

KCDC Speed Management Plan – 2023 to 2033

(09-08-2023)

**Submission Summary
Haveyoursay e-mails
(Attachment 7)**

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INTRODUCTION

Table 1: Haveyoursay e-mails – Part A

Otaki	Site U: Riverbank Road	Just make it all 50km/hr from State highway one to Aotaki
Raumati	Site V: Raumati South Village	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.
Raumati	Site V: Raumati South Village	I would also like to see a raised pedestrian crossing put across the start of Rosetta Rd (outside #1) to help manage speed
Paraparaumu	Site G: Our lady of Kapiti school	...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.
Raumati	Site W: Raumati Beach Village	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.
Paekakariki	Site A: Paekakariki School	My recollection as when we talked at the Council table, we stated a preference of signalling we'd like to see a 30km blanket speed across Paekakariki in the longer term.
Otaki	Site U: Riverbank Road	I am a homeowner on Riverbank Road extension and welcome the speed limit to be dropped, PLEASE!!! At least twice yearly we are replacing parts of our fence due to drivers losing control of their car. It's costing us a fortune. Police no longer show up. We've had drunk drivers, underage drivers, motorcyclists and then the drivers that flee the scene. Our fences are electric because of the cows we keep in the paddock. It's only a matter of time until someone is severely injured, or worse. With the growing population we now have more walkers on the grassy verge and a lot more people riding bicycles. Plus, we now have logging trucks go past starting at 5:30am. I read that you are considering the speed limit change from 70 to 60 but I ask you to consider 50km and possibly a speed bump on the corner? Too many boy racers at the moment are testing their talents using the road as a drag strip. If you won't change the limit to 50, please advise who I can start sending my fence repair bills to.

Paraparaumu	Site CC: Pekapeka Road	<p>“Peka Peka rd, 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 rd 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 rd 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,</p>
Waikanae	Site CC: Pekapeka Road	<p>Specifically, areas like Peka Peka Road are safe at 80 kph. I live there and use that road often. I know it is used by cyclists and I am happy to slow down and travel behind them till it is safe to pass. The volume of bikes and cars on this road is not so large that this is not doable, and if car drivers and cyclists are both aware it works. On this road I think some speed humps in the last block at the beach would be better value, to slow down the vehicles driving to (and on) the beach, often in large numbers and at huge speeds. Signage and rules will not slow these sorts of vehicles down. They are the most dangerous on this road.</p>
Otaki	Site U: Riverbank Road	<p>Thank you very much for your reply. It is great to see Backyard Kids has already been taken into consideration. I am supportive of the change and would like to make a submission - do I do this here haveyoursay@kapiticoast.govt.nz, ?</p>
Waikanae	Site X: Waikanae Beach Village	<p>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.</p>

<p>Waikanae</p>	<p>Site L: Kapakapanui School</p>	<p>My daughter and grand children live on Ngarara road and park Ave in Waikanae. They have elderly neighbours and young families as neighbours. Firstly, there is no footpath on the eastern side near the exit from Russell Reserve. Secondly people fly around the two corners from Belvedere and from Te Moana. We have nearly been hit with the pram over ten times and have to run across it fast as there's no visibility for cars coming from the Te Moana end towards Belvedere. And vv. Given there's a park, the market and a school plus people walking and biking thru Russell-reserve it is an accident in the making. With all the Summerset and Anderson Park construction traffic it is really bad. I suggest a direct consultation with people in that area and a lower speed for Ngarara road and more speed bumps. The intersection with Park Ave is especially dangerous A pedestrian crossing for kids near the park may help. Kids go to the park after school. It's a very busy area. Please can you look at it.</p>
<p>Waikanae</p>	<p>Site X: Waikanae Beach Village</p>	<p>It is almost winter, and I am writing a letter to update and inform you of what is happening in this neighborhood. The traffic multiplied this summer, and with it many drivers were disobeying the speed limit. One day there was a group of about 25 motorcyclists parked around Long Beach Cafe. Suddenly, they began racing up the street toward the expressway, three alongside each other. Their speed is hard to gauge but it must have been close to 80 km/h. Some of the group were shooting video of the disturbance before they got to their bikes and joined the race. It was frightening and intimidating enough for me to call the police. Since then, there have been many instances of people using the street as a warmup before the expressway as well as what looks like a victory lap around the Tutere street roundabout. At this time many people and kids were going to the beach and not paying much attention to the oncoming traffic. I have seen close calls even on Sunday, in front of the Hall when the market is on. Most of the incidents I am describing took place over the weekend, Sunday afternoon being the most frequent occurrence. We had a few weeks of respite from speeding cars and motorcycles while the repairs of the water drainage were going on Rauparaha street. The speed limit was 30 km and for the most part people obeyed it. The minute the speed limit went back to 50 km, and the traffic cones disappeared, drivers went back to speeding.</p>

