

**Mayor and Councillors  
COUNCIL**

28 JUNE 2018

Meeting Status: **Public**

Purpose of Report: For Decision

## **DISTRICTWIDE SPEED LIMIT REVIEW 2017-18**

### **PURPOSE OF REPORT**

- 1 This report seeks the Kāpiti Coast District Council's (Council) decision on the setting of new speed limits on 40 road sections following phase 1 of the districtwide speed limits review including public consultation.

### **DELEGATION**

- 2 The Kāpiti Coast District Council Speed Limits Bylaw 2015 allows Council to set speed limits. Council's Governance Structure and Delegations 2016-2019 has no provision for delegating the setting of speed limits.

### **BACKGROUND**

- 3 In the past few years Council has received requests from the public to review speed limits on various roads in the district. However, no review was undertaken as the NZ Transport Agency (NZTA) had asked Councils to put any reviews on hold until the new Setting of Speed limits Rule 2017 (Rule 2017) would be in force and the new NZTA Guidelines would have been released. The new Rule and Guidelines introduce changes and process that Council needs to follow when reviewing speed limits.
- 4 When the new Rule 2017 came into force early 2017 and the new NZTA guidelines were introduced, Council made a commitment in its Annual Plan 2017/18 to start a district wide review of speed limits in line with the new Rule and Guidelines, which require Council to consult with the public on the proposed changes.
- 5 Due to existing workloads and available budgets it was decided to adopt a staged approach, starting with phase 1 (priority roads) in the 2017/18 year and continue with phase 2 in the 2018/19 year.
- 6 This review excludes roads that are impacted by the revocation of State Highway One (SH1) and the Peka Peka to Ōtaki (PP2O) Expressway construction.
- 7 A list of over 50 road sections was identified for review based on requests from the public and feedback from staff, NZTA and the Community Boards. The list included local roads and parts of SH1 which are managed by NZTA.
- 8 This list was narrowed down to around 43 road sections for review this year, including three sections on SH1 by looking at:
  - 8.1 Whether the speed limit was out of context with the speed limit on adjoining roads
  - 8.2 Safety risk, and

- 8.3 Whether changes had been made to the road or adjoining roads since speed limits were set.
- 9 Following this, a technical assessment of the 40 road sections was undertaken to determine the safe and appropriate speed limit.
- The assessment followed new Rule 2017 and the new NZTA Guidelines. The Rule 2017 no longer allows for '70' or '90' km/h speed limits to be set unless there are special circumstances.
- By applying the NZTA guidelines and legislation the following factors were considered:
- 9.1 The road environment
  - 9.2 Traffic speed (average speeds over length of road)
  - 9.3 Safety, crash statistics and road layout
  - 9.4 Road users (all modes of transport)
  - 9.5 Strategic nature of the road as part of the wider roading network, and
  - 9.6 Land development.
- 10 An area wide approach was undertaken which meant that other than just looking at roads suggested for review, the surrounding roads were also considered to ensure there would be area wide consistency in the speed limits, particularly in rural areas.
- 11 As a result, 40 road sections including one state highway section were recommended for a speed limit change. An overview of the proposed changes including the rationale for the changes is included in **Appendix 1** to this report.

## Engagement

- 12 Public feedback on the proposal was sought initially from 13 February to 19 March 2018, followed by formal consultation from 16 April to 14 May 2018.
- 13 Both engagement and consultation were undertaken by survey and consultation documents were made available to the public on the Council website and via email. Affected residents (those living on roads proposed for change) were advised of the proposal and options for feedback by letter.
- 14 Key stakeholders; the Police, NZTA, Automobile Association, Kapiti Cycling Action, the Road Transport Association, Heavy Haulage Association, the Community Boards, Resident Associations and adjacent road controlling authorities were also invited to submit on the proposed changes.
- 15 A user/stakeholder focus group meeting was held on 13 March in Council chambers.
- 16 The purpose of initial engagement and the focus group meeting was to highlight and address any issues in the proposed speed limit changes prior to formal public consultation. During the initial consultation, submitters were also advised they could ask Council to consider their initial feedback as a formal submission.
- 17 The engagement process that was carried out is in line with the NZTA Guidelines and the Setting of Speed Limits Rule 2017, as well as with the requirements of the Local Government Act 2002.

- 18 As a result of the initial engagement the following changes were made to the proposal before formal consultation commenced.
- 18.1 An explanation was included highlighting that per the 2017 Speed Limit Rule '70 km/h' was no longer an option. This was because many submitters had asked for a '70 km/h' limit instead, on roads where '60 km/h' or '80 km/h' was proposed.
- 18.2 An option for a '30 km/h' speed limit was included for Poplar Avenue.
- 19 As a result of the full consultation process, 369 submissions were received including 16 from key stakeholders. Of these submissions over 60 were anonymous (i.e. provided no address, name or traceable email; others asked for their details to remain private).
- 20 While some submitters provided comment on all roads, many provided comment on individual roads that they had a particular interest in.
- 21 Key stakeholder feedback was largely positive with most supporting the proposed changes.
- 22 The public response was mixed depending on the road in question. Some submitters wanted a different speed limit on one or more roads. Residents tended to want a lower speed limit in their street, citing safety. Those wanting a higher speed limit cited efficiency and held a view that what Council is seeking is a money venture by setting speed limits that many would exceed. This is based on an incorrect assumption that Council would benefit from any revenue as a result of enforcement of speed limits.
- 23 As mentioned earlier in this report, the review was triggered by public requests for a speed limit review, seeking lower speed limits for safety reasons. The speed limits were derived as set out above in paragraphs 7 to 10. The speed limit review supports the central government focus on road safety and is one of a number of measures to address New Zealand's high road toll.
- 24 A graphic summary of the public submissions is attached to this report as **Appendix 2.**

## ISSUES

- 25 As shown in the graphic summary, for three of the roads the feedback in favour of the changes was relatively low which led to further consideration.
- 26 On Valley Road there is a 70 km/h section and a 100 km/h section. The proposal was to make the 100 km/h section 60 km/h. Of the submitters that were against the 60km/h proposed speed limit some suggested a change to 80 km/h instead of 60km/h.
- 27 Following further consideration, it is deemed acceptable from a safety perspective to allow for the 100 km/h section to become 80 km/h but the 70km/h section should become 60 km/h as proposed. It has to be noted that Council may have to reconsider the 80 km/h section in the future, because it's known that NZTA would prefer a 60 km/h speed limit and also potential future growth, change in land use and safety monitoring may lead to reconsideration.
- 28 For Poplar Avenue two proposals were put forward. Option 1 was to reduce the speed limit from 50 km/h to 40 km/h from east of Matai Road to the Esplanade. Option 2 was to further lower the 40 km/h to 30 km/h on the 'town centre' section. The majority of submitters were against both proposed options.

