

Kāpiti Coast District Council
April 23

Speed Management Plan 2023-2033

For consultation



Have your say on safer speeds for Kāpiti roads

Land Transport Rule: Setting of Speed Limits 2022 became operational in May 2022.

Your feedback on this draft Speed Management Plan is important and will help us:

- Confirm the changes to be made before the end of 2027
- Plan for the future of the Kāpiti road network beyond 2027.

The community's feedback on what this plan proposes for the streets around schools, our important road corridors and busy areas like town centres is vital.

We need to know if you support the safe and appropriate speed limits proposed around the Kāpiti District.

We'd also like to hear of any other improvements that you would like Council to consider (to support the current proposal) for inclusion in future Speed Management Plans.

To have your say:

- Visit **kapiticoast.govt.nz/SpeedManagementPlan** and complete or download an online survey.
- Visit any of our libraries or service centres to find a hard copy survey to complete.
- Completed surveys can be left in a drop box, emailed to **haveyoursay@kapiticoast.govt.nz**, or posted to 175 Rimu Road, Paraparaumu 5032, New Zealand.

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Introduction

Setting safe and appropriate speeds for Kāpiti Roads

The way speed is managed on our roads is changing.

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

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

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

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

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

This document introduces the first '*Speed Management Plan*' for the Kāpiti Coast. It outlines how the transport network is expected to look in 10 years' time and provides a three-year implementation programme for high-benefit areas – school zones, town centres and road corridors.

Our vision is:

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

We need your feedback. Please read on and make a submission by 9 June 2023.

Background

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

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

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

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

The *Road to Zero* strategy envisions a New Zealand where no one is killed or seriously injured in road crashes. It targets a reduction of 40 percent in annual deaths and serious injuries by 2030.

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

The first Kāpiti Coast *Speed Management Plan* will cover the period between 2023 and 2033 and will be updated with community input every three years.

Why does speed management matter?

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

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

Figure: 1: Death and injury percentages

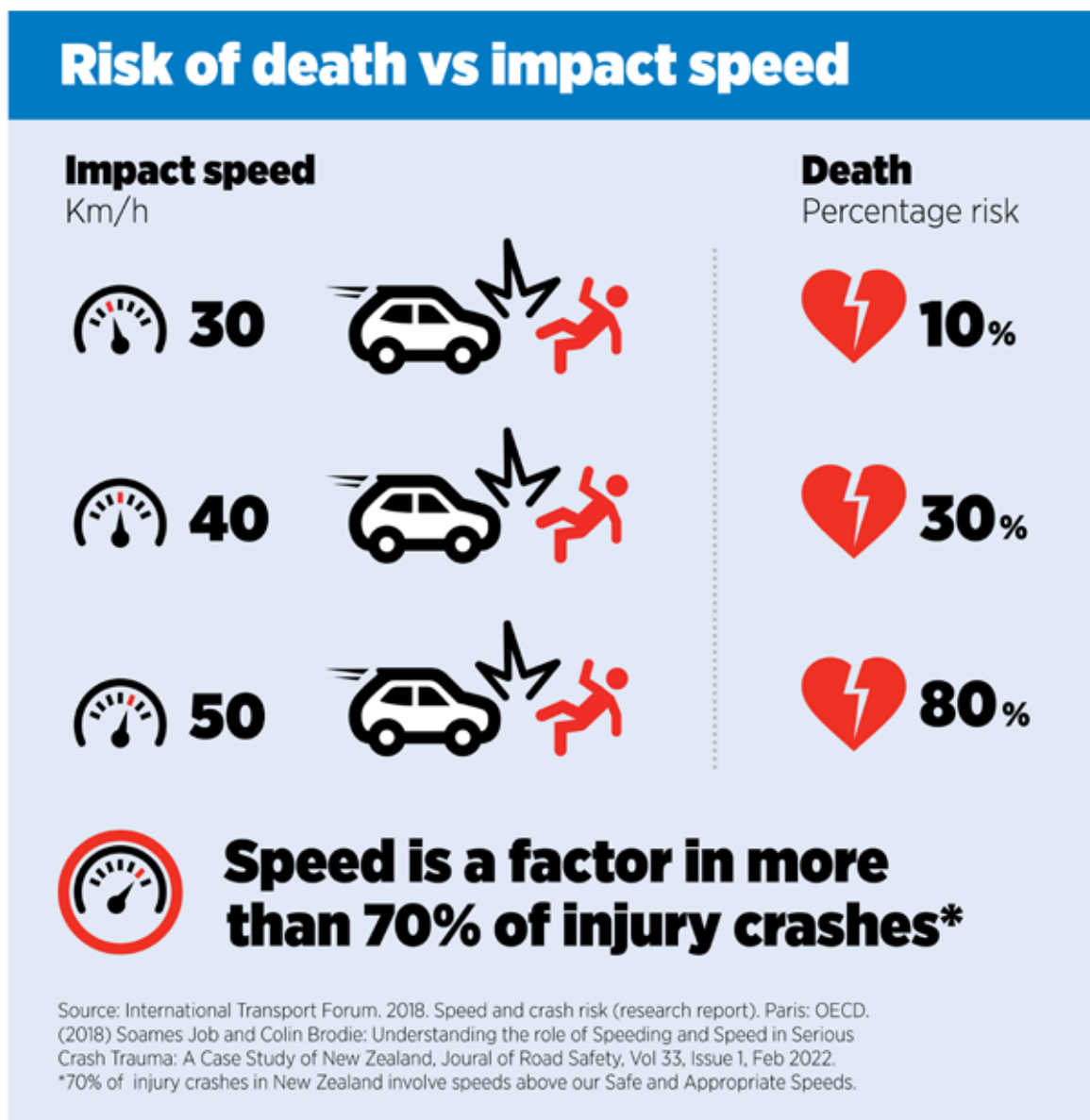


Image credit: Auckland Transport.

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

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

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

What's the situation in Kāpiti?

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

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

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

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

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

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

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

Land Transport Rule: Setting of Speed Limits 2022

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

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

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

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

For the Kāpiti Coast District Council, the Rule:

- allows flexibility in producing *Speed Management Plans*
 - requires all Wellington region Road Controlling Authorities to develop and consult on their own plans, which will eventually form the basis of the Regional *Speed Management Plan*
 - requires Road Controlling Authorities to use reasonable efforts to reduce speed limits around schools by 31 December 2027, with an interim target of 40 percent of schools by 30 June 2024.
- In addition, the Rule:
- requires Regional Transport Committees to coordinate input from Road Controlling Authorities in developing regional *Speed Management Plans* to align with the Regional Land Transport Planning (RLTP) process. The RLTP sets the direction for transport in the region for the next 10-30 years. It identifies regional priorities and sets out the transport projects we intend to invest in.
 - introduces regional speed management planning on a three-year cycle that aligns with the National Land Transport Programme which is a three-year programme that sets out how Waka Kotahi NZ Transport Agency, working with its partners, plans to invest the National Land Transport Fund (NLTF) to create a safer, more accessible, better connected and more resilient land transport system that keeps New Zealand moving.

Speed Management

Developing a Speed Management Plan

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

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

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

Figure 2: Speed management principles



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

Category	Description	SAAS ² (km/h)
Activity streets (urban)	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30 - 40
Local streets (urban)	These streets provide quiet and safe residential access for people of all ages and abilities, and foster community spirit and local pride.	30
Main streets (urban)	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30 - 40
Urban connectors	These streets provide the safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40 - 60
Per-urban roads (Rural)	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50 - 80
Rural roads	These roads primarily provide access to rural land for people who live there, and support the land-use activities being undertaken.	60 - 80
Rural connectors	These roads provide the links between rural roads and interregional connectors (State highways).	60 - 100

² A safe and appropriate speed limit will typically be at the lower end of the range, unless design and infrastructure criteria are met to justify a higher speed limit.

The Government Policy Statement on Land Transport

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

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

Two of the strategic priorities relate directly to safety:

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

Table 2: Government Policy Statement – strategic priorities

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

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

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

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

GPS priority	Alignment
Safety	In line with the Road to Zero strategy and the 2021 GPS, the Plan is working towards a local transport network where no one is killed or seriously injured. The Plan seeks to improve safety on our roads through reduced speed limits and associated infrastructure in high-priority areas.
Better travel options	The focus on schools and urban areas and road corridors will lead to safe and appropriate speeds that will also encourage more people to walk, cycle and use other forms of active transport.
Climate change	Managing speeds can encourage more active travel, which can in turn can help reduce vehicle kilometres travelled and carbon emissions.
Improving freight connections	Speed reductions will lead to reduced crashes on the local transport network, making journeys more reliable. Also, reducing speed limits to safe and appropriate speed limits and installing infrastructure (e.g., traffic calming) in high-priority areas will encourage freight vehicle drivers to use appropriate routes and improve their efficiency.

Priorities

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

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

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

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

Under the Rule, Road Controlling Authorities are required to:

- use reasonable efforts to implement new speed limits for:
 - at least 40 percent of all schools directly accessed from roads under their control by 30 June 2024
 - the remaining schools by 31 December 2027
- review speed limits on roads that have existing 70km/h speed limits, with the proposed speed limits to be other than 70km/h.

The role of Infrastructure

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

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

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

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

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

Responsibilities

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

Table 4: Organisation, roles and timing

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

Proposed Kapiti Coast District Council Speed Management Plan

Staged approach

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

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

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

It is proposed that we:

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

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

Table 5: High-benefit timeline summary

Priority	Timeline	High-benefit area description
1	2023-24	Road corridors with a focus on roads with 70km/h speed limits Marae Schools with variable speed limits
2	2024-27	Schools with permanent speed limits Marae Town centres
3	2027 onwards	Based on community feedback

We are not:

- looking at changing speed limits on State highways as these are the responsibility of Waka Kotahi.
- proposing to change speed limits along the entire length of urban connector roads such as Kāpiti Road, Mazengarb Road, Te Moana Road and Mill Road.

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

Each request is assessed to determine whether it fits under one of the above high-benefit areas, and where a request aligns with a high-benefit area it has been included in the three year Implementation Plan. Otherwise, there is an opportunity for it to be considered for inclusion in future *Speed Management Plans*.

This *Speed Management Plan* has two parts:

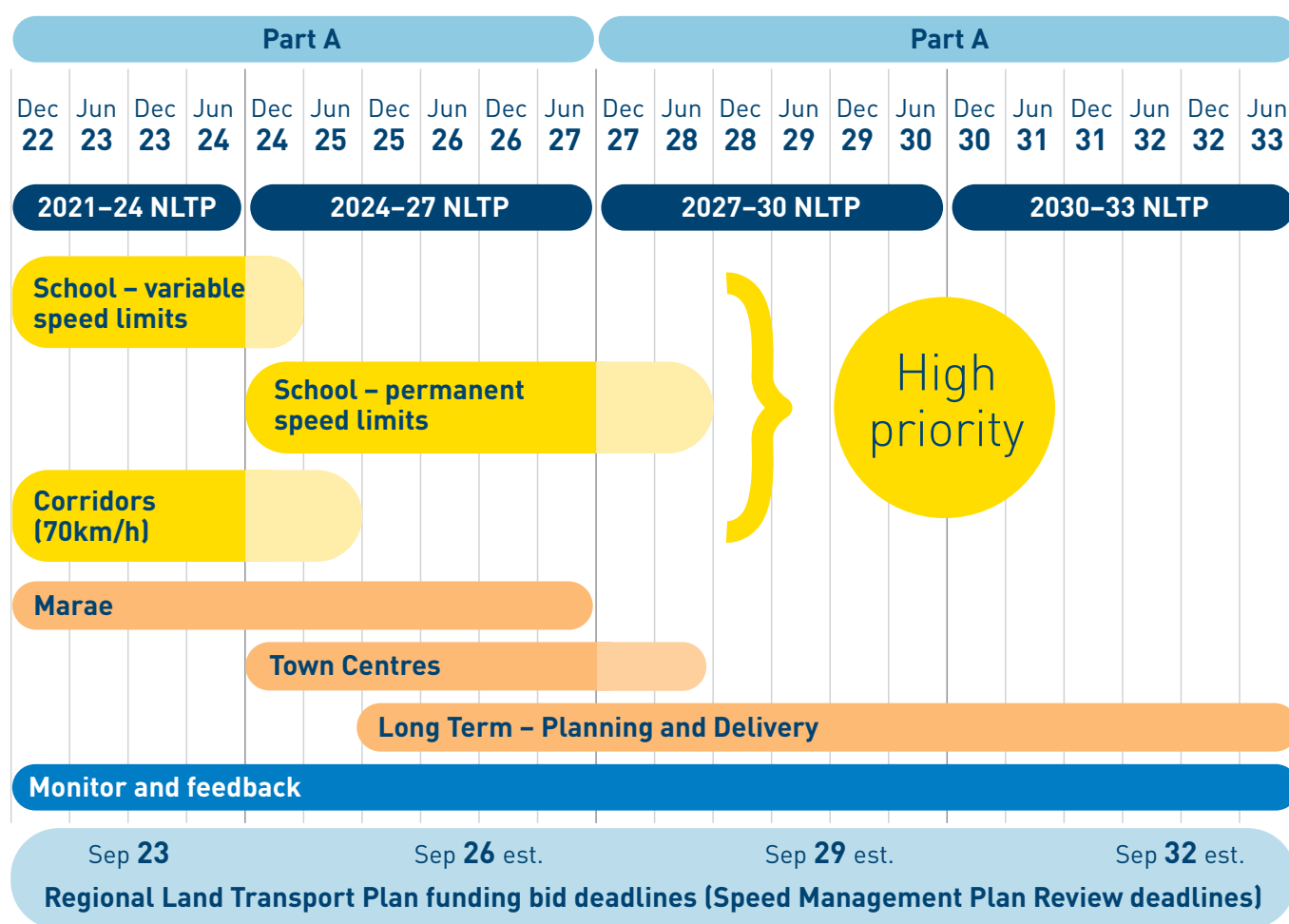
- **Part A** – What the Council proposes to implement up to the end of 2027, comprising high priority high-benefit areas.
- **Part B** – What the Council is planning to implement beyond 2027.

