' lane with vehicles (2) pedestrians/ cyclists crossing Poplar Ave to Queen Elizabeth Park (3) students/ parents in the period immediately before/ after school.

### 17 x Responses - Sample feedback follows as submitted.

1. 4 x Yes, you've got it right.
  - a. Agree with the speed limit but believe that this should only be a variable speed limit.
2. 1 x You need to do more.
  - a. Te Rā and Raumati South schools are quite close together. Between them is the bike trail entrance to Queen Elizabeth Park, with a busy bike crossing. I think making the whole stretch of Poplar Ave and Matai Road into a 30km/h zone would work best for keeping traffic under control and providing maximum safety for school students and cyclists.
3. 5 x You need to do less.
  - a. 30 variable around school
4. 2 x Other
  - a. Make sure the water does not stay on the carparks, make sure to have an easy waterflow into Queen Elizabeth Park. Easy to do and it will help more than the road restrictions. Plus, you would help the houses in the back with the extended water which will become more in the years to come. Keeping the area save for everyone.
  - b. Due to the kindergarten, I think 30km limit during school time is necessary.
  - c. Maybe add a crossing to the overflow parking place.
5. 5 x Comments
  - a. There are known safety and speed risks on this road so there is no valid reason to delay this into 2024-2027. 2. This road is the only connector between Raumati South and SH1 so it's strategic utility (peri[1]urban) should therefore be recognised. Outside of school start/ends it makes sense to maintain it at 50km/h, permanently reducing to 30 km/h undermines its acceptability and compliance. 3. On the basis of the above item the hump H is not required. Threshold T could be designed to visually narrow the road but retain a 50/30km/h speed option. 4. For consistency and safety extend the calmed school zone 30km/h to Mātai Rd. 5. Deliver the Ped/Cycle crossing shown on Poplar Ave in the image before 2024. Current data (provided to Raumati Community Board) shows speeds in excess of 50km/h regularly being recorded on the crossing. This is still an unsafe crossing place. 6. Drop to permanent 30km/h on the approach to the new crossing and to west on Poplar Ave.

### Discussion

6. The mean speed of vehicles travelling past the school and kindergarten is 46 and 50km/h between 8-9am and 3-4pm respectively, well above the safe and appropriate speed of 30km/h that will maximize the chance of survival for a pedestrian if hit by a vehicle.
7. Poplar Avenue is used by several different users including Over Dimension vehicles and cyclists, which will be considered during the design process.
8. Feedback received:
  - prior to the consultation commencing requested that a shared cycle/ pedestrian raised crossing opposite the entrance to QE Park be constructed with urgency.
  - from submitters support amending the proposal to replace the 30km/h permanent speed limit with a 30km/h variable speed limit.
  - from Te Ra School highlighted that they cross Poplar Ave regularly to access Queen Elizabeth Park. It is appropriate therefore to construct a Raised Safety Platform to reduce speeds to safe and appropriate (below 30km/h) and reduce the risk of serious injury to a pedestrian if struck by a vehicle.

### Conclusion and recommendation

Considering the feedback and that Poplar Ave is an Urban Collector it is recommended that the proposal is amended, i.e., (1) Install 30km/h Variable Speed Limit (2) Construct dual Cycle/ Pedestrian Crossing on a Raised Platform (3) Construct a Raised Pedestrian Platform on Poplar Avenue opposite the school.

- 2024 - by 30 June Install 30km/h Variable Speed Limit on Poplar Ave fronting Te Ra Waldorf School and Te Rawhiti Kindergarten and the dual Cycle/Pedestrian crossing on a Raised Platform.
- 2024 - 2027 Construct a Raised Pedestrian Platform near the school entrance with motor vehicles having priority as part of a package of infrastructure improvements covering the Kapiti Coast.

<b>Site C: RAUMATI BEACH SCHOOL</b>	
<b>Draft Proposal</b>  The objective of extending the permanent 30km/h speed limit east of Weka Road (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school and those road users crossing Raumati Road between Weka Park and Kapiti College/ Raumati Beach School during other periods.	
<b>16 x Responses - Sample feedback follows as submitted.</b>	
1.	7 x Yes, you've got it right. a. Yes, I agree with the extension to the 30km/h plan.
2.	0 x You need to do more.
3.	2 x You need to do less. a. 30 variable around school
4.	1 x Other a. Differential lower speed at school start and finish times
5.	6 x Comments a. The 30km/h speed limit needs to extend past the childcare centre, school and kindergarten area east of the kindergarten. At present the 30km/h stops before these areas which is dangerous as drivers speed up right in front of the areas with most pedestrians/ cyclist.
<b>Discussion</b>  6. Raumati Road is used by several different users including Over Dimension vehicles and cyclists, which will be considered during the design process. 7. Feedback received from submitters support amending the proposal to extending the 30km/h permanent speed limit further east. 8. On site checks has confirmed that extending the permanent 30km/h speed zone east to immediately west of Gold Coast apartment is practical. 9. Reconstructing the existing Pedestrian Zebra Crossing on a Raised Safety Platform will reduce speeds to safe and appropriate (below 30km/h) and reduce the risk of serious injury to a pedestrian if struck by a vehicle.	
<b>Conclusion and recommendation</b>  Considering the feedback supports extending the 30km/h speed limit east of the proposed location it is recommended that the <u>proposal is amended</u> , i.e., extend the permanent 30km/h speed zone to immediately west of Gold Coast apartments and reconstruct the existing Pedestrian Zebra Crossing on a Raised Safety Platform.  The implementation of the 30km/h speed zone and construction of the Raised Safety Platform will occur simultaneously and will assist in motorists adhering to the 30km/h speed limit.	
• 2024 - 2027	Extend the existing permanent 30km/h speed limit east and reconstruct the existing Pedestrian Zebra Crossing on a Raised Safety Platform as part of a package of infrastructure improvements covering the Kapiti Coast.

<b>Site D: RAUMATI SOUTH SCHOOL</b>	
<b>Draft Proposal</b>	
The objective of implementing the 30km/h variable speed limit (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school noting that this is a bus route and in the periods outside before/after school there is minimal activity generated by the school on surrounding roads.	
<b>15 x Responses - Sample feedback follows as submitted</b>	
1.	5 x Yes, you've got it right. a. The crossing for the school needs to change, it's ridiculous having it on a corner.
2.	4 x You need to do more. a. Do it once and do it right - this should be at least a 1.5-kilometre radius from the school to create safer options for our kids to walk, bike or scoot from home to school. Safety issues for kids travelling to school don't happen just outside the school gate. KCDC need to support our kids to be able to make these trips independently. The community have been asking for this since at least 2013.
3.	2 x You need to do less. a. No comments provided
4.	0 x Other
5.	4 x Comments a. Extend 30km/h school hours calming to the junction of Mātai and Hillcrest Rd – this will provide a slower speed environment for children on cycles approaching along Hillcrest Rd and Mātai Rd. 2. Extend 30km/h variable to the junction of Tiromoana Rd and Dale Rd – this will provide a slower speed environment for children on cycles approaching along Dale Rd. & Tiromoana Rd. 3. Extend variable 30km/h south on Mātai to connect to Poplar Ave. This is a very busy route for two schools so have a higher speed segment between the schools makes no sense.
<b>Discussion</b>	
6. Feedback received from submitters supports amending the proposal to extend the 30km/h variable speed limit along the length of Matai Road. 7. Extending the zone beyond what is proposed is likely to result in low compliance with the 30km/h Variable Speed Limit as motorists will associate the speed limit with the activity associated with the school such as vehicles maneuvering into car parks, pedestrians crossing the road. 8. Investigations are underway as part of the design into the Poplar Ave dual pedestrian/ cycle crossing how the crossing facilities on Matai Road adjacent the intersection can be improved.	
<b>Conclusion and recommendation</b>	
Given the likelihood that extending the 30km/h Variable Speed Limit along the length of Matai Road is likely to result in low compliance by motorists it is recommended that the <u>proposal is implemented as consulted</u> and according to the following timeline.	
• 2024 - by 30 June	Install 30km/h Variable Speed Limits on Matai Road fronting Raumati South School.
• 2024 - 2027	Reconstruct the existing Pedestrian Zebra Crossing on a Raised Safety Platform as part of a package of infrastructure improvements covering the Kapiti Coast.

