

Speed Management Plan 2026–36

Consultative Draft – 1 July 2026



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Introduction

Background

As a Road Controlling Authority (RCA), Kāpiti Coast District Council (KCDC) is responsible for planning and maintaining more than 400 kilometres of roads and shared paths across the district.

The Government has identified better speed management as key to having safer roads and lowering crash impacts in New Zealand and released Land Transport Rule: Setting of Speed Limits 2024 (the Rule) in October 2024 to assist RCAs.

The objective of the Rule is to contribute to an effective, efficient and safe land transport system by:

- providing for an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement;
- empowering or requiring road controlling authorities to set speed limits for roads under their control after considering safety, economic interests, and the views of road users and the community; and
- setting out requirements that road controlling authorities must comply with when setting speed limits.

The Rule gives RCAs, like KCDC, the option of adopting a Speed Management Plan (the 'Plan') that sets speed limits for our roads and includes an Implementation Programme that identifies proposed changes to speed limits and infrastructure for at least three years from the start of the Plan.

As the 2024 Rule revoked the last Land Transport Rule, which KCDC's Speed Management Plan 2023-33 (SMP 2023) was based on, the previous Plan has no legal status and needs to be replaced. The new Draft Speed Management Plan 2026-36 will reflect the objective of the new Rule and continues the work that we intended to cover in SMP 2023-33.

Why does speed management matter?

Speed management is about ensuring people can travel at safe speeds on roads based on the road's function, design, safety, and use.

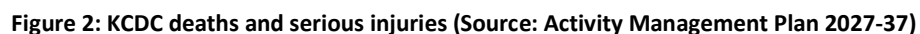
People often don't realise the effect that speed has on safety. While the speed at which a vehicle travels is not always the main reason behind why a crash happens, it does have a direct impact on the severity of the crash.

The International Transport Forum's 2018 report on speed and crash risks suggests further that:

- Most unprotected road users survive if hit by a vehicle travelling at up to 30 km/h
- A modern car can protect occupants up to 50 km/h in a side collision and can protect occupants up to 70 km/h in a head-on collision
- The risks for vulnerable pedestrians, such as elderly and young children, are higher.

Most fatal and serious crashes occur when speeds are <10 km above the limit but are inappropriate for the road users. Managing speeds to survivable levels also makes the transport network safer for groups such as pedestrians and cyclists who are more vulnerable to a collision with a moving vehicle.

Figure 1: Death and injury percentages (Image credit: Auckland Transport)



Speed management on the Kāpiti Coast

The way we manage speed on our roads has changed over the years.

Our transport network of roads and pathways is now used by people of all ages and abilities, and road users can have access to a range of travel options, including cars, bikes, scooters, or by pedestrian access. Given that our community is growing and our roads busier, it's never been more important to make sure our roads are safe for everyone.

The Kāpiti Coast District Council's Speed Management Plan 2023-33 adopted by Council in October 2023 comprised three parts, as outlined in Table 1 with the status.

Table 1: Speed Management Plan 2023 – 33 Status

Timeline	Status
2023-24 (Part A, completed June 2024)	Based on Land Transport Rule: <u>Setting of Speed Limits 2022</u> • 30km/h variable speed limits installed outside 13 schools on the Kāpiti Coast resulted in a reduction in mean speed in the period immediately before/after school, on school days of approximately 2 km/h. • Permanent speed limits changed on seven roads.
2024–27 (Part B, completed July 2026)	Based on Land Transport Rule: <u>Setting of Speed Limits 2024</u> • 30km/h variable speed limits installed outside all remaining schools, which differed to the permanent 30km/h speed limits proposed in the Speed Management Plan 2023-33. • Pedestrian zebra crossings reconstructed on raised safety platforms on roads fronting five schools. • Speed humps installed outside several schools resulting in a reduction in mean speed in the period immediately before/after school, on school days of approximately 15 km/h.
2027–30 and beyond (Part C, this 'Plan')	Based on Land Transport Rule: <u>Setting of Speed Limits 2024</u>

During the consultation on the Speed Management Plan 2023-33, community feedback identified two priorities that will be delivered in future speed management plans:

- Road corridors - install infrastructure along road corridors to reduce travel speeds and/or provide opportunities for pedestrians/cyclists to cross road corridors safely.
- Expanding school zones - extend the existing speed limit buffer around schools.

Developing a Speed Management Plan

A Speed Management Plan is a forward planning document that allows a Road Controlling Authority (RCA) like Council to set speed limits that are safe, appropriate, and aligned with the function of each road. The plan is a key part to how we'll deliver on our commitment to reducing road crashes on our roads and make travel safer for road users.

Developing a Plan supports the short-term and long-term objectives we want to achieve on road safety over the next three years through a combination of speed limit changes, infrastructure improvements, or both. It also enables us to align the delivery of proposed speed changes and projects included in the Plan with the Long-Term Plan three-year funding cycle, integrate speed management with other strategic and operational plans, and identify opportunities for coordinated improvements. By packaging interventions into larger programmes of work, we can improve efficiency and achieve better value for money compared to delivering projects individually, while contributing to broader road safety outcomes and network performance.

While our Speed Management Plan will focus on roads that Council has control over, the Plan must align with the Government Policy Statement on Land Transport (2024–34) and reflect the Safe System approach, ensuring decisions are consistent with national priorities and designed to minimise death and serious injury. Together, these requirements provide a clear framework for RCAs to plan and deliver effective speed management interventions.

The Government Policy Statement on Land Transport

The Government Policy Statement (GPS) on Land Transport (2024–34) sets the Government's strategic priorities for land transport investment over a 10-year period. Table 2 illustrates how this Speed Management Plan aligns with the GPS priorities.

Table 2: KCDC Speed Management Plan alignment with the GPS priorities.

GPS priority	Alignment
Safety	The 'Plan' is working towards a local transport network where no one is killed or seriously injured as outlined in the Sustainable Transport Strategy (KCDC, 2022).
Value for money	By packaging interventions into larger programmes of work, we can improve efficiency and achieve better value for money compared to delivering projects individually, while contributing to broader road safety outcomes and network performance.
Increased maintenance and resilience	Standard designs have been developed for the construction of raised safety pedestrian zebra crossings and speed humps: • for the installation on roads fronting schools where appropriate • to prolong the life of the pavement to minimise the impact on vehicles where possible
Economic growth and productivity	The 'Plan' focuses on: • limiting changes to speed limits around schools and on some key routes thereby minimising disruption to freight and public transport • constructing safety infrastructure where appropriate on roads fronting schools

Safe System

Council adopted the Sustainable Transport Strategy in 2022. It includes Focus Area 3: Safety that states Council will adopt the safe system approach that:

“recognises that everyone makes mistakes, but the road system should be able to protect people from death and serious injury if mistakes occur”.