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

Timeline

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

Table 6: Speed Management Plan timeline



Note: Marae included with other High Benefit Areas

Review

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

As a result:

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



Part A: Speed Management Plan – three-year implementation plan

High-benefit areas – selection criteria

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

Road corridors

Roads:

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

Streets around schools

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

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

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

Table 7: Streets around schools criteria

Type	Criteria	Infrastructure (examples)
Variable (by the end of June 2024)	Installed on roads adjoining schools where significant increases in traffic (vehicle, cycle and pedestrian) are generated immediately before and after school by the schools. During other periods, volumes of all traffic are low.	Standard treatments Signs, markings, variable speed limit signs (LED/static). On occasion Zebra crossings on raised safety platforms.
Permanent (by the end of December 2027)	Installed on roads adjoining schools where additional traffic (vehicle, cycle and pedestrian) is generated continuously by adjacent land uses (for example, shops, transport hubs, car parks).	Signs, markings, painted threshold treatments, humps, zebra crossings on raised safety platforms.

Marae

The Kāpiti District has four marae: Whakarongotai (Waikanae), Raukawa (Ōtaki), Te Pou o Tainui (Ōtaki) and Katihiku (Te Horo). Except for Katihiku, which is accessed from a private road, marae have been identified as benefiting from permanent 30km/h speed limits on the roads fronting them.

Areas

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

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



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

- not reduce speed limits in all the high-benefit areas highlighted above

- reduce the speed limits to 30km/h as safe and appropriate speed limits in several town centres.

Monitoring and trials

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

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

What would it cost?

Table 8: Speed Management Plan – cost estimate for Part A

High-benefit areas	2021–24 ³	2024–27	2027–30
Streets around schools	\$310,000	\$1,470,000	-
Road corridors	\$20,000	-	-
Town centres	-	\$190,000	-
Long term	-	-	To be confirmed
Total	\$330,000	\$1,660,000	To be confirmed

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

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

³ Funded from existing budgets.

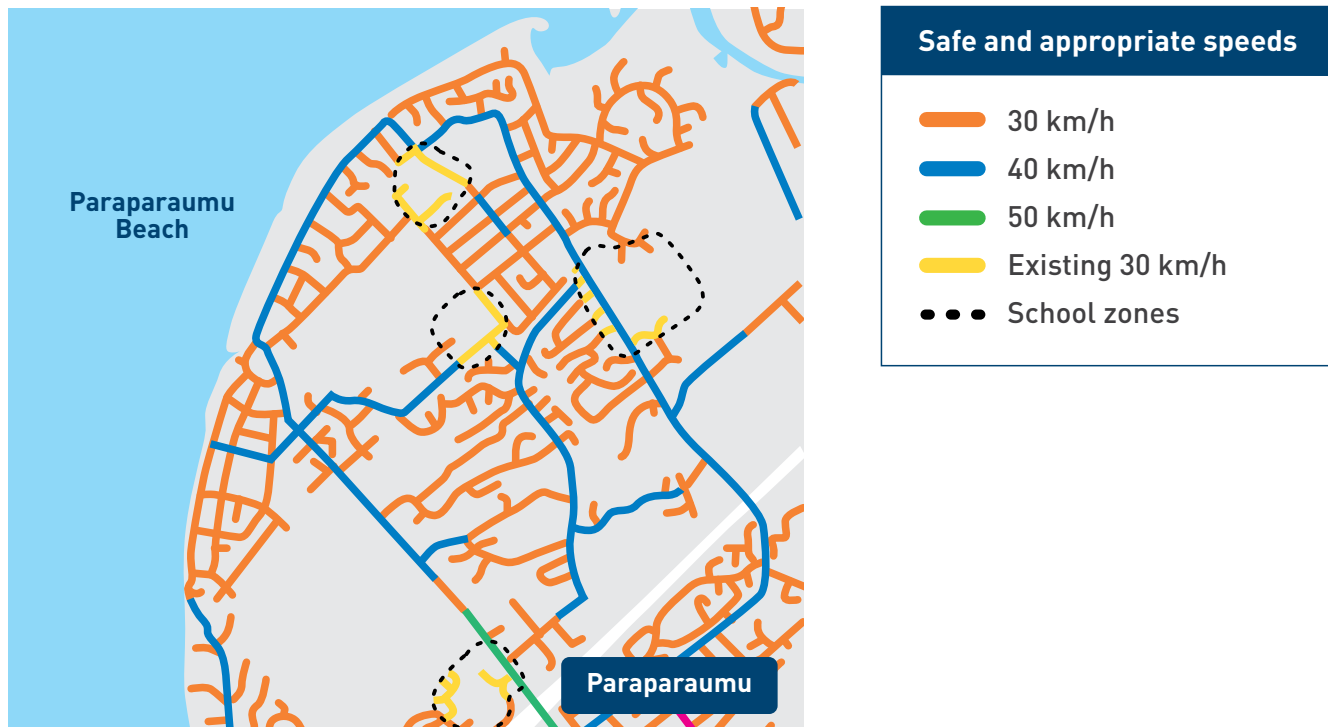
Part B: Speed Management Plan

Planning

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

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

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



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

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

At this point we are:

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

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



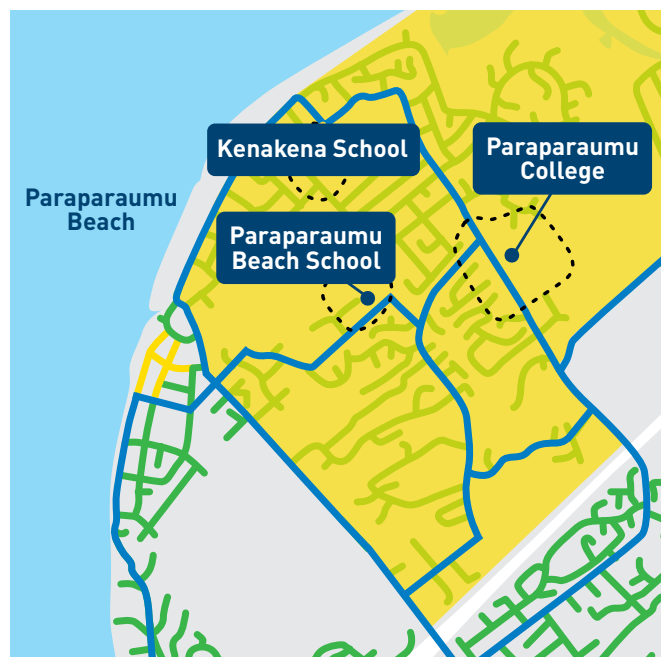
**Figure 6: What's out –
Traffic-calming devices on all roads**



We have identified options for transitioning to the 'end state' as illustrated in Figure 7.

Figure 7: Long-term EXAMPLE options

Option 1: Expand school zones

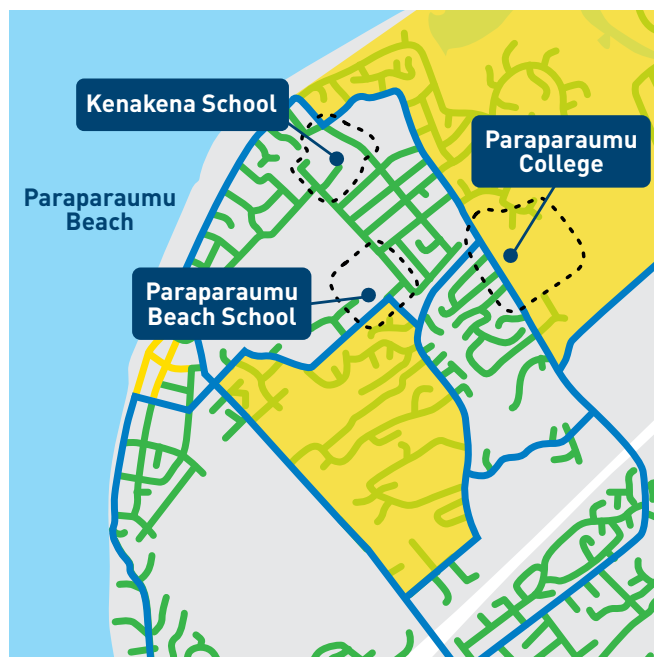


- Extend the existing speed-limit buffer around schools to 1km for primary schools and 2.25km approx. for high schools. This is the distance that most students are prepared to walk or cycle.
- A benefit of this option is that it reduces the risk of fatalities, serious injuries and near misses in the areas around schools. This will improve safety for students and the community and further encourage and create the opportunity for children to walk and bike to school safely.

- 50 km/h existing road corridor
- 50 km/h existing local roads
- 30 km/h existing local roads
- 30 km/h proposed, approx. 2km from Paraparaumu College, **excluding** road corridors

Note: Option excludes speed limits delivered outside schools 2024 to 2027

Option 2: Expand areas



- Implement a 30km/h zone area for defined neighbourhoods.
 - How are neighbourhoods prioritised?
 - How are neighbourhoods spatially defined?
- Extend the existing speed limit buffer around town centres to 400m as this is generally accepted as an appropriate walking distance.

- 50 km/h existing road corridor
- 50 km/h existing local roads
- 30 km/h existing local roads
- 30 km/h proposed, **excluding** road corridors

Note: Option excludes speed limits delivered outside schools 2024 to 2027

Option 3: Road corridors



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

- 50 km/h existing road corridor
- 50 km/h existing local roads
- 30 km/h existing local roads
- Potential Crossing Point

Note: Option excludes speed limits delivered outside schools 2024 to 2027

Option 4: Reduce speeds on all roads



- Reduce speed limits on all roads within the Kāpiti District to safe and appropriate speed limits.
- The effects of this could be, for example:
 - 40km/h – Kāpiti Road, Mazengarb Road
 - 30km/h – local roads.

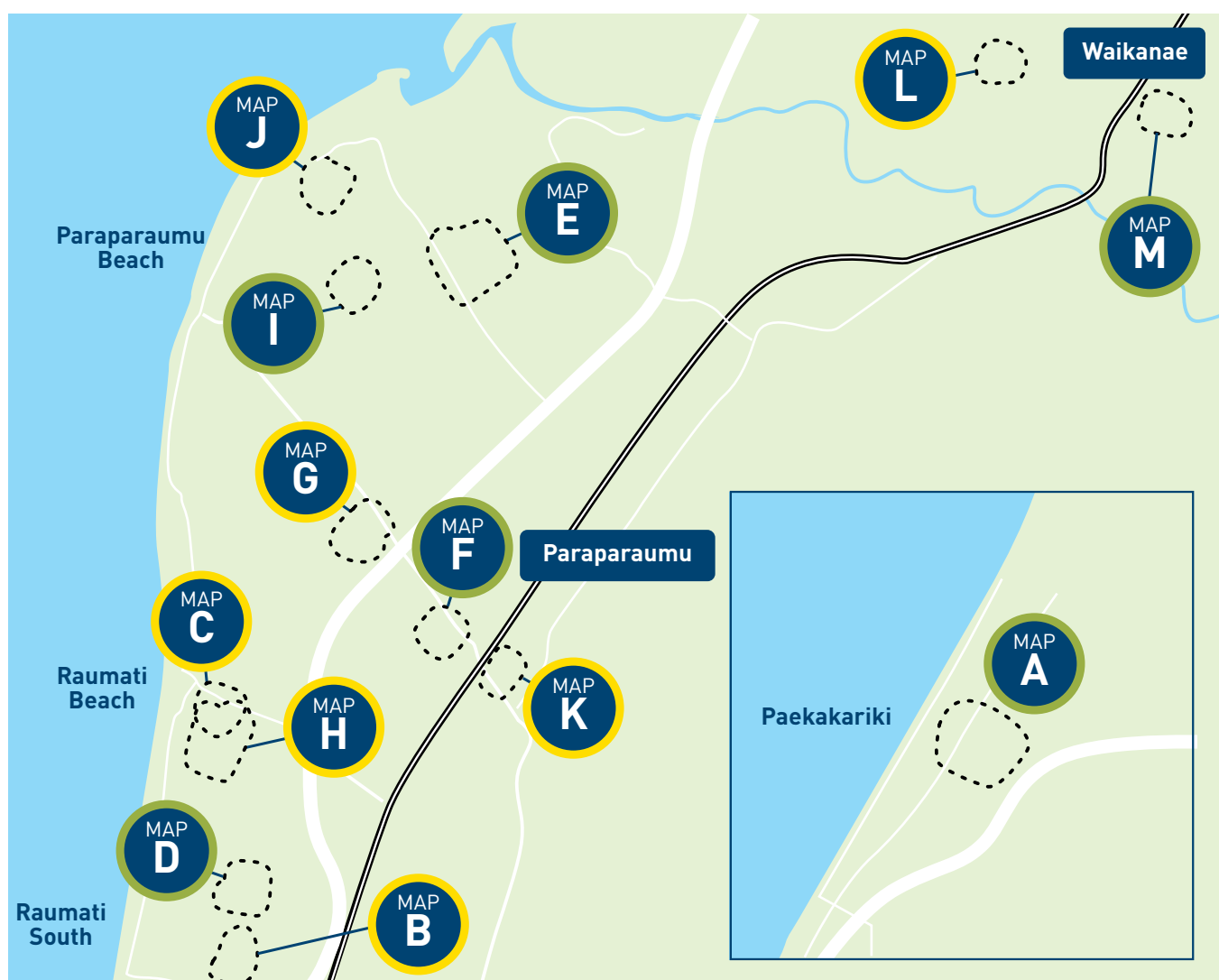
- 40 km/h proposed road corridor
- 30 km/h proposed local roads
- 30 km/h existing local roads

Note: Option excludes speed limits delivered outside schools 2024 to 2027

Implementation programme

A high-level implementation programme covering the period to the end of 2027 and focusing on the high-benefit areas is illustrated in Figures 8 - 11 and Tables 9 - 11. Detailed concepts for the high-benefit areas as identified for the Kāpiti Coast are illustrated in Appendix A.