<b>Site E: PARAPARAUMU COLLEGE</b>	
<b>Draft Proposal</b>	
<p>The objective of implementing the 30km/h variable speed limit based on a 100m buffer from the school boundary is to reduce the risk to all road users in the period immediately before/ after school noting that this is (1) a bus route (2) in the periods outside before/after school there is minimal activity generated by the school on surrounding roads (3) is an urban collector carrying over 8000 vehicles per day.</p>	
<b>40 x Responses - Sample feedback follows as submitted.</b>	
1.	<p>15 x Yes, you've got it right.</p> <p>a. School zone should be extended to join Paraparaumu college, Kenakena and Paraparaumu Beach schools.</p>
2.	<p>6 x You need to do more.</p> <p>a. You need to do more for all early childhood centers, schools and Colleges. Speed humps would be more effective as not everyone takes note of speed signs. In Pram we currently have 50k in the majority of areas and yet some are driving at over 100k.</p>
3.	<p>7 x You need to do less.</p> <p>a. Have you driven Past this school at 8.30 or 3pm? There is no possibly way anyone could drive over 30km as it is. Youve completely rammed us as it is!!! What a waste of money you are spending on this, this council is mad.</p>
4.	<p>6 x Other</p> <p>a. Let's teach teenagers to be responsible for themselves and stop trying to run ahead of them fixing everything so no one has to deal with consequences shall we.</p>
5.	<p>6 x Comments</p> <p>a. There should be a reasonably high deterrence to taking a vehicle near a school at beginning/ end times. Cyclists/ walkers should have priority. There are huge hold ups every day from the effect of large numbers of students crossing Mazengarb Road. With a 30km/h speed limit this will increase so traffic planning needs to think how to route this traffic different ways to avoid the Guilford Drive roundabout, at these times.</p>
<b>Discussion</b>	
<p>6. Mazengarb Road is used by several different users including Over Dimension vehicles and cyclists, which will be considered during the design process.</p> <p>7. Most of the feedback received from submitters (including the leadership team from Paraparaumu College) supports the proposal.</p> <p>8. Extending the zone beyond what is proposed is likely to result in low compliance with the 30km/h Variable Speed Limit as motorists will associate the speed limit with the activity associated with the school such as vehicles maneuvering into car parks, pedestrians crossing the road.</p> <p>9. Council is required by legislation to install either a 30km/h permanent or 30km/h Variable Speed Limit.</p>	
<b>Conclusion and recommendation</b>	
<p>Considering the feedback and that Mazengarb Road is an Urban Collector it is recommended that <u>the proposal is implemented as consulted</u>, i.e., a Variable Speed Limit is installed together with installing a new Pedestrian Crossing that will reduce the risk to pedestrians and facilitates movement during periods when school related activity is low.</p>	
•	<p>2024 - by 30 June      Install 30km/h Variable Speed Limits on Mazengarb Road fronting Paraparaumu College.</p> <p>2024 - 2027      Construct a Pedestrian Zebra Crossing on Mazengarb Road north of Stella Court as part of a package of infrastructure improvements covering the Kapiti Coast.</p>

<b>Site F: KAPITI PRIMARY SCHOOL</b>	
<b>Draft Proposal</b>  The objective of implementing the 30km/h Permanent speed limit based on a 100m buffer from the school boundary is to reduce the risk of serious injury or death to a pedestrian/ cyclist if struck by a vehicle in an area where there is significant activity by non-motorized users generated by other land uses, e.g., Kapiti Aquatic Centre.	
<b>12 x Responses - Sample feedback follows as submitted.</b>	
1.	1 x Yes, you've got it right. a. No commentary supplied.
2.	1 x You need to do more. a. Too slow
3.	8 x You need to do less. a. This is stupid. These are side roads with heaps of speedbumps, they are sufficient for this area
4.	1 x Other a. Yes, you have it right, but it needs to be implemented faster and coupled to separate cycleways.
5.	1 x Comment a. Kapiti Primary School - At the minute we don't have too many issues
<b>Discussion</b>  6. Most of the feedback does not support the proposal. 7. Reducing the speed limit below 50km/h is to ensure that motorists travel no faster than the safe and appropriate speed limit especially during periods when the motorists are not held up by other traffic.	
<b>Conclusion and recommendation</b>  Considering the feedback, it is recommended that <u>the proposal is amended</u> , i.e., the proposed 20km/h permanent speed limit is replaced with a 30km/h permanent speed limit ensuring consistency with other zones (e.g., schools/ town centres) where there are high numbers of active roads users such as pedestrians, cyclists, and mobility scooters.	
<ul style="list-style-type: none"> <li>2024 - by 30 June      Install 30km/h Permanent Speed Limits on Brett Ambler Way, Iver Trask Place, and Ngahina Street.</li> </ul>	



## Site G: OUR LADY OF KAPITI SCHOOL

### Draft Proposal

The objective of the proposal is to (1) implementing the 30km/h Permanent speed limit (based on a 100m buffer from the school boundary) to reduce the risk of serious injury or death to a pedestrian/ cyclist if struck by a vehicle and includes Milne Drive and adjoining streets (2) provide a safe crossing point for students crossing Presentation Way.

In the periods outside before/after school there is minimal activity generated by the school on surrounding roads.

### 20 x Responses - Sample feedback follows as submitted.

1. 4 x Yes, you've got it right.
  - a. Looks great light timing in mornings still an issue with traffic going into that area during school term hopefully will help.
2. 0 x You need to do more.
3. 9 x You need to do less.
  - a. Milne Drive - proposed 30km/h should not include all of Milne as there is no thoroughfare to Trent Drive, Compass Court, etc. so the shape of the buffer zone is not fit-for-purpose and so the 30km/h speed limit should not extend that far back into Milne Drive. As a resident who has lived in Milne Drive for over 20 years, it is clear that the roads are wide enough and there is simply not enough foot traffic along this road to justify lowering the speed limit to 30km/h. However, I do agree that Presentation Way should be lowered to 30km/h for safety of children being dropped off/picked up and the pedestrian refuge island on this road is sensible.
4. 4 x Other
  - a. It is already a bottle neck getting in and out of Milne Drive during school arrival and home time and to be honest it's difficult to go above 30km you are crawling at best so why change it. Has there been a recorded accident along there? And why not actually ask the people that live in Milne Drive what they think face to face instead of expecting them to find out mostly via Facebook. How far along Milne Drive will this 30km go, it's not as if it is a through road. And no speed bumps, this will make it even worse.
5. 3 x Comments
  - a. ...and from what we can see on your plans and maps, it is your intent to turn Milne Drive and all surrounding streets into a 30km/h zone. We fail to see the necessity or rationale behind such a move and strongly object to such a move.

### Discussion

6. Most of the feedback does not support the proposal.
7. Council is required by legislation to install either a 30km/h permanent or 30km/h Variable Speed Limit.
8. There is support for a Variable Speed Limit in the vicinity of the school.
9. Implementing a 30km/h Permanent speed limit on Milne Drive and adjoining roads/ streets is likely to result in low compliance due to the lack of activity on the roads/ streets in question.

### Conclusion and recommendation

Considering the feedback, it is recommended that the proposal is amended, i.e., the proposed 30km/h permanent speed limit is replaced with a 30km/h Variable speed limit on Milne Drive fronting Our Lady of Kapiti school with a new Pedestrian Refuge constructed on Presentation Way.

- 2024 - by 30 June Install 30km/h Variable Speed Limit on Milne Drive fronting Our Lady of Kapiti School.
- 2024 - 2027 Construct a Pedestrian Refuge on Presentation Way as part of a package of infrastructure improvements covering the Kapiti Coast.

<b>Site H: KAPITI COLLEGE</b>
<p><b>Draft Proposal</b></p> <p>The objective of:</p> <ul style="list-style-type: none"> <li>Implementing the 30km/h: <ul style="list-style-type: none"> <li>Variable speed limit (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school noting that in the periods outside before/after school there is minimal activity generated by the school on surrounding roads.</li> <li>Permanent speed limit on Allen Road and Margaret Road is to (1) formalise the existing operating speeds of 22 and 27km/h - all periods (2) reinforce to motorists the maximum legal speed limit.</li> </ul> </li> <li>Constructing a Raised Threshold Treatment on Rosetta Road is to reduce the speed of vehicles travelling north on Rosetta Road whose mean operating speed of 36km/h is above the safe and appropriate speed of 30km/h that will maximize the chance of survival for a pedestrian if hit by a vehicle.</li> </ul>
<b>12 x Responses – Sample feedback follows as submitted</b>
<p>1. 5 x Yes, you've got it right.</p> <p>a. just to ensure its a sensible speed limits around schools as me and my siblings all attend school and for the safety on the community.</p>
<p>2. 2 x You need to do more.</p> <p>a. Do it once and do it right - this should be at least a 2-kilometre distance from the school to create safer options for our kids to walk, bike or scoot from home to school. Safety issues for kids travelling to school don't happen just outside the school gate.</p>
<p>3. 2 x You need to do less.</p> <p>a. 30 variable around school, 50 other streets</p>
<p>4. 0 x Other</p>
<p>5. 3 x Comments</p> <p>a. Extend variable 30km/h to Hillcrest / Raumati Rd roundabout and to Hillcrest/Telford Way. This provides a consistent 30 km/h precinct during key school hours. Leaving a higher speed (less safe for children) gap from 135 Hillcrest to Kiwi Rd is not sensible.</p>
<p><b>Discussion</b></p> <p>Rosetta Road and Matatua Roads are used by Over dimension vehicles which will be considered during the design process.</p> <p><i>Hillcrest Road 30km/h Variable Speed Limit</i></p> <ol style="list-style-type: none"> <li>Most of the feedback supports the proposal to install a Variable Speed Limit on Hillcrest Road.</li> <li>Investigations by Council staff have confirmed that there is benefit in extending the Variable Speed Limit immediately south of Telford Way as Telford Way provides access to Kapiti College.</li> </ol> <p><i>Allen Road/ Margaret Road 30km/h Permanent Speed Limit</i></p> <ol style="list-style-type: none"> <li>No feedback was received on the proposal to reduce the 50km/h speed limit on Allen and Margaret Roads to 30km/h, noting that the speed of vehicles not held up by other vehicles is 27 and 22km/h respectively.</li> </ol> <p><i>Rosetta Road Threshold Treatment</i></p> <ol style="list-style-type: none"> <li>Feedback on this proposal is covered by Site W: Raumati Beach Village</li> </ol>
<p><b>Conclusion and recommendation</b></p> <p>Considering the feedback, it is recommended that <u>the proposal is amended</u>, i.e., the proposed 30km/h Variable speed limit is extended to immediately south of Telford Way.</p> <ul style="list-style-type: none"> <li>2024 - by 30 June      Install 30km/h Variable Speed Limit on Hillcrest Road.</li> <li>2024 - 2027            Construct Raised Threshold Treatment on Rosetta Road as part of a package of infrastructure improvements covering the Kapiti Coast.</li> </ul>

