

OIR: 2324/722

14 November 2023

[REDACTED]
[REDACTED]

Tēnā koe [REDACTED]

Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)

Thank you for your email of **1 November 2023** requesting the following information:

1. ***Mayor Holborow is quoted in the media as saying 'The arguments in favour of reducing speed village-wide were compelling, and Paekākāriki is the kind of place where bold things can happen.'***
 - a. ***Can you please detail the compelling arguments mentioned in the quote above and the evidence to support the arguments.***

The arguments that were made occurred at the 26 October Council meeting. The links below are a recording of the Council meeting. Information was presented at public speaking time and can be viewed via the link [26 October 2023 | Council Meeting Part 1 - YouTube](#) commencing approximately 7 minutes 13 seconds into the recording. A discussion was also undertaken by elected members and can be viewed at the following link [26 October 2023 | Council Meeting Part 2 - YouTube](#). This discussion commencing approximately 25 minutes 07 seconds into the recording.

2. ***Can you please provide data/ evidence of any accidents/ near misses recorded in Paekākāriki when speed has been a factor. In particular, where speeds between 30 km/h and 50km/h have been a factor.***

In the period January 2018 to November 2023 thirteen crashes were reported within Paekākāriki Village, excluding those that occurred on State Highway 59. None of these crashes were reported as serious.

The police noted that inappropriate speed was a factor in three of those crashes. In two crashes it was noted that vehicles were travelling too fast, and the third crash estimated a speed of approximately 70km/h.

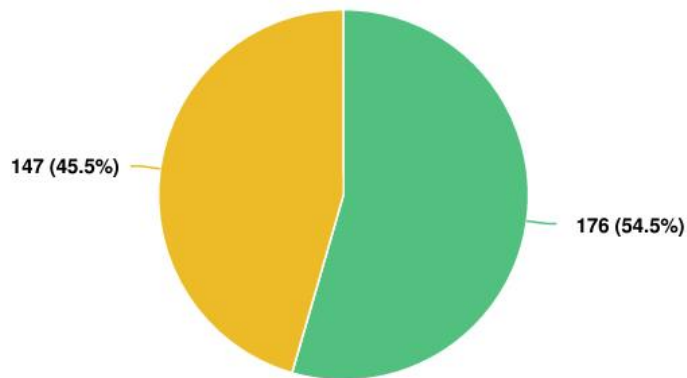
Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.

3. Can you please provide an analysis of the survey that was conducted as part of the second feedback process.

The following analysis has been extracted from the '*Speed Management Plan Update – Paekākāriki Village Consultation*' report presented to Council on 26 October 2023.

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

Select your preferred option



Question options

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

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

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

- 4. Can you please provide a copy of the Paekākāriki Community Board submission that was endorsed by the Paekākāriki School, Paekākāriki Play centre, Paekākāriki Scouts, Kapiti Cycling Action and 82 individuals.**

Refer to Attachment 1 for a copy of the submission.

- 5. Can you please provide any modelling of loss of productivity caused by the change to 30km/h.**

Waka Kotahi has completed a business case for the Road to Zero Speed and Infrastructure Programme. As the Kāpiti Coast Speed Management Plan and the Paekākāriki proposals sit under the national business case it is not required nor recommended by Waka Kotahi for Council to undertake any modelling.

Ngā mihi,



Sean Mallon

Group Manager Infrastructure Services
Te Kaihautū Ratonga Pakiaka

Attachment 1:

Paekākāriki Community Board Submission on KCDC Speed Management Plan

9 June 2023

This submission has been endorsed by:

- Paekākāriki School
- Kapiti Cycling Action
- The Paekākāriki Scouts Committee (highlighting lower speeds on Wellington Road and safe crossing to the Scout Den)
- Paekākāriki Play Centre
- Eighty two (82) individual signatories to a petition in support of this Submission

