



SUBMISSION BY WAIKANAЕ COMMUNITY BOARD – SPEED LIMITS REVIEW Stage 2 - 2019

The Waikanae Community Board (“WCB”) is a creature of statute, taking its current constitution from the Local Government Act 2002. The Waikanae Board is established pursuant to s49 of that Act. Such a Board where established is for each community in accordance with schedule 6 of the Act.

The Waikanae Community Board wishes to speak to this submission.

Role of Community Boards

The WCB has legal mandate to make a submission in terms of section 52 of the Local Government Act 2002 and provides:

52 Role of community boards

The role of a community board is to—

- (a) represent, and act as an advocate for, the interests of its community; and*
- (b) consider and report on all matters referred to it by the territorial authority, or any matter of interest or concern to the community board; and*
- (c) maintain an overview of services provided by the territorial authority within the community; and*
- (d) prepare an annual submission to the territorial authority for expenditure within the community; and*
- (e) communicate with community organisations and special interest groups within the community; and*
- (f) undertake any other responsibilities that are delegated to it by the territorial authority.*

The Board notes that there are a number of speed limits on roads within the Waikanae Ward Boundaries being reviewed.

These are:

- Kebbell Drive and Aston Road
- Huia Street and Greenhill Road
- Peka Peka Road SH1 – 94 PP Road
- Kensington Drive, Raukawa Road
- Pingao Lane and Pairuku Lane
- Te Hapua Road, Morrison Road, Derham Road in the Waikanae Ward

Road name: Kebbell Drive and Ashton Road

Current speed: 100 km/h

Proposed speed: 60 km/h

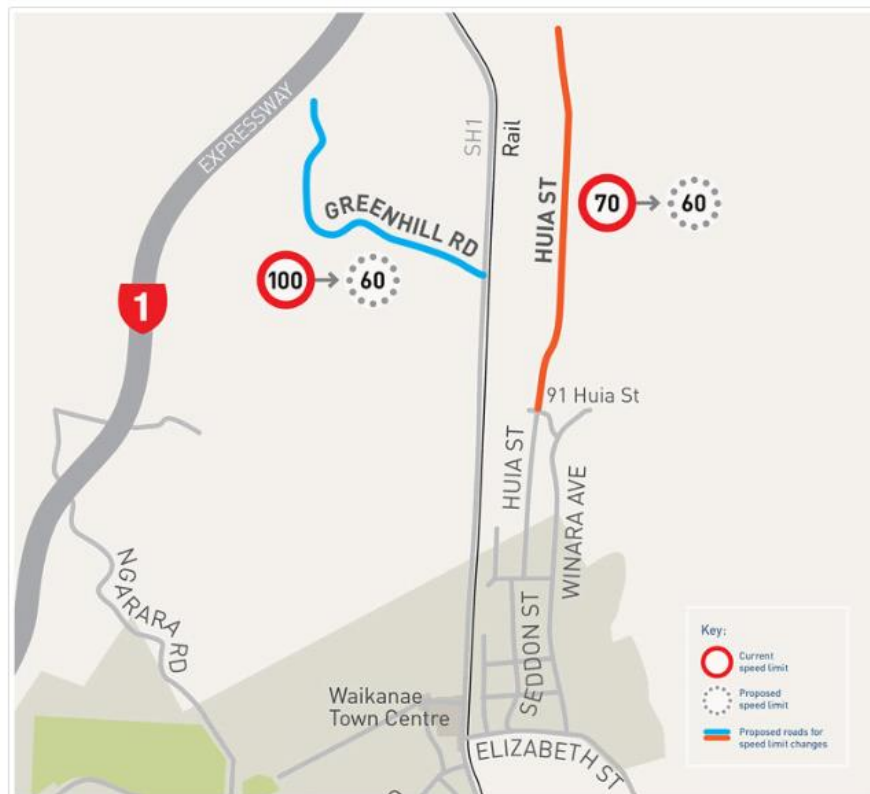
Why a change is proposed: The proposed 60 km/h speed limit best reflects the safety and use of these narrow windy no-exit roads, which provide access to rural residential properties.

Road Map:



Kebbell Drive (full length).

The board agrees with these proposed changes for Kebbell Drive and Aston Road.