Raumati	Site B: Te Ra Waldorf School and Te Rawhiti Kindergarten	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.
Raumati	Site C: Raumati Beach School	As the Raumati Beach shops are already a permanent 30km/h zone there is no need to defer extending this permanent 30km/h along Raumati Rd past the school until after 2024. This is especially urgent with the proposed supermarket in Raumati Rd. 2. There are significant school related movements on Weka / Huia / Kiwi close to the school so make it a permanent 30km/h south of Huia Rd. This reinforces a low speed 'education precinct' environment; there are also community play facilities here that will also benefit from the lower speed. 3. Raumati Road has two adjacent schools – it is a 'education precinct' – so extend the 30km/h in front of Kāpiti College making it 30km/h as far as Hillcrest roundabout (school hours only). 4. Move T to Hillcrest roundabout
Raumati	Site H: Kapiti College	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
Raumati	Site V: Raumati South Village	Dropping to 30km/h make sense and reflects usage, geometry, and character of the road.
Raumati	Site W: Raumati Beach Village	The existing pedestrian crossings are poorly sited and cars approach at speed from the south (Rosetta Rd). Add a raised platform crossing area (like at Paraparaumu Beach) at junction of Rosetta Rd and Raumati Rd stretching back to west of Margaret Rd. This improves speed compliance and pedestrian safety. 2. Disappointing to see no proposed changes in Margaret Rd shopping area. Why not take the opportunity to reduce it to 20km/h and make it a one-way fully shared zone? There are over 150 parking spaces within a 1-2 minute walk of the shops so remove the angled parking (retain delivery / disabled and add active mode) to provide more space for people not parking. Widen the walkway (on the sunny side of the street) and make this a genuine people friendly shopping area. 3. Is H style threshold on Rosetta Rd at the same place as Kāpiti School sign sign ? It should be. 4. Close Garden Rd. in front of derelict pool buildings. It does not need to be a through road with a few parking spaces. 5. Rosetta Rd – drop from 50km/h to 40km/h along its length.

Waikanae	Site L: Kapakapanui School	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.
Paekakariki	Site A: Paekakariki School	I would like to see Paekakariki reduced to 40km/h over the whole village apart from around schools - 30km/h there. Suggestion: Upon entering Paekakariki large sign saying 40km/h throughout all the village. Note - Waiheke Island has signs of Ferry Wharf saying 'Slow Down You're here' - perhaps something similar in Paekakariki? PS: Using the word village for Paekakariki is to be encouraged
Waikanae	Site L: Kapakapanui School	<p>Most people are well aware of the dumbing down that has been happening in our country for some time, our education system being a prime example. Now it's our roading system. Overkill. Is this new policy a preventative one based on possibilities, or can statistics be given to show the dire need for everyone to slow down to snail like speeds in case a person might be hurt at some point in the future? Drivers know how difficult it is to creep at 30 kms for road works. With modern cars it is like trying to trot a racehorse round a racetrack. They are designed to go faster. In Waikanae we have a 10 km limit outside the community swimming pool. In all the years the humps have been created and that ridiculous speed limit has been imposed I have <i>not once</i>, at any time of day, seen people crossing the road to or from the pool. People park on the side of the pool. School children coming to the pool are accompanied by teachers who control traffic efficiently and safely. It is not a daily event. And yet, that ridiculous speed limit is in place for many hours of the day and months of the year when the swimming pool is closed! So how many people observe that restriction? Not many. I don't see a pedestrian crossing there. WHY NOT! Driving at such slow speeds gives drivers time to look around at scenery, to think their thoughts, to lose concentration. And to become frustrated. Which could lead to more accidents. And to people breaking the speed restriction - which so many do, anyway. What do you think hoons will do? I shudder to think. There always will be accidents as long as there are cars on the roads. Pedestrians have just as much responsibility in preventing accidents as do all drivers. We are over-governed in so many ways. And now this. The plan is hugely shortsighted, dangerously controlling, and very disturbing. It must be stopped.</p>
Waikanae	Site X: Waikanae Beach Village	Re the proposal for Waikanae Beach Village reduced speed limit. Proposal accepted. But please please before 2007. The road noise from people exiting Long Beach and Hey Coastie cafes needs to be addressed before the coming summer.

<p>Waikanae</p>	<p>Site X: Waikanae Beach Village</p>	<p>I have read your proposal on new speed limits in the area of Waikanae Beach. The proposed map is very good and it encompasses the area of most recreational traffic. However, your 5-year plan will not work for the most urgent parts of Waikanae Beach, the two streets of heavy traffic combined with speeders. We need the lower limit now, before someone gets hurt. By 2027 the inevitable accidents will have happened, and speaking for myself, my use by date may be expired. I am sick of writing about a needed speed limit and discussing it with others. It seems that the Council sees no urgency until someone gets badly hurt. That is usually the time when problems get addressed. Why is that the usual course of affairs if the solution is so obvious and fairly simple? After seeing the effective use of speed limits at the Paraparaumu Marine Parade, our neighbourhood's request is so basic, just to prevent an accident. If you plan to prevent this accident 5 years from now, I am truly disappointed and I feel let down by the representatives of the Council, people that I voted for.</p>
<p>Paekakariki</p>	<p>Site A: Paekakariki School</p>	<p>Thanks for the opportunity to discuss this important kaupapa. I'm speaking as a resident of Paekākāriki and a frequent driver on the district's roads. I could imagine making Paekākāriki an exemplar of Modern Road-Sharing and Environmental Foresight. I'd start with the Cleared Garage Site opposite the Village on SH59 (ex SH1). If generous free parking (E Chargers of course) with excellent entry and exit both on foot and by car was constructed - there would need to be a Stop All Traffic zone from the southern end of the carpark to an appropriate distance before the Railway Crossing - and the Hill Road too - as well as co-ordination with the train signal barriers. The resulting Safe Pedestrian Crossing would meet just south of the current (unaltered) Picket Fence Gate. Let's do that. Soon! Leave Beach Road alone. With the "Carpark for Visitors", we've made a statement that we don't want Paekākāriki to change too much, so we focus on parking for locals on Beach Road. New, clever toilets (an architectural statement not a knock-up) would help with the aspect. Then by persuasion of your own 1 kilometre 30k zone around the Primary School - the entire Village would (almost) be a 30k zone. Bravo. Consider investing - over a term but as a fixed goal - in re-designing the footpath and cycleway relationship with a 30k zone from half-way down Ames Street to the Railway Station - all the way up Wellington Road with safety increased from just before the school to the end of Campbell Park (i.e one way - no parking). Right at the School Gates, create a Wide Raised Pedestrian Crossing to meet a new footpath back south to meet the footpath up from Ocean Road. From the end of Campbell Park to QE Park, Wellington Road should return to two-lane, but with widened footpaths and local parking bays. New Plantings, good walking and cycling access - especially along the Parade and the entrance to the Park - would encourage visitors and therefore encourage new businesses to deal with the already apparent influx of people. And everybody would be moving at 30k... or most probably, less. Perfect. Attractive. We're in a period of growth by popularity, let's quickly increase the overall growth of the District by making Bold, Smart Changes in Paekākāriki as a Test Case. Paekākāriki Village has the</p>