- 29 From a road safety perspective option 1 to reduce the speed limit from 50 km/h to 40 km/h remains the preferred option when it is considered that intersection safety improvements are planned further out in the 30 year programme, the access to the QE Park cycleway attracts high numbers of cyclists and walkers and there is school close by. The 40 km/h speed limit also reflects the average speed that traffic currently travels at.
- 30 On Reikorangi Road it is proposed to reduce both the 100 km/h section and the 70 km/h section to 60 km/h. With regard to changes proposed to the 70 km/h section the feedback was divided, for the 100 km/h section fewer than 40% supported the proposal. Of these submitters most agreed that 100 km/h was too fast and questioned whether 80 km/h could be proposed.
- 31 Based on further assessment of the feedback in conjunction with NZTA crash data it's considered reasonable, at this moment in time, to amend the 100 km/h section to 80 km/h. As with Valley Road, Council may have to reconsider this speed limit in the future as NZTA still considers a '60' km/h speed limit as most appropriate for this section of Reikorangi Road.
- 32 With regard to Akatarawa Road, Ngatiawa Road, Mangaone South Road, Rangiora Road, Terrace Road, Kents Road and Terrace Road, the public responses were mixed and having reviewed the road side road speed and NZTA crash data along with submissions it is considered that the proposed 60 km/h speed limit is still appropriate.

## STAFF RECOMMENDATION

- 33 It is recommended that Council approves the speed limit changes as proposed in **Appendix 1 with the variations as set out in the table below** and discussed under Issues.

34

VARIATIONS RECOMMENDED TO ORIGINAL SPEED LIMITS PROPOSAL			
Road – original proposal	Total submissions	In support of original proposal	Staff comment – recommended proposal
<b>(2) Valley Road</b> Proposed change for section from 100km/h to 60km/h	168	50%	As per paragraph 26 it's recommended to lower the 100km/h speed limit section to 80km/h. The 80km/h is proposed following consideration of the consultation process and further technical investigation.
<b>(3) Poplar Ave</b> <b>Option 1;</b> 50km/h to 40km/h  <b>Option 2:</b> 50km/h to 40km/h 40km/h to 30km/h for town centre section	188  178	38%  36%	Option 1 lower the speed from 50km/h to 40km/h recommended to increase road safety.  Option 2 is not recommended (refer to paragraph 28).
<b>(6) Reikorangi Road</b> Proposed change for 100km/h to 60km/h	197	37%	As per paragraph 31 it is recommended to lower the 100km/h speed limit to 80km/h.  The 80km/h is proposed following consideration of the consultation process and further technical investigation.

- 35 All feedback received has been considered by staff and where no variation is proposed, staff consider that the technical assessment that led to the proposed changes remains valid. The rationale for each proposed change can be found in Appendix 1. The three proposed changes have been marked with an asterisk (\*).

## **CONSIDERATIONS**

### **Legal considerations**

- 36 The Land Transport Rule: Setting of Speed Limits 2017 (The Rule) establishes procedures that enable road controlling authorities to set enforceable speed limits on roads within their jurisdictions.
- 37 The Kāpiti Coast Speed Limits Bylaw 2015 allows Council to set speed limits by resolution, for all roads under its ownership, control or management.
- 38 The speed limit review has been discussed with legal counsel and they have advised the proposed changes will not require an amendment to the Bylaw.
- 39 The Council's Register of Speed Limits will need to be updated to reflect the changes and make them take effect.
- 40 It is proposed to put the date of effect of the new speed limits at 13 August 2018.

### **Financial considerations**

- 41 The cost of installation of new speed limit signs will be covered under the annual maintenance and minor works programmes in the 2018/19 year.

### **Tāngata whenua considerations**

- 42 There are no issues for consideration relating to Iwi.

## **SIGNIFICANCE AND ENGAGEMENT**

### **Significance and engagement policy**

- 43 This matter has a moderate degree of significance under Council's Significance and Engagement Policy.

### **Consultation already undertaken**

- 44 During the initial review of public requests for speed limit changes and NZTA data to determine the roads for review, feedback was sought from each Community Board in August 2017. A completed list was circulated to the Community Boards in November 2017.
- 45 After briefing Council on the proposed process and changes on 13 February 2018, further engagement and consultation was carried out as described in paragraphs 12 to 17 of this report.

### **Engagement planning**

- 46 A communications and engagement plan was produced at the start of the review process and has been implemented as planned.

- 47 The next action of this plan is to advise community about Council's decision, and provide information to explain that decision.

**Publicity**

- 48 As per the communications and engagement plan, a media release will be issued with a summary of the approved new speed limits.
- 49 Affected residents (on streets where speed limits are to be changed) and key stakeholders will be informed by separate letter.

**RECOMMENDATIONS**

- 50 That the Council approves the speed limit changes as proposed in Appendix 1 and paragraph 34 (recommended variations) of report IS-18-520.
- 51 That the Council approves to set the date of effect of the speed limit changes as proposed in report IS-18-520 at 13 August 2018.