<b>Site I: PARAPARAUMU BEACH SCHOOL</b>	
<b>Draft Proposal</b>	
The objective of implementing the 30km/h variable speed limit (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school noting that this is a bus route and in the periods outside before/after school there is minimal activity generated by the school on surrounding roads.	
<b>25 x Responses – Sample feedback follows as submitted.</b>	
1.	9 x Yes, you've got it right. a. Around schools is fine between school hours. All other roads around Kāpiti is stupid as you will just add to the congestion.
2.	4 x You need to do more. a. As the Principal of PBS, I would like to see 30km variable speed zone increase slightly e.g., south on Gray Ave to the corner of Callender Terrace and east down Beachwater to the corner of Guilford.
3.	6 x You need to do less. a. With all the children about and cars parked on both sides this alone slows down traffic.
4.	2 x Other a. Yes, you have it right, but it needs to be implemented faster and coupled to separate cycleways.
5.	4 x Comments a. Speed leading up to crossings need to be 30kmph (I realize this needs govt. change/Waka Kotahi change)
<b>Discussion</b>	
6.	Most of the feedback supports the proposal in full or with amendments.
<b>Conclusion and recommendation</b>	
Considering the feedback, it is recommended that <u>the proposal is amended</u> , i.e., the proposed 30km/h Variable speed limit is extended along Gray Road to Callender Terrace.	
<ul style="list-style-type: none"> <li>2024 - by 30 June      Install 30km/h Variable Speed Limits on Gray Avenue and Martin Road.</li> </ul>	

## Site J: KENEKENA SCHOOL

### Draft Proposal

The objective of implementing the 30km/h:

- Variable speed limit (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school noting that in the periods outside before/after school there is minimal activity generated by the school on surrounding roads.
- Permanent speed limit on Donovan Road (Te Kupe to Percival Road) is to reduce the risk of serious injury or death to a pedestrian/ cyclist if struck by a vehicle in an area where there is significant activity generated by other land uses, e.g., Paraparaumu Kindergarten, Kapiti MBMX club, Te Atiawa Park, Kenakena shops.

### 24 x Responses – Sample feedback follows as submitted

1. 3 x Yes, you've got it right.

- a. Makes sense.

2. 4 x You need to do more.

- a. Kenakena School agrees with the proposed changes to Donovan Rd and welcomes these changes. Relating to Golf Rd, Arnold Dr and Percival Rd we believe more could be done to assist children with safer passage to and from school. We would encourage Kapiti Coast Council to install Pedestrian refuge areas alongside the variable speed restrictions. Golf Road in particular carries a large amount of the school traffic and has a large volume of commuter traffic especially in the mornings.
- b. Currently Golf Rd provides no safe crossing point for children. Children using bikes or scooters currently have no direct pedestrian ramps (some have been removed in the last year), adding to this the 90 deg corner of Golf and Martin roads further creates safety issues, not only for pedestrians but also vehicular traffic. Percival and Martin roads have particular features that make pedestrian and cycle travel more unsafe than usual, that is the hill each cross. The hill restricts the view of both cars and pedestrians when trying to cross/travel along these roads, with no Western foot path along Percival Road children are forced to cross at either end with little warning of oncoming traffic. Percival could be included in the variable speed zone.

3. 8 x You need to do less.

- a. Donovan Road to be Variable.

4. 3 x Other

- a. Yes, you have it right, but it needs to be implemented faster and coupled to separate cycleways.

5. 6 x Comments

- a. The Ministry of Education also seeks clarity on the speed management for Kāpiti College and Kenakena School. It is noted that Maps H and J are inconsistent with their corresponding descriptions in Table 9. While the maps show that the Council intends to transition these schools from a variable speed limit to permanent, Table 9 indicates a transition from permanent to variable. It is presumed that the description in Table 9 is incorrect, as this is contradictory to the Council's intention of prioritising variable speed limits around schools, followed by permanent speed limit reductions

### Discussion

*Golf Road/ Martin Road 30km/h Variable Speed Limit*

1. There is strong support from both the Ministry of Education and Keneken School. Note that:

- a. Installing 30km/h Variable Speed Limits is an interim step before permanent 30km/h speed limits are installed in the future as per advice outlined in the Waka Kotahi Speed Management Guide.
- b. Future improvements around Gold and Martin Roads will be investigated as part of the focus of future Speed Management Plans.

*Donovan Road 30km/h Permanent Speed Limit*

2. While there is mixed support for the proposal there is strong support from both the Ministry of Education and Keneken School.

3. The original proposed has been amended to align the infrastructure (Raised Pedestrian Platform) with pedestrian desire lines.

### Conclusion and recommendation

Considering the feedback, it is recommended that the proposal is amended, i.e., construct a Raised Safety Platform on Donovan Road east of the shops on the pedestrian desire line.

- 2024 - by 30 June Install 30km/h Variable Speed Limits on Golf and Martin Roads.
- 2024 - 2027 Construct 1 x Flush Threshold treatment, 1 x Raised Safety Platform, 1 Pedestrian Zebra Crossing on a Raised Platform, 1 x Raised Threshold Treatment as part of a package of infrastructure improvements covering the Kapiti Coast.

## Site K: PARAPARAUMU SCHOOL

### Draft Proposal

The objective of implementing the 30km/h Permanent speed limit on parts of Ruapehu/ Hinemoa Street and Epiha Street is to reduce the risk of serious injury or death to a pedestrian/ cyclist if struck by a vehicle in an area where there is significant activity generated by other land uses, e.g., Paraparaumu School, local shops, Kapiti Coast Funeral Home, and the activity associated with Paraparaumu Station.

### 19 x Responses – Sample feedback follows as submitted.

1. 2 x Yes, you've got it right.
  - a. No comments provided.
2. 0 x You need to do more.
3. 9 x You need to do less.
  - a. Variable speed limit. Not enforced on weekends. Hinemoa St has no need of a 30km restriction outside of school hours.
4. 1 x Other
  - a. Yes, you have it right, but it needs to be implemented faster and coupled to separate cycleways.
5. 7 x Comments
  - a. Speeding cars down Ruapehu Street
  - b. Tongariro Street - Interested in reduced speeds

### Discussion

6. Both sections of Hinemoa and Ruapehu Streets are used by heavy vehicles, a consideration in the design process.
7. The speed of vehicles not held up by other vehicles on Hinemoa (Kapiti Rd – Ruapehu St) and Ruapehu Streets (Hinemoa St to Redwood Cl) is 33 and 39km/h respectively.
8. The feedback received favours reduced speeds using a 30km/h Variable Speed Limit.
9. Pedestrians cross (1) Ruapehu Street using the existing Raised Pedestrian Zebra Crossings (2) Hinemoa Street using the existing Pedestrian Zebra Crossing and the Pedestrian Crossing Point to the GWRC car park.
10. This section of Hinemoa/ Ruapehu Street and Kapiti Road is classified as an Urban Connector carrying more than 6000 vehicles per day including heavy vehicles.
11. Installing a Variable Speed Limit would be challenging given the space limitations on Kapiti Road.
12. Extending the 30km/h Permanent speed limit to include Tongariro Street has some merit given the presence of a number of the businesses (e.g. Kapiti Impact Hub, Kapiti Impact Church, Mātauranga Medical, L'Arche Kapiti, Mary's Guest House) but was not included in the original proposal.

### Conclusion and recommendation

Considering the feedback, it is recommended that the proposal is implemented as consulted and according to the following timeline.

- 2024 - 2027
  - Implement a 30km/h permanent speed limit on Epiha Street and sections of Hinemoa and Ruapehu Streets
  - Construct 1 x Raised Threshold Treatment on Ruapehu Street.
  - Reconstruct the existing Zebra Crossing on a Raised Safety Platform on Hinemoa Street.
  - Construct 2 x Flush Threshold Treatments, 1 each on Hinemoa Street and Kapiti Road.