Road name: Huia Street**From/to:** 70 km/h section: From 91 Huia Street to end (1.85m)**Current speed:** 70 km/h**Proposed speed:** 60 km/h**Why a change is proposed:** The proposed 60 km/h speed limit best reflects the safety and use of these narrow windy no-exit roads, which provide access to rural residential properties.**Road name: Greenhill Road****From/to:** Full length: From SH1 to end (1.6km)**Current speed:** 100 km/h**Proposed speed:** 60 km/h**Why a change is proposed:** The proposed 60 km/h speed limit best reflects the safety and use of these narrow windy no-exit roads, which provide access to rural residential properties.**Road Map:****Huia Street 70 km/h section from 91 Huia Street to end.**

The board agrees with the proposed changes for Huia Street, but submits that the speed limited Greenhill Road remains at 80 Km.

Road name: Peka Peka Road**From/to:** From SH1 to 94 Peka Peka Road (820m)**Current speed:** 80 km/h**Proposed speed:** 60 km/h

Why a change is proposed: The proposed 60 km/h speed limit is considered to best reflect the safety and use of this windy undulating road which provides access to rural properties, Kensington Drive, Harrisons Garden Centre, SH1, Paetawa, Waikanae, and the Expressway shared path. This section of road is popular with cyclists, walkers and equestrians, but has no separate facilities (path) or shoulder for them to travel off the road. The proposed speed limit is consistent with the speed traffic travels through this section of road.

Road name: Kensington Drive**From/to:** Full length: From Peka Peka Road to end (518m)**Current speed:** 80 km/h**Proposed speed:** 60 km/h

Why a change is proposed: The proposed 60 km/h speed limit best reflects the safety and use of this no exit rural road.

Road name: Raukawa Road**From/to:** Full length: From Peka Peka Road to end (770m)**Current speed:** 80 km/h**Proposed speed:** 60 km/h

Why a change is proposed: The proposed 60 km/h speed limit best reflects the safety and use of this no-exit road with rural lifestyle housing.

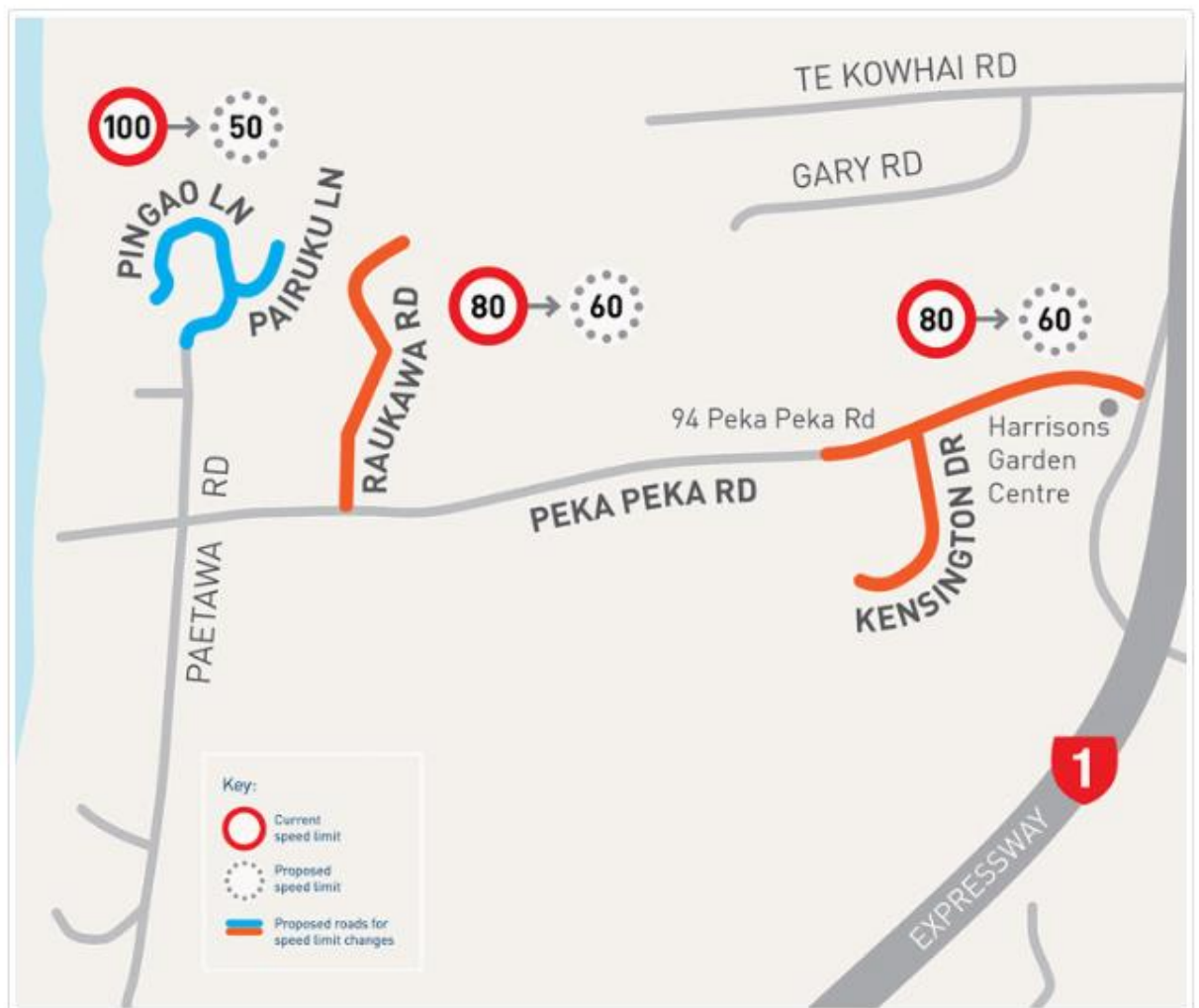
Road name: Pingao Lane**From/to:** Full length: From Paetawa Road north to end (491m)**Current speed:** 100 km/h**Proposed speed:** 50 km/h