<b>Report prepared by</b>	<b>Approved for submission</b>	<b>Approved for submission</b>
Diana Munster	Natasha Tod	Sean Mallon
<b>Transportation Engineer</b>	<b>Group Manager Regulatory Services</b>	<b>Group Manager Infrastructure</b>

**ATTACHMENTS**

- Appendix 1 - Kapiti Coast Speed Limit Review Stage 1 – proposed speed limit changes including rationale
- Appendix 2 - Summary of public feedback – graphics

KĀPITI COAST DISTRICT WIDE  
SPEED LIMIT REVIEW Stage 1 (2017–18)

APPENDIX 1 - IS18520 - TABLE



Community Board Area	Map	ROAD		SPEED LIMIT KM/H		RATIONALE FOR PROPOSED CHANGE
		Road Name	From/to	Current	Proposed	
Paekākāriki	1	Paekākāriki Hill Road	Kāpiti Coast District Council part from SH1 to the Council boundary at the lookout	70	60	Paekākāriki Hill Road traverses south from SH1 to Pauatahanui. The northern section has a 70 km/h speed limit from SH1 to the Porirua City Council boundary at the Lookout, where it changes to 60 km/h for the remainder of its length. The proposed 60 km/h speed limit is considered to best reflect the safety and use of this narrow windy road and would mean the entire length of Paekākāriki Hill Road would have the same 60 km/hr speed limit.
	1	SH1 at Paekākāriki	‘70’ section (includes the intersection with Beach Road and Paekākāriki Hill Road)	70	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of this section of SH1, in particular with the traffic movements at the intersections with Paekākāriki Hill Road and also Beach Road.
	2	Maungakotukutuku Road	Full length	100	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of this road, which is narrow, windy and popular with cyclists and pedestrians.
Paraparaumu–Raumati	2	Valley Road 100 km/h and 70 km/h sections	‘100’ section (i.e. from Waterfall Road to 221 Valley Road)*	100	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of this road, which is narrow, undulating and windy in places and popular with cyclists and pedestrians.
	2		‘70’ section ( i.e. from 221 Valley Road to Kapiti Golf Course at 104 Valley Road)	70	60	
	3	Poplar Avenue – 2 options	<b>Option 1:*</b> 60m east of Matai Road to The Esplanade and extending 15m north into Renown Road	50	40	40 km/h is considered the safe and appropriate speed limit given the use of this road by cyclists and pedestrians and the link to Queen Elizabeth Park shared path; 40 km/hr also reflects the speed traffic actually travels at currently.
			<b>Option 2:</b> as for option 1 with a 30 speed limit from: 35m east of Tennis Court Road (outside 45 Poplar Avenue) to 45m south of Renown Road (outside 23 Poplar Avenue) extending 15m north into Renown Road	50	30	As per option 1 plus 30km/hr is an appropriate speed for the shopping area which has traffic calming and also reflects the speed traffic actually travels at.
	4	Garden Road and Matatua Road extension	From Rosetta Road through Garden Road and around to Matatua Road	50	20	20 km/hr is considered appropriate for this beach access road which is traffic calmed and where pedestrian and cyclists and motor vehicles share the road.
	5	Nikau Palm Road	‘80’ section (i.e. from 57m east of Te Tupe Road to Maui Pomare Road)	80	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of these roads, and the rural lifestyle nature of the area.
		Maui Pomare, Mahaki, Anlaby Roads and Angus and Eucalyptus Way	Full length	70	60	
Waikanae	6	Ngatiawa Road, Mangaone South Road, Kents Road, Rangiora Road and Terrace Road	Full length	100	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of these narrow windy roads which are popular for cyclists and include access to tramping tracks including the Te Araroa walkway.
	6	Akatarawa Road	‘100’ section (i.e. from Reikorangi Road to 147 Akatarawa Road)	100	60	
	6	Reikorangi Road	‘70’ section (i.e. from 95m south Ponoke Drive to 580m south Ponoke Drive)	70	60	The speed limit on the section of Akatarawa Road that is signed as 50km/h is confirmed as 50km/h.
			‘100’ section (I.e. from 580m south Ponoke Drive to Akatarawa Road)*	100	60	
	7	Jacks Bush Road	Full length	100	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of these narrow windy roads and would be consistent with the 60 km/h speed limit on the adjoining Nga Manu Road and Maurice Smith Way. Ngarara Road is also used to access a tourist destination – the Nga Manu Reserve.
	7	Ngarara Road	‘70’section (i.e. from Ferndale Drive north to the end)	70	60	
	7	Smithfield Road	Full length	100	60	
	8	Hadfield and Octavius Roads; Te Kowhai and Gary Roads	Full length	100	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of these narrow rural roads. The current 100km/h speed limit is out of context with the adjoining 80 km/h speed limits at the Peka Peka expressway interchange.
Ōtaki	9	Gear Road	From 90m west of Settlement Road to the end.	80	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of these narrow roads which also provide access to lifestyle properties and a Lavender Farm which is a tourist destination.
	9	Settlement, Sutton and Best Roads	Full length	80	60	
	10	Waitohu Valley Road	‘80’ section (i.e. from 77 to 277 Waitohu Valley Road)	80	60	The proposed 60 km/h speed limit is considered to best reflect the safety and use of these narrow windy roads.
			‘100’ section (i.e. from 277 Waitohu Valley Road north to Council boundary)	100	60	
	10	Greenwood Boulevard, Sunglo Terrace	Full length	80	60	
	10	Ringawhati Road	Full length	100	60	
	10	Rahui Road and Waimanu Road	Rahui Road ‘100’ section (i.e. from western boundary of 186 Rahui Road east to end); Waimanu Road full length	100	60	
	10	SH1 /Ōtaki Gorge intersection	‘100 section from Otaki ‘70’ to south of Ōtaki Gorge Road intersection	100	PP20 to make ‘70’ temporary	The intersection had been identified for a speed limit change to ‘70’ in this review. However it is now part of the Peka Peka to Ōtaki (PP20) Expressway project; and this project has now lowered the speed limit to a temporary 70 km/hr for the duration of the project. The project will result in changes to this intersection and the nearby speed environment which are yet to be finalised.

**Note 1:** The following roads were reviewed and no change is proposed: Emerald Glen Road (remains at 60 km/hr); Peka Peka Road (remains at 80 km/hr); SH1 at north end of Ōtaki (speed limit to remain as is).

**Note 2:** A request was made to change the speed limit in End Paddock Road. This cannot be resolved by Council as it is a private road.