The Safe System approach aims to create a forgiving road system based on four principles:

Figure 3: Principles of the Safe System



The role of the Safety System

Speed management is part of the Safe System meaning that all parts of the system are safer than they are now. The role of the Safe System in road safety and KCDC's response is outlined in Table 3.

Table 3: Safe System/ KCDC's response

Pillar	Description	KCDC response
Safer vehicles	Will have advanced safety features, including electronic stability control, front and side curtain airbags and better maintenance of tyres and brakes.	Vehicle safety, performance and maintenance requirements. Vehicles purchased must hold an acceptable ANCAP safety rating. Cargo vans are also assessed to ensure they hold a minimum Silver collision avoidance rating.
Safer roads and roadsides	Will be safer because the planning and design will make them more forgiving of errors. Surfaces will be improved, and roadside hazards removed, or barriers installed.	KCDC undertakes Safe System Assessments and Safe System Audits when appropriate for new land developments and upgrades to existing road infrastructure.
Safer road users	Will be alert and aware of the risks, and drive or ride to the conditions.	KCDC undertakes road safety promotion, for example focusing on Drive to the Conditions, Fatigue, and Distractions.
Safer speeds	Will be managed to survivable levels through techniques such as greater use of technology and speed limits appropriate for the road.	Speeds on the Kāpiti Coast road network are managed in accordance with Council's Speed Management Plan. KCDC and NZ Police work together in several areas that include speed management.

Speeds

When setting speed limits for roads, RCAs must comply with the permitted range of speed limits for each class of road as outlined in Schedule 3 of the Rule and are listed in Tables 4 and 5.

Table 4: Urban street classifications

No.	Class of road	Description	Speed Limit (km/h)
1	Urban streets	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services.	50
2	Civic spaces	Streets mainly intended for localised on-street activity with little or no through movement.	10 - 20
3	Urban connectors	Streets that provide for the movement of people and goods between different parts of urban areas with low levels of interaction between the adjacent land use and the street.	50 - 80
4	Transit corridors	Urban motorways and corridors that provide for movement of people and goods within an urban environment.	80 - 100

Table 5: Rural street classifications

No.	Class of road	Description	Speed Limit (km/h)
5	Peri-urban roads	Roads that primarily provide access from residential property on the urban fringe, or in a rural residential area where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50 – 80
6	Stopping places	Rural destinations that increase activity on the roadside and directly uses the road for access.	50 - 80
7	Rural roads	Roads that primarily provide access to rural land for people who live there and support the land-use activity being undertaken.	80 -100
8	Rural connectors	Roads that provide a link between rural roads and interregional connectors.	80 - 100
9	Interregional connectors	Roads that provide for movement of people and goods between regions and strategic centres in a rural context.	100
10	Expressway	State highways that are median divided, with two or more traffic lanes in each direction, grade separated intersections and access controlled with a straight or curved alignment.	100 -120

If a road is of a class as set out in Table 6, an RCA may set for that road the alternative speed limit as specified in Schedule 3 of the Rule instead of a permanent speed limit permitted in Tables 4 and 5.

Table 6: Alternative speed limit

No.	Class of road	Description	Speed Limit (km/h)
11	Beaches	Beaches to which the public have access.	10 – 60
12	Unconventional low-volume or low speed road types	Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar.	10 – 30
13	Unsealed rural roads	Rural roads that are unsealed.	60 – 80
14	Urban streets with significant levels of pedestrian and/or cycling activity	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services that have significant levels of pedestrian and/or cycling activity.	40
15	Urban streets with no footpaths	Residential and neighbourhood streets with pedestrian activity and no footpaths.	40
16	Urban speed intersection zone	Intersections that have a history of high-risk crash types.	30 – 70
17	Rural speed intersection zone	Intersections that have a history of high-risk crash types.	60 – 70
18	Mountainous or hill corridors	Roads where the alignment is tortuous.	60 - 80

Kāpiti Coast District Council

Speed Management Plan

Our vision is:

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

Speed Management Plan status

Speed Management Plans are generally developed every three years by RCAs to support their Regional Land Transport Plans (RLTP) funding bids. The benefit of developing a *Speed Management Plan* includes:

- an Implementation Programme covering at least three financial years from the start of the Plan covering speed limits and new infrastructure;
- consultation being undertaken once covering multiple proposals to change speed limits; and
- forward planning to ensure opportunities to align with other plans such as the Pathways Network Plan are undertaken.

This Plan focuses on 2027-30 and beyond.

Pathways Network Plan

Opportunities to implement solutions that could also give effect to other Council strategies and plans such as the Pathways Network Plan have been identified. Where the outcomes align with the *Speed Management Plan* they are included in the Implementation Programme. For example:

- connecting gaps in the walking network to provide safe access to key destinations
- install pedestrian related infrastructure within school zones.

SMP Categories

Table 7 illustrates the categories covered by this Plan.

Table 7: Speed Management Plan 2026 - 36 Categories

Category	Description
Infrastructure	Complete work deferred from the 2023-33 SMP
	Road corridors
	School zones
	Recreational zones (NEW)
Speed limits	Proposed changes in speed limits and extensions to existing speed limits

Implementation Programme

A draft Implementation Programme has been developed based on the priorities with further details in Tables 8 to 15, and as illustrated in the appendices.

Table 8: Deferred from the KCDC speed management plan 2023 – 33 (Attachment 1) Implementation 2027-30

Description and Rationale	Site	Concept Plan
These projects were deferred from the KCDC Speed Management Plan 2023–33 due to funding constraints. They comprise the installation of speed humps at all three sites plus the widening of existing pedestrian crossing points on Tutere Street, Waikanae Beach.	Wellington Road	1
	Waikanae Beach	2
	Te Horo Beach	3
With respect to consultation: Phase 1 – Completed as part of the Speed Management Plan 2023-33. Phase 2 – Consult with stakeholders/businesses/residents during the design phase following approval of the KCDC Speed Management Plan 2026 -36.		