Executive Summary

1. The objective of KCDC's Speed Management Plan is to give effect to a hierarchy of central government laws and regulations with the end state of Safe and Appropriate Speeds (SAAS) being applied to all roads in the District.
2. KCDC is currently consulting on a two-phase approach to compliance. Within Paekākāriki Phase 1, to the end of 2027, concerns the introduction of a variable 30 kph speed limit around the immediate, 100m, boundary of the school only. No other supporting speed management works or supporting infrastructure such as crossings, traffic calming or provision for safer walking and cycling anywhere in the village or on SH59 is contained in the Phase 1 proposals.
3. Phase 2, to be worked on after 2027, concerns the general application of SAAS. This should result in KCDC coming back to be community at some point beyond 2027 with broad proposals to be consulted on for the application of SAAS. There is no clear timeframe by when we will see any changes within Paekākāriki in Phase 2.
4. The SAAS concept is defined by types of roads, their characteristics and indicative safe speeds for them. In Paekākāriki, the application of SAAS would mean:
 - a. SH59 – examination of the speed limit past the entrance to the village and past the houses directly on SH59, and the area down which people walk or cycle to gain access to the village.
 - b. All urban roads within the village. The application of SAAS in the urban area would see most, if not all, speeds drop to 30 kmh sometime after 2027.

Main points of this submissions

- I. 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).
 - II. 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
 - III. That safety improvements are made for those walking and cycling beside SH59, especially around the houses on SH 59.
 - IV. That a specific proposal for traffic calming and other measures be developed with residents of The Parade.
 - V. That all works not completed before the end of 2023 (point 1) be completed before the end of 2027.
 - VI. That bi-lingual signage be used in all instances where a suitably approved option is available.
5. Road safety around both the Play Centre and Scout Hall, as well as for everybody using any mode to access QEII Park, Paekākāriki Holiday Park, Wia Ata, The Railway Station, Play Centre, The tennis courts, the library, the bowling club, St Peter's hall, the shops and the main entry and exit to the village are specific

concerns that should be addressed through the application of a wider, 1km radius, SAAS zone around the school.

6. It is noted that there is otherwise nothing on the horizon to deliver on safety improvements around the Scout Hut and Play Centre, nor to implement the measures II, III and IV above until an undetermined time after 2027.
7. The submission is to have a 30 kmh zone within a 1 km radius of the school. It is noted that this does not extend to the top of Ames St, rather it reaches the area around number 25. Therefore, this is not a proposal for a blanket 30 kmh speed limit in the village. It is noted that traffic calming measures are already in place on Ames St. The Board would welcome submissions from Ames St residents on its speed limit.
8. It is noted that implementing the above under Phase 1 will give effect to much of the work required under Phase 2. Bringing that forward will deliver the following benefits:
 - It will greatly reduce the likelihood of death or serious injury for everybody in the community as a result of road traffic accidents.
 - It will avoid the wasteful spending of ratepayer dollars on having to do the whole thing twice, including moving infrastructure that would otherwise initially be tightly confined around the school.
 - Not having time limited speed limits for the school in term time only will mean the same protections for the whole community (not just children for an hour a day) will be in place at all times of day, every day of the year in line with best practice for the whole community. It is noted that children and other of all ages move around the village outside of school hours and especially during school holidays
 - The early implementation of SAAS will encourage safe walking and cycling, not just to school, but for everyone in the community, including its many visitors. The Board submits that the proposed 100m school zone will not meet this Government requirement.
 - Enhanced walking and cycling can deliver wider co-benefits around health, mobility, community engagement and connectivity and contribute towards KCDC's wider set of strategic priorities including for emissions reductions.
9. It is noted that KCDC has within its gift the ability to quickly amend its Phase 1 plans for Paekākāriki to give effect to this submission and to get that in front of the village for consultation through an extraordinary process.
10. The Community Board can directly assist in this endeavour through facilitating the required number of opportunities for community consultation. It stands ready to assist so that KCDC's own deadlines for reporting back on its plan to Waka Kotahi can still be met.

Background

"It has never been more important to make sure our roads are safe for everyone."

KCDC Speed Management Plan.