## Report IS18520 – APPENDIX 2

# Kāpiti Districtwide Speed Limit Review – Feedback Summary

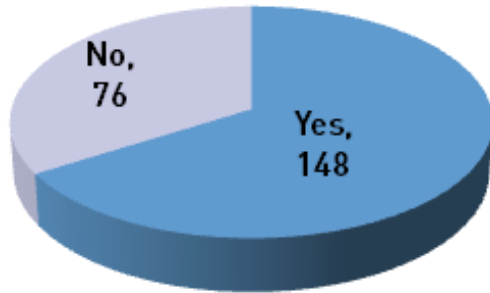

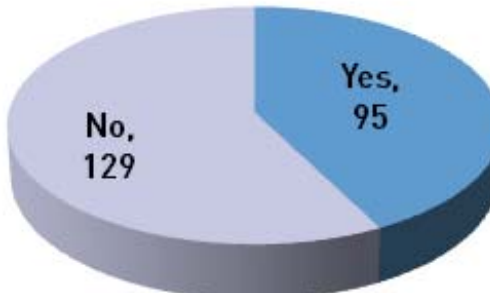
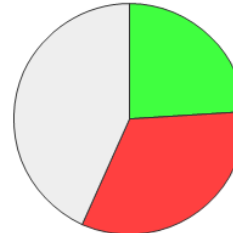
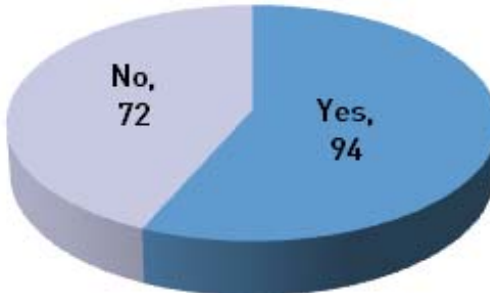
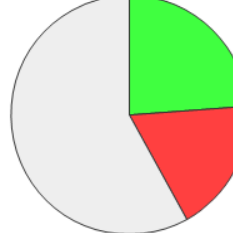
Prepared by Kāpiti Coast District Council

May 2018



Feedback graphs

The graphs below outline the total number of Yes or No replies per roading area.

Table				Graph	Comment																																																	
PAEKĀKĀRIKI HILL ROAD Reduce from 70 km/h to 60 km/h																																																						
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Total	100.00%	100.00%	395																																																			
Question responses: <b>166 (42.03%)</b>																																																						
% Total	% Answer	Count																																																				
Yes	23.80%	56.63%	94																																																			
No	18.23%	43.37%	72																																																			
[No Response]	57.97%	--	229																																																			
Total	100.00%	100.00%	395																																																			

VALLEY ROAD (100 KM/H SECTION) Reduce from 100 km/h to 60 km/h

Number of Responses

	% Total	% Answer	Count
	42.53%	-	168
Yes	21.27%	50.00%	84
No	21.27%	50.00%	84
[No Response]	57.47%	-	227
Total	100.00%	100.00%	395

Valley Road (100) (Yes/No)

	% Total	% Answer	Count
Yes	21.27%	50.00%	84
No	21.27%	50.00%	84
[No Response]	57.47%	--	227
Total	100.00%	100.00%	395

VALLEY ROAD (70 KM/H SECTION) Reduce from 70 km/h to 60 km/h

Number of Responses

	% Total	% Answer	Count
	40.76%	-	161
Yes	20.25%	49.69%	80
No	20.51%	50.31%	81
[No Response]	59.24%	-	234
Total	100.00%	100.00%	395

Valley Road (70) (Yes/No)

	% Total	% Answer	Count
Yes	20.25%	49.69%	80
No	20.51%	50.31%	81
[No Response]	59.24%	--	234
Total	100.00%	100.00%	395

POPLAR AVENUE OPTION 1 - Reduce from 50 km/h to 40 km/h

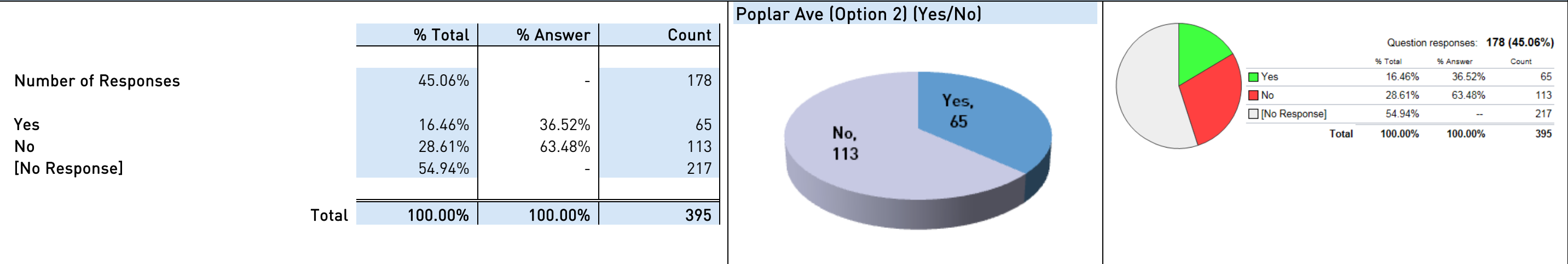
Number of Responses

	% Total	% Answer	Count
	47.59%	-	188
Yes	17.97%	37.77%	71
No	29.62%	62.23%	117
[No Response]	52.41%	-	207
Total	100.00%	100.00%	395

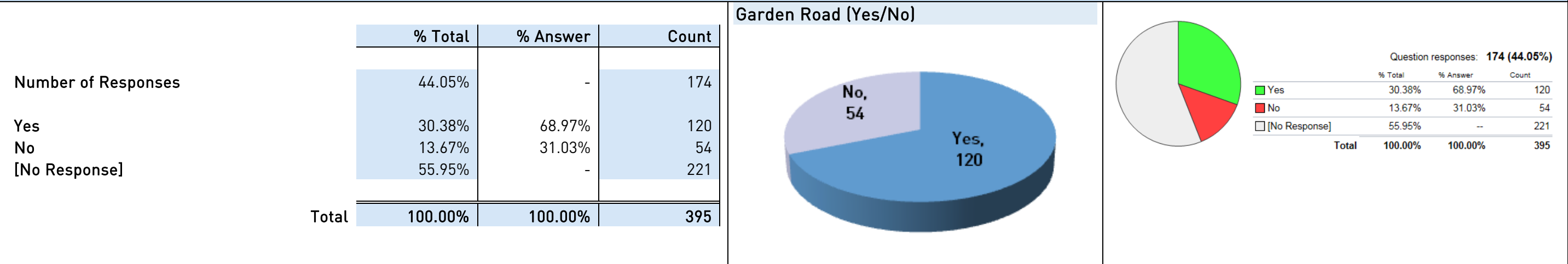
Poplar Ave (Option 1) (Yes/No)