Why a change is proposed: These short no exit roads are off Paetawa Road just north of Peka Peka Road, which has a 50 km/h speed limit. Both these short roads have a similar level of housing and layout to Paetawa Road and so should take on the same 50 km/h speed limit.

Road name: Pairuku Lane**From/to:** Full length: From Paetawa Road north to end (230m)**Current speed:** 100 km/h**Proposed speed:** 50 km/h

Why a change is proposed: These short no exit roads are off Paetawa Road just north of Peka Peka Road, which has a 50 km/h speed limit. Both these short roads have a

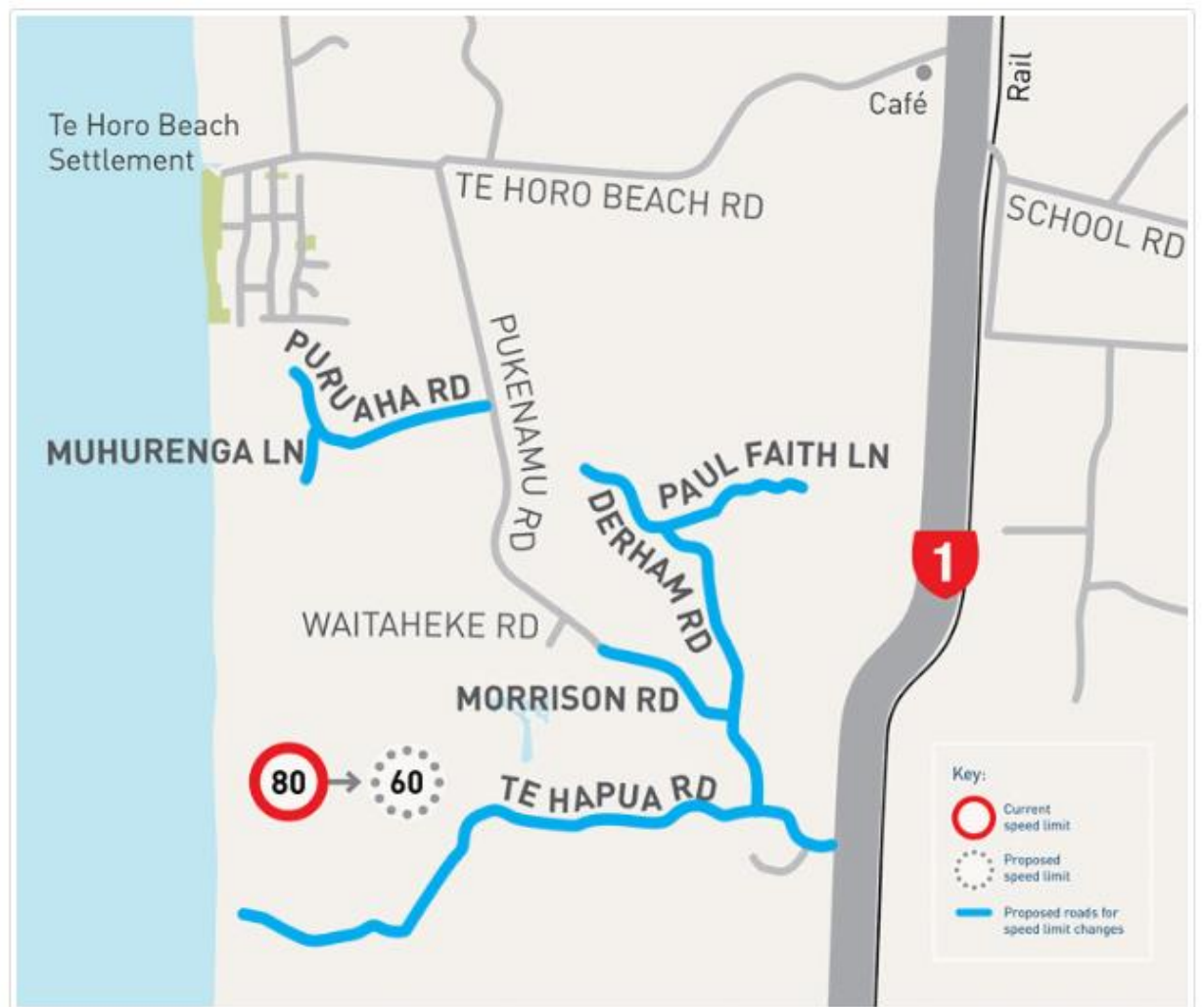
similar level of housing and layout to Paetawa Road and so should take on the same 50 km/h speed limit.