All of the above will be constructed as part of a package of infrastructure improvements covering the Kapiti Coast.

## Site L: KAPAKAPANUI SCHOOL

### Draft Proposal

The objective of implementing the 30km/h Permanent speed limit around Kapakapanui School (based on a 100m buffer from the school boundary) including parts of Ngarara Road and Park Avenue is to reduce the risk of serious injury or death to a pedestrian/cyclist if struck by a vehicle in an area where there is significant activity generated by other land uses, e.g., Waikanae Community Market, Waikanae Park Playground, Waikanae Swimming Pool, Waikanae Rugby and Squash Clubs.

### 18 x Responses – Sample feedback follows as submitted.

1. 2 x Yes, you've got it right.
  - a. This is a residential area with a bend as you approach from both ways. With a large school role (around 600), too many road users, including parents often exceed the 50kmh speed limit and therefore needs to be lowered, with 30kmh a good base.
2. 1 x You need to do more.
  - a. The intersection of park Ave and Ngarara is dangerous. It needs to have speed humps. Lots of children from school cross the road to go to the park every day. Cars race in both directions. A lot of them are ute's and van's probably from building sites. They speed around at 50-60 KM. I can't count the times I've had near misses trying to cross with pushchair and it the dog. There needs to be a proper foot path along Ngarara road from the school to at least the Russell Reserve entrance. Then some safe way for walkers and cyclists to cross. I think the 30 KM needs to go to Walton Ave. maybe a speed bump at that spot. I think what happens is people come off the expressway and forget to slow down.
3. 4 x You need to do less.
  - a. 30 variable around school only: 50 other streets
4. 4 x Other
  - a. I totally agree with a 30km speed limit in the area. I have children at the school and see cars speeding during drop off and pick up times. However outside of these times the streets are very quiet. I believe this area only needs to be 30 during school drop off/pick up times.
5. 7 x Comments
  - a. Having looked at your mapped proposal- I applaud every proposed change. Kapakapanui Road in Waikanae due to both its configuration and the speed of those using it- poses significant threat to both people and animals. Thank you for this important initiative.

### Discussion

6. Park Avenue and Ngarara Road south of Park Avenue are used by Over Dimension vehicles a consideration during the design process.
7. The feedback in general supports the proposal with differing views on whether (1) the 30km/h speed limit around the school should be permanent or variable (2) where the speed limit on Ngarara Road should be reduced permanently to 30km/h.
8. It should be noted that the activity on both sides of Park Avenue and Ngarara Road is increasing and that speed cushions exist on the section of road to slow traffic down to safe and appropriate speeds.

### Conclusion and recommendation

Considering the feedback, and that the activity in this area is forecast to increase it is recommended that the proposal is implemented as consulted and according to the following timeline.

- 2024 - 2027
  - The existing speed cushions on Ngarara Road will be removed when the new infrastructure is installed.
  - Implement a permanent 30km/h speed limit around Kenekena School and on parts of Ngarara Road and Park Avenue.
  - Construct 1 x Flush Threshold treatment on Park Avenue.
  - Construct 2 x Raised Threshold Treatments on Ngarara Road.
  - Construct 3 x Pedestrian Zebra Crossings on Raised Platforms on Belvedere Avenue, Rimu Street and Ngarara Road.

All the above will be constructed as part of a package of infrastructure improvements covering the Kapiti Coast.

## Site M: WAIKANAE PRIMARY SCHOOL

### Draft Proposal

The objective of implementing the 30km/h variable speed limit (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school noting that Winara Avenue is used as a bus route and in the periods outside before/after school there is minimal activity generated by the school on surrounding roads.

### 19 x Responses – Sample feedback follows as submitted.

1. 3 x Yes, you've got it right.
  - a. Include Waikanae school in 1km expanded speed limits in 2027 plan. Looks like only Paraparaumu & Ruamati schools are included in that plan.
2. 3 x You need to do more.
  - a. It should be a permanent speed reduction to 30km/h
3. 2 x You need to do less.
  - a. Pedestrian crossing on Winara would be good. Again, traffic is slow at school time so variable is fine. The real issue, and until you address this nothing else you do will fix it, is the lack of a second railway crossing. Put on in north of the station to bypass all the commuter trains, and it will fix everything. I promise.
4. 5 x Other
  - a. Leave it as it is
5. 6 x Comments
  - a. I support a permanent 30km/hr zone around Waikanae School as shown in the Council's Speed Management Plan. I would also support clear ways for parents to drop off and pick up kids (so no parking for residents or any other person on the surrounding roads around the school during those times). The latter point is important because if we move to higher density housing like what is proposed for the Gus Evans site; and given the RMA now no longer requires on-site car parking - residents of those higher density sites are likely going to be parking on the roads. Council when approving higher density developments on roads by schools need to be aware that those car parks on the road won't be available during certain times of the day and may encourage them to support more onsite parking. Also I think the 30km/hr should be extended permanently to Elizabeth Street from Winara Avenue to the Railway line. I would also like to see Council install a pedestrian crossing over Elizabeth Street to the dairy. In addition to the above I would support fully subsidised school transport for all school children; and if the government isn't going to fund this (although I note current Govt is proposing this in the budget); that Councils and Schools / MoE top up to ensure it is free.

### Discussion

6. The feedback in general supports the proposal with differing views on whether the 30km/h speed limit should be permanent or variable.
7. The 30km/h Variable Speed Limit is proposed as it reduces the risk to pedestrians during the periods immediately before/ after school and facilitates movement during periods when school related activity is low.
8. Converting the existing Kea Crossing in Winara Avenue is supported by Waikanae Primary and will complement the proposed 30km/h Variable Speed Limit.

### Conclusion and recommendation

Considering the feedback, it is recommended that the proposal is amended (i.e. convert the existing Kea Crossing in Winara Avenue to a Pedestrian Zebra Crossing) and implemented according to the following timeline.

- 2024 - by 30 June Install 30km/h Variable Speed Limits around Waikanae Primary School.
- 2024 - 2027 Convert existing Kea Crossing in Winara Avenue to a Pedestrian Zebra Crossing as part of a package of infrastructure improvements covering the Kapiti Coast.

<b>Site N: TE HORO SCHOOL</b>	
<b>Draft Proposal</b>	
The objective of implementing the 30km/h variable speed limit (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school noting that in the periods outside before/after school there is minimal activity generated by the school on surrounding roads.	
<b>7 x Responses – Sample feedback follows as submitted.</b>	
1.	2 x Yes, you've got it right. a. No comments supplied.
2.	0 x You need to do more.
3.	0 x You need to do less.
4.	2 x Other a. Leave it as it is.
5.	3 x Comments a. Te Horo School - We have plenty of car parking at this stage, if we continue to grow, I could see this becoming a problem but right now everyone is happy.
<b>Discussion</b>	
6. Hautere Cross Road and School Road are used by Over Dimension vehicles, a consideration during the design process. 7. Council is required by legislation to install either 30km/h permanent or variable speed limits outside all schools. 8. The 30km/h Variable Speed Limit is proposed as it reduces the risk to pedestrians during the periods immediately before/ after school and facilitates movement during periods when school related activity is low.	
<b>Conclusion and recommendation</b>	
Considering the feedback, it is recommended that <u>the proposal is implemented as consulted.</u>	
•	2024 - by 30 June      Install 30km/h Variable Speed Limits on School Road.
•	2024 - 2027          Discuss with Te Horo School developing a long-term plan to manage parking demand.



<b>Site O: OTAKI COLLEGE</b>	
<b>Draft Proposal</b>  The objective of implementing the 30km/h variable speed limit based on a 100m buffer from the school boundary is to reduce the risk to all road users in the period immediately before/ after school noting that (1) in the periods outside before/after school there is minimal activity generated by the school on surrounding roads (2) Mill and Waerenga Roads are urban collectors carrying approximately 6000 and 3000 vehicles per day respectively.	
<b>4 x Responses – Sample feedback follows as submitted.</b>	
1.	1 x Yes, you’ve got it right. a. No comment supplied.
2.	0 x You need to do more.
3.	0 x You need to do less.
4.	0 x Other
5.	3 x Comments a. Otaki College - Awaiting raised crossing - promised installation for 2023.
<b>Discussion</b>  6. Limited feedback received but Otaki College unreservedly supports the proposal. 7. There have been reports in the past that vehicles have not yielded to pedestrians using the Pedestrian Zebra Crossing. 8. Design of the Pedestrian Zebra Crossing on a Raised Safety Platform for Mill Road is currently underway.	
<b>Conclusion and recommendation</b>  Considering the feedback, it is recommended that <u>the proposal is implemented as consulted</u> and according to the following timeline.	
<ul style="list-style-type: none"> <li>2024 - by 30 June</li> </ul>	<ul style="list-style-type: none"> <li>Install 30km/h Variable Speed Limits on Mill and Waerenga Roads.</li> <li>Reconstruct the existing Pedestrian Zebra Crossing on a Raised Safety Platform on Mill Road as per a previous commitment provided to Otaki College.</li> </ul>
<ul style="list-style-type: none"> <li>2024 - 2027</li> </ul>	<ul style="list-style-type: none"> <li>Relocate existing Pedestrian Crossing on Waerenga Road northwest of its current location on a Raised Safety Platform as part of a package of infrastructure improvements covering the Kapiti Coast.</li> </ul>

## Site P: OTAKI SCHOOL

### Draft Proposal

The objective of implementing the 30km/h variable speed limit (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school noting that (1) in the periods outside before/after school there is minimal activity generated by the school on surrounding roads (2) Mill and Waerenga Roads are urban collectors carrying approximately 6000 and 3000 vehicles per day respectively.