	% Total	% Answer	Count
Yes	17.97%	37.77%	71
No	29.62%	62.23%	117
[No Response]	52.41%	--	207
Total	100.00%	100.00%	395

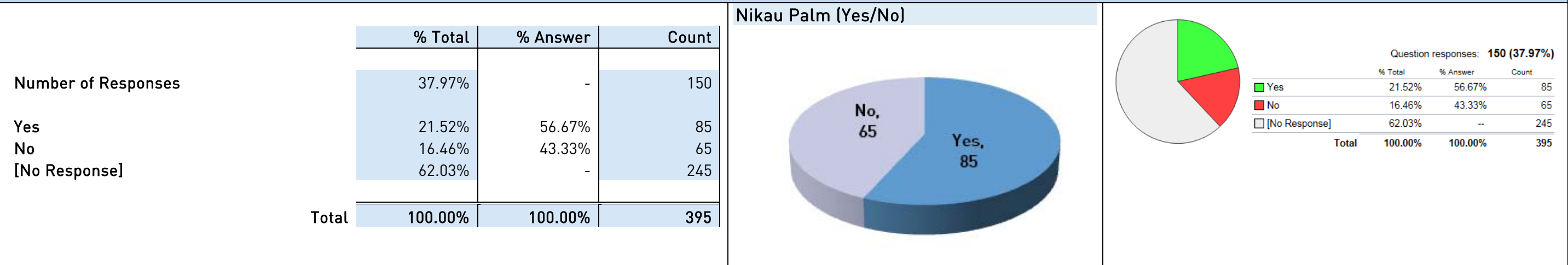
POPLAR AVENUE OPTION 2 - Reduce from 50 km/h to 40 km/h, with 30 km/h at shops



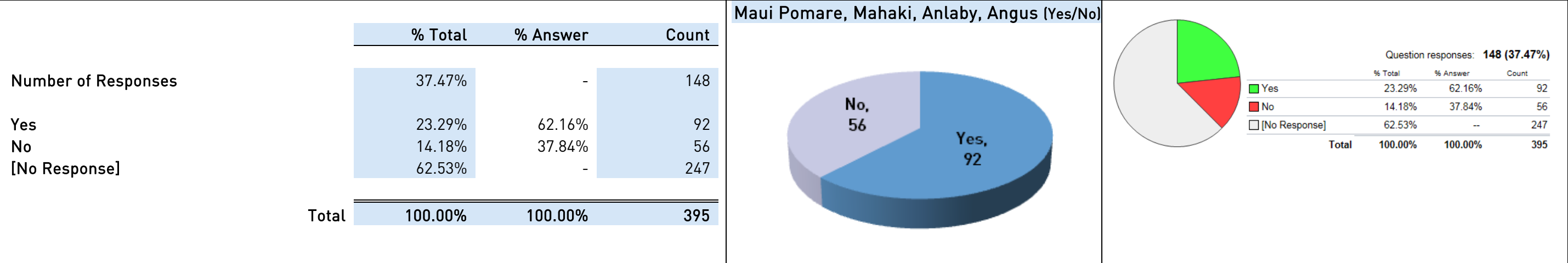
GARDEN ROAD RAUMATI - Reduce from 50 km/h to 20 km/h



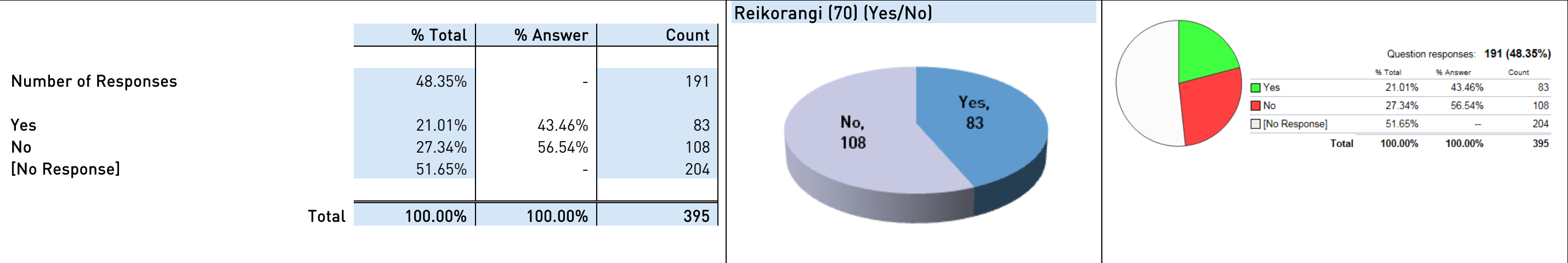
NIKAU PALM ROAD PARAPARAUMU - Reduce from 80 km/h to 60 km/h



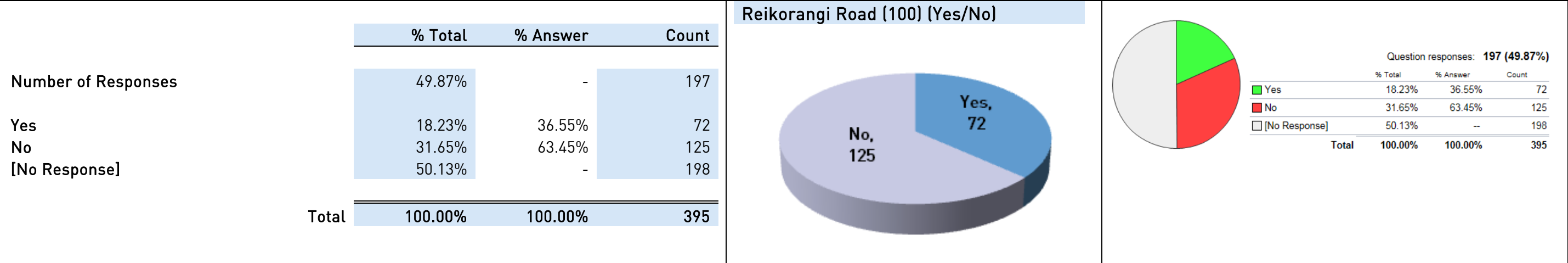
MAUI POMARE ROAD, MAHAKI ROAD, ANLABY ROAD, ANGUS WAY, NIKAU VALLEY PARAPARAUMU - Reduce from 70 km/h to 60 km/h