		<p>unique benefit of having only one main entry point - and the same exit. It would be an International Eye-Catching gesture and the source of much publicity. Again, thanks for the chance to expound these theories - I acknowledge the expertise of those who design in his field.</p>
Raumati	<p>Site B: Te Ra Waldorf School and Te Rawhiti Kindergarten</p>	<p>Having a trawl through the web site it is not clear how to submit feedback. One issue I want to raise is the permanent 30 km/hr at Te Ra Waldorf school - This should be variable rather than permanent - The important times being at the start and end of school. Outside these hours the standard 50 km/hr should apply. Many other schools have variable times - why not Ta Ra?</p>
Waikanae	<p>Site X: Waikanae Beach Village</p>	<p>Agree with proposal for Waikanae Beach and schools</p>
Paraparaumu	<p>Site E: Paraparaumu College</p>	<p>I read in the local papers of the plan to change some speed limits and would like to the following to be considered please. The road between Hudson Place and Trusham Court is currently 50 km per hour. This road passes an early child care centre. It is also very narrow, particularly where Hudson place merges with Trusham Court which results in difficulty for opposing traffic. The residential development in Hudson Place continues, which no doubt will include more families living in Hudson Place further increasing traffic volumes and an increased number of children. Please consider rezoning the speed limit on the road between Hudson Place and 22 Trusham Court to 30 km per hour.</p>

<p>Waikanae</p>	<p>Site X: Waikanae Beach Village</p>	<p>Thank you for forwarding all the information about the process for lowering the speed limit in Waikanae Beach. In November last year I wrote to Vijay Soma voicing my concerns re traffic behaviour in our area and am now writing in support of my neighbours who have also written to you. I live at 4 Rauparaha Street, Waikanae Beach and as you will see from my comments which will be available in the Council records my husband and I have become increasingly concerned about traffic behaviour in our street. Excessive speed and noise is common at weekends and school holidays and this has already resulted in one accident and incidents of road rage which would never have occurred if some action had been implemented when we, the residents notified you of our concerns. Due to the two popular cafes, parking in this whole area is at a premium at weekends and school holidays. When we first lived here, about 23 years ago this area had a delightful, laid back, easy going beach vibe where adults and children could walk and not feel they had to be on constant alert for speeding drivers in cars and on motorbikes. I believe that everything could be alleviated with the installation of a 30k speed limit as is the case in Paraparaumu and many beachside communities. I am gratified to see that this is being considered and would be actioned in 2027. However, I am appalled and horrified that this is the timeline that is being proposed. What on earth makes you think this is acceptable? There will be accidents and unpleasant incidents galore by 2027 and all for the sake of erecting some reduced speed road signs. Have any of the council been here at these busy times especially 4-6pm on a Saturday and Sunday to witness some of this behaviour? A neighbour estimates that some of these vehicles accelerate up Rauparaha Street at 100kph. Recently I heard two advertisements on the radio sponsoring different road safety initiatives that Kapiti Council were promoting and how they took pride in caring for the safety of the community. I find this laughable and deeply disturbing as our community is being placed at risk till 2027! Disgraceful!</p>
<p>Raumati</p>	<p>Site D: Raumati South School</p>	<p>I would like to comment on the proposed speed management plan, regarding Map D Raumati South School. I am living at 105 Matai Road, North of Raumati South School, in the sharp corner on the left-hand side. I think it is absolutely necessary to extend the proposed 30km zone up to Menin Rd/ Harry Shaw /Matai Road crossing and not to stop just after Edward Court. We have been living in 105 Matai Road for the last 5 years and have a good idea how dangerous this part of Matai Road is, due to witnessing a couple of very serious accidents, little ones, and heaps of near misses. A lot of the kids from Harry Shaw subdivision attend Raumati South school and walk down south on Matai Road which should be a safe short walk to school, which unfortunately it isn't due to speeding cars. The worst accident I have witnessed in this sharp corner was when a car with very high speed was travelling south through the corner and due to its high speed lost control, shot up the footpath, crashed through a fence and landed in the front yard of a house. If this accident would have happened just after school, there would have been some kids killed walking home from school. There are not only speeding cars going South but also going North towards Raumati Road. As mentioned, we are living directly on this sharp corner and have had heaps of near misses ourselves, by driving into our driveway and cars following</p>