11. As stated in the introduction of KCDC's Speed Management Plan, the requirement is for ***"making sure we have safe and appropriate speeds on all roads."***
12. The Plan then goes on to say: ***"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."***
13. And that: ***"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."***
14. Indeed, the Paekākāriki community has been calling for, and has submitted specific proposals, to reduce speeds and introduce features such as a crossing to Campbell Park and to generally make the roading system in the village safer for many years. This has been a particular focus of the school and generations of parents.
15. The Plan notes that it is being prepared to give effect to the overarching Road to Zero Strategy which envisions: ***"a New Zealand where no one is killed or seriously injured in road crashes."***
16. In the section titled: *Why does speed management matter*, you state: ***"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."***
17. The Plan backs this up with statistics that compare the incidence and outcome of accidents between areas where safe and appropriate speed limits and other measures are already in place, and those where they have not. These clearly show the efficacy, in terms of reduced harm, from the implementation of lower speeds and associated measures.
18. The Plan also state that in consultation in 2019 in the District, a majority of submitters supported lower speed (SAAS) limits.
19. It is noted that Phase 1, does not contain any proposals, beyond a 100m cordon around the school, to reduce speeds below 50 kph within Paekākāriki; a speed which carries an 80% risk of death in the event of a collision. In this regard, the Board submits that the Plan is not fit for purpose as it does not give effect to either the Plan's objectives nor the regulations, plans and GPS which to which it is required to give effect.
20. Thinking specifically about Paekākāriki, Table 1 in the Plan sets our safe and appropriate speed limits. For ease of refence, these are copied below and annotated to make them relevant to the village.

Category	Description	SAAS
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
<i>The Parade, Wellington Road, Tilley Road, Te Mitti</i>	<i>Connecting all other roads in the village to the shops, entry and exit to the village, the Library, Tennis Courts, Play Centre, Railway Station (and associated bus stops), School, Scout Hall, Campbell Park, Sports Club, Surf Club, Wai Ata, Community Gardens, Paekākāriki Holiday Park and QEII Park.</i>	

<i>Street and Ames Street.</i>		
Local streets (urban) <i>All other streets in the village</i>	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) <i>Beach Road, SH 59 and all roads connecting to the Railway Station.</i>	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 <i>SH59</i>	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. <i>Especially as it passes housing heading North out of the village and adjacent to the Beech Rd junction for safe entry and exit to the village and with regard to accessing the old BP/Ian's Coffee site safely.</i>	40 - 60

21. Table 3 in the plan sets out alignment with Government Policy Statement (GPS) priorities. Again, these are repeated here for convenience:

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

22. Under priorities, on page 14 of the Plan, the list includes: *“areas where the highest concentrations of active road users are expected, such as town centres, employment areas, other commercial areas and surrounding local streets.”*

Submission against Plan proposals

23. All of the above provides important context and provides a framework against which the proposals in the Plan can be considered. Council officials have done a superb job of setting out the objectives of the wider framework in which the Plan sits and its objectives with a laudable focus on:

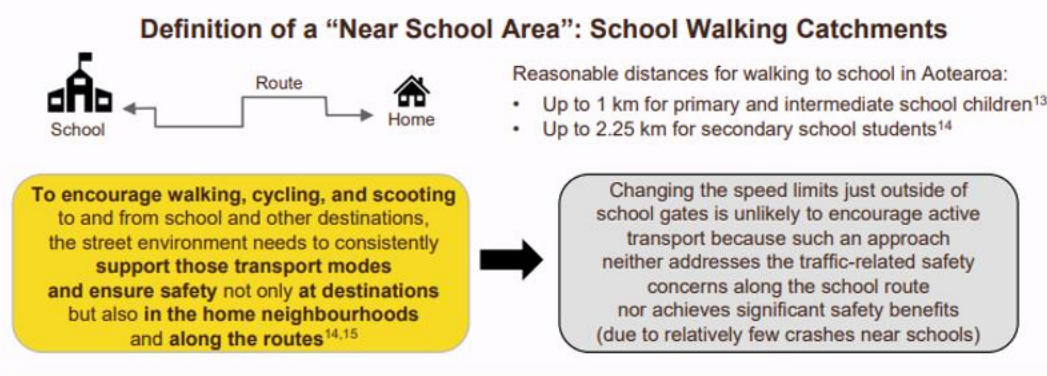
- Safety
- Providing an efficient and accessible transport system for all users
- Providing a focus on safety in high use areas such a town centres, schools and transport hubs
- Promoting a low-emissions transport system
- Supporting the growth of walking and cycling

24. The objective of the Community Board is to be constructive in giving effect to a workable solution to speed management which helps KCDC meet its statutory obligations under the GPS in line with the vision for the Road to Zero Strategy with specific focus on Paekākāriki.