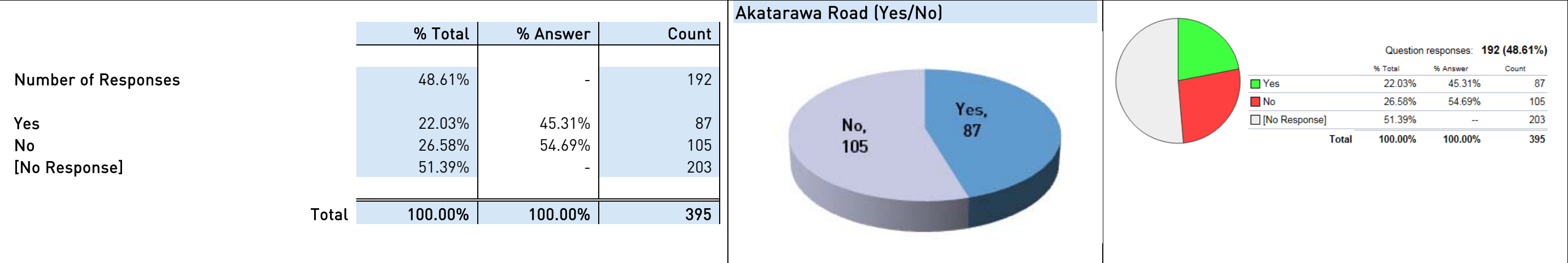
REIKORANGI ROAD (70 KM/H SECTION), WAIKANAЕ - Reduce from 70 km/h to 60 km/h



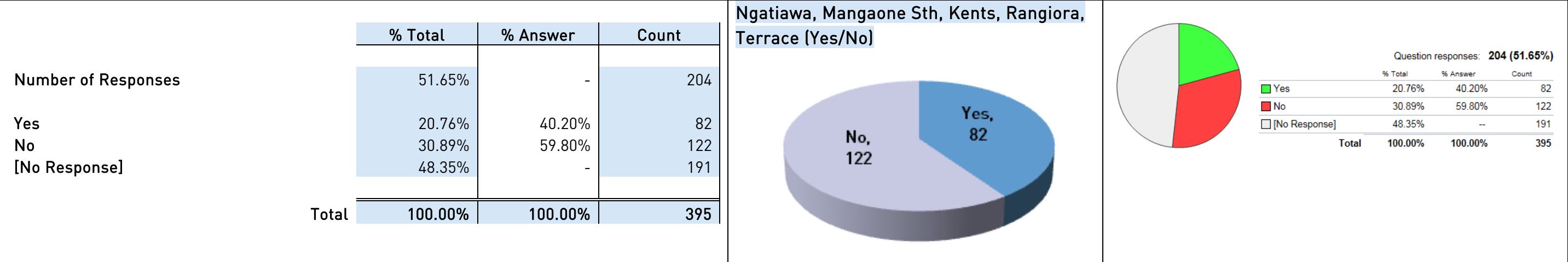
REIKORANGI ROAD (100 KM/H SECTION), WAIKANAЕ - Reduce from 100 km/h to 60 km/h



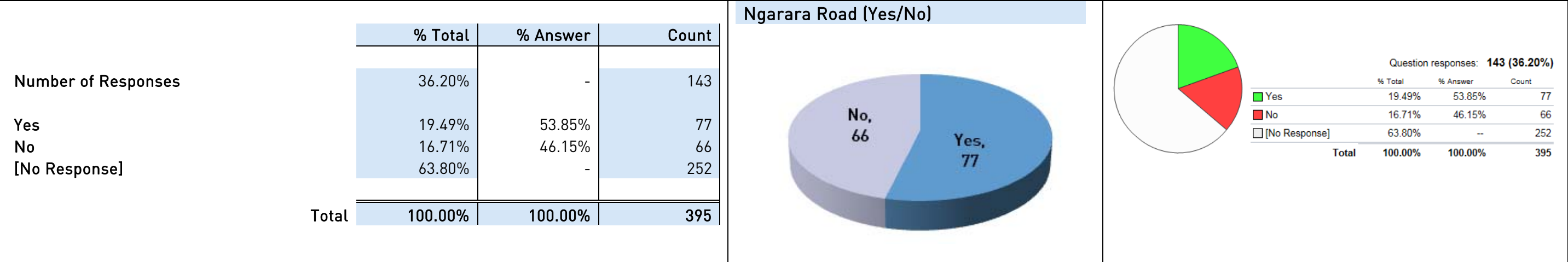
AKATARAWA ROAD, WAIKANAE - Reduce from 100 km/h to 60 km/h



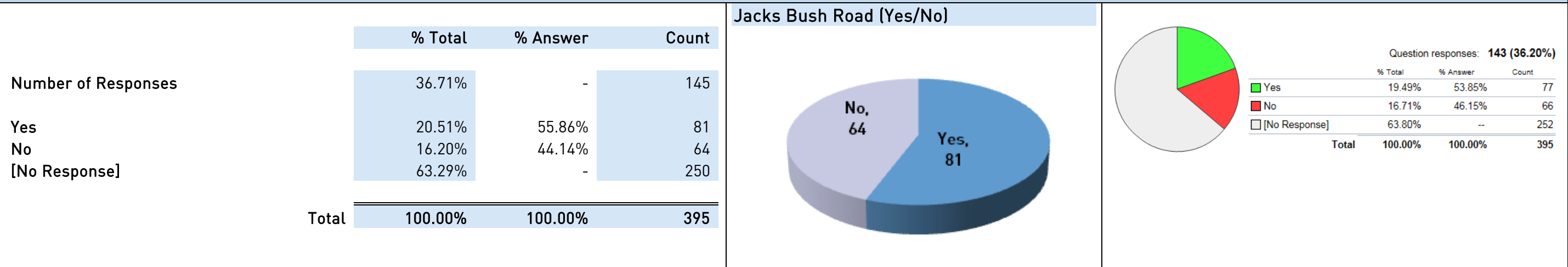
NGATIAWA ROAD, MANAGONE SOUTH ROAD, KENTS ROAD, RANGIORA ROAD, TERRACE ROAD, REIKORANGI - WAIKANAE - Reduce from 100 km/h to 60 km/h



