

OIR: 2324/670

19 September 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 **9 September 2023** requesting the following information:

1. *How many traffic related deaths there have been in Paekākāriki over the last five years?*

No deaths have been reported as occurring within Paekākāriki Village excluding state highways from 1 January 2018 to 14 September 2023.

2. *How many traffic related serious harm injuries have there been in Paekākāriki over the last five years?*

No serious crashes have been reported as occurring within Paekākāriki Village excluding state highways from 1 January 2018 to 14 September 2023.

3. *What are the costs, and a breakdown by provider, to date associated with the Kāpiti Coast District Council Speed Management plan?*

The costs to date as supplied by external providers have been split into costs associated with:

- Preparing the Speed Management plan (SMP) excluding staff time.
- Implementing Part A of the Speed Management plan, i.e., physical works.

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

Table 1: Speed Management Preparation

No	Task Description	Cost
1	SMP – Kōpū māori translation	\$240
2	SMP – Layout and Concept Plans	\$13,018
3	Newspaper advertising	\$937
4	Radio advertising	\$616
5	Digital advertising	\$2,233
6	Delivery of 'flyers'	\$400
7	Info boards	\$354
	Total	\$17,798

Table 2: Speed Management Plan Implementation

No	Task Description	Cost
1	Te Ra School cycle/ pedestrian dual crossing – design	\$12,025
2	Otaki College Raised Pedestrian Crossing - design	\$10,339
3	Schools variable speed limits – risk assessments	\$12,000
	Total	\$34,364

4. What is the CBA of Paekākāriki options 1 and 2 vs the do-nothing option (showing travel disbenefits)?

Waka Kotahi has completed a business case for the Road to Zero *Speed and Infrastructure Programme*. As the Kapiti Coast Speed Management Plan and the Paekakariki proposals sits under the national business case it is not required nor recommended by Waka Kotahi.

5. How many school children on average per day cross Tilley Road within the calming zone proposed under option 2?

These numbers are unknown. Reducing speeds to safe speeds around schools has significant benefits, especially for children, because they not only reduce the risk of death, injury and near misses, but they increase the opportunity for children to walk and bike to school, developing healthy habits of physical activity and independence.

On that basis I must decline this part of your request under section 17(e) of the LGOIMA as the documents alleged to contain the information requested does not exist.

You have the right to request the Ombudsman to review this decision. Complaints can be sent by email to info@ombudsman.parliament.nz, by fax to (04) 471 2254, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Ngā mihi,



Sean Mallon

Group Manager Infrastructure Services
Te Kaihautū Ratonga Pakiaka