Table 9: Road corridors (Attachment 2) limited to the following sites Implementation 2027-30

Description and rationale			
Install pedestrian refuges on road corridors classified as 'Urban Collectors' (arterial roads) to reduce travel speeds along the road corridor and/or to provide opportunities for pedestrians/cyclists to cross the road corridors safely. For example installing a pedestrian refuge on a 11m wide road (kerb to kerb) carrying 7500 vehicles per day can reduce the time that a pedestrian has to wait when arriving at the edge of the road ready to cross, from over 60 seconds to under 10 seconds.			
Site	Concept Plan	Site	Concept Plan
Marine Parade (Tahi St to Ocean Rd)	1	Guildford Drive	7
Ocean Road	2	Rimu Road/ Ihakara Street	8
Mazengarb Road	3	Te Moana Road	9
Ratanui Road	4	Aotaki Street	10
Te Roto Drive	5	Tasman Road	11
Arawhata Road/Tutanekai Street	6	Kapanui Road	12
With respect to consultation: - Phase 1 – To be completed, ie. consult with the community on the proposals that form part of the DRAFT speed management plan, following which they will be confirmed for inclusion/or not in the FINAL speed management plan to be approved by Council. - Phase 2 – To be completed, ie. consult with stakeholders/businesses/residents during the design phase following approval of the KCDC Speed Management Plan 2026-36.			

**Table 10: School zones (Attachment 3) – All schools
Implementation 2030-33 with three exceptions (See notes)**

Description and rationale			
Extend the existing buffer around schools to 1km being the distance that most students are prepared to walk or cycle. Tools that could be utilised to give effect to the buffer includes infrastructure such as footpaths, pedestrian splitter islands and pedestrian refuges.			
Site	Concept Plan	Site	Concept Plan
Paekākāriki School	1	Kapakapanui School	12
Te Rā Waldorf School	2	Waikanae Primary School	13
Raumati Beach School	3	Te Horo School	14
Kāpiti College	4	Ōtaki College	15
Raumati South School	5	Ōtaki School	16
Our Lady of Kāpiti School	6	Te Kura ā-iwi-o Whakatupuranga Rua Mano	17
Paraparaumu Beach School	7	Te Wānanga o Raukawa	18
Kenakena School	8	Te Kura Kaupapa Māori o Te Rito	19
Paraparumu College	9	St Peter Chanel School	20
Kāpiti Primary School	10	Waitohu School	21
Paraparaumu School	11		
With respect to consultation: - Phase 0 – Completed – Pre-consultation completed with schools prior to inclusion of the proposals in the DRAFT speed management plan. - Phase 1 – To be completed, ie. consult with the community on the proposals that form part of the DRAFT speed management plan, following which they will be confirmed for inclusion/or not in the FINAL speed management plan to be approved by Council. - Phase 2 – To be completed, ie. consult with stakeholders/businesses/residents during the design phase following approval of the KCDC Speed Management Plan 2026-36.			
Exceptions to be delivered in 2027-30 as the infrastructure is to be constructed on Road Corridors, ie. - Raumati Beach School - Paraparaumu School - Te Kura ā-iwi-o Whakatupuranga Rua Mano			

Table 11: Recreational zones (Attachment 4)
Limited to the following sites implementation 2030 - 33

Description and rationale			
Traffic calm roads adjacent to recreational areas such as parks (where pedestrians cross the road) or where pedestrians/cyclists share the road space with vehicles, ie. no footpaths. This is a proactive approach and reflects some of the community feedback received following the adoption of the Speed Management Plan 2023-33. For example, install speed humps to slow traffic.			
Site	Concept Plan	Site	Concept Plan
The Parade	0	Queens Road	7
Raumati Village	1	Park Avenue	8
Takitimu Road	2	Domain Road	9
Tutanekai Street	3	Marine Parade Nth	10
Donovan/ Percival Road	4	Marine Parade Sth	11
		Ōtaki Cemetery	12
Lancelot Grove	6	Awa Tapu Cemetery	13
With respect to consultation: - Phase 0 – Completed – Pre-consultation completed (excluding Lancelot Grove, Marine Parade South, Awa Tapu and Ōtaki cemeteries) with residents and the Open Spaces team prior for inclusion in the DRAFT speed management plan. - Phase 1 – To be completed, ie. consult with the community on the proposals that form part of the DRAFT speed management plan, following which they will be confirmed for inclusion/or not in the FINAL speed management plan to be approved by Council. - Phase 2 – To be completed, ie. consult with stakeholders/ businesses/ residents during the design phase following approval of the KCDC Speed Management Plan 2026-36.			

Table 12: Minor extensions to existing speed limits (Attachment 5)
Implementation early 2027 - 30

Description and Rationale	Site	Proposal	Concept Plan
Extend the existing speed limit to match the change in roadside development (Cost benefit disclosure statements included in accordance with clause 3.2 (1) (c) of the Rule)	Marine Parade (Howell Road to Kāpiti Road)	Extend the existing 30km/h speed limit 175m north	1
	Howell Road (Marine Parade to east of Seaview Road)	Extend the existing 30km/h speed limit 120m east	1
	Peka Peka Road western end	Extend the existing 50km/h speed limit 130m east	4
	Mill Road west	Extend existing 30km/h limit 180m east to Raukawa marae	9

Table 13: Changes to existing speed limits (Attachment 5)
Implementation early 2027 - 30

Description and Rationale	Site	Proposal	Concept Plan
Ensures a consistent speed limit on Old SH1 between Waikanae and Ōtaki	Main Road (Hemi Street to Hadfield Link Road)	Reduce the existing speed limit from 100 to 80km/h	3
A safe system assessment has recommended that the speed limit is reduced to minimise the likelihood of a death or serious injury on the new sections of road	Gear Road (new section)	Reduce the existing 80km/h posted speed limit to 60km/h	5
The reduction in speed limit reflects the mean speed that motorists travel at when not held up by other vehicles	Old Hautere Road (new section and existing section)	Reduce the existing 80km/h posted speed limit to 60km/h	7
The reduction in speed limit reflects the significant pedestrian activity alongside and crossing Old SH1	Old SH1 (Mill Road to Waerenga Road)	Reduce the existing posted speed limit from 50 to 40km/h	10