Pairuku Lane (full length).

The board's views are as follows:

Peka Peka Road SH1 – 94 PP Road 80 km – 60 km – disagree – keep current
 Kensington Drive, Raukawa Road 80 km to 60 km – disagree – keep current
 Pingao Lane and Pairuku Lane 100 km to 50 km – agree

Road name: Te Hapua Road**From/to:** Full length: From SH1 to end (3060m)**Current speed:** 80 km/h**Proposed speed:** 60 km/h**Why a change is proposed:** The proposed 60 km/h speed limit is considered to best reflect the safety and use of Te Hapua Road, which is a windy rural residential no-exit road**Road Map:**

The board's views are as follows:

Te Hapua Road, Morrison Road, Derham Road in the Waikanae Ward – 80 km to 60 km – disagree, keep current

The board also has further comments to make:

In writing this submission on these proposed new speed limits the “New Zealand Speed Management Guide” has been consulted. This is a tool designed to help NZTA and the Road Controlling Authorities (in this case KCDC) to identify roads where risk and speed are safety issues. It also considers the options to deal with it, whether that is making changes to reduce speeds in some instances while other roads may need upgrading so people can travel safely at the speed limit. The board is very much in agreement to such a tool being rolled out nationwide, but questions how the roads that are identified as unsafe are being remedied.

The board is concerned the safety concerns raised on these roads are being fixed with a bandaid – in the form of a new speed signs. Peka Peka Road is the worst case scenario in the roads in the Waikanae Community Board boundary. This road is well known as a dangerous road. The current speed limit on it is 80 km. KCDC is suggesting that about the first 1 km on it from SH 1 is to drop to 60 km. This might slow traffic down but this speed restriction is not consistent with rest of the road. The state of the road is just as bad as the remainder of the road that is proposed to remain at 80 km. The board also notes that the section of the road to the west of Paetawa Road is 50 km. So at the western end of this Road there would be speed limits for motorists to manage within 0.5 km which is confusing.

The board is also interested in hearing what mitigation measures are going to occur for section of Peka Peka Road that is in SH1 revocation corridor, and of KCDC’s plans to make Peka Peka Road safer in light of the NZTA decision to not build 2 more access arms and the potential of 1000 more vehicles travelling along that road when the expressway opens from Peka Peka to Otaki next year in 2020.

The board has highlighted these issues within the Waikanae Community Board, and no doubt these are repeated on the other Community Board areas. The board therefore requests that before any decisions are made on changing any speed limits throughout the district that the draft “Speed Management Map” showing three types of interventions (“engineer up”, challenging conversations” and “self explaining”) for Road Controlling Authority to consider is discussed with elected members.

The board would also requests for its-self and the other boards, information on the plans on safety road works and the nature of those works over the next 10 years.

Jocelyn Prvanov

Waikanae Community Board Chair

18 March 2019

The Board is aware that there is a lot of discuss amongst the Reikorangi residents for and against these proposed speed review changes. The roads are narrow and winding. Trucks, cars and cyclists use these roads, some for recreation, some as part of their livelihoods. Reducing the speed limits on these roads will make travelling them safer for all. Reducing the speed limits is a broad stoke approach when there may only be small sections of these roads that are unsafe. The Board would like to see a safety audit undertaken, or the results of any safety audit taken, to ascertain whether roadworks would remove the need to reduce the speed limits. The Board is relying on submissions from Reikorangi residents to provide local input into this decision.

Jocelyn Prvanov
Chair -Waikanae Community Board