### 4 x Responses – Sample feedback follows as submitted.

1. 1 x Yes, you've got it right.
  - a. No comment supplied.
2. 0 x You need to do more.
3. 0 x You need to do less.
4. 0 x Other
5. 3 x Comments
  - a. Waerenga Road – XXXX would like to report that the number of vehicles speeding down his street are getting worse. Request reduced speed limit or speed humps.

### Discussion

6. The Pedestrian Zebra Crossing on Mill Road is effective in slowing down vehicles and no further form of traffic calming is required.
7. It is proposed to reconstruct the existing Pedestrian Zebra Crossing in Waerenga Road on a Raised Safety Platform.

### Conclusion and recommendation

Considering the feedback, it is recommended that the proposal is implemented as consulted according to the following timeline.

- 2024 - by 30 June              Install 30km/h Variable Speed Limits on Mill and Waerenga Roads.
- 2024 - 2027                  Reconstruct the existing Pedestrian Crossing in Waerenga Road on a Raised Safety Platform as part of a package of infrastructure improvements covering the Kapiti Coast.

## Site Q: TE KURA-A-IWI WHAKATUPURANGA RUA MANO

### Draft Proposal

The objective of extending the existing 30km/h Permanent Speed Limit on Tasman Road from immediately west of Te Rauparaha Street to the existing threshold on the western edge of the 100m school buffer is to reduce the risk of serious injury or death to a pedestrian/ cyclist if struck by a vehicle in an area where there is significant activity generated by other land uses, e.g. Te Wananga o Raukawa – Otaki Campus, The Hub Church, He ITI Na Motai School.

### 0 x Responses – Sample feedback follows as submitted.

1. 0 x Yes, you've got it right.

2. 0 x You need to do more.

3. 0 x You need to do less.

4. 0 x Other

5. 0 x Comments

### Discussion

6. No feedback was received on the proposal.
7. The mean speed of vehicles travelling past the school is 42 and 37km/h between 8-9am and 3-4pm respectively, is well above the safe and appropriate speed of 30km/h that will maximize the chance of survival for a pedestrian if hit by a vehicle.
8. Reducing the speed limit to a safe and appropriate speed limit below 50km/h to is to reinforce to motorists that maximum legal speed limit especially during periods when the motorists are not held up by other traffic.
9. Reducing the speed limit will reduce the risk of serious injury or death to a pedestrian/ cyclist if struck by a vehicle in an area where there is significant activity by non-motorized users.

### Conclusion and recommendation

Considering the limited feedback, it is recommended that the proposal is implemented as consulted and according to the following timeline.

- 2024 - 2027
- Replace the existing 50km/h speed limit with a permanent 30km/h speed limit extending from Te Rauparaha Street to the existing 50/80 threshold treatment.
- Construct 1 x Raised Threshold Treatment on a Raised Safety Platform as part of a package of infrastructure improvements covering the Kapiti Coast.

<b>Site R: TE KURA KAUPAPAPA MAORI O TE RITO</b>	
<b>Draft Proposal</b>	
<p>The objective of implementing the 30km/h Permanent speed limit (based on a 100m buffer from the school boundary) is to reduce the risk to all road users in the period immediately before/ after school recognizing that other land uses in the area generate activity in addition to the school, for example Rangiatea Church, Te Hui Amorangi Ki Te Upoko O Te Lka and the new entrance accessing the Te Wananga O Raukawa campus.</p>	
<b>1 x Responses – Sample feedback follows as submitted.</b>	
1.	0 x Yes, you've got it right.
2.	0 x You need to do more.
3.	1 x You need to do less. <ul style="list-style-type: none"> <li>a. 30 variable around school</li> <li>b. 50 other streets</li> </ul>
4.	0 x Other
5.	0 x Comments
<b>Discussion</b>	
<ul style="list-style-type: none"> <li>6. Limited feedback as received.</li> <li>7. Te Rauparaha Street and Convent Road are used by heavy vehicles and members of the Otaki Golf Club, a consideration during the design process.</li> <li>8. The mean speed of vehicles travelling past the school is approximately 49km/h between 8-9am and 3-4pm respectively, well above the safe and appropriate speed of 30km/h that will maximize the chance of survival for a pedestrian if hit by a vehicle.</li> <li>9. Reducing the speed limit will reduce the risk of serious injury or death to a pedestrian/ cyclist if struck by a vehicle in an area where there is significant activity by non-motorized users.</li> </ul>	
<b>Conclusion and recommendation</b>	
<p>Considering the limited feedback, it is recommended that <u>the proposal is implemented as consulted</u> and implemented in accordance with the following timeline.</p>	
<ul style="list-style-type: none"> <li>• 2024 - 2027</li> </ul>	<ul style="list-style-type: none"> <li>• Implement a permanent 30km/h speed limit on Te Rauparaha Street from Tasman Road extending north of Hadfield Court.</li> <li>• Construct 2 x Raised Safety Platforms on Te Rauparaha Street.</li> </ul>

## Site S: ST PETER CHANEL SCHOOL

### Draft Proposal

The objective of implementing the 30km/h Permanent speed limit (based on a 100m buffer from the school boundary) encompassing the Te Pou o Tainui marae is to reduce the risk to all road users in the period immediately before/ after school.

### 3 x Responses – Sample feedback follows as submitted.

1. 1 x Yes, you've got it right.
  - a. Are you aware that the Te Raukawa Kohanga Reo is situated at the rear of Tainui Marae (opposite) Bennetts Rd? It would be very disappointing if what you have planned is lessened after consultation. There is considerable heavy traffic on this road (Agricultural Contractor & amp; Golf Club.)
2. 0 x You need to do more.
3. 1 x You need to do less.
  - a. 30 variable around school only
  - b. 50 around all other streets
4. 0 x Other
5. 1 x Comment
  - a. Request speed hump on Convent Road

### Discussion

6. Te Rauparaha Street and Convent Road are used by heavy vehicles and members of the, a consideration during the Otaki Gold Club, a consideration during the design process.
7. The proposed 30km/h permanent speed limit together with the proposed 30km/h speed limit in front of Site R if implemented would result in a 30km/h zone approximately 1km long. If implemented this would result in a low level of compliance by motorists adhering to the speed limit.
8. The level of activity generated by the land uses in this Convent Road is likely to be less that of Site R.
9. Implementing a 30km/h permanent speed limit in Bennetts Road is not appropriate for a Rural Road.
10. Implementing a 30km/h variable speed limit for both St Peter Chanel School and Te Pou o Tainui marae would provide both with the flexibility to reduce speeds independently from each other while an event is underway, e.g., before/after school or during a tangihanga or hui.

### Conclusion and recommendation

Given the feedback it is recommended that the proposal is amended (i.e., the proposed 30km/h permanent speed limit is replaced with two 30km/h Variable speed limits on Convent Road commencing immediately north of Hadfield Court and extending to north of Bennetts Road) and implemented in accordance with the following timeline.

- 2024 - by 30 June      Install 2 x 30km/h Variable Speed Limits fronting both St Peter Chanel School and Te Pou o Tainui marae, each of which can be operated independently from the other.  
  
All of the above will be constructed as part of a package of infrastructure improvements covering the Kapiti Coast.
- 2024 – 27      Consideration will be given to constructing a Raised Safety Platform on Convent Road as illustrated on Map S.

## Site T: TE WAITOHU SCHOOL

### Draft Proposal

The objective of implementing the 30km/h variable speed limit based on a 100m buffer from the school boundary is to reduce the risk to all road users in the period immediately before/ after school noting that Waitohu Valley Road is a logging route and in the periods outside before/after school there is minimal activity generated by the school on surrounding roads.

### 1 x Responses – Sample feedback follows as submitted.

1. 0 x Yes, you've got it right.
2. 0 x You need to do more.
3. 1 x You need to do less.
  - a. No comments supplied.
4. 0 x Other
5. 0 x Comments

### Discussion

6. Waitohu Valley Road is used by heavy vehicles, a consideration during the design process.
7. 'School Zone' signs currently operate on Waitohu Valley and Te Manuao Roads.
8. The proposed 30km/h Variable Speed Limit (VSL) will replace 2 of the 'school zone' signs with 2 additional VSL signs being installed at new locations.

### Conclusion and recommendation

It is proposed that the proposal is implemented as consulted and implemented in accordance with the following timeline.

- 2024 - by 30 June      Install 30km/h Variable Speed Limits fronting Waitohu School.