		<p>us so closely that they almost hit the trunk of our car or when leaving our driveway cars are coming around the corner so fast that we only see them very late. To minimise this risk, we only turn left out of our driveway so that we don't have to cross Matai Road. The council put up a sign "concealed" just before the corner after I had approached them regarding this problem. Unfortunately, this sign did not make a change at all. Cars are still driving too fast around this corner. Another problem are electric cars, we can't hear them coming around the corner. They appear suddenly. Not only we can't hear them but cyclists going North around the corner can't hear them either. But even if they can hear them, they have no way to go because the road is so narrow and there is no footpath to escape to. You might not be aware of how narrow this corner is, especially for cyclists. When cyclists are half around the corner, they are invisible to the following cars and when there is oncoming traffic at the same time it gets pretty tight for the cyclists. It is a wonder that nothing has happened so far. There is no footpath from 105 Matai Road up to Menin Road and I have seen people walking on the road towards Menin Road to catch a bus or just to get to Menin Road. This is very dangerous, especially when cars are speeding. You might say they should cross Matai Road and walk on the footpath on the other side. This is not so easy; I speak out of experience. I look after my little granddaughter three times a week and I take her very often in her pram to the new Playground in the Harry Shaw subdivision. To cross the road just after the corner is extremely dangerous, I can't see the cars coming, some I can hear but some I can't. I have been caught out a few times when I just stepped out with the pram and a speeding car was coming around the corner and I was lucky enough to pull the pram back in again just in time. To get to Menin Road I must cross Matai Road, then Harry Shaw Way and then Matai Road again. Quite a dangerous task with a pram. To increase the speed from 30km to 50km going North just after Edward Court, will encourage drivers to pick up speed by putting their foot down on the accelerator and they will have reached their 50km/h just before the sharp corner. I honestly believe that it is a miracle that no one has been badly injured or killed so far. I ask you to reconsider and extend the 30km limit up to Harry Shaw/ Menin Road crossing to keep all the school kids, pedestrians, cyclists, and the residents from 105 Matai Road onwards up to Menin Road safe.</p>
Waikanae	Site AA: Te Horo Beach	I see there are already quite a few speed humps proposed. Can you please add Kitchener St. This stretch is used for racing. I have and others have made police complaints many times.
Otaki	Site U: Riverbank Road	Riverbank Road - Aotaki Road intersection - Change priority, add median island and Stop sign
Otaki	Site U: Riverbank Road	Riverbank Road Extension - Add footpath on one side from Aotaki St to Rangiuuru Road

<p>Raumati</p>	<p>Site W: Raumati Beach Village</p>	<p>MATATUA ROADS - We are making our submission as concerned members of the Raumati community regarding the safety of our streets. We are well aware of the legal obligation that local councils have to ensure the safety of their citizens, and we believe some of the speeding on our streets is unacceptable. In particular, we have witnessed numerous instances of cars driving at excessive speeds in the Alexander and Matatua Roads area. This is a clear and present danger to the safety of our community, and action must be taken to address this issue. We would like to remind the council of its duty under section 17 of the Land Transport Act 1998, which imposes a duty on local authorities to take all reasonable steps to ensure that the local roads are safe for all users. This includes the installation of traffic-calming measures, such as speed bumps, where necessary. Furthermore, under section 155 of the Local Government Act 2002, the council has a duty to ensure that it provides for the wellbeing of the community. The safety of our streets is fundamental to the wellbeing of our community, and it is therefore imperative that the council takes appropriate action to address this issue. We urge the council to take immediate action to install speed bumps in the affected areas to ensure the safety of our community. Thank you for your attention to this matter. Please incorporate the above as a formal submission to the road safety plan.</p>
<p>Raumati</p>	<p>Site W: Raumati Beach Village</p>	<p>ALEXANDER ROADS - We are making our submission as concerned members of the Raumati community regarding the safety of our streets. We are well aware of the legal obligation that local councils have to ensure the safety of their citizens, and we believe some of the speeding on our streets is unacceptable. In particular, we have witnessed numerous instances of cars driving at excessive speeds in the Alexander and Matatua Roads area. This is a clear and present danger to the safety of our community, and action must be taken to address this issue. We would like to remind the council of its duty under section 17 of the Land Transport Act 1998, which imposes a duty on local authorities to take all reasonable steps to ensure that the local roads are safe for all users. This includes the installation of traffic-calming measures, such as speed bumps, where necessary. Furthermore, under section 155 of the Local Government Act 2002, the council has a duty to ensure that it provides for the wellbeing of the community. The safety of our streets is fundamental to the wellbeing of our community, and it is therefore imperative that the council takes appropriate action to address this issue. We urge the council to take immediate action to install speed bumps in the affected areas to ensure the safety of our community. Thank you for your attention to this matter. Please incorporate the above as a formal submission to the road safety plan.</p>

<p>Waikanae</p>	<p>Site X: Waikanae Beach Village</p>	<p>As per our conversation with Councillor Jocelyn Prvanov at the Waikanae Market, I have gone and observed traffic patterns on Rauparaha, Tutere and Rangihiroa streets. My suggestions are as follows: Rauparaha street needs a speed bump or warning flashing light displaying the speed limit in the area of number 32. The location here is a warning of things to come. Rauparaha street needs a speed bump in the area of number 11 Rauparaha street. The location is just before an intersection and before entering the area of parked cars jammed on both sides of the street, sometimes including the berm. By now the drivers have to seriously slow down or risk flying off. Tutere street needs a speed bump at the location of number 54 Tutere. It is before the roundabout and enters basically an active parking lot (coming and going, turning and reversing), combined with a spill of children from the playground on one side of the street. The other side is busy with customers of two restaurants including back gardens, plus customers seated at the sidewalk. Tutere street at the 4 Square, in my opinion needs a warning flashing light displaying the speed limit in the roundabout. Rangihiroa street, in my observation, needs a speed bump at number 20, to limit the speed of vehicles coming up to the restaurants at Tutere street. These three streets are my immediate neighborhood where I walk daily with my dog and which I know well. I could not pass opinions on other parts of Waikanae Beach since I do not observe the traffic patterns there. I hope this is helpful in the Council's decisions and my fervent hope is that the Council actions the speed limits before something drastic happens.</p>
<p>Waikanae</p>	<p>Site CC: Pekapeka Road</p>	<p>We strongly support the council's example for Stage 2 to introduce a reduced speed limit of 60 km/hr on the central 1 km section of Peka Peka Road where there is no shoulder on a high speed route promoted as Kapiti Coast Cycle Trail and used extensively by road cyclists (refer our sub to the 2021 LTP). We have been pressing council to review the current 80 km/hr limit for the past four years without success.</p>
<p>Waikanae</p>	<p>Site L: Kapakapanui School</p>	<p>ABRIDGED - While I support the implementation of a 30km speed restriction being put in place at the Ngarara Road end of Park Avenue I ask that you extend that zone to cover the entire length of Park Avenue in order to improve safety for school students and the community or if that is not possible then, at the very least, put in place further measures that will slow the traffic along the entire length of Park Avenue. Please take this action well before 2027. That is far too long to wait and the risks of not doing so are great.</p>