Table 14: Formalise existing posted speed limits (Attachment 5)¹
Implementation early 2027 - 30

Description and Rationale	Site	Proposal	Concept Plan
These roads were constructed as part of PP20 but the posted speed limits have not been certified by the Director of Land Transport.	Jim Winiata Way (new section)	Formalise the existing 60km/h speed limit	6
	School Road (new section)	Formalise the existing 50/60 km/h posted speed limit	8
	Ōtaki Gorge Road (new section)	Formalise the existing 50km/h speed limit	11
	Taylor's Road (new section)	Formalise the existing 60km/h speed limit	12

¹ Cost benefit disclosure statements not required as these are new sections of road

Table 15: Extend existing Urban Traffic Areas (Attachment 5)
Implementation early 2027 - 30

Description and Rationale	Site	Proposal	Concept Plan
Development is occurring in areas with a default 100 km/h speed limit	Raumati/ Paraparaumu UTA	Extend the UTA north to Peka Peka Road and south to Ōtaki River meaning that all existing roads or newly constructed roads within the UTA will have a 50km/h speed limit unless specified otherwise	13
	Ōtaki UTA		14

Where changes in speed limits are proposed for existing roads

- a Cost Benefit Disclosure Statement is attached as required under the Rule.
- Reported injury crashes (1 February 2021 – 30 April 2026) referred to on the Cost Benefit Disclosure Statement are illustrated on the associated Concept Plan. Further details on these crashes are available on NZTA's Open Data Portal, <https://opendata-nzta.opendata.arcgis.com/>

What will it cost?

The rough order cost estimates to deliver the Implementation Programme are outlined in Table 16.

Table 16: Speed Management Plan 2026-36
Rough Order² Cost Estimates calculated in today's money

Priority	Total Cost (\$000)			
	27 – 30 LTP	30 – 33 LTP	33 – 36 LTP	27 - 36
Deferred from 2023-33	288,000	0	0	288,000
Road corridors	1,687,000	0	0	1,687,000
School zones	734,000	1,578,000	0	2,312,000
Recreational zones	0	415,000	0	415,000
Speed limits	43,000	0	0	43,000
Totals	2,752,000	1,993,000	0	4,745,000

² Costs are expected to fall within -30% to +50% range due to limited site data and incomplete designs

Note the following:

Pathways Network Plan

The estimates include six Pathway Network Plan projects:

- Priority#1 – Paraparaumu railway connectivity and accessibility improvements
- Priority#3 – Marine Parade shared path and crossing upgrade
- Priority#4 – Poplar Ave shared path
- Priority#6 – Marine Parade beach crossing points (Tahi – Ocean)
- Priority#12 – Polar Ave interaction upgrades
- Priority#14 – Rimu Rd/Ihakara roundabout

Cost estimates

- 2027-30 – These estimates will support the RLTP funding bid, where it is assumed that some funding assistance will be provided from the National Land Transport Programme. If the level of funding assistance is less than expected, the programme may need to be reprioritised and funded over three LTPs.
- 2030 – 33 – These estimates are for information only and may change in the future reflecting market rates.

Benefit cost ratios

Benefit cost ratios have:

- been calculated for two projects where pedestrian refuges are proposed for installation on Road Corridors and Road Corridors (within school zones) to provide an indication of the benefits. For example, on Te Moana Road where there are bus stops adjacent:
 - Park Ave – BCR = 1.5 based on 5 pedestrians a day using the refuge
 - Walton Ave – BCR = 4.7 based on 23 pedestrians a day using the refuge
- not been calculated for the changes to speed limits as these are not required under the Rule. As required by the Rule, Cost Benefit Disclosure Statements have been calculated for roads where changes in speed limits are proposed excluding new roads.

Infrastructure projects

It is possible that in the period between the Plan being approved and implementation some new projects may be identified that align with the Speed Management Plan. In the unlikely event that this does occur, it is proposed these projects are assessed against current priorities. If the assessment recommends they are implemented:

- they will be included in the current programme and within the approved budget if possible, or
- the programme will be reprioritised to stay within the approved budget.
- In both cases:
 - approval will be sought from Council's Group Manager Infrastructure and Assets;
 - any changes will be communicated with potentially affected parties; and
 - any deferred project would be included as a priority in the next Speed Management Plan.

Road Controlling Authorities

Kāpiti Coast District Council borders three Road Controlling Authorities with several roads that straddle RCAs as listed in Table 17.

Table 17: Adjacent RCAs

No	Road	RCA	Existing posted speed limit km/h	Street classification (Schedule 3, the 'Rule')
1	Waitohu Valley Rd	Horowhenua DC	80	Rural (80–100 km/h)
		Kāpiti Coast DC	60	
2	Akatarawa Rd	Upper Hutt CC	50	Mountainous or hill corridors (60–80 km/h)
		Kāpiti Coast DC	50	
3	Paekākāriki Hill Rd	Porirua CC	60	
		Kāpiti Coast DC	60	

KCDC has no plans to change the speed limits along these roads but will investigate installing delineation that will complement the adjoining section of road in the neighbouring RCA.

Marae

The Kāpiti Coast District has four marae: Whakarongotai (Waikanae), Raukawa (Ōtaki), Te Pou o Tainui (Ōtaki) and Katihiku (Te Horo).

Raukawa Marae will benefit by having the permanent 30km/h speed limit extended west to in front of the marae.

Next steps

Some key steps are listed in Table 18.