## Site U: RIVERBANK ROAD

### Draft Proposal

The objective is to implement a Safe and Appropriate Speed limit on the sections of Riverbank Road considering (1) the different types of road users using the road (2) the potential for increased conflicts between through traffic and residents accessing their properties (new and under development). This has resulted in the proposal to reduce the speed limit on the section:

- Old SH1 to Aotaki Street – Reduce the existing 70km/h speed limit to 50km/h.
- Aotaki Street to Rangiu Road – Reduce the existing 70km/h speed limit to 60km/h.

### 11 x Responses – Sample feedback follows as submitted.

1. 1 x Yes, you've got it right.
  - a. No comments supplied
2. 1 x You need to do more.
  - a. Proposed 50km area is good. I would like to see the proposed 50km area extended for the full length of Riverbend Road. I would also like to see a cycle/ walk route for the full length of Riverbend Road (off the current carriageway). There is increased industrial traffic for the full length, and the route is used to access Ōtaki Beach, from the expressway. At times the road is very busy and the carriageway west of Aotaki Street is narrow, leaving minimal room for walkers and cyclists. There appears to be plenty of room on the verge for a shared path to be developed.
  - b. Until a path can be developed, a 50km speed limit is appropriate.
3. 1 x You need to do less.
  - a. Keep 70 on road
4. 2 x Other
  - a. It's a terrible idea do not do this. No - the current road speeds are safe and adequate. Also, there are not enough police in the district to police the restrictions so they wouldn't be policed or adhered to. Waste of rate payer money.
5. 6 x Comments
  - a. Just make it all 50km/hr from State highway one to Aotaki

### Discussion

6. Riverbank Road is used by Over Dimension vehicles.
7. The feedback in general supports the proposal.

#### ***Old SH1 to Aotaki Street***

8. Waka Kotahi's MegaMaps:
  - a. Classifies this section of Riverbank Road as an Urban Collector.
  - b. Recommends that the Safe and appropriate speed limit in this section of Riverbank Road as 40km/h.
9. 50km/h is recommended as it aligns with the speed limits on the adjacent streets.
10. The mean speed of vehicles not held up by other vehicles is 58km/h.

#### ***Aotaki Street to Rangiu Road***

11. Waka Kotahi's MegaMaps:
  - c. Classifies this section of Riverbank Road as Rural.
  - d. Recommends that the Safe and appropriate speed limit on this section of Riverbank Road as 60km/h.
12. The mean speed of vehicles not held up by other vehicles is 59km/h.
13. As the roadside development on this section of Riverbank Road extension increases there may be justification in the future to reduce the speed limit to 50km/h.

### Conclusion and recommendation

Considering the feedback, it is recommended that the proposal is implemented as consulted and implemented in accordance with the following timeline.

- 2024 - by 30 June
- Reduce the existing 70km/h speed limit between Old SH1 and Aotaki Street to 50km/h.
- Reduce the existing 70km/h speed limit between Rangiu Road and Aotaki Street to 60km/h.

<b>Site V: RAUMATI SOUTH VILLAGE</b>
<p><b>Draft Proposal</b></p> <p>The objective is to replace the existing 30/40 posted speed limits on Poplar Avenue between The Esplanade and Matai Road with a permanent 30km/h speed limit thereby avoiding frequent changes in speed limit.</p>
<b>15 x Responses – Sample feedback follows as submitted.</b>
<p>1. 5 x Yes, you've got it right.</p> <p>a. Looks good.</p>
<p>2. 2 x You need to do more.</p> <p>a. Raumati South (South of the shops) has a number of streets with no footpaths. Therefore, I believe that the speed limit should be 30 along the Esplanade, Forest Road, Kainui Road, Tennis Court Road (parked cars make the road very narrow), Jeep Road etc. Children walk these roads every day to school and cars are often going way too fast in Raumati South - on particular the straight stretches of road (Tennis Court Rd and The Esplanade).</p>
<p>3. 4 x You need to do less.</p> <p>a. Keep 40 on roads.</p>
<p>4. 0 x Other</p>
<p>5. 4 x Comments</p> <p>a. I would like the Council to consider extending the 30km zone around the Raumati south village 250m up all side streets to create a slow area.</p>
<p><b>Discussion</b></p> <p>6. The feedback in general supports the proposal.</p> <p>7. Two roads that were not included in the original proposal, both No Exit have been included in the revised proposal, i.e. The Crescent and Dell Road noting that the mean speed of vehicles not held up by other vehicles is 18km/h and 23km/h respectively.</p> <p>8. The length of both sections of Poplar Ave (225m – western end, 310m – eastern end) that have a 40km/h speed limit are below the minimum recommended length of 400m (Source: Speed Management – Additional Technical information).</p> <p>9. The length of the section of Poplar Ave that has a 30km/h speed limit is below the minimum recommended length of 300m (Source: Speed Management – Additional Technical information).</p>
<p><b>Conclusion and recommendation</b></p> <p>Considering the feedback, it is recommended that <u>the proposal is amended</u> to include The Crescent and Dell Road and implemented in accordance with the following timeline.</p> <ul style="list-style-type: none"> <li>2024 - by 30 June</li> <li>Reduce the existing speed limit on Poplar Ave (between The Esplanade and Matai Road), The Crescent and Dell Road to 30km/h.</li> </ul>



<b>Site W: RAUMATI BEACH VILLAGE</b>
<p><b>Draft Proposal</b></p> <p>The objective is to ensure compliance with the existing 30km/h speed limit on Matatua Road and Rosetta Road by constructing 2 x Raised safety Platforms and to maximize the chance of survival for a pedestrian if hit by a vehicle.</p>
<b>16 x Responses – Sample feedback follows as submitted.</b>
<p>1. 6 x Yes, you've got it right.</p> <p>a. Please add in speed bumps and better signage as people are disregarding these speed limits here, particularly out of owners.</p>
<p>2. 1 x You need to do more.</p> <p>a. The speed limit is fine. However, as we live on Rosetta Rd near Garden Road, we notice very little adherence to the limit in either direction. There is little doubt that a speed hump close to the Garden Rd entrance on Rosetta, and at the beginning of Matatua Rd by the bowling club, would assist in keeping the vehicles to a reasonably safe speed. The lack of a footpath on the Garden Rd side of Rosetta, means pedestrians are forced to walk on the road and around vehicles which are parked on the berm while approaching the pedestrian crossing. From personal experience, this can be extremely nerve wracking and dangerous.</p> <p>b. Pedestrians attempting to cross Matatua Rd from either the bowling club or Raumati Sands accommodation really do take an awful risk. A pedestrian 'safe haven' in the centre of the road would be valuable.</p> <p>c. It's a shared opinion that Raumati Beach is discriminated against when it comes to speed humps. They appear in Raumati South, are plentiful in Paraparaumu and Paraparaumu Beach and Waikanae, but there are none in Raumati Beach which features a College, Primary School, pre-school centres, a bowling club, pub, pharmacy, medical centre, churches, a grocery, three cafes and an array of shops.</p> <p>d. It is a busy place and by the end of the second phase of your plan, will be even busier.</p> <p>e. Thank you very much for being provided the opportunity to contribute to the survey. It is very much appreciated.</p>
<p>3. 2 x You need to do less.</p> <p>a. Keep speeds as is.</p>
<p>4. 0 x Other</p>
<p>5. 7 x Comments</p> <p>a. I live in the vicinity of the Raumati Village which has 30km signs approaching the village on Rosetta Road, Raumati Road, Alexander Road and Matatua Road. Very rarely are these signs recognised or taken into account. I recently counted 100 cars on Matatua Road, in to 30km zone, in approximately 10 minutes, and only 1 of those abided by the 30km speed limit. I see school buses, trucks, cars, work vans, taxis, even police cars (although I expect they have an exemption) speeding through the village. So I reiterate – don't bring any speed limit changes, until they can be monitored and adhered to. Otherwise, it's just a time and cost waster</p>
<p><b>Discussion</b></p> <p>6. The mean speed of vehicles not held up by other vehicles on the sections of Matatua and Rosetta Roads is 40 and 36km/h respectively which is above the safe and appropriate speed of 30km/h that will maximize the chance of survival for a pedestrian if hit by a vehicle.</p> <p>7. The feedback in general supports the proposal to install traffic calming to supplement the existing 30km/h speed limit.</p> <p>8. Several suggestions have been made that are beyond the scope of this proposal and will be considered as part of other work streams.</p>
<p><b>Conclusion and recommendation</b></p> <p>Considering the feedback, it is recommended that <u>the proposal is amended</u> to include a Raised Safety Platform being constructed on Alexander Road and implemented according to the following timeline.</p> <ul style="list-style-type: none"> <li>2024 - 2027 Construct 2 x Raised Threshold Treatments (one each on Matatua and Rosetta Roads) and a Road Safety Platform on Alexander Road as part of a package of infrastructure improvements covering the Kāpiti Coast.</li> </ul>

## Site X: WAIKANAE BEACH VILLAGE

### Draft Proposal

The objective is to implement a 30km/h Permanent speed limit in the Waikanae Beach Village which will limit the speed of vehicles to a Safe and Appropriate Speed that will maximize the chance of survival for a pedestrian if hit by a vehicle. The speed limit will limit the speed that vehicles can legally travel at particularly during uncongested periods on all streets encompassed by Te Moana Road, Ono Street, Huiawa Street and Tutere Street.