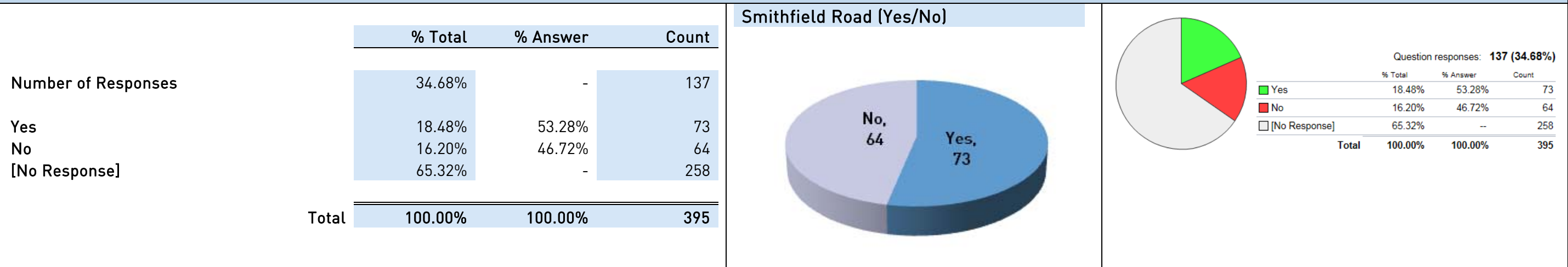
NGARARA ROAD - WAIKANAE - Reduce from 70 km/h to 60 km/h



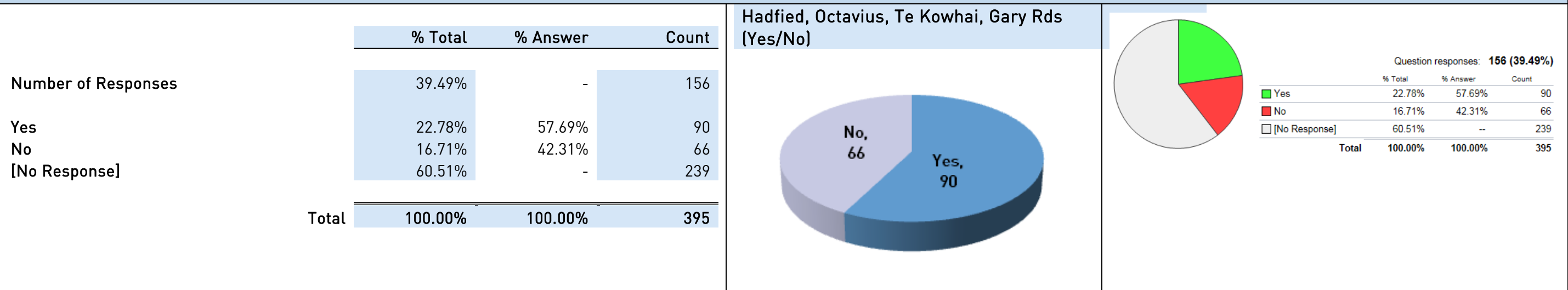
JACKS BUSH ROAD - WAIKANAE - Reduce from 100 km/h to 60 km/h



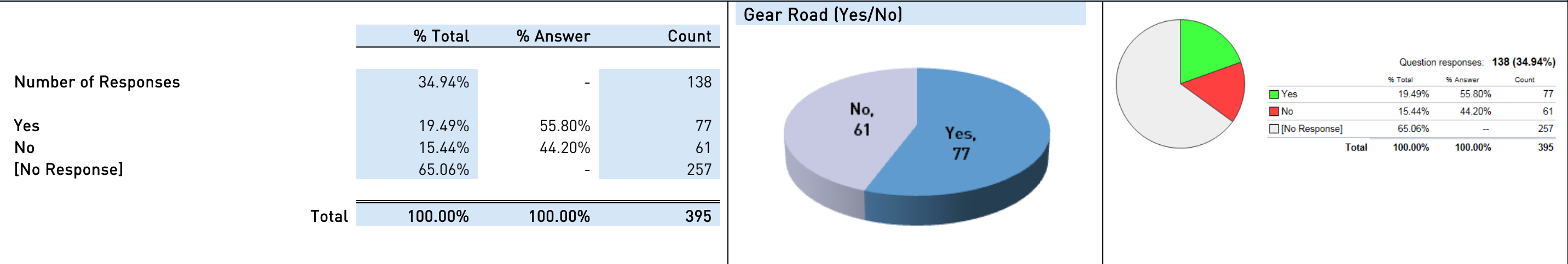
SMITHFIELD ROAD - WAIKANAE - Reduce from 100 km/h to 60 km/h



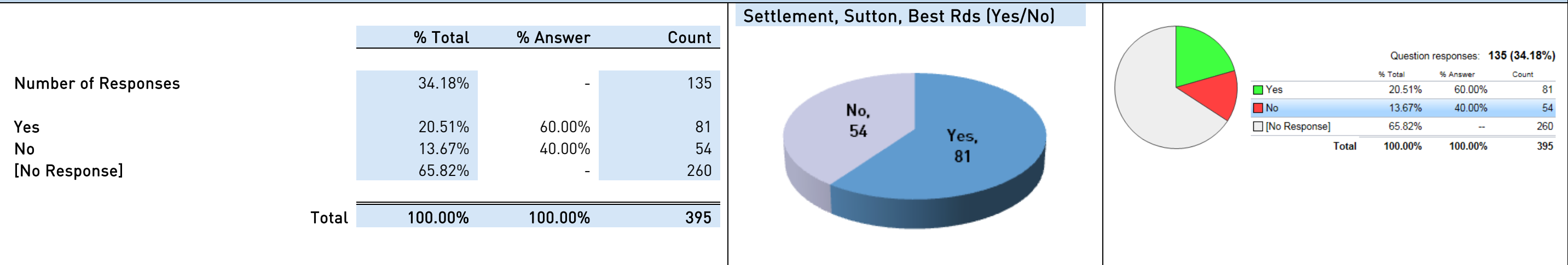
HADFIELD ROAD, OCTAVIUS ROAD, TE KOWHAI ROAD, GARY ROAD, PEKA PEKA - WAIKANAE - Reduce from 100 km/h to 60 km/h