Figure 8: Implementation programme – schools (Paekākāriki/ Paraparaumu/Waikanae)



Refer to Appendix A for concept plans

Table 9: Implementation programme – Schools#1

Map	School	Proposed speed limit	Timing
A	Paekākāriki School	30km/h variable	2021–24
B	Te Rā Waldorf School and Te Rāwhiti Kindergarten	30km/h permanent	2024–27
C	Raumati Beach School	30km/h permanent	2024–27
D	Raumati South School	30km/h variable	2021–24
E	Paraparaumu College	30km/h variable	2021–24
F	Kāpiti School	20km/h permanent	2021–24
G	Our Lady of Kāpiti School	30km/h permanent	2024–27
H	Kāpiti College	30km/h permanent/ variable	2021–24/ 2024–27
I	Paraparaumu Beach School	30km/h variable	2021–24
J	Kenakena School	30km/h permanent/ variable	2021–24/ 2024–27
K	Paraparaumu School	30km/h permanent	2024–27
L	Kapakapanui	30km/h permanent	2024–27
M	Waikanae School	30km/h variable	2021–24

Refer to Appendix A for concept plans

Figure 9: Implementation Programme - Schools (Ōtaki#1)

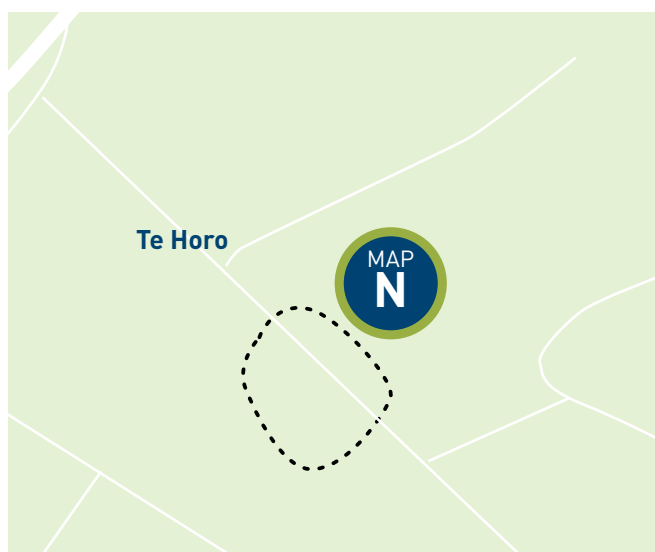


Figure 10: Implementation Programme - Schools (Ōtaki#2)

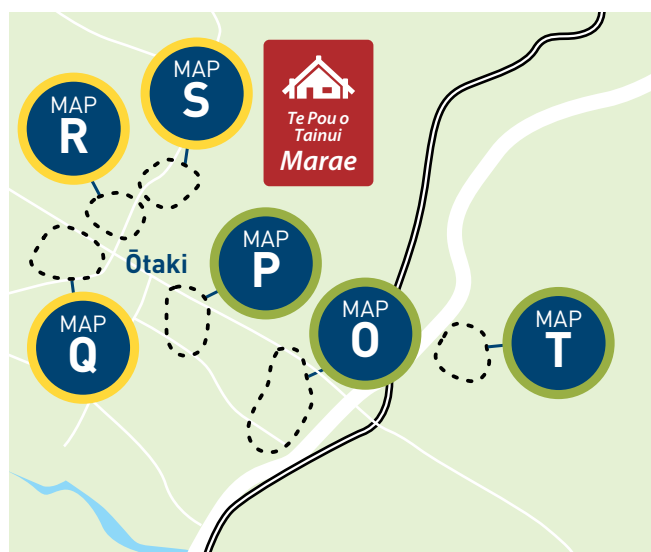


Table 10: Implementation programme – Schools#2

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

Refer to Appendix A for concept plans

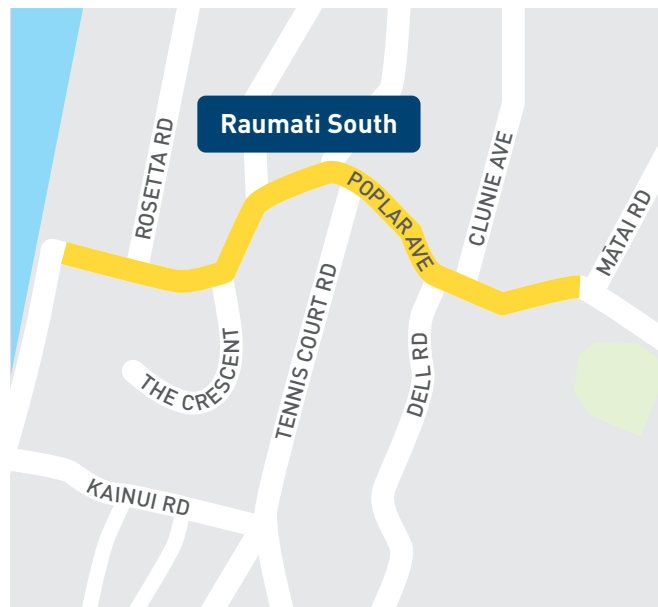
Table 11: Implementation programme – Road corridors