### 33 x Responses – Sample feedback follows as submitted.

1. 2 x Yes, you've got it right.
  - a. We have a concern about cars reversing out of car parks on Tutere Street as many cyclists' ride along here and children run out from the playground. Vision when you are backing is limited and we are always wary when cycling along there.
2. 3 x You need to do more.
  - a. I am positive it needs include Field Way. People use the second bend from about 30-70 Field way as a race track. It needs a speed bump in the middle or make the road narrower there. They come screaming down from the north and swing fast around the corner near Hugh Street. Quite dangerous for residents getting out of the driveway.
3. 10 x You need to do less.
  - a. 30kph limit ONLY in the area marked Local Activity Zone. Speed bumps in residential areas, particularly places like Tutere Street are going to create noise issues for residents especially on bus routes or from people towing boats, caravans etc.
4. 4 x Other
  - a. The proposal appears to be in response to a problem that doesn't exist. Although I reside on the fringes of the proposed slow zone, I am a frequent pedestrian, cyclist and motorist within it. The area has low traffic volumes, plenty of off-street parking and plenty of space for cyclists and pedestrians. There is no traffic or speed problem. Reducing the limit to 30kph will create frustration, perhaps anger. I can understand the application of reduced speeds around schools and other institutions where the foot traffic is high. I can also agree that the section of Tutere Street by Hey Coastie and Long Beach could be a reduced speed zone, although the three roundabouts effectively reduce speed anyway.
5. 14 x Comments
  - a. Thank you for this opportunity. I completely agree with all that is planned. However, I am concerned about the time frame. The area along Tutere St from Rangiharoa St to Hemara St is very busy all summer, especially weekends and I would like to see 30 k speed notices as soon as possible. I live in this area and every weekend in summer I see dangerous situations around vertical parking, speeding cars and small children.

### Discussion

6. The mean speed of vehicles not held up by other vehicles on Tutere Street between Taiata and Hemara Street varies between 35 and 42km/h which is above the safe and appropriate speed of 30km/h that will maximize the chance of survival for a pedestrian if hit by a vehicle.
7. The feedback in general supports the proposal to reduce the speed limits in the local activity area on Tutere Street.
8. In areas where permanent 30km/h speed limits are proposed permanent infrastructure is included to reinforce compliance with the speed limit.

### Conclusion and recommendation

Given the feedback it is recommended that the proposal is amended (i.e., reduce the extent of the proposed permanent 30km/h speed limit) and implemented according to the following timeline.

- 2024 - 2027
  - Implement permanent 30km/h speed limit as shown on Map X.
  - Construct 2 x Raised Safety Platforms on Rauparaha Street and 2 x Flush Threshold Treatments on Tutere Street as part of a package of infrastructure improvements covering the Kāpiti Coast.

<b>Site Y: OTAKI TOWN CENTRE</b>	
<b>Draft Proposal</b>	
<p>The objective is to extend the existing 30km/h Permanent speed limit east along Mill Road past Raukawa marae and the Otaki Fire station. The extension will limit the speed of vehicles to a Safe and Appropriate Speed that will maximize the chance of survival for a pedestrian if hit by a vehicle. The speed limit will limit the speed that vehicles can legally travel at particularly during uncongested periods.</p>	
<b>2 x Responses – Sample feedback follows as submitted</b>	
1.	1 x Yes, you've got it right. a. No comments supplied.
2.	0 x You need to do more.
3.	1 x You need to do less. a. Keep as it is.
4.	0 x Other
5.	0 x Comments
<b>Discussion</b>	
<p>6. One submission has been received opposing the proposal.  7. The proposal reflects the additional activity generated by the adjacent roadside development, e.g., Raukawa Marae, Otaki Fire Station.  8. The speed of vehicles not held up by other vehicles through this area is 43km/h which exceeds the safe and appropriate speed of 30km/h.</p>	
<b>Conclusion and recommendation</b>	
<p>Considering the feedback, it is recommended that <u>the proposal is implemented as consulted</u> and according to the following timeline.</p> <ul style="list-style-type: none"> <li>2024 - 2027      Construct 1 x Flush Threshold treatment as part of a package of infrastructure improvements covering the Kapiti Coast and extend the permanent 30km/h speed limit east as shown on Map Y.</li> </ul>	

## Site Z: WAIKANAĒ TOWN CENTRE

### Draft Proposal

The objective is to implement a 30km/h Permanent speed limit in the Waikanae Town Centre which will limit the speed of vehicles to a Safe and Appropriate Speed Limit that will maximize the chance of survival for a pedestrian if hit by a vehicle.

### 23 x Responses – Sample feedback follows as submitted.

1. 8 x Yes, you've got it right.
  - a. Good idea reducing the speed limit in Marae Lane as there are many older people using the pedestrian crossing outside the medical centre and chemist.
2. 3 x You need to do more.
  - a. The area identified for Waikanae Village needs to be considerably extended to meet the high benefit area criteria. If council is serious about speed management the area of focus for attention (safety measures, traffic calming & a speed limit of 30 kph) should include the area around the village including both supermarkets, all three accesses to the park & ride rather than just the Marae Lane one and the main concentration of business / commercial & restaurant/ hospitality premises.
3. 5 x You need to do less.
  - a. 30kph in Marae Lane only as there are a number of entrances and exits for vehicles.
4. 4 x Other
  - a. If you make the speed limit too slow people will ignore it. Make it more reasonable and it will be more likely to be adhered to. e.g., 40 km
5. 3 x Comments
  - a. Waikanae Community Board - On Waikanae Town Centre, we question why speed limits of 30kph are proposed in the car parks off Marae Lane. The area designated as town centre only covers the internal area and not external area of the town centre. It would be more appropriate to consider a larger area for the town centre. Pedestrian facilities to provide access across Elizabeth Street to the playground, shop and cafe is substandard and has been a request of local residents for many years and requires addressing as part of the local improvements underway in the town centre as part of the revocation (or extension to the works area to minimise disruption - as part of a KCDC project).

### Discussion

6. Ngaio Road is used by Over Dimension Vehicles, a consideration during the design process.
7. The feedback in general supports the proposal to reduce the speed limits in the Waikanae Town Centre along Marae Lane.
8. Extending the speed limit beyond the town centre is beyond the scope of the proposal and has not been commented on.
9. Implementing the 30km/h speed limit will reduce speeds to safe and appropriate in uncongested periods.
10. Concept designs and currently being developed to assist pedestrians to cross Seddon Street and Winara Avenue immediately north of Elizabeth Street.
11. Concept designs are currently being developed to assist pedestrians to cross Elizabeth Street safely and will be available for comment in the latter half of 2023.

### Conclusion and recommendation

Given the feedback it is recommended that the proposal is implemented as consulted and according to the following timeline.

- 2024 - 2027 Construct 3 x Flush Threshold Treatments as part of a package of infrastructure improvements covering the Kapiti Coast.

<b>Site AA: TE HORO BEACH</b>	
<b>Draft Proposal</b>  <p>The objective is to implement a 30km/h Permanent speed limit in Te Horo Beach which will limit the speed of vehicles to a Safe and Appropriate Speed Limit that will maximize the chance of survival for road users sharing the carriageway given there are no footpaths.</p>	
<b>11 x Responses – Sample feedback follows as submitted.</b>	
1.	1 x Yes, you've got it right. a. No comments supplied.
2.	2 x You need to do more. a. I think this is an excellent idea.
3.	1 x You need to do less. a. Keep 50 speed on all roads.
4.	2 x Other a. 30 km is too low, 40 would be better
5.	5 x Comments a. Thank you for taking the time to listen to our proposal of speed bumps for Te Horo Beach.
<b>Discussion</b>  <p>6. The feedback in general supports the proposal to reduce the speed limit and install traffic calming. 7. The option exists in further discussions with the community to discuss the location of the speed humps and whether a staged implementation is an option.</p>	
<b>Conclusion and recommendation</b>  <p>Given the feedback it is recommended that <u>the proposal is implemented as consulted</u> and according to the following timeline.</p> <ul style="list-style-type: none"> <li>2024 - 2027      Reduce the speed limit to 30km/h and install 4 x Raised Safety Platforms and 1 x Raised Threshold as part of a package of infrastructure improvements covering the Kapiti Coast.</li> </ul>	