25. The Board believes that current Phase 1, short term proposal, can be significantly enhanced beyond the current de minimus approach and better meet the spirit and intent of the what the Government is trying to achieve through its layered approach to road safety and related objectives.
26. The Board believes it would be a disservice not to point that out the shortcomings it has identified in the hope that doing so will improve Council compliance with its legal obligations; especially as the long-term requirement is to actual apply the MAAS settings. In particular, with regard to the proposed 100m school zone, The Board does not believe that this gives affect to the objective from Table 3 to:

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.
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27. This is because there is no provision in the proposal as it is for safe walking and cycling to reach the 100m zone around the school.
28. It is further noted, that any benefit delivered by the proposed 100 m zone would only apply when it was in operation, for around a total of one hour a day and only during term time. Even this limited benefit would be extinguished at all other times. We therefore submit that for this additional reason the proposal as it stands is not fit for purpose.
29. The Board's submission that the current 100m proposal around the school be extended to 1km is made in the hope that such an extension will meet the objectives of the Plan and all of the strategies and the GPS that it required to give effect to.
30. There is clearly precedent for going beyond the bare minimum, the closest example being the approach being taken by Wellington City Council. It takes a view that it is important to provide a safe transport system within a radius proven to be conducive with encouraging safe walking and cycling to school as illustrated below:



References:

- Pocock T, Moore A, Keall M, Mandic S. Physical and spatial assessment of school neighbourhood built environments for active transport to school in adolescents from Dunedin (New Zealand). Health Place. 2019 Jan;55:1-8. doi: 10.1016/j.healthplace.2018.10.003. Epub 2018 Nov 13. PMID: 30446347.
- Rahman ML, Moore A, Smith M, Lieswyn J, Mandic S. A Conceptual Framework for Modelling Safe Walking and Cycling Routes to High Schools. Int J Environ Res Public Health. 2020 May 10;17(9):3318. doi: 10.3390/ijerph17093318. PMID: 32397592; PMCID: PMC7246540.

31. Knowing that *“changing the speed limits just outside of school gates is unlikely to encourage active transport because such an approach neither addresses the traffic related safety concerns along the school routes nor achieves significant safety benefits (due to relatively few crashes near school)”* the Board submits that:

The 30kph zone around Paekākāriki school be set with a radius of 1 km during phase 1 of the Plan to be delivered before the end of 2027.

32. Doing so will deliver many co-benefits in line with the objectives of the Plan and the strategies and GPS to which KCDC is obliged to give effect over the long term.
33. Going straight from a 100m boundary to a 1km radius will also prevent the wasteful spending of valuable ratepayers’ dollars as it will avoid an interim step and doubling up on infrastructure spend. It will also avoid forgone gains in terms of wider co-benefits.
34. The move to an immediate, and permanent, 1km radius 30 kph zone around the school will:
- Meet the requirement to encourage walking and cycling to school (the current proposal only does so for those living 100m from the school who would already walk or bring the bikes to school)
 - encourage walking and cycling among the rest of the village population across the village
 - encourage walking and cycling among visitors to the village, noting that cyclists are major source of custom for our wonderful local businesses
 - aid in the provision of cycling infrastructure on the only stretch of Coast35 that is on-road.
35. An early extension to the school zone and an immediate move to a 30 kph speed limit should also contribute towards saving lives and serious injuries much sooner than would otherwise be the case if it was delayed into the timelines of Phase 2.
36. The Board submits that is not prepared to continue to put the lives and safety of all in the village at risk for a moment longer than is actually necessary to make the necessary safety improvements and especially not while other communities are acting to keep people safe under the same requirements to deliver Safe Speed Plans as soon as possible.
37. In addition, moving immediately to a school zone of 1km radius and permanent 30 kph limit will help meet the following objectives of the Plan with regard to the long-term SAAS setting required of:
- Activity Streets
 - Local streets (urban)
 - Main streets (urban)
38. Doing so, also falls in line with the features set out in Table 7 of the Plan:

Type	Criteria	Example infrastructure
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.