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

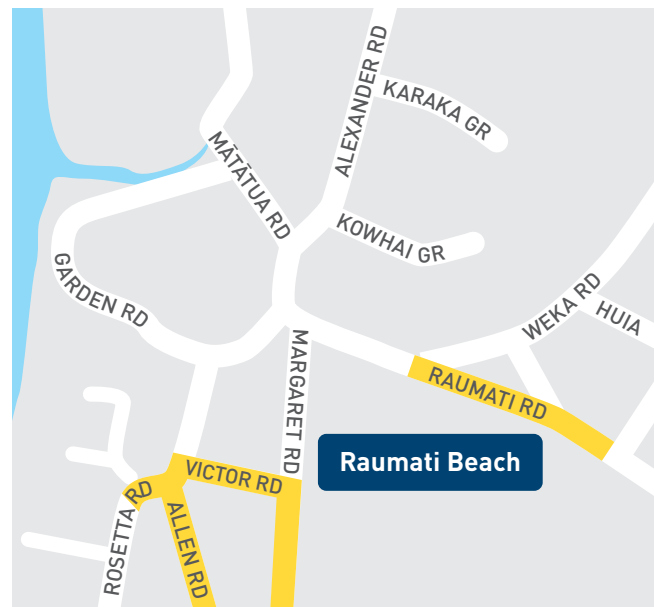
Refer to Appendix A for concept plans

Figure 11: Implementation programme – town centres and marae

Raumati South village



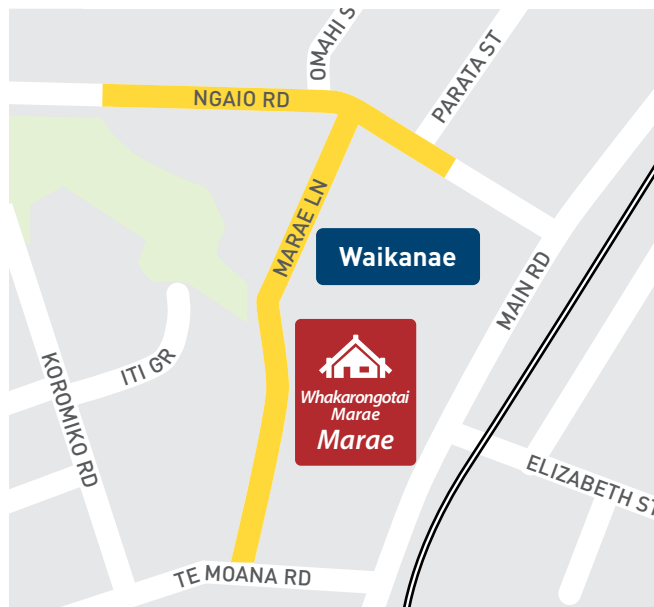
Raumati village



Waikanae Beach village



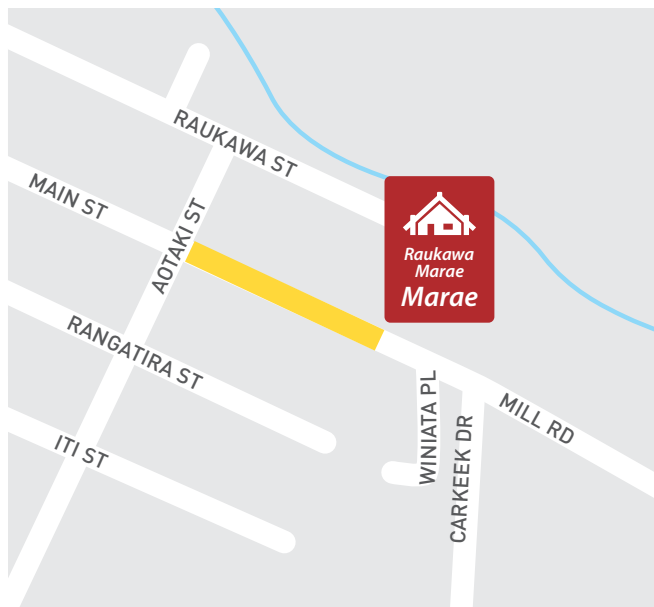
Waikanae Town centre



 Proposed 30 km/h speed limit

Refer to Appendix A for concept plans

Ōtaki Town centre



Te Horo Beach



 Proposed 30 km/h speed limit

Refer to Appendix A for concept plans

Appendix A: Concept Plans

A:PAEKĀKĀRIKI SCHOOL

WELLINGTON ROAD



For installation by June 2024



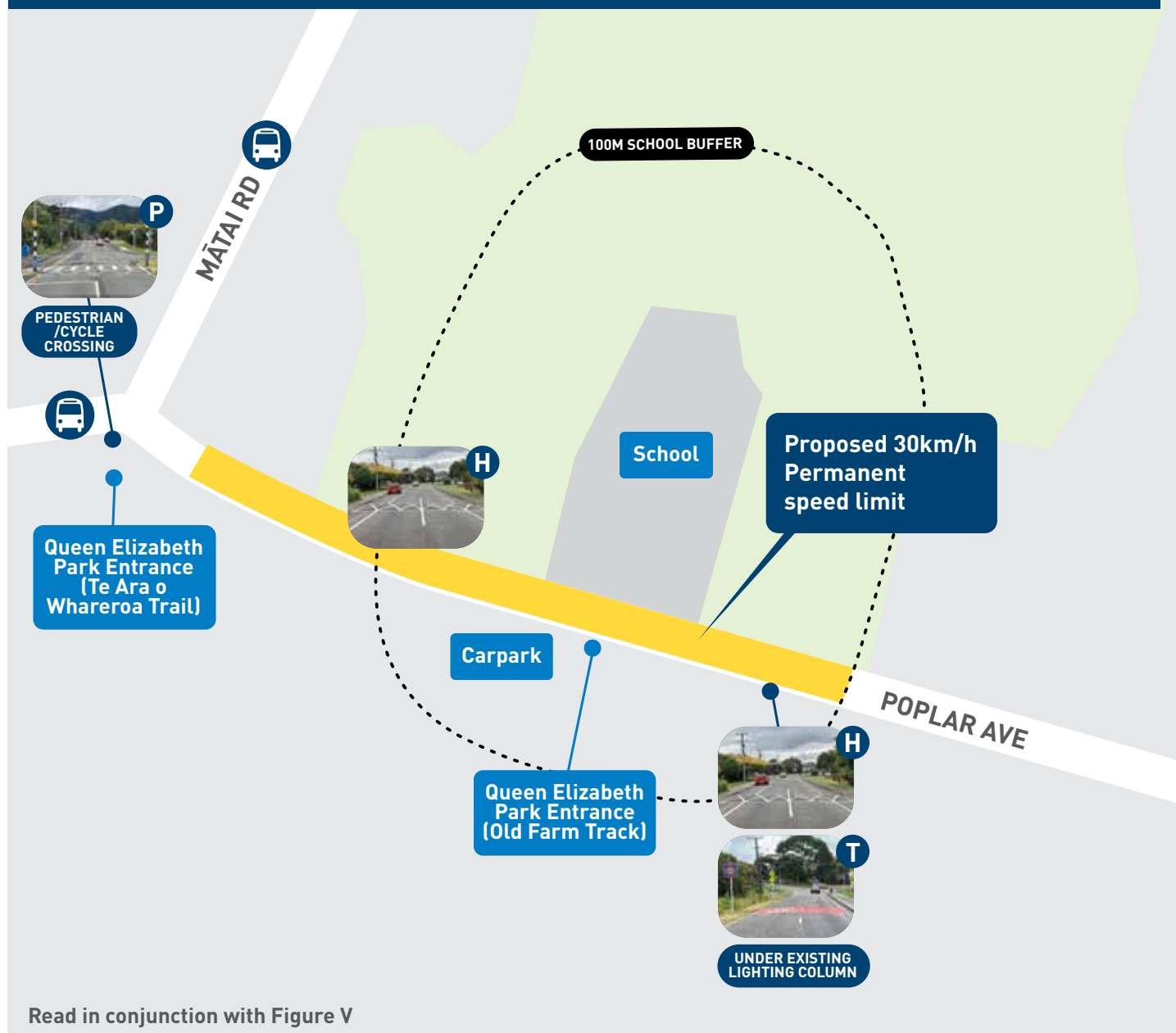
New signs installed



Install Static Variable School speed limit signs

B: TE RĀ WALDORF SCHOOL AND TE RĀWHITI KINDERGARTEN

POPLAR AVE



For installation 2024-27



Dual cycle/ pedestrian crossing (P) on raised platform



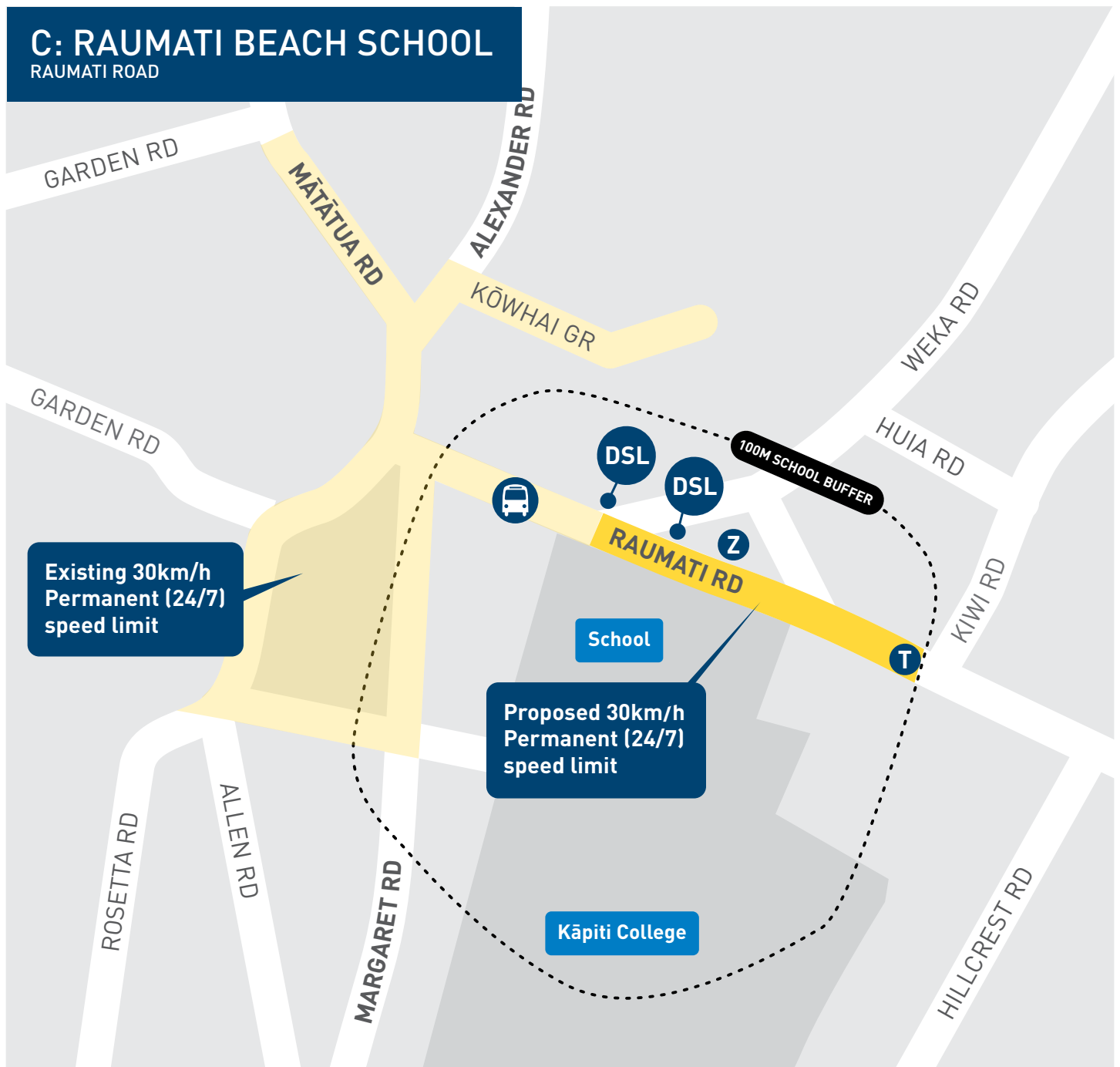
Construct Hump/ platform (H)



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

C: RAUMATI BEACH SCHOOL

RAUMATI ROAD



For installation 2024–27



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



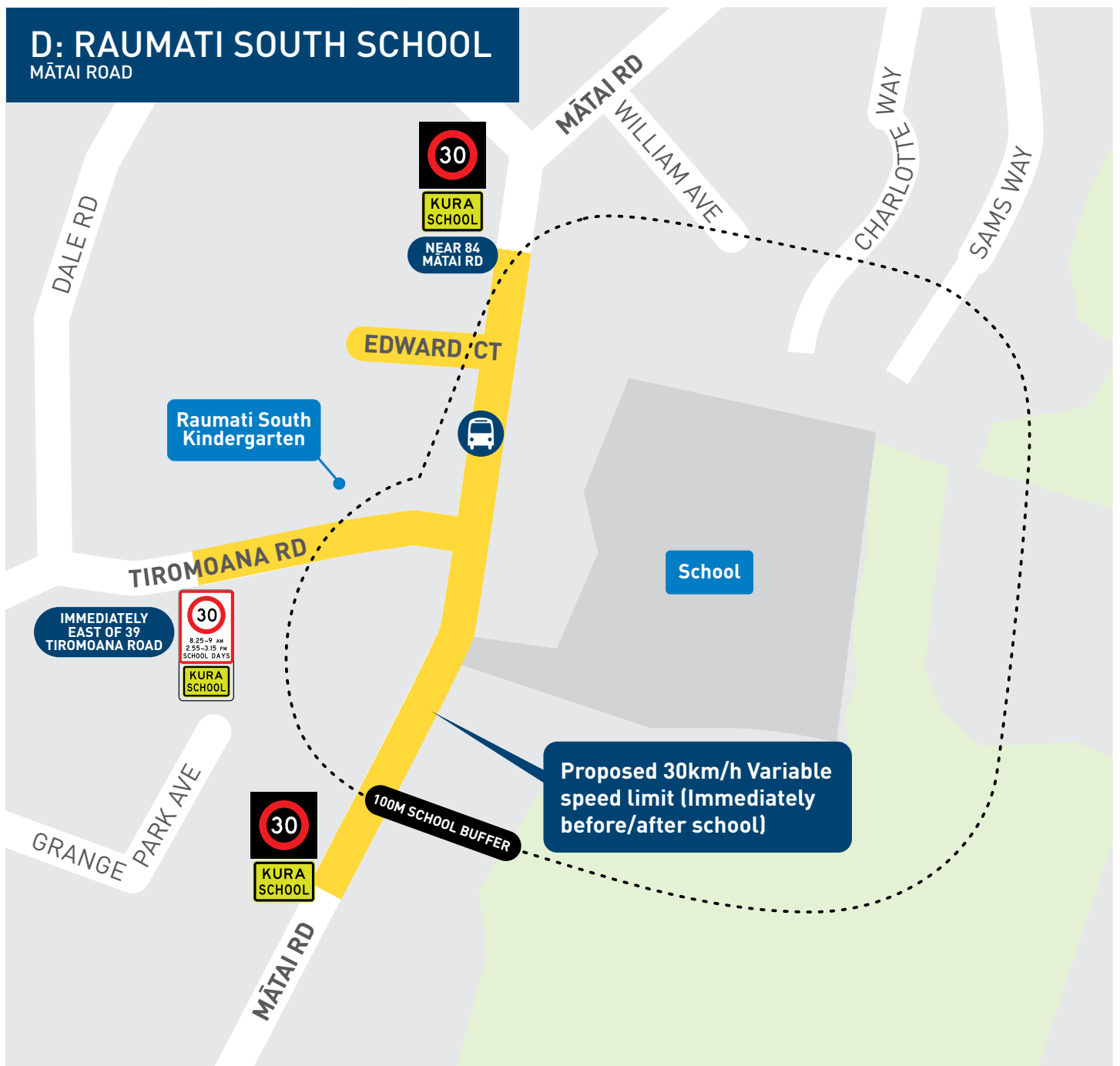
Reconstruct existing Zebra Crossing on Raised Safety Platform (Z)



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

D: RAUMATI SOUTH SCHOOL

MĀTAI ROAD



For installation by June 2024



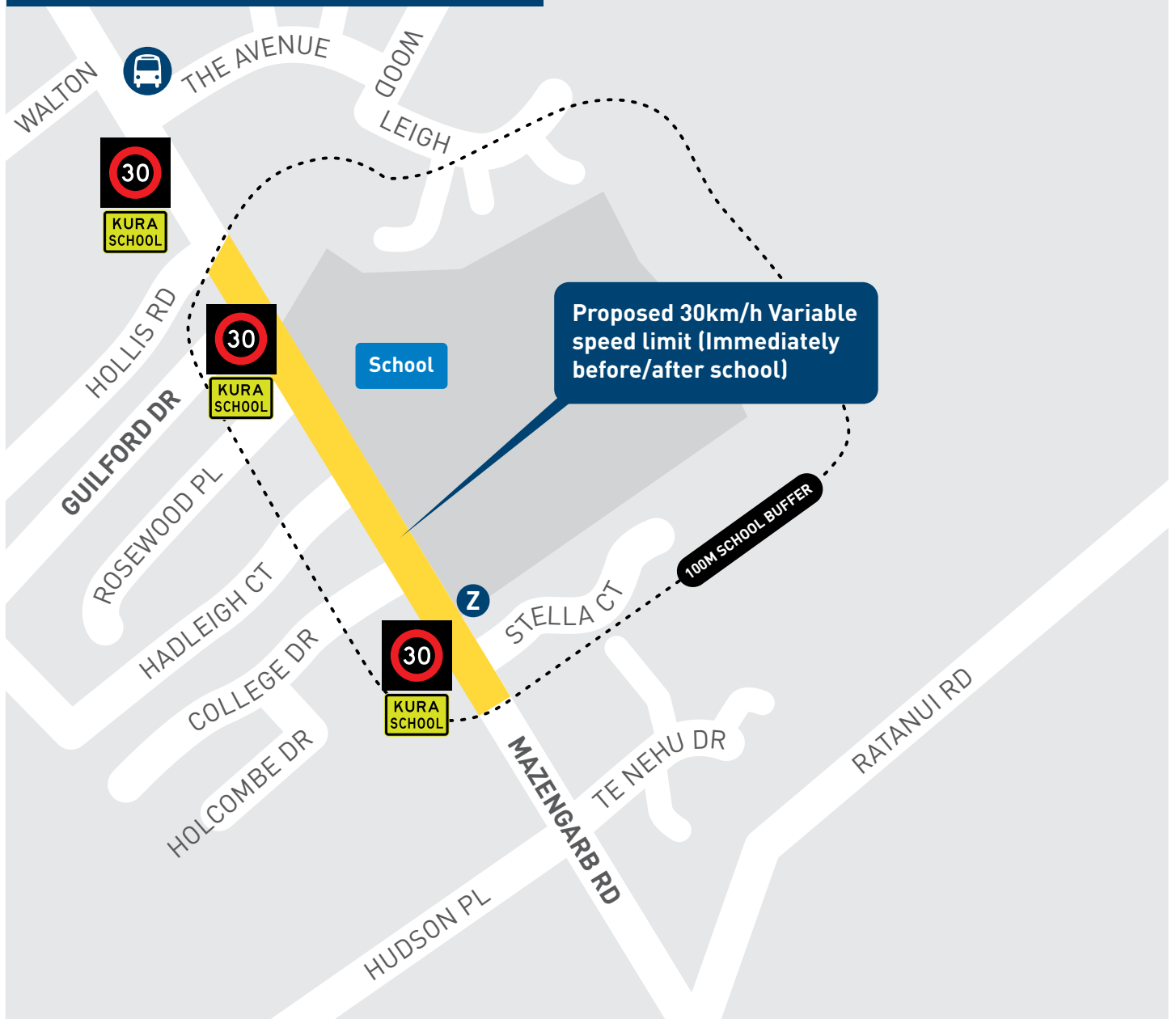
Install Kura
School
Variable



Install Static
Variable School
speed limit signs

E: PARAPARAUMU COLLEGE

MAZENGARB ROAD



For installation by June 2024



Install Kura School Variable

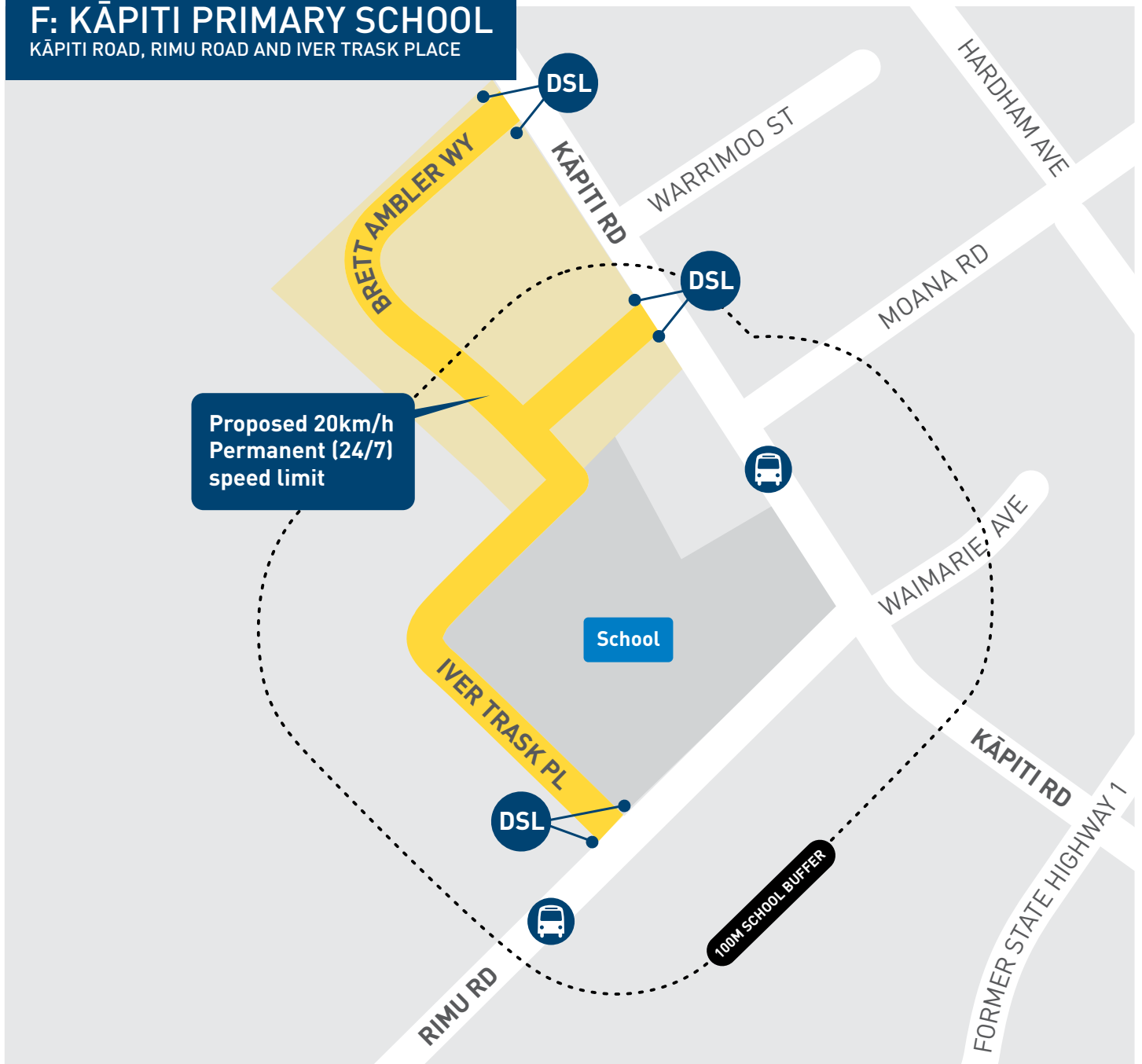
For installation 2024–27



We propose a new Zebra Crossing (Z) at existing crossing point, includes lighting upgrade, no Raised Safety Platform