Waikanae	Site L: Kapakapanui School	Map L Kapakapanui School. I support a 30km/h speed restriction in Belvedere Ave & Rimu St where traffic goes past the Kapakapanui School entrances. I do not support 30km/h speed restrictions in the other streets highlighted in Map L. There are already existing speed humps (10km/h speed limit) in Ngarara in front of the Waikanae Swimming Pool. (Some of these speed humps could do with repair). I consider a speed restriction on Park Ave is unnecessary as it is a wide road & traffic has to slow if making turns into Ngarara Rd. I would support a temporary speed restriction to 30km/h being imposed during the Saturday morning Community Market on Park Ave & Ngarara Rd with the signs put out & then removed on the Saturday morning by the organisers or else have it as a Static Variable Sign 30km/h Sat 8am - 12noon).
Waikanae	Site Z: Waikanae Town Centre	I don't support the proposal for a 30km/h speed restriction on Ngaio Rd. Traffic is already slowed down by the raised Pedestrian Crossings at the junction of Parata & Ngaio Rds
Waikanae	Site X: Waikanae Beach Village	I support a 30km/h speed restriction on Tutere St where Map X is marked 'Local Activity Zone' (to cover where cars are angled parked & to extend to cover the restaurants, tennis court & Four Square Supermarket). The rest of the areas marked on Map X for 30km/h, I feel is overkill & unnecessary
Raumati	Site W: Raumati Beach Village	I don't support the proposal for a 30km/h speed restriction on Matatua & Rosetta Rds.
Raumati	Site W: Raumati Beach Village	ROSETTA ROAD - My elderly parents are resident on Rosetta Road, Raumati Beach down a shared driveway close to the Raumati Beach shops. They have lived here for 20 years and are familiar with the area. Since Transmission Gully opened, the motorway traffic comes off to Raumati via Rosetta Road and traffic often moves at speed. There is no footpath to the local shops without crossing Rosetta Road, and the corner is blind for pedestrians with multiple roads coming into the intersection. Cars have always travelled way too fast around this corner by the PSA, and the increase in thoroughfare has only increased this problem. We'd like to suggest that the speed limit be dropped to 30, prior to the bus stop around 286 or 293 Rosetta Road. I have annotate a map to make this feedback clearer. Could you please confirm receipt of this email to advise this information will be fed into the Speed Management Plan. I'm unclear when submission close, so if this is not possible, how do we go about requesting a speed limit reassessment?
Raumati	Site W: Raumati Beach Village	We live in Raumati South and are regular visitors to Raumati Village and Raumati South Shops. Reducing the speed limit in these two centres was an excellent idea. However, there will always be a small percentage of drivers who ignore both the fixed 30km/h sign and the speed indicator signs (Raumati Village and we see this happen regularly. The only way to slow these drivers is to install speed bumps. They should be installed at all entrances to the villages adjacent to the 30km/h signs. Paraparaumu Beach is an excellent example where speed bumps slow the traffic and provide a safe environment for pedestrians. Even some of the pedestrian crossings have bumps. We are sure we are not the only residents who have had close calls at the crossings in Raumati Village especially where cars travel through the village from North

		to South (and vice versa) where Rosetta Road and Matatua Road connect. Please give the above a high priority in your planning.
Paekakariki	Site A: Paekakariki School	I write this from the perspective of a long-time resident in Paekakariki 45+ years, as a driver , an on road cycle skills coach for years 7 and 8, as a bike rider, a member of the Cycleway, Walkways and Bridleways Advisory Group to KCDC. I fully concur with the statement that” it has never been more important to make sure our roads are safe for everyone”. Now is the time to be bold in our actions. And the huge growth in e bike use particularly by older folk. Here is an opportunity to make our town a real cycle friendly place. I think that there should be a general blanket 30km speed on local streets with major connecting streets being generally 50. I wish to focus mainly on Paekakariki and strongly advocate for the whole town to be 30km an hour – we have this in the shop area Along Wellington RD we have the bowling club, tennis court and library followed by a hill with obscured drives coming onto it and a narrow carriage way and then the school followed by a dangerous intersection with poor sight lines getting across from the school to Campbell Park then there is the Scout Den often used at night with kids coming and going .
Raumati	Site D: Raumati South School	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
Waikanae	Site M: Waikanae primary school	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.

Paraparaumu	Site E: Paraparaumu College	Further to the following I advise that I have now spoken to a number of the local residents who all agree that some form of decreased speed management is required. I also advise that at its narrowest point the street where Hudson Place merges with Trusham court is just over 3 metres, meaning opposing vehicles cannot pass each other. It was also suggested that the speed limit on this stretch be reduced to 15km per hour. As an alternative to reduced posted speed limits, speed bumps could be installed. Zoe, Please pass this on to The Transport Safety Lead and I look forward to hearing from them.
Paekakariki	Site A: Paekakariki School	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 individuals signatories in support.
Paekakariki	Site A: Paekakariki School	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. ENDORSED BY Paekākāriki School/ Paekākāriki Playcentre/ Paekākāriki Scouts/ Kapiti Cycling Action/ And 82 individuals signatories in support.
Raumati	Site H: Kapiti College	The Ministry 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
Paraparaumu	Site J: Kenekena School	The Ministry 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