Table 18: Key steps

No	Step	Description	Timing
1	Council	Approve the Plan	October 2026
2	Director NZTA	Certify the 'Plan' – enables KCDC to implement speed limits	December 2026
3	NZTA/KCDC	Funding approval	June – August 2027
4	KCDC	Implement speed limits	August – December 2027
5	KCDC	Implement carryover proposals	First quarter 2028
6	KCDC	Commence design road corridors/school zones	First quarter 2028

Appendix A:

Concept Plans

Attachment 1:

Deferred from KCDC

SMP 2026–36

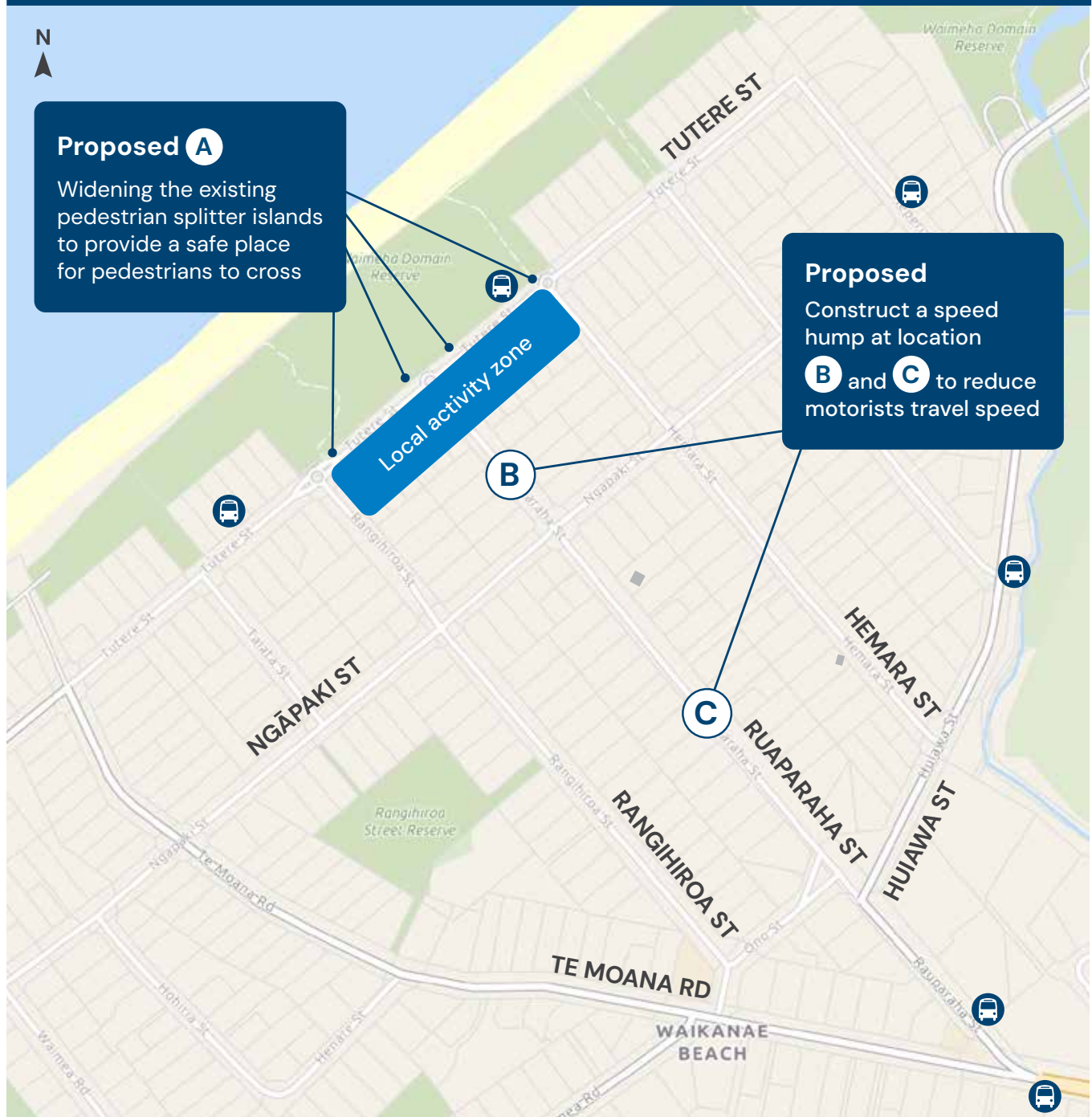




Bus stop

School

Deferred from 2023–33 Concept Plan 2 – Waikanae Beach



See overleaf for further details

Legend

-  Bus stop
-  School
-  Improvements

©

A

Example: Proposed pedestrian splitter island



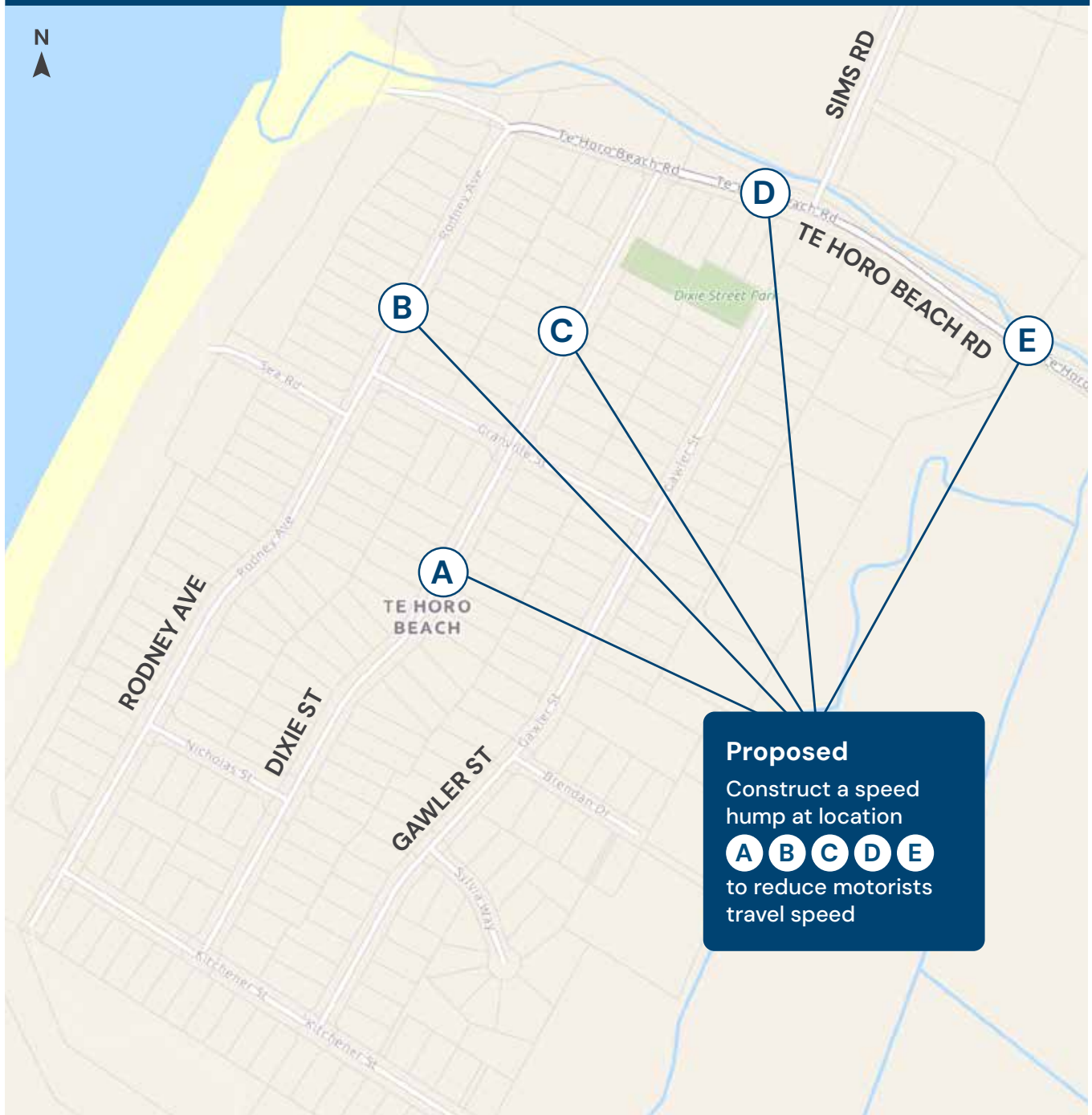
B

C

Example: Speed hump



Deferred from 2023–33 Concept Plan 3 – Te Horo Beach



Example: Speed hump



Legend

-  Bus stop
-  School
-  Improvements

Attachment 2:

Road Corridors



Road Corridors Concept Plan 1 – Marine Parade



Proposed D

Replace the existing kerb extension with a raised pedestrian zebra crossing and extend the shared path from the roundabout