F: KĀPITI PRIMARY SCHOOL

KĀPITI ROAD, RIMU ROAD AND IVER TRASK PLACE



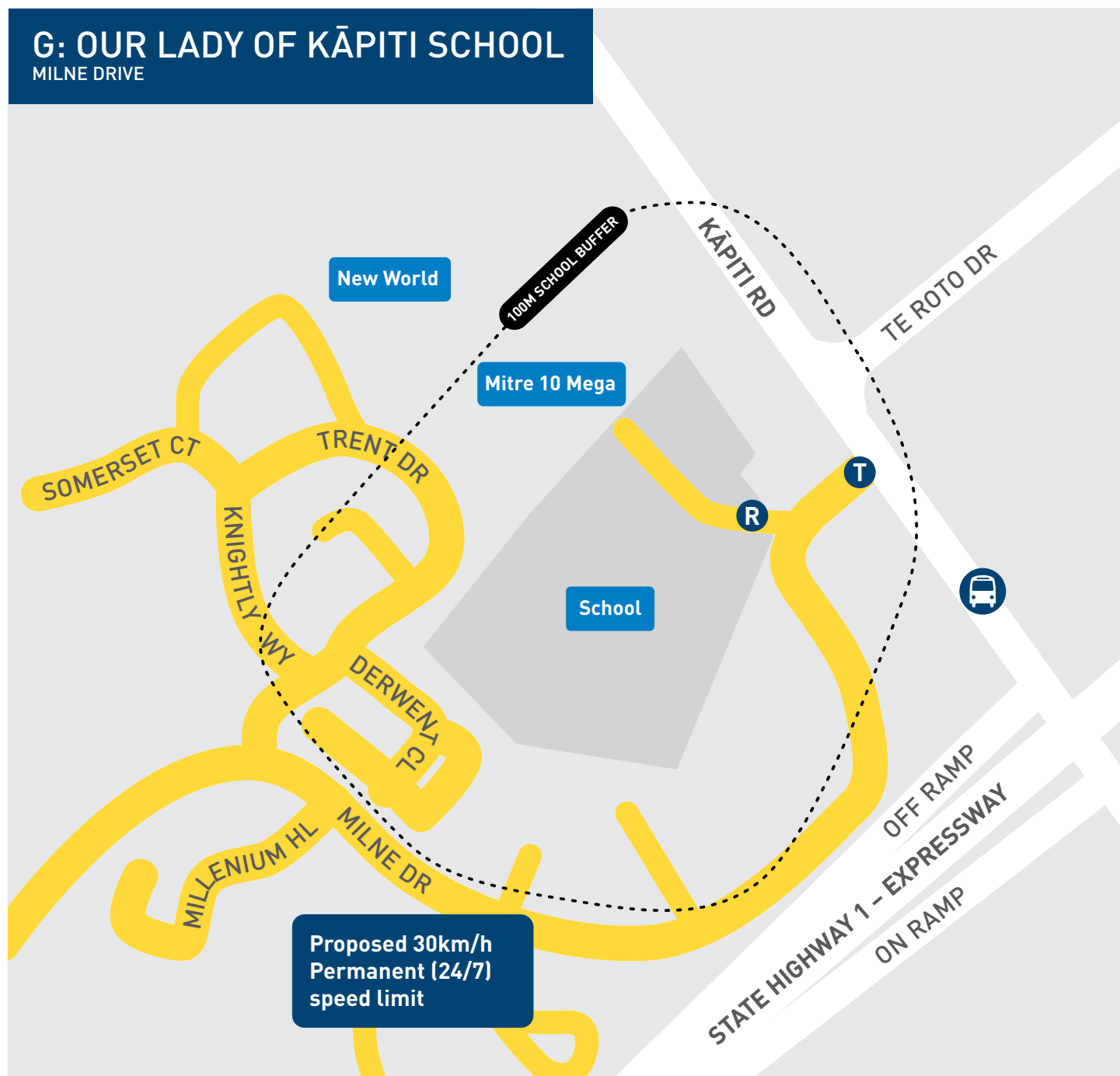
For installation by June 2024



Supply and install double sided speed limit signs

G: OUR LADY OF KĀPITI SCHOOL

MILNE DRIVE



For installation 2024-27



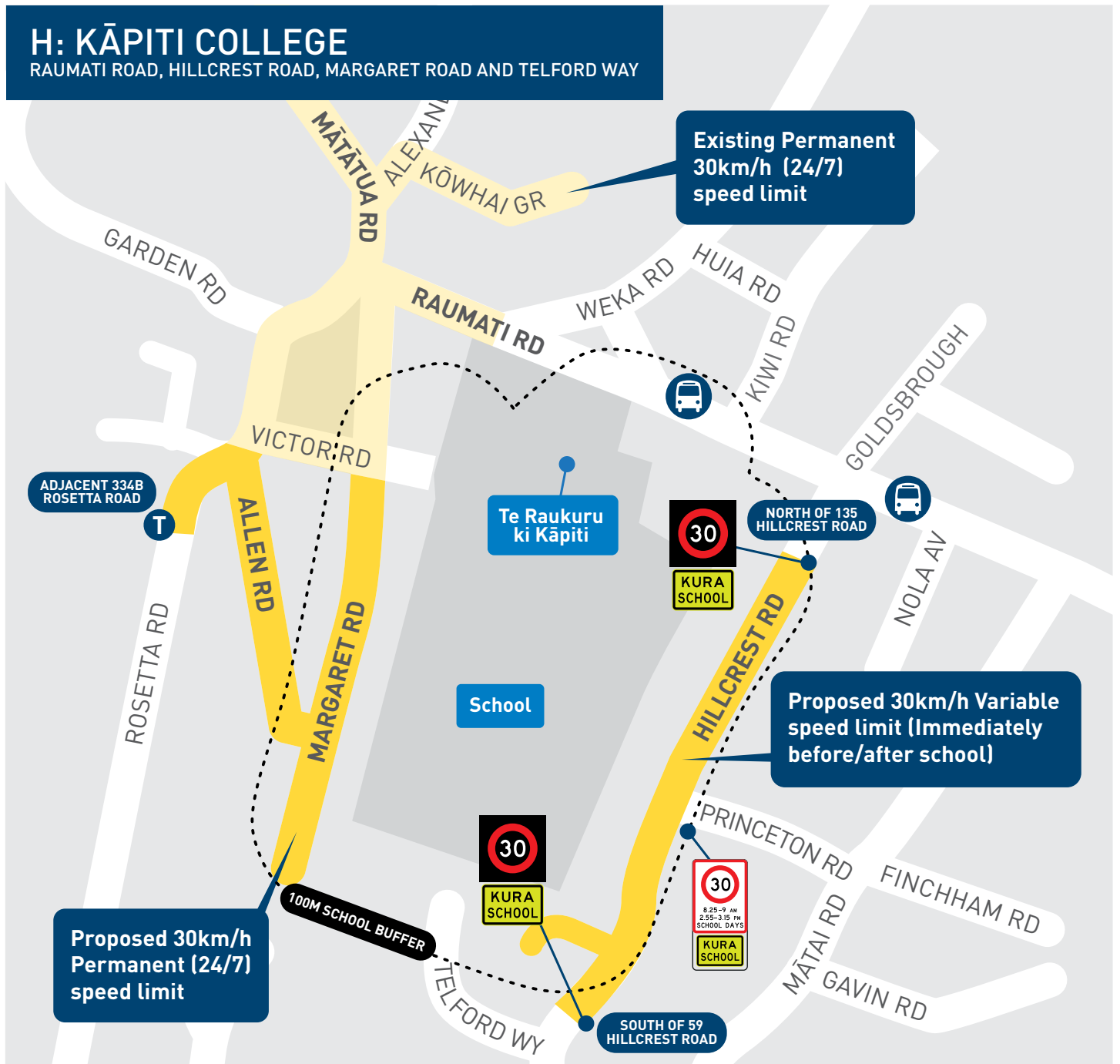
Construct Pedestrian Refuge (R) plus Kerb Crossing ramps, and lighting upgrade