39. The Board submits that the current proposal for the School does not meet the requirements in the last row in Table 7 above as the Plan contains no such proposals to do so. Wellington Road is clearly a road adjoining a school which additional traffic is generated continuously by adjacent land uses. In the case of Wellington Rd, these include:
- QE2 Park
 - The Holiday Park
 - The Scout Hall
 - Campbell Park playground (and access to the sports pitch
 - The School outside of drop off and pick up times (events, out of ours activities plus use of playgrounds)
 - It being a bus route
 - The main feeder road to and from the train station
 - Paekākāriki Play Centre
 - The Tennis Courts
 - The Library
 - The Bowling Club
 - St Peter's Hall
 - The Shops
 - The entry and exit to the village
40. It is important that KCDC's Plan meet the requirements of it under the various laws, regulations and GPS which it is designed to enable. The Board submits that in its current form, the Plan does not.
41. The Board submits that the extension to a zone of 1 km radius around the school will contribute towards the saving of lives and serious injuries in the village and District more widely.
42. An immediate move to a permanent 30 kph limit will avoid the unnecessary and ineffectual interim step of having a variable limit.
43. Having moved quickly to change to a 30 kph limit, the design and delivery of traffic calming measures along Wellington Road will go much further in enhancing safety along its length **for all road users at all times** and to facilitate safe crossing to Campbell Park in particular.
44. Such an approach would be in line the objectives of the Plan, NZTA requirements, the Road to Zero Strategy and the GPS around the following features in the village:
- Playcentre – currently just meters into where an existing 30 kph limit changes to 50 kph
 - The village's public transport hub at the railway station that has constant flow of people going to and from it that drive, walk and cycle as well as frequent bus services
 - Campbell park which currently has no provision for safe crossing for the children and others that use it
 - The Scout Hall -again there is no provision for safe crossing to get the Scout hall which is used day and night by people of all ages and abilities in the village.
 - QE II Park, the Holiday Park, the tennis courts, the bowling club, the Surf Club site, the memorial Hall and Wai Ata.
45. There is an acute safety issue when children, indeed all users, exit the Scout Hall at night, especially when it's dark, as there is no footpath on the Hall side of the Wellington Road and users are forced to cross a 50 kph road which is very poorly lit. The Board submits that the fact this situation has been allowed to carry on for so long is completely unacceptable to the community.

46. While noting that infrastructure to calm traffic plus an actual crossing is essential and has been the subject of repeated submissions from the school and the wider community to have one built over many years, the immediate delivery of permanent (not variable) 30 kph speed signage would be of immediate benefit. School age children do not use the Scout Hall during school hours, so to be of any benefit, the 30 kph limit must be in effect outside of school hours.
47. In addition to the extending the zone around the school to a radius of 1Km, urgent action is also required to address two specific road safety issues associated with SH59.
48. The first is that children and other members of the community are forced to walk or cycle on the verge beside it, there is no footpath or lighting, from the houses along the State Highway and the path into the village across the railway lines (Betty Perkin's Way).
49. It is unacceptable to the Board that the community continues to be put at risk by walking beside SH59 and submits that this be addressed urgently and no later than the end of December 2023.
50. The second is the requirement for infrastructure that will enable safe crossing between the Beech Road shops and the old BP Petrol Station/Ian's Coffee site at the foot of Paekākāriki Hill Road.
51. This proposal offers an immediate solution to relieve pressure on parking around the town centre. The Board submits that it will not advise anybody the property for parking while there is no provision for safe crossing. This too should be urgently addressed, preferably before the peak summer season when village parking will otherwise be overwhelmed.
52. The Board has also received submissions from residents, and observed for itself, several concerns with road safety and appropriate speeds on The Parade. Parade residents have expressed specific concerns about "people using it as a racetrack, especially at night", and that they don't feel safe using the road.
53. The Chief of the local Fire Brigade submitted that the Parade be made one way, South bound. He submits that this would still enable ready access to all homes via Wellington Rd and perpendicular streets, including for emergency services. *Public speaking time, Community Board meeting of 9 May 2023.*
54. He also thinks that an early move to a one-way system on this road will assist with traffic management associated with the proposed sea-wall works. He does not want to see vast sums of money spent on the running of a contraflow system when it can be avoided entirely by making the road one-way.
55. It is also noted that instigating a one-way system would enable the creation of a higher grade, separated, path for walking and cycling adjacent to the sea wall. Such a combined walking and cycling lane would be a jewel in the crown of Coast 35. The Board submits that, following consultation, it would not want to see money spent on unnecessary traffic management when it could be much better spent on a lasting legacy of great, and safe, transport infrastructure that can be enjoyed, not just Paekākārikians, but by visitors from the District and beyond.
56. While the Board has heard of the concerns of those living on The Parade and sees the merit in what the Fire Chief proposed, it submits that specific proposals be drawn up as a result of direct consultation with residents of The Parade to ensure their concerns are heard and addressed within any specific plan. Talk to Parade residents before drawing up any proposals for broader consultation.