<b>Site BB: VALLEY ROAD</b>
<p><b>Draft Proposal</b></p> <p>The objective is to implement a 60km/h Safe and Appropriate Speed limit on the section of Valley Road with an existing posted speed limit of 80km/h given that it is ‘out of context’ with adjacent sections of road.</p>
<p><b>7 x Responses – Sample feedback follows as submitted.</b></p>
<p>1. 3 x Yes, you’ve got it right.</p> <p>a. You need to add a change to the speed limit on Waterfall Road. It is currently posted at 60kph which is not only near impossible but actually quite unsafe! This unimproved dirt/gravel road is but 1.5 lanes wide and the posted speed limit should be reduced to 40kph.</p>
<p>2. 1 x You need to do more.</p> <p>a. Reduce the speed limit further, it needs to be implemented faster and coupled to separate cycleways.</p>
<p>3. 1 x You need to do less.</p> <p>a. Keep it at 80.</p>
<p>4. 2 x Other</p> <p>a. There is no predictable benefit that warrants the change in speed limit.</p>
<p>5. 0 x Comments</p> <p>a. n/a</p>
<p><b>Discussion</b></p> <p>6. Waka Kotahi’s MegaMaps recommends that the Safe and Appropriate speed limit for this section of road is 60km/h.</p> <p>7. The section of road with an 80km/h speed limit is out of context with the adjacent sections of road on Valley and Maungakotukutuku roads which both have safe and appropriate speed limits of 60km/h.</p>
<p><b>Conclusion and recommendation</b></p> <p>Given the feedback it is recommended that <u>the proposal is implemented as consulted</u> and according to the following timeline.</p> <ul style="list-style-type: none"> <li>2024 - by 30 June Reduce the section of Valley Road with an existing 80km/h speed limit to 60km/h.</li> </ul>

## Site CC: PEKA PEKA ROAD

### Draft Proposal

The objective is to implement a 60km/h Safe and Appropriate Speed limit on the section of Pekapeka Road with an existing posted speed limit of 80km/h considering (1) the different types of road users using the road (2) the potential for increased conflicts between through traffic and residents accessing their properties (new and under development).

### 18 x Responses – Sample feedback follows as submitted.

1. 4 x Yes, you've got it right.
  - a. This is an excellent idea, and good for horse riders and carriage drivers as well as for cyclists.
2. 3 x You need to do more.
  - a. The road is currently dangerous for cyclists. Not only is the current speed limit too high, but there is zero shoulder, the road edge is broken and problematic for cyclists (no ability to go off the road), and the road surface is undulating (problem for cars speeding). I use this road daily as a cyclist and car driver. There is an accident waiting to happen here as some cyclists who use the route are inexperienced in traffic, especially when the latter is travelling at high speed. This road is increasingly busy. You should consider dropping the speed limit to 50km/h, not 60. Plus, you need to work on the road edge to provide some sort of shoulder for cyclists.
3. 3 x You need to do less.
  - a. We live at Peka Peka and both drive and ride bikes on PP road. The road surface is very uneven ( its swamp land) and the shoulders are virtually nonexistent. That means it's too easy for cars that travel > 50 km/h to keep a safe distance from cyclists and horse riders. I feel it should be 50 km/h limit. Likewise, I feel for Raukawa road, where I live, that should have a 50 km/h limit.
4. 3 x Other
  - a. 60 km along this length of road is too low - make it 70 - this is more likely to be adhered to.
5. 5 x Comments
  - a. "Peka Peka road, currently 80k, past Harrisons Cafe just 60k, at the top of the road, beach end, drops down to 50k all the way into Waikanae. It makes no sense for Peka Peka road to be 80k, it is very narrow with increasing numbers of cyclists from the recently added cycle lanes meeting at Harrisons, many of these cyclists want to visit the beach unfortunately Peka Peka road is very narrow two car widths and a cyclist just will not fit, a reduction in the speed limit to 50k linking up to the existing 50k all the way into Waikanae would make sense and reduce the number of near misses I have witnessed, I realize a cycle track would be great but that is another issue.

### Discussion

6. The feedback in general supports the proposal to reduce the speed limits to 60km/h and in some cases to 50km/h.
7. The 80km/h section of road is classified a 'rural' with safe and appropriate speeds ranging from 60 to 80km/h (Source: Speed Management Guide (Waka Kotahi).
8. The speed of vehicles not held up by other vehicles on the existing section of road with an:
  - a. 60km/h speed limit is 65km/h.
  - b. 80km/h is approximately 70km/h.
9. Reducing the speed limit to 50km/h at this time is not recommended as it is likely to result in high levels of non-compliance and may be option for future consideration as the level of development alongside Pekapeka Road increases.

### Conclusion and recommendation

Given the feedback it is recommended that the proposal is implemented as consulted and according to the following timeline.

- 2024 - by 30 June                      Reduce the existing 80km/h speed limit to 60km/h.

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## Part B: Option Summary beyond 2027

The second part of our Speed Management Plan covers what we plan to do beyond 2027 to meet Waka Kotahi requirements. This will be a potential step change towards implementing safe and appropriate speeds on the Kāpiti Coast and will be guided in part by community feedback.

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.

The community was requested to rank the following options in order of preference (with 1 being the preferred option)

The results follow:

**Table 3: Option Ranking**

Option	Description	No of submission <sup>3</sup> ranked option as '1'	% of Total	% Cumulative	Rank
3	Road Corridors	44	51	51	1
1	Expand school zones	34	39	90	2
4	Reduce speeds - all roads	6	7	97	3
2	Expand areas	3	3	100	4
<b>Totals</b>		<b>87</b>	<b>100</b>	<b>100</b>	<b>-</b>

Refer to attachment 6 for all submissions as submitted.

Details of each option follow:

Option	Name	Description
3	Road Corridors	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: <ul style="list-style-type: none"> <li>Construct Pedestrian Refuges</li> <li>Extend kerbs at intersections to slow the entry/ exit speeds of vehicles.</li> </ul>
1	Expand school zones	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. A benefit of this option is that it reduces the risk of fatalities, serious injuries, and near misses in the areas around schools. 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.
4	Reduce speeds on all roads	Reduce speed limits on all roads within the Kāpiti District to safe and appropriate speed limits. The effects of this could be, for example: <ul style="list-style-type: none"> <li>40km/h – Kāpiti Road/ Mazengarb Road</li> <li>30km/h – local roads.</li> </ul>
2	Expand areas	<ul style="list-style-type: none"> <li>Implement a 30km/h zone area for defined neighbourhoods.</li> <li>How are neighbourhoods prioritised?</li> <li>How are neighbourhoods spatially defined?</li> <li>Extend the existing speed limit buffer around town centres to 400m as this is generally accepted as an appropriate walking distance.</li> </ul>

<sup>3</sup> 100 submissions received but 13 submissions did not rank their option clearly, and as a consequence have been excluded from the analysis.

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## Part C: Other feedback – for future consideration

Other feedback received from the community that did not relate to either Part A or Part B of the Speed Management Plan and is summarised in Table 3 for future consideration.

**Table 3: Other feedback by Community Board and Road/ Street**

Road/ Street	Otaki	Paekakariki	Paraparaumu	Raumati	Waikanae	Total
Alexander Street	0	0	0	2	0	2
Aotaki Street	2	0	0	0	0	2
Arawhata Road	0	0	1	0	0	1
Blue Gum Road	0	0	1	0	0	1
Elizabeth Street	0	0	0	0	2	2
Field Way	0	0	0	0	1	1
Gear Rd	1	0	0	0	0	1
Hadfield Street	1	0	0	0	0	1
Kapanui Road	0	0	0	0	1	1
Kapiti Road	0	0	1	0	0	1
Kirk Street	1	0	0	0	0	1
Kohekohe Road	0	0	0	0	2	2
Koromiko Road	0	0	0	0	1	1
Langdale Avenue	0	0	1	0	0	1
Linwood Avenue	0	0	1	0	0	1
Mahaki Road	0	0	1	0	0	1
Manly Street	0	0	2	0	0	2
Marine Parade	3	0	0	0	0	3
Mazengarb Road	0	0	3	0	0	3
Menin Road	0	0	0	1	0	1
Mill Road	1	0	0	0	0	1
Ngarara Road	0	0	0	0	1	1
Old Hautere Rd	1	0	0	0	0	1
Old SH1 (Otaki)	1	0	0	0	0	1
Old SH1 (Waikanae)	0	0	0	0	2	2
Otaki Gorge Rd	1	0	0	0	0	1
Park Avenue	0	0	0	0	1	1
Pekapeka - Te Horo Beach	0	0	0	0	1	1
Pukenamu Road	0	0	0	0	2	2
Rahui Road	1	0	0	0	0	1
Rangiuru Road	7	0	0	0	0	7
Raukawa Street	1	0	0	0	0	1
Ruahine Street	0	0	1	0	0	1
Reikorangi Road	0	0	0	0	1	1
Rimu Road	0	0	1	0	0	1
Rosetta Road - entire length	0	0	0	1	0	1
School Rd	1	0	0	0	0	1
Tasman Road	2	0	0	0	0	2
Taylor's Rd	1	0	0	0	0	1
Te Moana Rd	0	0	0	0	8	8
The Parade	0	1	0	0	0	1
The Drive	0	0	1	0	0	1
Winiata Way	1	0	0	0	0	1
<b>Grand Total</b>	<b>26</b>	<b>1</b>	<b>14</b>	<b>4</b>	<b>23</b>	<b>68</b>