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

H: KĀPITI COLLEGE

RAUMATI ROAD, HILLCREST ROAD, MARGARET ROAD AND TELFORD WAY



For installation by June 2024



Install Kura School Variable



Install Static Variable School speed limit signs

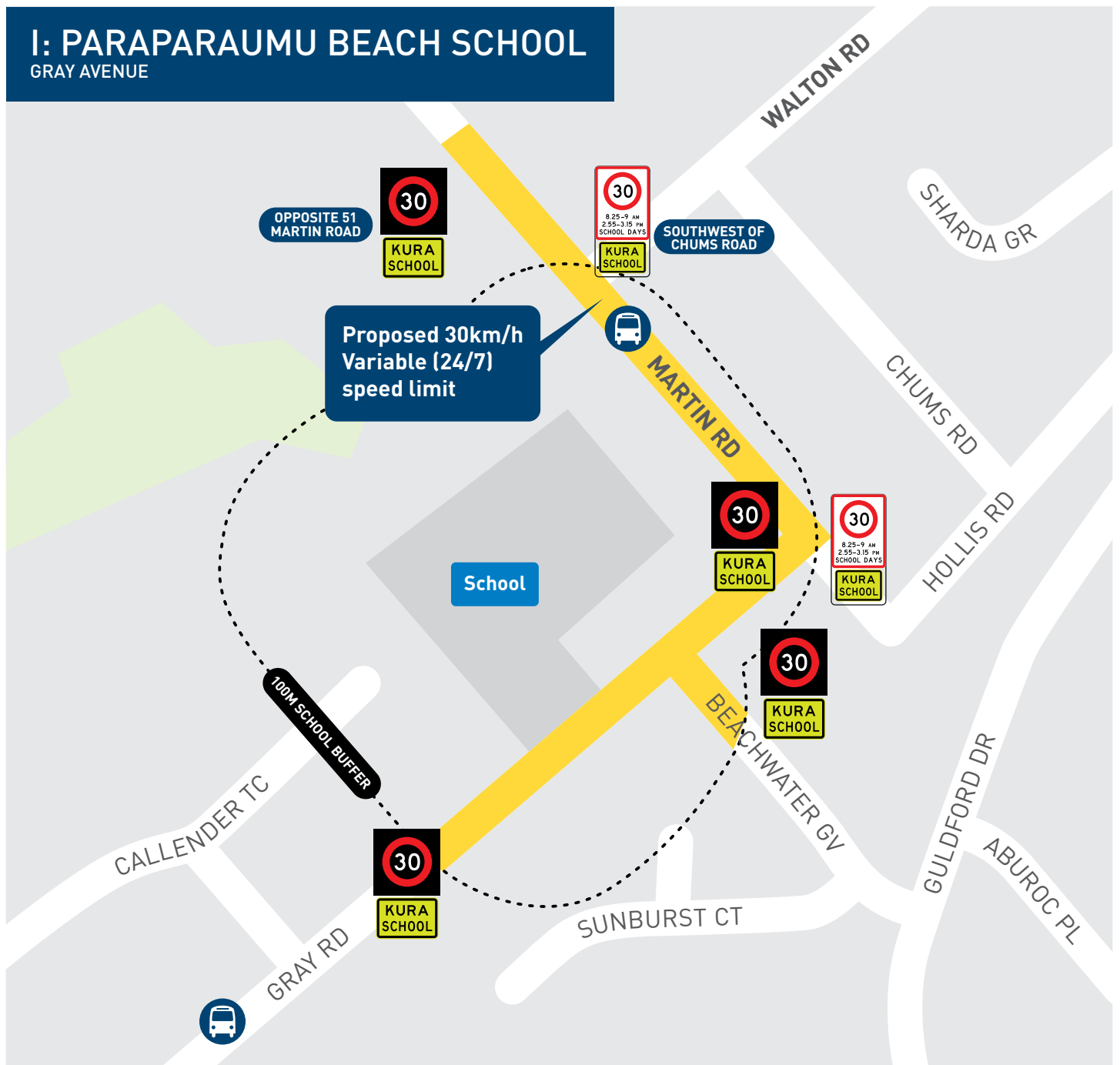
For installation 2024–27



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

I: PARAPARAUMU BEACH SCHOOL

GRAY AVENUE



For installation by June 2024



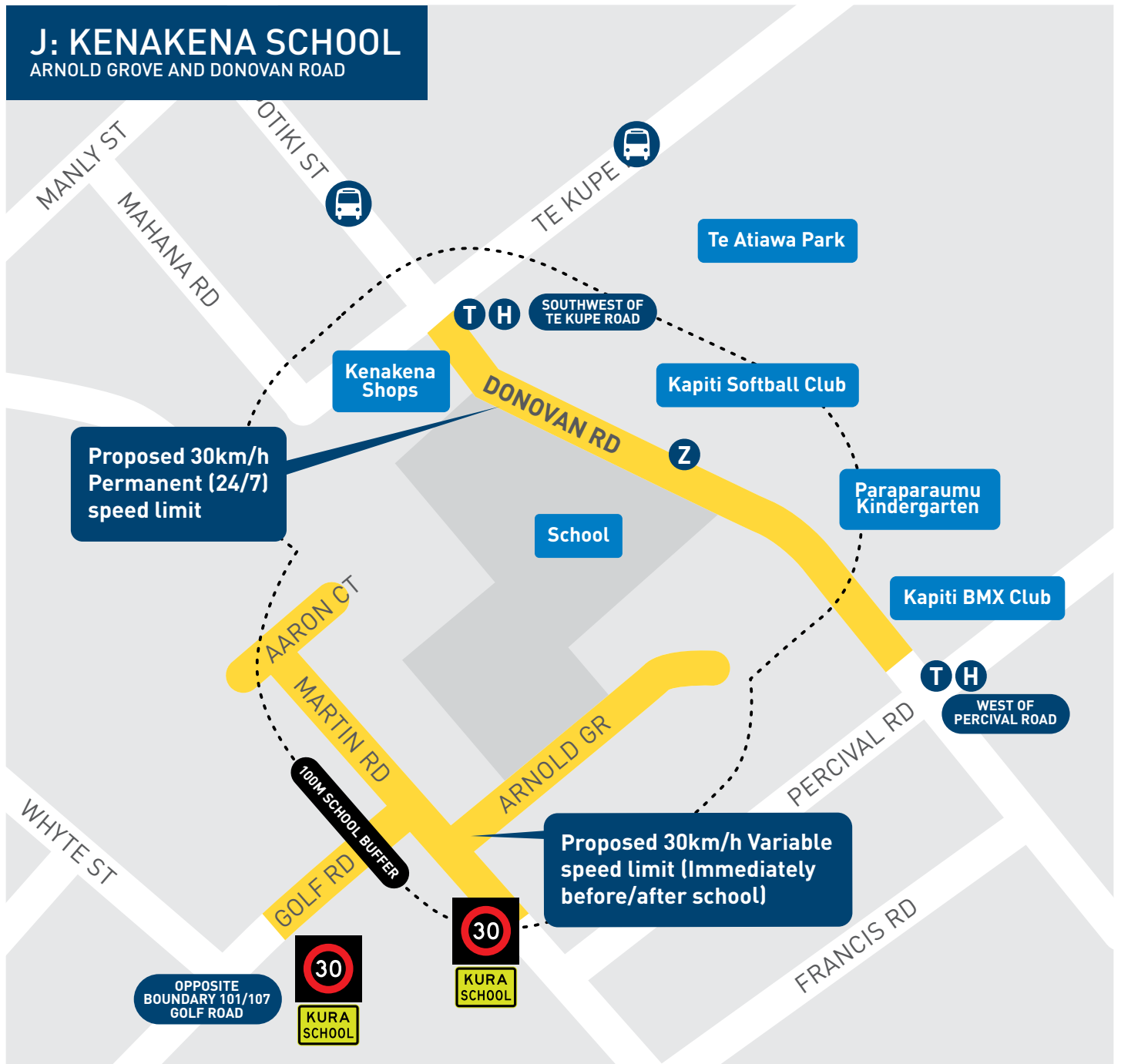
Install Static
Variable School
speed limit signs



Install
Kura
School
Variable

J: KENAKENA SCHOOL

ARNOLD GROVE AND DONOVAN ROAD



For installation by June 2024



Install Kura School Variable

For installation 2024-27



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



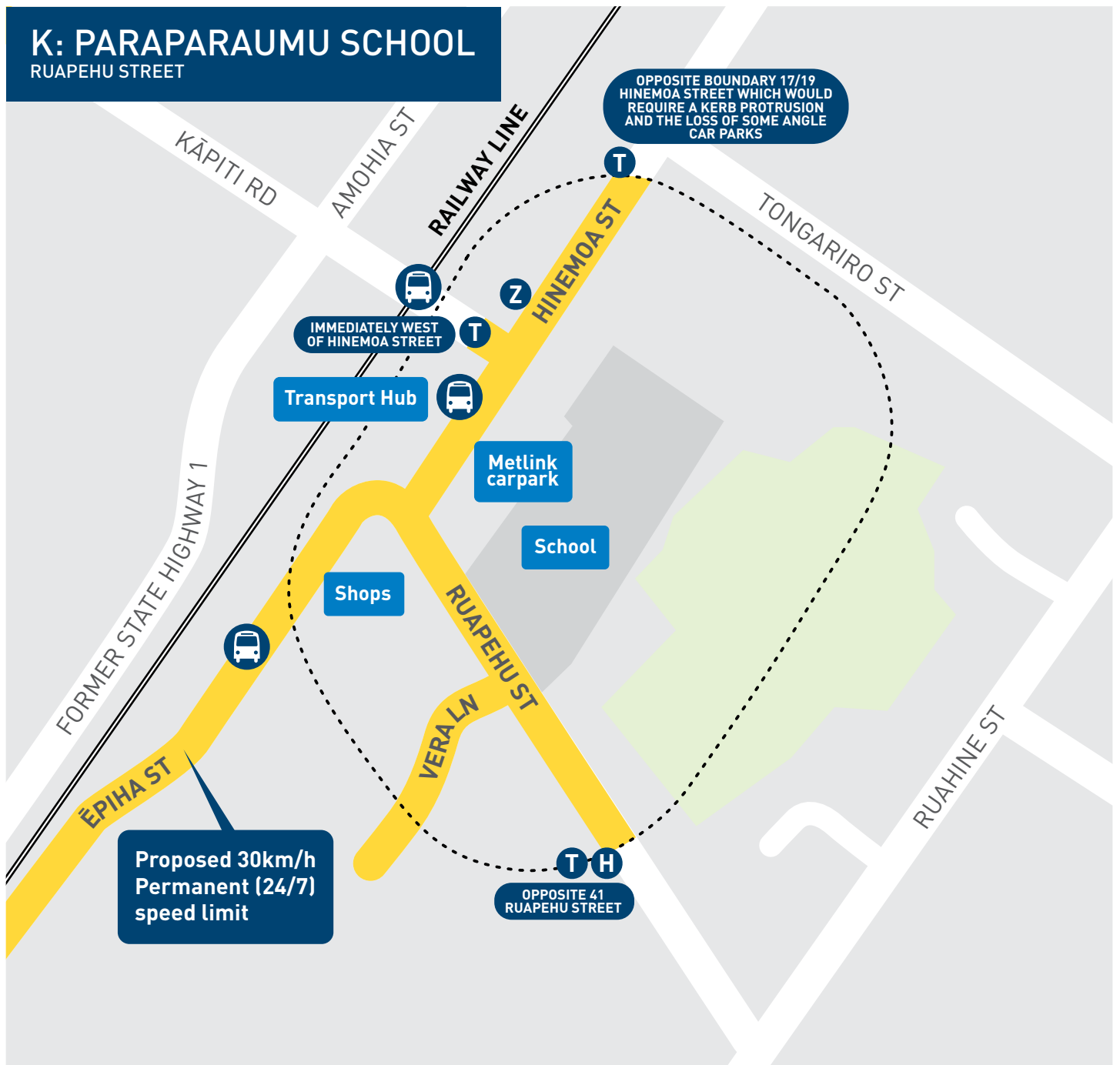
Construct Hump/platform (H)



Reconstruct existing Zebra Crossing on Raised Safety Platform (Z)

K: PARAPARAUMU SCHOOL

RUAPEHU STREET



For installation 2024–27



Reconstruct existing Zebra Crossing (Z) on Raised Safety Platform



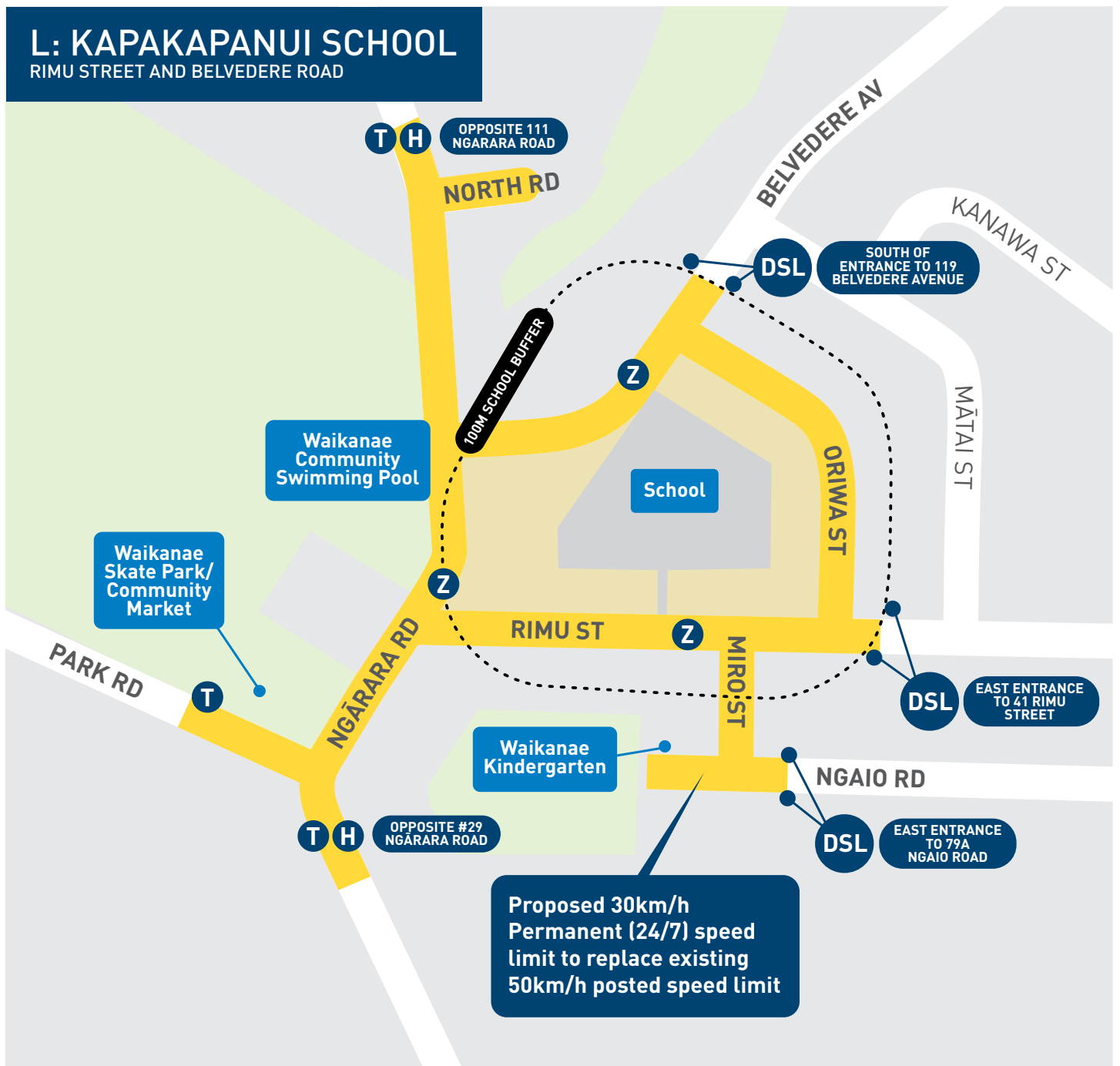
Construct Hump/platform (H)



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

L: KAPAKAPANUI SCHOOL

RIMU STREET AND BELVEDERE ROAD



For installation 2024-27



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



Reconstruct existing Zebra Crossing on Raised Safety Platform (Z)



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



Construct Hump/platform (H)