Consulting in good faith

57. In submitting for the 1km radius extension of the school zone and the other works covered in this submission, we note the precedent being set by proposals elsewhere in the District for wider 30 kph zones:

- Waikanae Beach Village
- Otaki Town Centre
- Waikanane Town Centre
- Te Horo Beach

58. It is noted that this submission to extend the school 30 kph zone to have a 1km radius is the result of consultation and not the original proposal consulted on. Rather than wait another three years, the Board submits that a 1km zone proposal, including initial ideas for safe crossing provision to Campbell Park, safe walking besides SH59 and safe crossing to the former BP/Ian's Coffee site and for The Parade be developed by Council as a matter of urgency so that it can be presented to the Paekākāriki Community for consultation.

59. The Board will support Council in activities to ensure that consultation requirements for such a new proposal are met in concert with the use of KCDC's regular digital and print channels, such as:

- Putting a presentation of the new proposal on at as many Community Board meetings that fall within a revised submission deadline
- Facilitating consultation on the proposal at the monthly Paekākāriki Market
- Publicising the proposal and submissions process on the Paekākāriki Community Board and Paekākāriki Tauhokohoko Facebook pages
- Posting a copy of the proposal in the village centre
- Facilitating one or more special drop-in sessions on the proposal at St Peter's Hall
- Writing about it on the Paekakariki.nz website and including that in the fortnightly village newsletter
- Discussing it on Paekākāriki FM's daily magazine show, Te Pai

60. It should be noted that KCDC's usual method of buying advertising space in the Kapiti Observer and Kapiti News does no good in Paekākāriki as those papers are not reliably delivered in the village.

61. It should be noted that the Board is disappointed that it did not have the same opportunity to come up with its own proposal to be included in the Plan as was the case for other communities. The offer of a facilitated consultation process is made in good faith to address this oversight.

62. To conclude, the Board cannot understate the urgency of this issue to the village. The community has been asking for road safety improvements, specifically around the school and for the provision of a crossing to Campbell Park for many years. It is not acceptable for, not just decisions, but for action to be put off until beyond 2027. The safety of our community, and particularly its children, cannot wait.

Summary of the Submission

- The immediate extension of the radius of the 30 kph zone around the School to 1 km
- That the variable step in the change of speed limit be bypassed with it being made permanent right away
- That safe crossing infrastructure be put in to get to Campbell Park (including the Scout Den)
- That specific traffic calming measures are installed to enable safe walking and cycling (in line with the clearly stated objectives of the Plan and the laws and regulations to which it seeks to give effect across the 1 km radius 30 kmh school zone)

- That safe crossing infrastructure been installed to allow access to the old BP/Ian's Coffee site
- That safety improvements are made for those walking and cycling along SH 59, especially where it passes homes to the North of the village.
- That Council work with residents of The Parade to come up with specific traffic calming, and potentially for a one-way system, proposal that is then subject to wider consultation
- That bi-lingual signage be used in all instances where a suitably approved option is available.

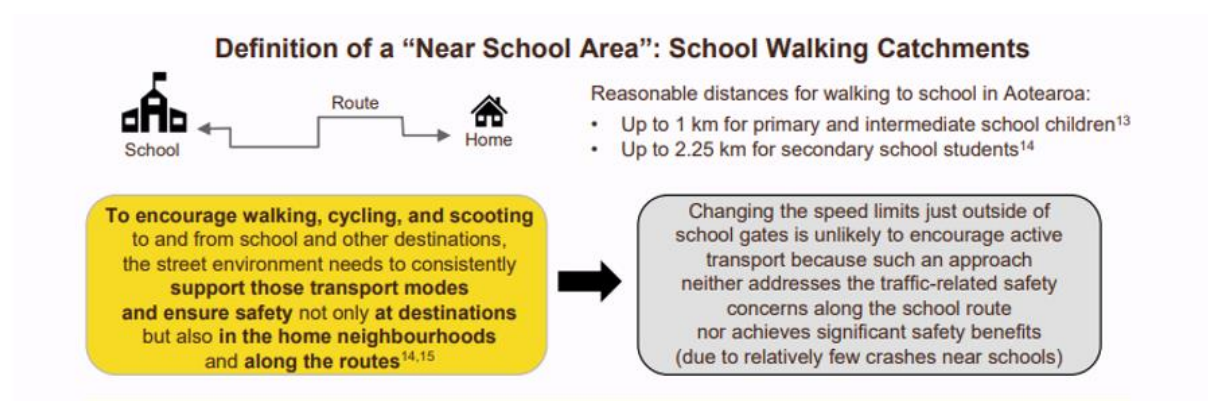
Annex A - One page summary for petition in support