Waikanae

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The Waikanae Community Board welcomes the opportunity to provide feedback on Kapiti Coast District Council's first Speed Management Plan. The Board supports speed management approaches that are focused on locally identified issues. The Board seeks firstly road design that enables members of our community of all ages and ability to undertake their journey using any mode of transport safely. At community board meetings we have heard numerous issues of speeding from community representation. Our submission responds to these community concerns. It is the Board's view that locally identified issues have higher relevance to the community than a blanket approach of national guidance (e.g. focus on schools first, when in Waikanae these have not been identified by the community as areas where speeding occurs) It is the Board's understanding that traffic around schools is already slow due to the volumes, and on the hill (Waikanae School), traffic takes up to 20 minutes to leave the roads surrounding the school due to a singular crossing point through the old State Highway intersection / railway crossing. Focusing limited resources on areas where traffic speeds at high user times are already slow is a poor use of public funds. The Board seeks for funding to be targeted at areas that have high variability of speed and high traffic volumes. The NZTA document Road to Zero states that local areas know the issues best. The Board is aware of several local issues that are a high priority for the community and which have been known to the Council for many years and yet this Plan remains silent on them. The Board seeks the inclusion in the 2024 period of the following areas for immediate intervention in the Speed Management Plan. These include speed on Te Moana Road. Poor provision of pedestrian crossing facilities linking the River to the Waikanae garden area and town area including specific route from Kapanui Road and reserves to Koromiko Road, Rata Road, Kowhai Road and Te Moana Road. Te Moana Road has a kindergarten and retirement home on it, users who have slower reaction times. It also provides a barrier for school children from the beach to access Kapakapanui School and children from the residential properties on the southern side of Te Moana Road. Provision of safe crossing facilities is vital to support walking and cycling of our community, which aligns with the Transport Strategy and the Climate Change goals for Council. The Board seeks inclusion in 2024-2027 of pedestrian crossings (zebras) on Te Moana Road (current data suggests 80% of traffic on this road exceeds the posted speed limit) to allow vehicles to naturally reduce speed whilst providing safe crossing points for school children and residents to/from the residential area adjacent to the river and linking through the highly used pedestrian route outlined above. We support physical measures on roads that are in keeping with the the natural environment of Waikanae to reduce speeding vehicles or enable slow modes to cross key routes. Such designs will be unlikely to be met through standard engineering solutions. In the Waikanae Beach Area we request all projects receive the support of the Waikanae Beach Residents Association before installation. Specifically any and all works are aligned with the 'Our Future Waikanae Beach' <https://www.kapiticoast.govt.nz/media/jhbbmxaq/wb-our-vision-booklet-web-version-march-2017.pdf>. The Board welcomes slower speed limits but is concerned by the over use of

		<p>signage and impact on the character of the beach which has limited traffic control devices in place (a feature that supports the current beach character). We support pedestrian facilities across Tutere Street to assist residents to cross to access the beach access points. We welcome the plan for speed humps in Te Horo Beach which responds to requests from the residents of the Beach and seek for this to be implemented in 2024-2027 and as early as designs can be progressed in this period. We support lower speed limits in Peka Peka and seek further information on whether a 50kph limit would be suitable given the narrow width of the road ? Other measures to reduce the feeling of a long straight carriageway is also required (to be in keeping with the rural area) to align with good practice technical guidance. 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). We seek the local issues raised at board meetings to be addressed in the 2024 -2027 period. We do not support waiting until 2027 for these long known speed management issues to be addressed. We would be happy to meet with local residents groups and council staff to address their and our concerns on the current proposals, to ensure that the final version of the speed management plan represents the views of the community first and foremost in future programme investment.</p>
<p>Waikanae</p>	<p>Site X: Waikanae Beach Village</p>	<p>In the Waikanae Beach Area we request all projects receive the support of the Waikanae Beach Residents Association before installation. Specifically any and all works are aligned with the 'Our Future Waikanae Beach' https://www.kapiticoast.govt.nz/media/jhbbmxaq/wb-our-vision-booklet-web-version-march-2017.pdf. The Board welcomes slower speed limits but is concerned by the over use of signage and impact on the character of the beach which has limited traffic control devices in place (a feature that supports the current beach character). We support pedestrian facilities across Tutere Street to assist residents to cross to access the beach access points.</p>
<p>Waikanae</p>	<p>Site AA: Te Horo Beach</p>	<p>We welcome the plan for speed humps in Te Horo Beach which responds to requests from the residents of the Beach and seek for this to be implemented in 2024-2027 and as early as designs can be progressed in this period.</p>

Waikanae	Site CC: Pekapeka Road	We support lower speed limits in Peka Peka and seek further information on whether a 50kph limit would be suitable given the narrow width of the road? Other measures to reduce the feeling of a long straight carriageway is also required (to be in keeping with the rural area) to align with good practice technical guidance.
Waikanae	Site Z: Waikanae Town Centre	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).
Waikanae	Site CC: Pekapeka Road	Speed. Peka Peka rd, the proposal to reduce Speed limits from 80k to 60k, whilst it is a move in the right direction, 50k would be safer linking in with the 50k limit from the top of Peka Peka rd all the way to Waikanae, vehicles are traveling from the expressway and are still in expressway mode Speed. since the opening of the southbound exit for Peka Peka there has been a number of close calls past Harrisons and further were the school bus operates twice per school day, that with the increase in cyclists from the new cycle track visiting the beach should determine this road as a 50k max,
Paraparaumu	Site E: Paraparaumu College	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.
Raumati	Site C: Raumati Beach School	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.
Otaki	-	
Waikanae	Site Z: Waikanae Town Centre	Marae Lane et al to 30km/h urgently for safety

Paraparaumu	-	Slowing down to 30km/h on smaller roads and to 40km/h on thoroughfare roads is going to increase impatience and frustration with drivers. School area should be 30km/h, town driving should stay at 50km/h. Slower does not always equate to safer, drivers already get impatient enough
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Total = 61