M: WAIKANAĒ PRIMARY SCHOOL

SEDDON STREET, HIRA STREET, UTAUTA STREET AND WĪNĀRA AVENUE



For installation by June 2024



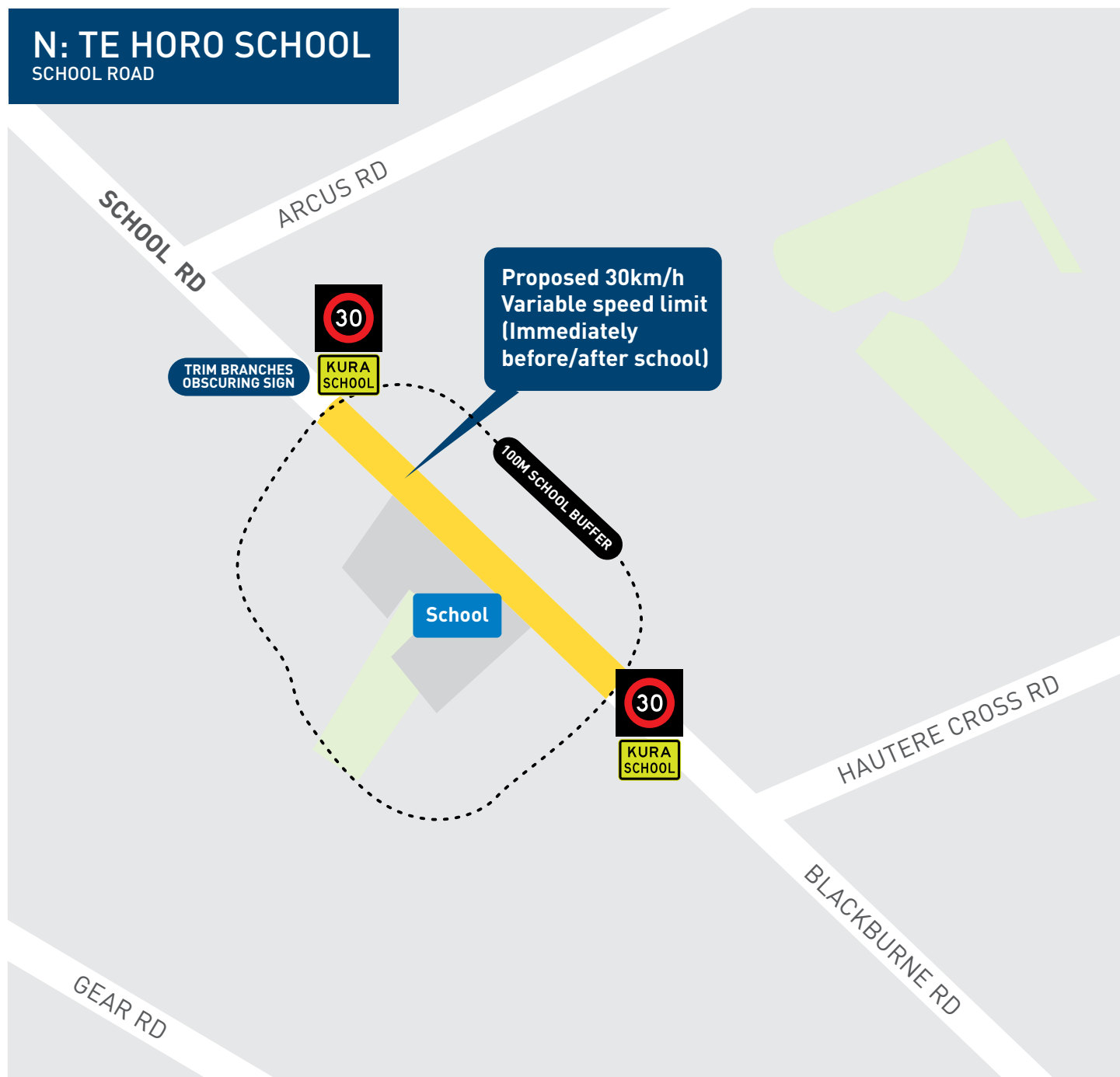
Install
Kura
School
Variable



Install Static
Variable
School speed
limit signs

N: TE HORO SCHOOL

SCHOOL ROAD



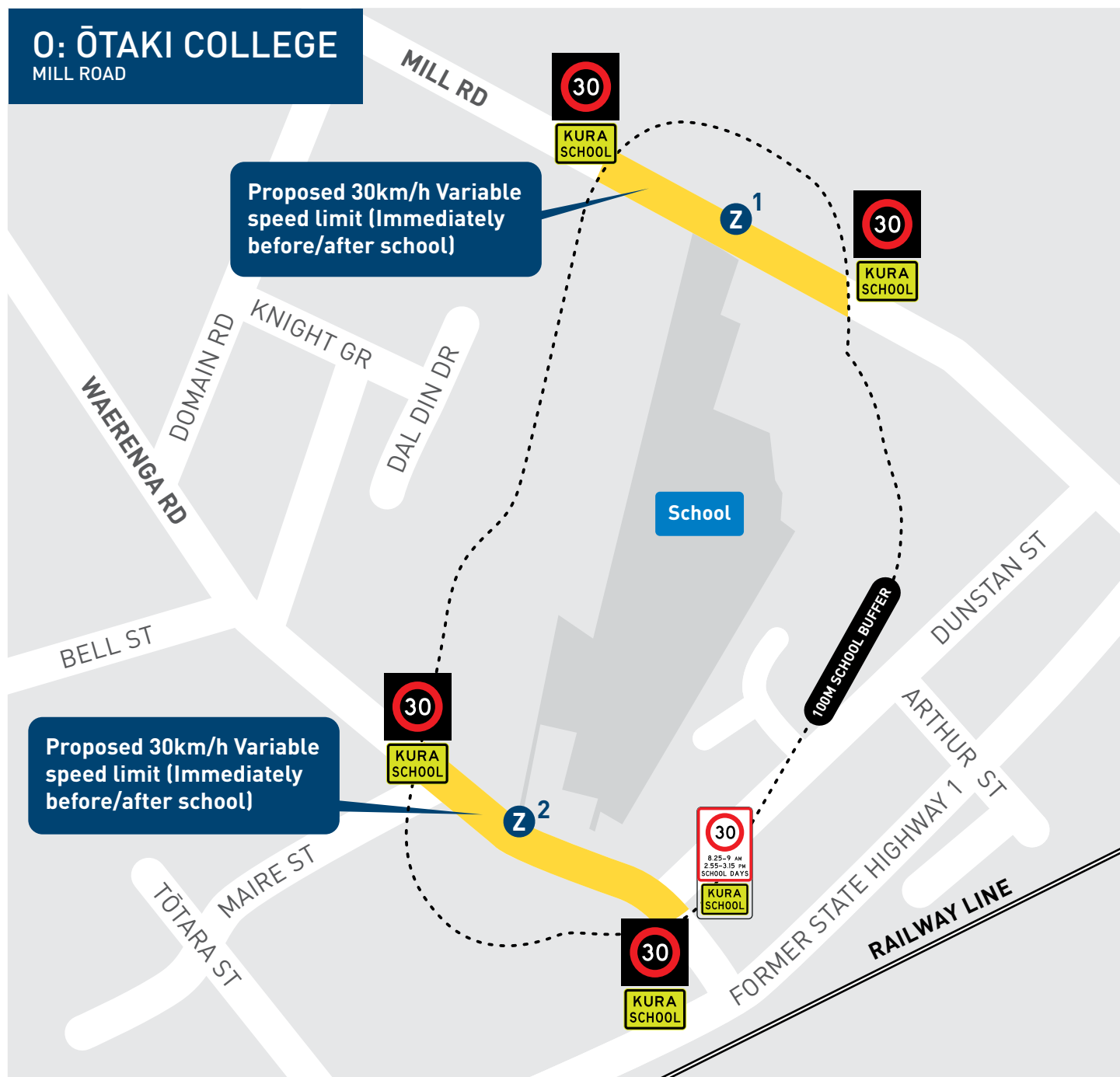
For installation by June 2024



Install
Kura
School
Variable

0: ŌTAKI COLLEGE

MILL ROAD



For installation 2024–27



Z

1 Reconstruct existing Zebra Crossing (Z) on Raised Safety Platform

2 Remove existing Zebra Crossing (Z) and construct new Raised Safety Platform near 160 Waerenga Road

For installation by June 2024



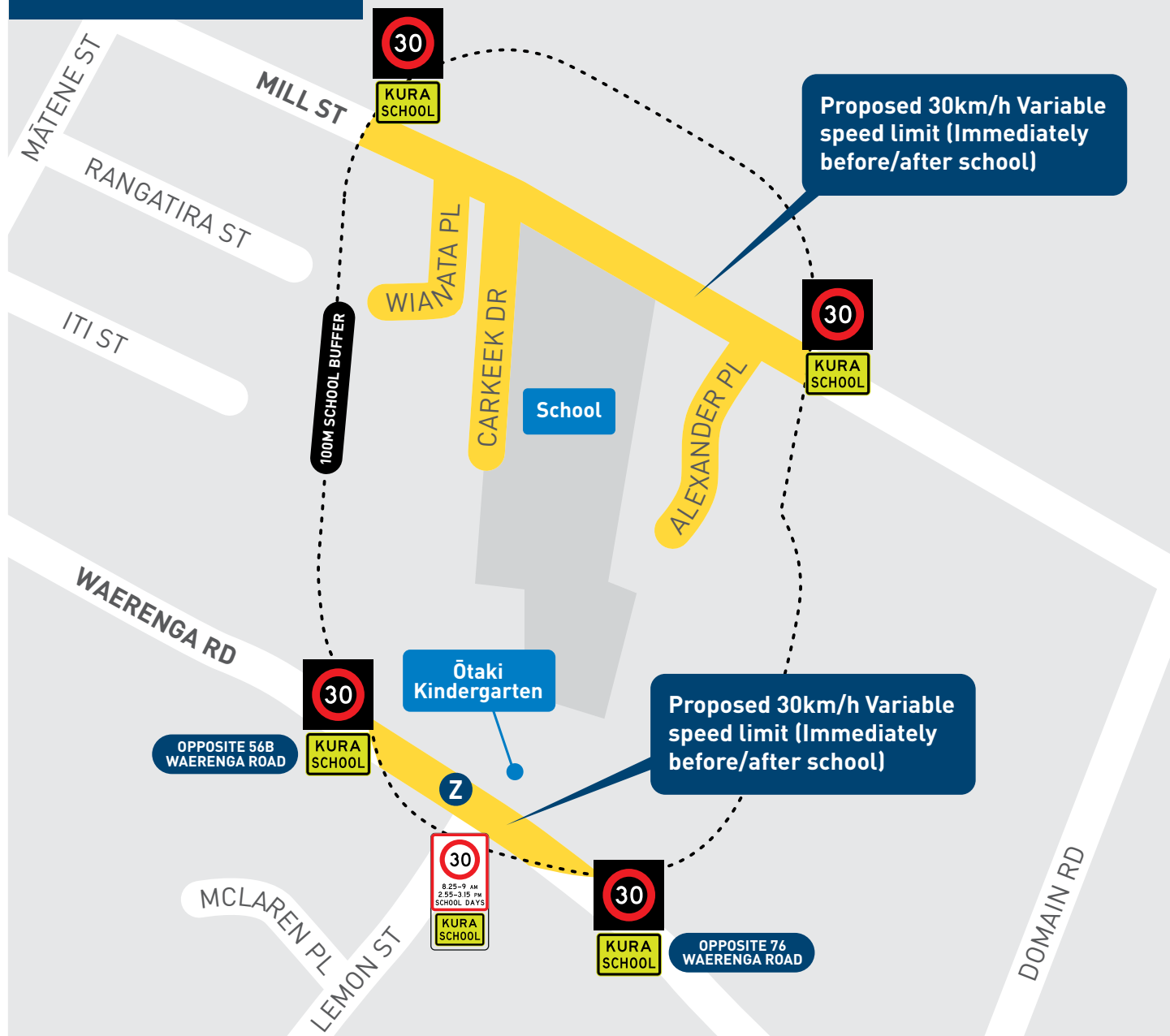
Install Kura School Variable



Install Static Variable School speed limit signs

P: ŌTAKI SCHOOL

MILL ROAD



For installation 2024-27



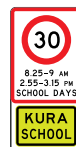
Z

Reconstruct existing Zebra Crossing on Raised Safety Platform (Z)

For installation by June 2024



Install Kura School Variable



Install Static Variable School speed limit signs

Q: TE KURA-Ā-IWI WHAKATUPURANGA RUA MANO

TE RAUPARAHA STREET AND TASMAN ROAD



Read in conjunction with Figure 'R'

For installation 2024-27



Upgrade Threshold treatment (T) with 30 km/h speed limit signs and road markings



Construct Hump/platform (H)

R: TE KURA KAUPAPA MĀORI O TE RITO

TE RAUPARAHĀ STREET



Read in conjunction with Figure 'Q/S'

For installation 2024–27



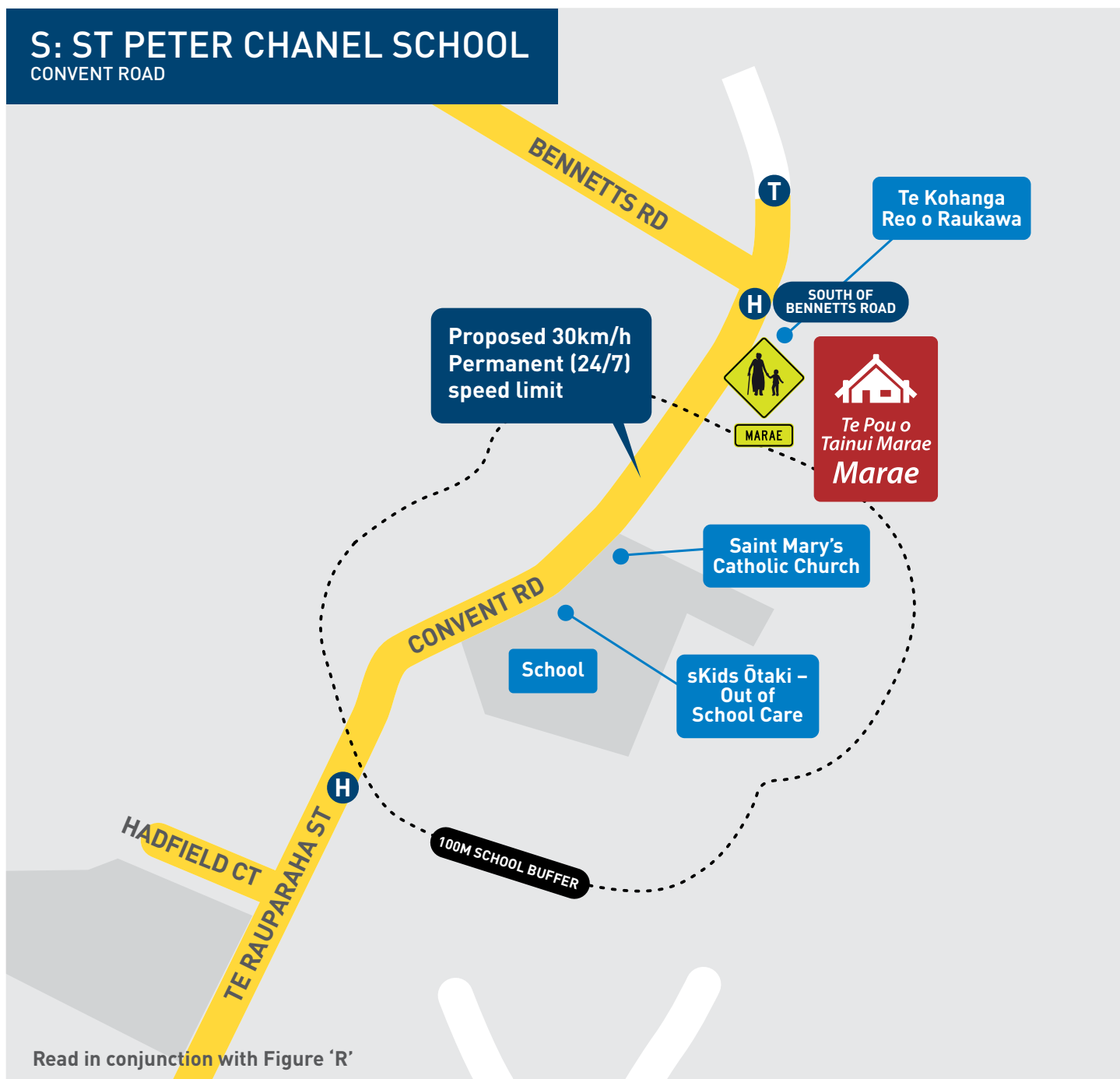
Supply and install double sided speed limit signs, e.g., 30/50