Paekākāriki Community Board (the Board) – Submission on KCDC's Speed Management Plan

The Board has taken an approach in its submission on KCDC's Speed Management Plan to:

- Improve safety for everybody that moves around Paekākāriki, no matter their age or ability and reduce the risk of death and serious injury as a result of vehicle collisions
- Improve connectivity within the village
- Enable those that want to cycle, walk or use other modes
- Specifically improve safety for our tamariki, not only to get to school and back, but at all times.
- Improve safety for everyone that wants to access Campbell Park, including the Scout Hall
- Open up use of the old BP/Ian's Coffee site
- Greatly reduce risks for those forced to walk and cycle unprotected around SH 59 homes
- Address the concerns raised by residents on the Parade
- Accelerate KCDC's compliance with its legal requirements to give effect to mandated safe and appropriate speeds in a way that saves ratepayers money

Follow established best practice that has a strong evidence base, such as:



Main points of this submissions

- I. 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 30 kmh apply at all times (permanent with no variable step).
- II. 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
- III. That safety improvements are made for those walking and cycling beside SH59, especially around the houses on SH 59.
- IV. That a specific proposal for traffic calming and other measures be developed with residents of The Parade.
- V. That all works not completed before the end of 2023 (point 1) be completed before the end of 2027.
- VI. That bi-lingual signage be used in all instances where a suitably approved option is available.

Support for Paekākāriki Community Board's submission on KCDC's Speed Management Plan

We the undersigned broadly support Paekākāriki Community Board's submission on KCDC's Speed Management Plan.

Name	Contact details	Signature

[illegible]

Annex B - Text for Paekākāriki Community Board Facebook page

KCDC recently published its Speed Management Plan. The objective of this is to give effect to central Government requirements to introduce safe and appropriate speeds and generally make things safer for everybody that moves around our community. This includes those that drive, walk and cycle; are old and young and of all abilities.

Central Government's Strategy is backed by evidence around people, especially our tamariki, being more likely to walk and cycling when it's safer to do so, and of course the simple of physics of lower speeds leading to greatly reduced deaths (80% die when hit at 50 kph, 10% at 30 kph) and serious injuries when regular drivers (like you and me) have someone step out in front of them, get distracted or have something else happen to them while driving that results in it all going wrong.

You can see KCDC's plan on its website. Go to the home page and search Speed. It's consultation page has a link to the central Government documents.

Having had two presentations at open Community Board meetings, attended KCDC's information session in May and been at the market on Saturday and last month, Community Board members have spoken to lots of people about this issue. We have also collected around 40 signatures broadly in support of our submission on KCDC's plan. It is also supported by the School and Kapiti Cycling Action.

KCDC's Plan start with the objective to have: "A connected and efficient multi-modal transport network, safe for people of all ages and abilities to be on or around." Its short-term plan to deliver this is to only limit speeds for two blocks of half an hour immediately around the school (see map in KCDC's Plan to see just how immediate to the school boundary this is) during term time only. That's it.

Your Board's submission on this Plan, as a result of the many conversations we had in the village, is to expand the zone around the school to a radius of 1km to create a safe zone for waling and cycling for everybody, not just children, for that to be 30 kph, for a crossing into Campbell Park, to facilitate safe crossing to the old BP Gas Station/Ian's Coffee site so that can be used (potentially to relieve parking pressure, but there'd very likely be more discussion on that later), to improve safety for those that walk and cycle along SH59 to access the homes there and to have a specific conversation to deal with the issues around speeding and unsafe driving raised by residents of The Parade.

Not everybody will agree with this submission, but it certainly reflects the balance of conversations we've had and it actually does go a long way to delivering on central Government's requirements to make our village much safer for everybody, not just drivers, to move around sooner rather than later.

It's OK to agree or disagree and to make your voice heard. You can comment or message us to have your name added in support of the Submission, and everybody can have their say either way directly to KCDC through its consultation process which closes on 9 June.