(Pathways Network Plan, Priority#3)

Proposed B

Tell us more, see note for details

Proposed A

Convert the existing raised safety platform to a pedestrian zebra crossing to give priority to pedestrians over motor vehicles

Proposed C

Suggested location for a pedestrian refuge island to enable pedestrians to safely cross Marine Parade and access the shared path and beach

Kāpiti Rest Home

Note (Proposed B):

We want to hear from the public about suitable locations for pedestrian refuge islands to enable pedestrians to safely cross Marine Parade and access the shared path and beach (Pathways Network Plan, Priority#6)



Legend

- Bus stop
- School
- Improvements
- Car parks
- Public input area

©

A

Marine Parade – Aerial view

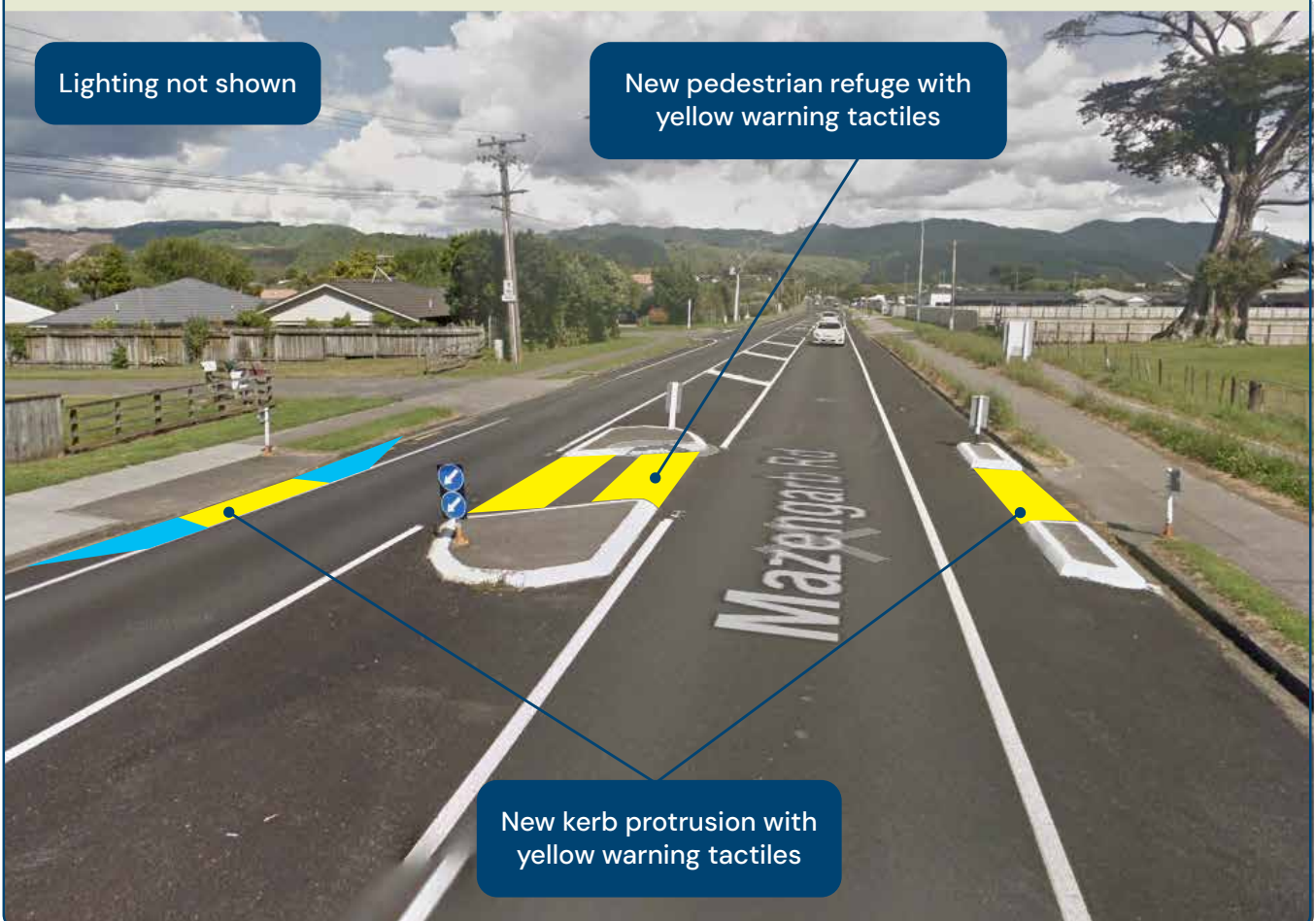


Marine Parade – Street view



C

Example: Pedestrian refuge with lighting



Road Corridors Concept Plan 2 – Ocean Road



Example: Pedestrian splitter island



Legend

-  Bus stop
-  School
-  Improvements

Road Corridors Concept Plan 3 – Mazengarb Road



Note:

The option to build pedestrian refuges or islands at these locations was ruled out because there would not be enough lane width left for vehicles and cyclists to pass safely

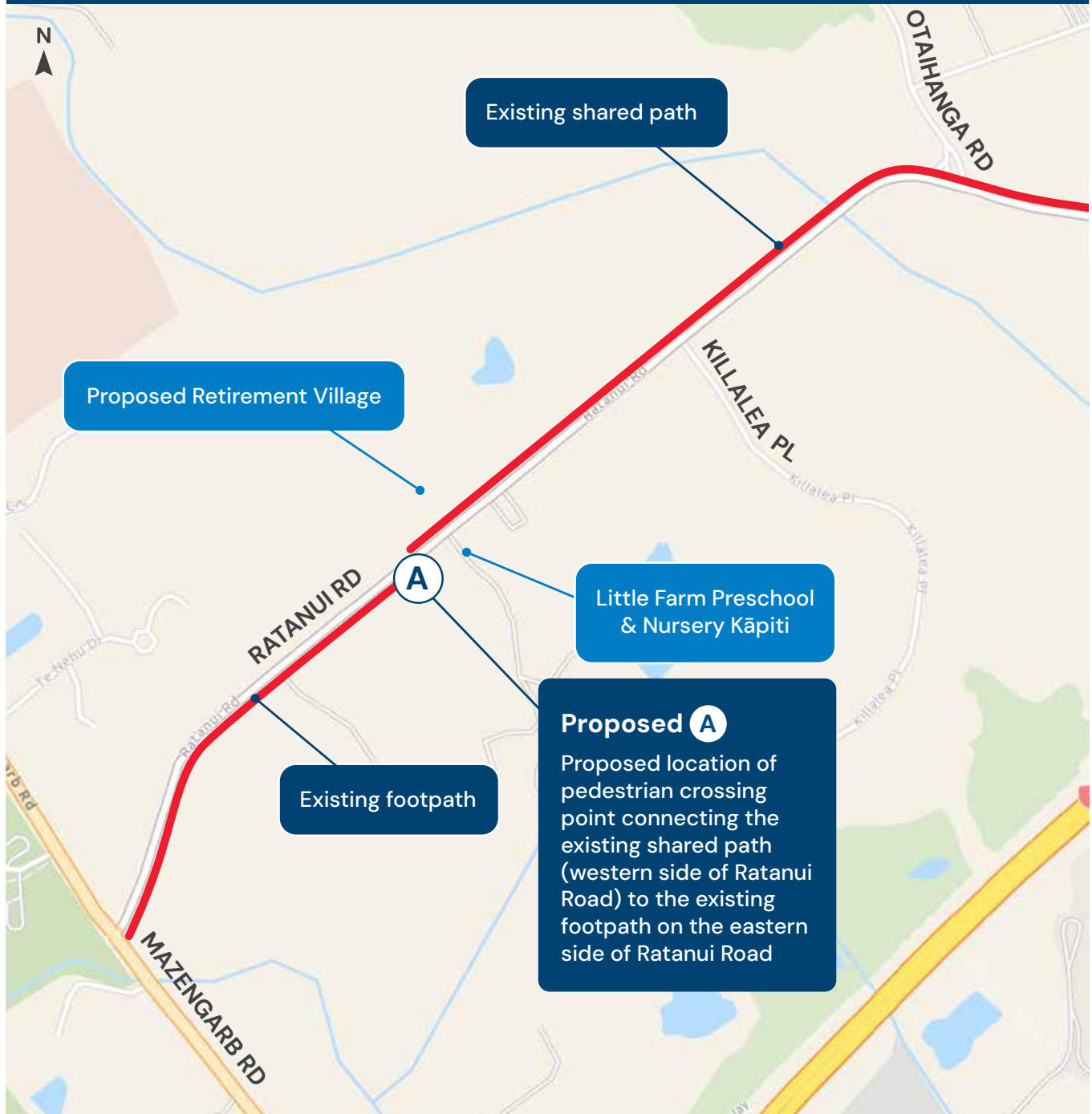
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**Example:
Pedestrian refuge**