Construct Hump/platform (H)

S: ST PETER CHANEL SCHOOL

CONVENT ROAD



For installation 2024–27



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



Construct Hump/platform (H)



Install marae signs

T: WAITOHU SCHOOL

WAITOHU VALLEY ROAD



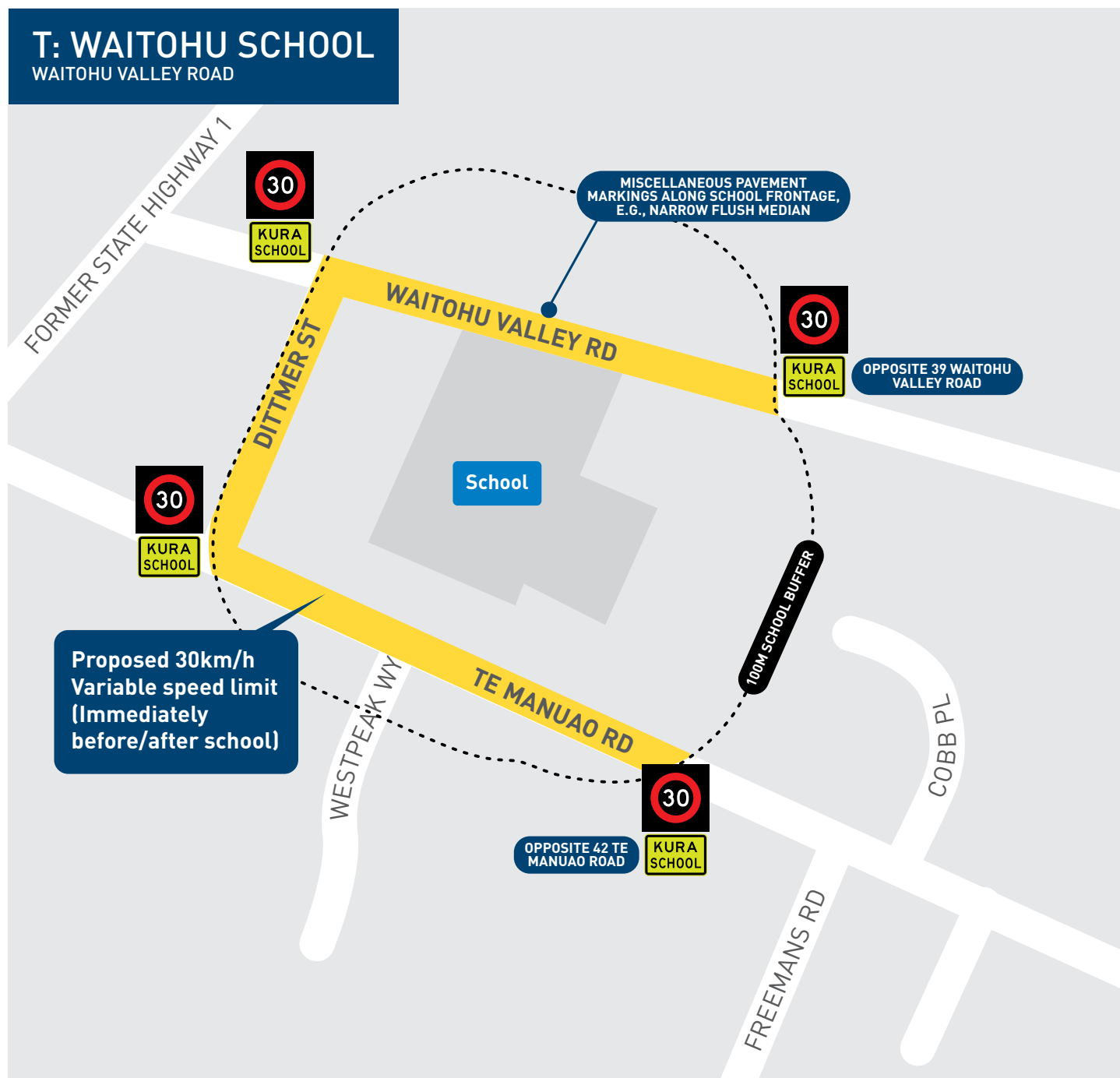
For installation by June 2024



Install Kura
School
Variable

T: WAITOHU SCHOOL

WAITOHU VALLEY ROAD



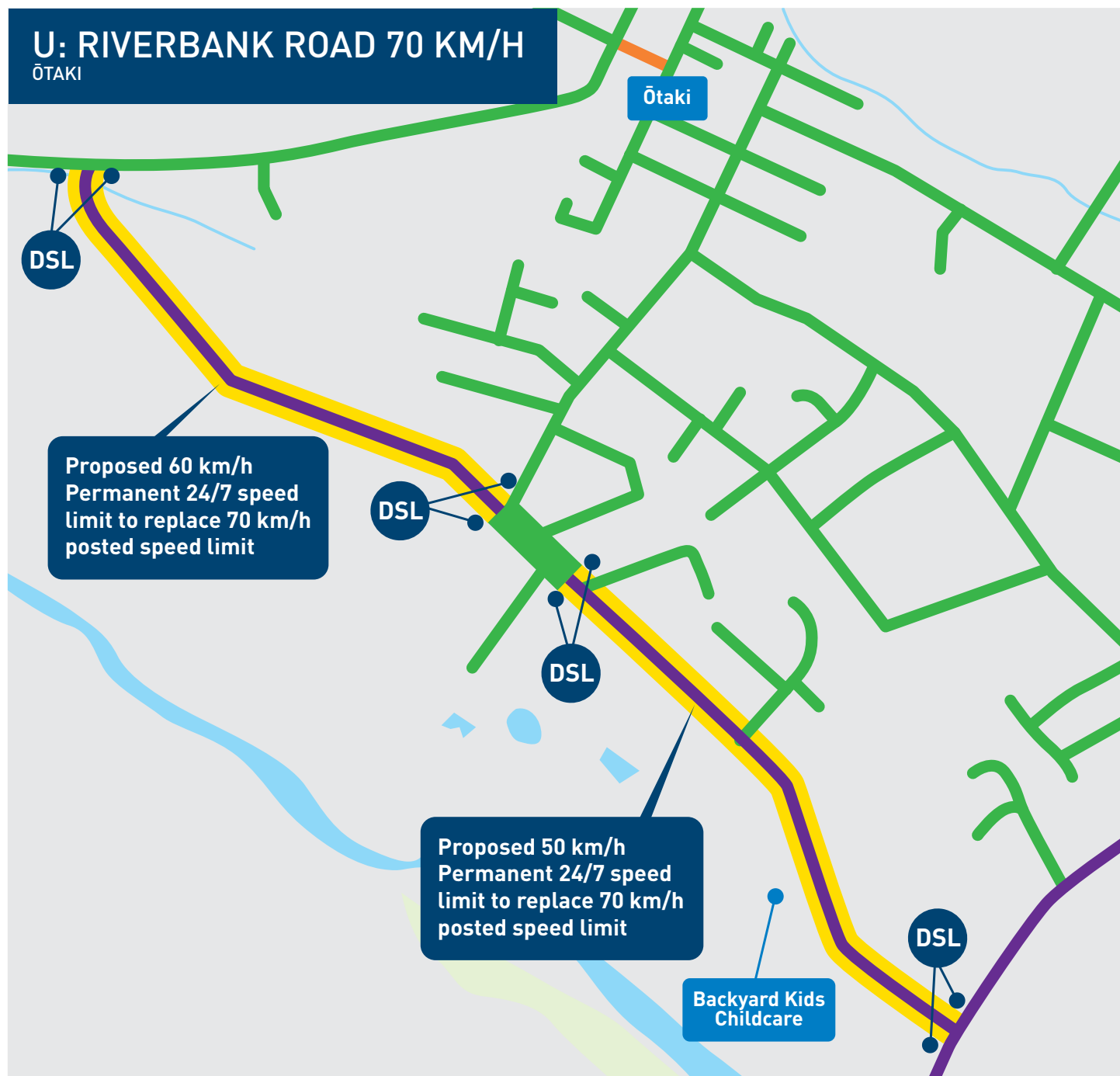
For installation by June 2024



Install Kura
School
Variable

U: RIVERBANK ROAD 70 KM/H

ŌTAKI



For installation by June 2024



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

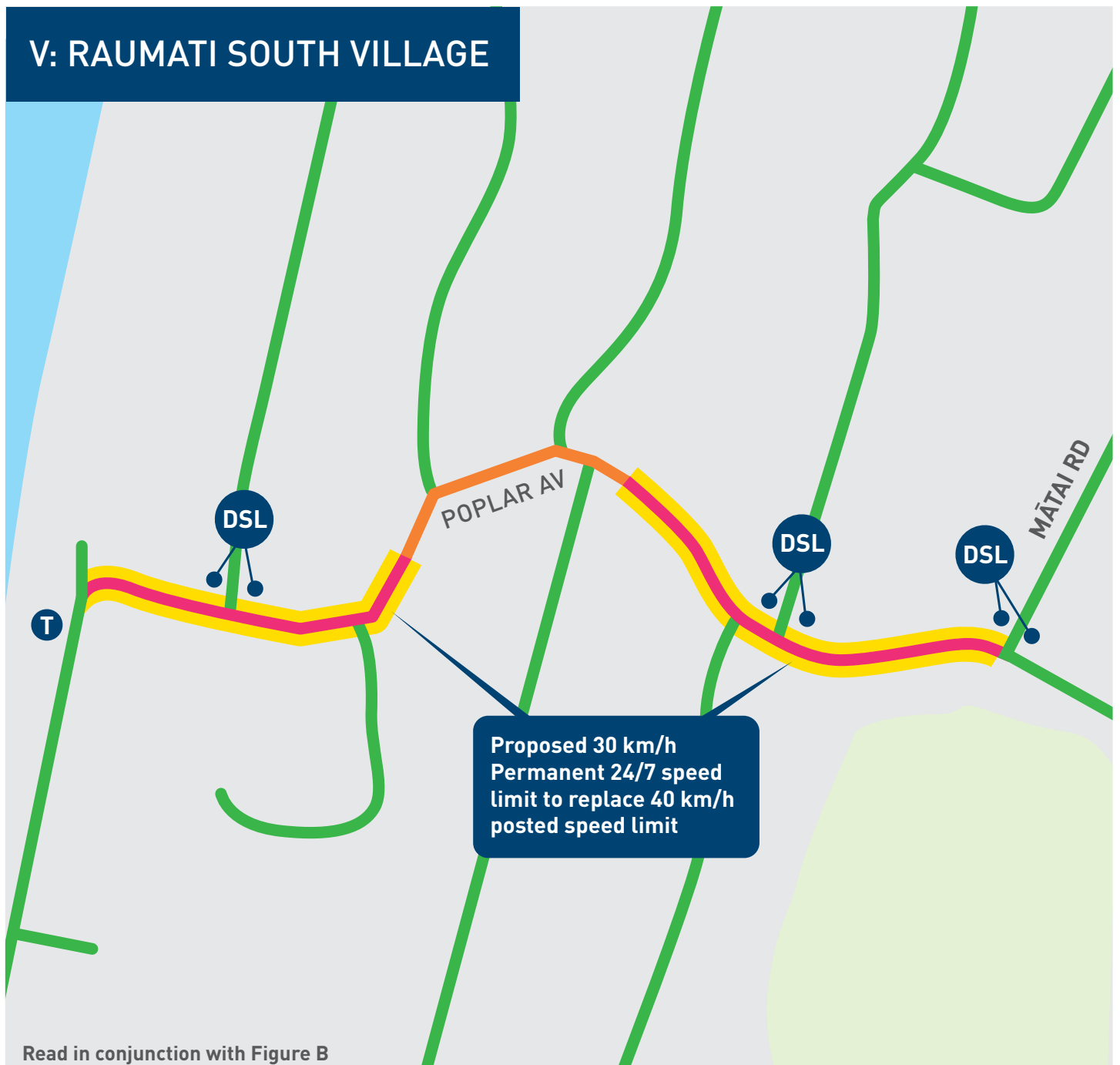
Existing posted speed limits

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

Proposed speed limit

- 50/60 km/h

V: RAUMATI SOUTH VILLAGE



For installation 2024–27



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



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

Existing posted speed limits

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

Proposed speed limit

- 30 km/h

W: RAUMATI BEACH VILLAGE

GARDEN RD

MĀTĀTUA RD

RAUMATI RD

ROSETTA RD

Shops

Raumati Marine Gardens

OPPOSITE 298 ROSETTA ROAD

Read in conjunction with Figure H

For installation 2024–27

Construct
Hump/
platform (H)

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

X: WAIKANAE BEACH VILLAGE



For installation 2024–27



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



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



Construct Hump/platform (H)

Existing posted speed limits

50 km/h

Proposed speed limit

30 km/h

Y: ŌTAKI TOWN CENTRE



For installation 2024–27



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



Install marae signs (location to be confirmed)

Existing posted speed limits

- 30 km/h
- 50 km/h

Proposed speed limit

- 30 km/h

Z: WAIKANAE TOWN CENTRE



For installation 2024–27



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



Install marae signs (location to be confirmed)



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

Existing posted speed limits

50 km/h

Proposed speed limit

30 km/h

AA: TE HORO BEACH



For installation 2024–27



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



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



Construct Hump/platform (H)

Existing posted speed limits

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

Proposed speed limit

- 30 km/h