Table 2: Haveyoursay e-mails – Part C

Paekakariki	The Parade	I'm very keen to promote traffic calming on The Parade, Paekakariki. Every day I see cars speeding, using the road as a racetrack. It won't do. There are children crossing the road, going to the beach and Campbell Park.
Paraparaumu	Manly Street	Please consider speed bumps from the round until at least past the Manly St diary as we live on the corner of Webber and Manly and the speed people do down this street is very likely to kill someone - boy racers go up and down this street at night. A reduction in speed will not change the behaviour but about five speed humps will
Otaki	Taylor's Rd	The extension of Taylor's Road shown as a dashed yellow line hasn't been included on KCDC's speed map. From previous discussions, we understand that the speed limit of the extended section will be 60km/h, same as the existing Taylor's Road
Otaki	Old SH1	In Waka Kotahi's Interim State Highway Speed Management Plan (ISMP), it is proposed to change the speed limit of the old SH1 north of the Waitohu Valley Road (from the existing threshold) from 100km/h to 60km, which is shown as a solid yellow line on the below image
Otaki	Old SH1	We would like to know if KCDC would support changing the proposed speed limit of the old SH1 from Riverbank Road to Otaki Gorge Road to 50km/h
Otaki	Otaki Gorge Rd	The new alignment of Otaki Gorge Road hasn't been updated on KCDC's speed map – marked by the yellow dash line. With regard to its speed, what is considered appropriate by KCDC? The northbound offramp currently has 50km/h signs near the end of the ramp. If a different speed limit on Otaki Gorge Road is to be implemented, the speed signs need to be replaced accordingly.
Otaki	Old Hautere Rd	Not shown on KCDC's speed maps
Otaki	Winiata Way	Not shown on KCDC's speed maps
Otaki	School Rd	Not shown on KCDC's speed maps
Otaki	Gear Rd	Not shown on KCDC's speed maps
Otaki	Old SH1	Not shown on KCDC's speed maps

Otaki	Old SH1	Not shown on KCDC's speed maps
Waikanae	Field Way	I would like to see speed bumps or similar in Field Way as it's used as a racetrack both by some owners and other users. This is especially so in the middle area around 25-75 Field way . Numerous animals are killed on this stretch of road and it's not fun on a bike. At night it's bad as well. Some buses go really fast up that stretch es in the mornings. Thanks.
Paraparaumu	Mahaki Road	Thank you for the opportunity to yet again request the council give consideration to a speed reduction on a section of my street. I reside at the extreme end of Mahaki Road . For some 130 odd mtrs the road is single lane . Loggers, service vehicles archery club members and many others use this road. Often when the farm gates are open vehicles enter my road at speeds inappropriate for a single lane, and, on a corner close to my home visibility is around 40 mtrs,so a vehicle entering this single lane and one departing both doing 60 K you get the picture. I would wish to see a speed limit of say 40k maximum . I would be pleased for you to visit my street to fully understand the situation.
Raumati	Rosetta Road - entire length	Rosetta Rd – drop from 50km/h to 40km/h along its length.
Paraparaumu	Rimu Road	We would like to submit a request to have a pedestrian crossing in Rimu Road outside Coastal villas retirement village gates and the bus stop, for residents to safely cross the road. We also want the speed limit to be decreased. Residents also request a crossing in Ihakara street near the roundabout to safely cross on their way to the mall
Otaki	Rangiuru Road	Rangiuru Road/ Marine Parade intersection - Change priority, add Stop sign and central island on Rangiuru Road
Otaki	Rangiuru Road	Rangiuru Road/ The Avenue intersection - (1) Change to Stop sign (2) add central island (3) extend byl's to #4 The Avenue
Otaki	Rangiuru Road	Rangiuru Road - Add speed hump east of The Avenue
Otaki	Rangiuru Road	Rangiuru - Te Whenua Street (1) Add central islands on Te Whenua (2) Add chevrons on the corner
Otaki	Rangiuru Road	Rangiuru - Old Coach Road (1) Add speed humps east and west of the intersection (2) Get islands repainted and chevron on the corner
Otaki	Rangiuru Road	Add speed hump southwest of bend before Main Street - near #270

Otaki	Marine Parade	Add speed hump south of Scott or Karaka Street
Otaki	Marine Parade	Add speed hump south of Tasman Road
Otaki	Marine Parade	Kerb and channel between Rangiuuru and The Avenue, footpath on the eastern side, widen road.
Otaki	Tasman Road	Tasman - Ngaio Road intersection - Change Give Way to Stop
Otaki	Tasman Road	Fix dip in road approx. 500m west of Wananga roundabout
Otaki	Mill Road	Upgrade road surface - Domain Road to Millhaven Place
Otaki	Old SH1 (Otaki)	Old SH1 - Waerenga Road intersection - Reorganise intersection
Otaki	Aotaki Street	Waerenga Road - Aotaki St intersection - Add central refuge, ped ramps and tactiles
Otaki	Kirk Street	Kirk Street - Lemon Street intersection - Add centrelines before and after intersection.
Waikanae	Pukenamu Road	I am asking the kapiti council to look at change in the speed limit for Pukenamu rd Te Horo. I live on Pukenamu rd and the speed drivers go down Pukenamu rd is between 80kms to 100kms. Some drivers use it as a drag strip once they come around the bend heading north and go flying passed our place. We have lived here over 20 years and the last couple of years drivers have got worse. I own two horses and ride a lot down Pukenamu rd and it is getting more dangerous at the speeds drivers go passed. Half the time they don't even notice me riding my horses. It should be max 60 kms. There will be a fatal accident one day and I hope it is not me and my horses.
Raumati	Menin Road	Hazel is concerned about speed of traffic regularly exceeding advertised speeds coming down Menin Rd from Matai Rd. She believes this is a child hazard and would like some traffic management to be in place before a serious accident occurs. Also enthusiastic drivers are using this area and the carpark at the park in a dangerous fashion. I have referred to speed hump material on our website but she would like a call please. I would like to request that a pedestrian crossing hump be installed opposite Glen Rd leading into Matthews Park.