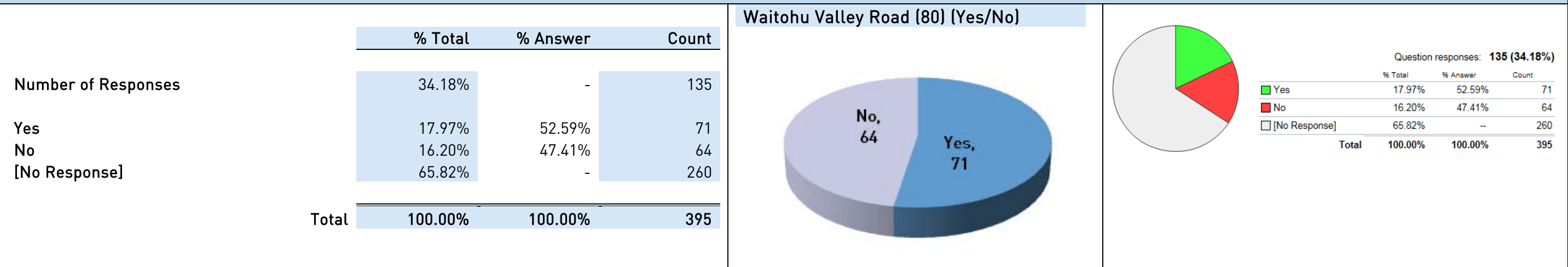
GEAR ROAD, TE HORO- Reduce from 80 km/h to 60 km/h



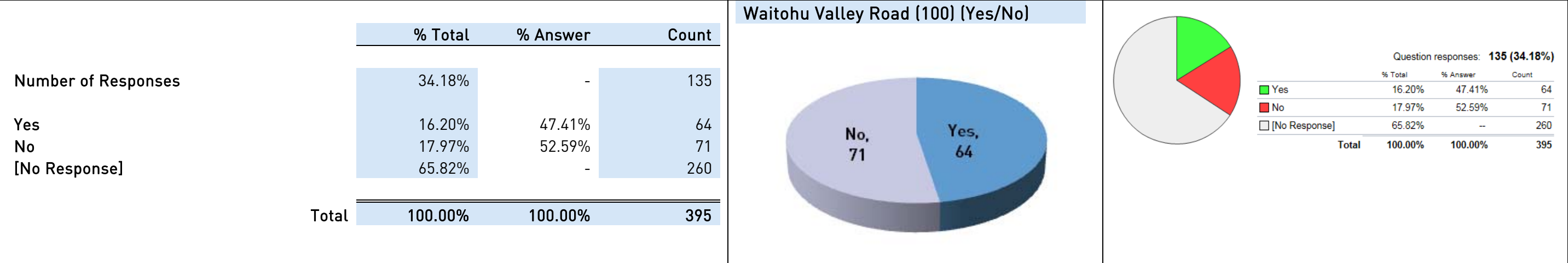
SETTLEMENT ROAD, SUTTON ROAD, BEST ROAD, TE HORO- Reduce from 80 km/h to 60 km/h



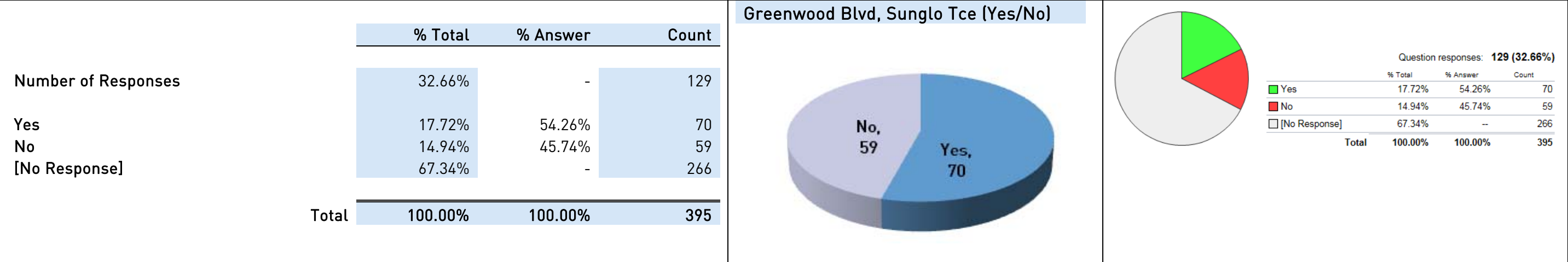
WAITOHU VALLEY ROAD (80 KM/H SECTION)- Reduce from 80 km/h to 60 km/h



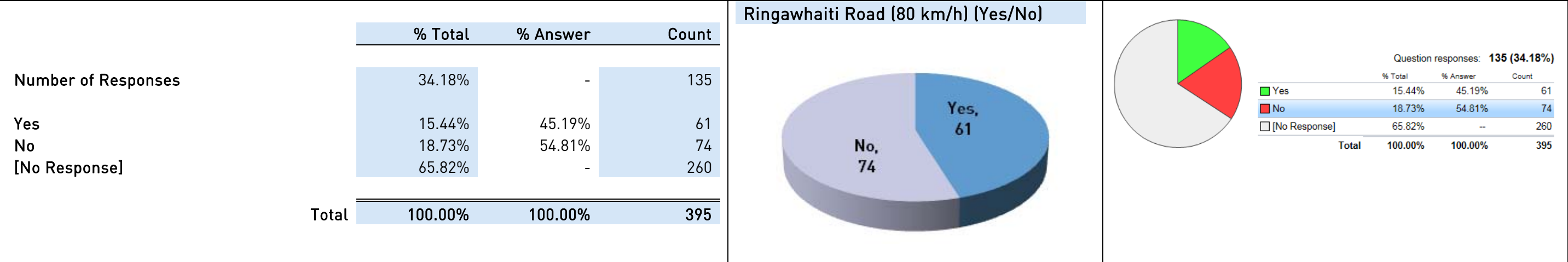
WAITOHU VALLEY ROAD (100 KM/H SECTION)- Reduce from 100 km/h to 60 km/h



GREENWOOD BOULEVARD, SUNGLO TERRACE Reduce from 80 km/h to 60 km/h



RINGAWHATI ROAD (80 KM/H SECTION)- Reduce from 100 km/h to 60 km/h



RAHUI ROAD, WAIMANU ROAD - Reduce from 100 km/h to 60 km/h