Otaki	Aotaki Street	I have been reading the KCDC Speed Management Plan. I am aware my following request is not and cannot be included in those considerations. I propose consideration is given to reducing the speed limit on Aotaki Street to 40 kph. The speed along this street has been steadily increasing, as have the size of vehicles to large trucks and trailers. It is a dangerous now to enter and exit this street from adjoining properties and side streets. If unsuccessful, then at least the installation of speed cameras in both directions, should be considered.
Waikanae	Park Avenue	ABRIDGED - While I support the implementation of a 30km speed restriction being put in place at the Ngarara Road end of Park Avenue I ask that you extend that zone to cover the entire length of Park Avenue in order to improve safety for school students and the community or if that is not possible then, at the very least, put in place further measures that will slow the traffic along the entire length of Park Avenue. Please take this action well before 2027. That is far too long to wait and the risks of not doing so are great.
Paraparaumu	Langdale Avenue	I was just made aware of this, so went looking on your website. Something I would like is traffic slowed down or even better speed humps around playgrounds for children. I live at 140 Langdale Ave, next to Elizabeth Rose Park and have seen three near misses with children crossing this road. I am dreading the day that a child gets hit and its serious. Many drivers coming from Kapiti Road cut this corner due to no centre line. Some are going way too fast, especially with a children's playground around the corner. Myself coming out of my driveway at times. I have to give way to these lazy drivers, turning left to go towards Kapiti Rd. I had one conversation with one driver who thought he could drive anywhere on the road due to no centre line, keeping left yeah rite. I know some will still cut the corner, but having the guideline there will help a lot of drivers.
Paraparaumu	Arawhata Road	ARAWHATA ROAD - Arawhata road could do with some speed bumps but Reducing speed limits LEAVE THEM ALONE No More traffic lights. Roundabouts give better traffic flow. I strongly object to Reducing speeds lower than 40km especially round schools and Raumati functions well now. Reduce speeds any lower MAYHEM will happen
Waikanae	Kohekohe Road	I am a trustee owner of a property on Kohekohe Road in Waikanae and have observed firsthand the excessive speed of some cars that drive down that street towards the playground / park / swimming pool / school / kindergarten where there are often children biking or walking. I believe a speed bump in the road at the Ngarara Rd end of the street may considerably improve safety for these children by slowing down the cars that speed down Kohekohe Road in excess of 50km/hour. Unfortunately, changing the speed limit would not make any difference - there needs to be a physical intervention and a speed bump in the road would seem the most appropriate option.

Paraparaumu	Linwood Avenue	Speed Bumps Recently we have had cars and motorcycles driving or/and doing competition on our road. It's becoming way too frequent, it happens days and night. It's really annoying because you can't sleep well, wfh or just chill at your place. I am aware that some neighbours and my partner have already complained to the police, but nothing has changed. In addition, this situation is really dangerous! This street is a family neighborhood.
Otaki	Raukawa Street	Please reduce the speed limit in Raukawa Street in Otaki. It is unsafe for disabled, children and elderly to cross the road near the RSA and Waihurihia Street. The intersection of Raukawa Street and Aotaki Street needs a stop sign because cars turning left race around quickly where there is very little visibility for pedestrians due to cars parked on Raukawa Street.
Waikanae	Kohekohe Road	1. Speed Humps or alternative methods. Boy racers aggressively enter Kohekohe Road from Ngarara quite often skidding around the corner with the occasional burnout at the intersection. The speed down cars travel down the road is often in excess of the speed limit. I have spoken to neighbours towards the intersection who all support some action taking place here.
Raumati	Alexander Street	I live at 14 Ngaio Road in Raumati Beach, and every single day I witness cars speeding up and down Alexander Road as well as Ngaio Road. I am on the corner house which overlooks Alexander and Ngaio and every single day I see a close call, and wonder if this is the day I'll see an accident. The neighbour that lives to the right of me speeds off to work each day, through the 4-way intersection without stopping, she even has a 12 year old boy that scooters to school most days. At 2am boy racers use Alexander Road as their own personal speedway, and every day I watch young kids and elderly people bike and scooter through the street, with a chance of being hit and either seriously injured or killed. I have 3 children of my own, who sometimes make their own way to school, and every time they leave I remind them to BE SAFE around cars and LOOK OUT for them. They attend Raumati South School, so their journey is around 25 minutes, for the kids that bike/walk/scooter to Raumati Beach School, their journey is possibly a bit shorter but just as deadly. Today at 12.27pm I called 111 and requested an ambulance to come to help a cyclist hit by a car outside of my house. I was in my room at home and heard an impact sound along with brakes screeching, a scream, then a thud. Before even checking out my window I instinctively knew there had been an accident on that 4-way intersection and that it was either between two cars, or a car and a cyclist. Every single day I am here at my home thinking, today will be the day something happens, and today it did. This can't be when change occurs, when something FINALLY goes wrong, preventative measures should be in place to AVOID such incidents. The speed limit in this area should be lowered, because unfortunately 99% of the cars driving on these roads are going an average of 70km an hour. However, decreasing the speed won't solve this issue, there needs to be actual PHYSICAL BARRIERS put in place to stop cars from being able to speed and put people's lives at risk. It astounds me that there isn't more already done about this, Kapiti is filled with young families

		<p>and older citizens, yet we don't have things in place to protect them. No matter the age, people residing here and those visiting should feel safe and comfortable to jump on a bike and get from A to B without fear or "close calls". Let's not wait for another cyclist's death, let's not wait for a child to be injured or killed, let's make TODAY they are prioritised and protected. I hope to hear back, and I hope to see change.</p>
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Total = 41