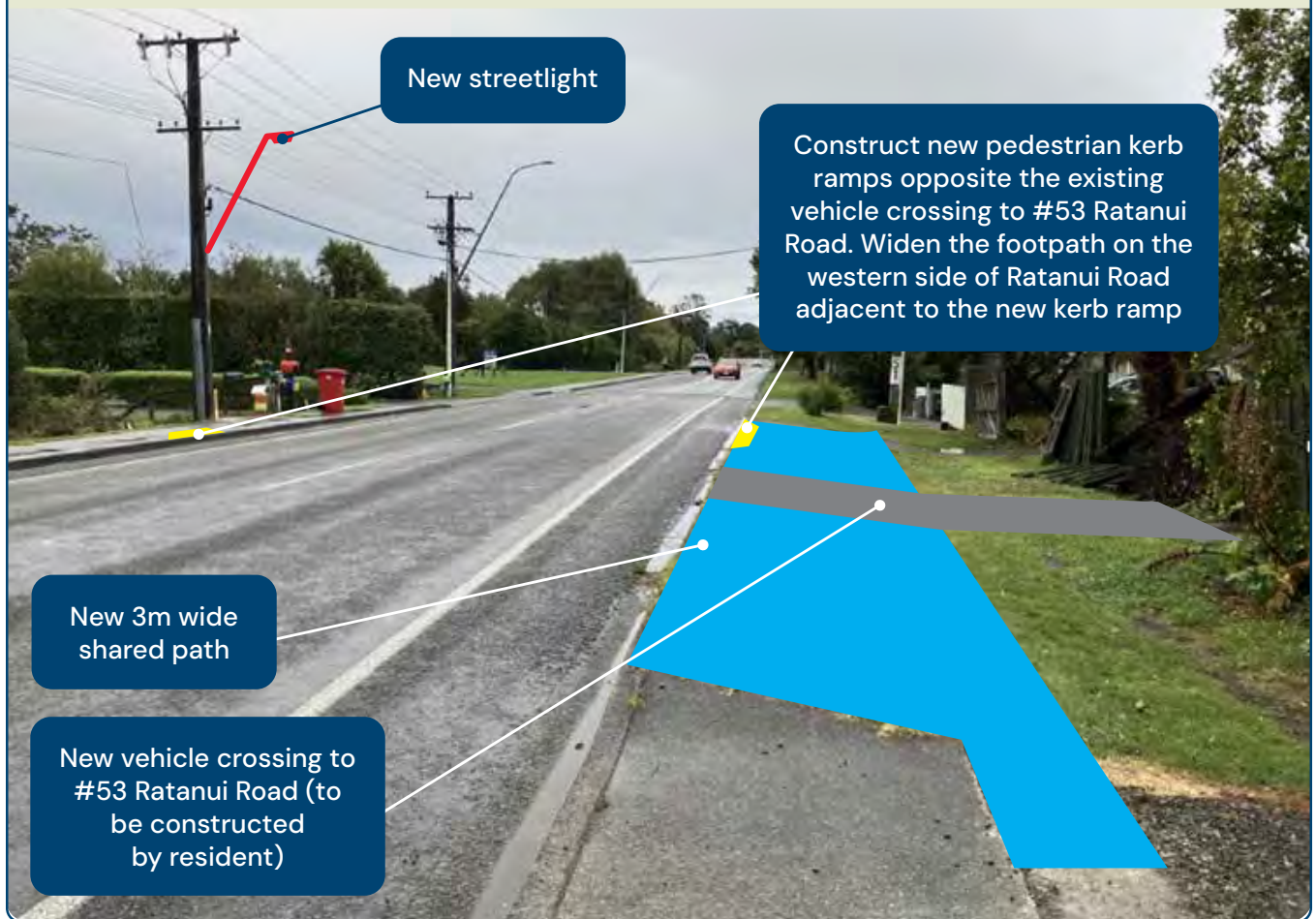
Road Corridors Concept Plan 4 – Ratanui Road



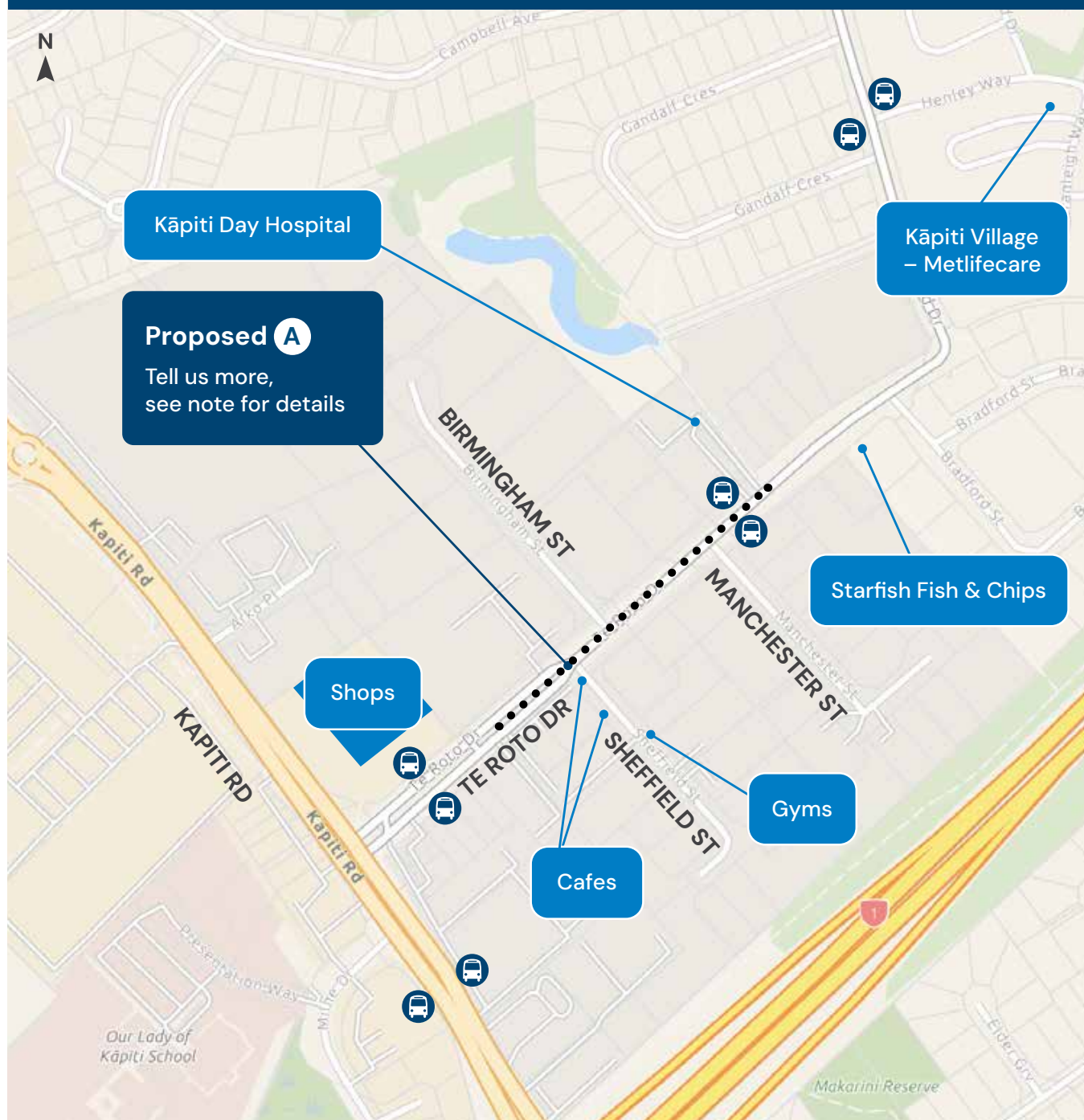
Legend

-  Bus stop
-  School
-  Improvements
-  Existing path

Ratanui Road looking south east – Street view



Road Corridors Concept Plan 5 – Te Roto Drive



Note:

We want to hear from the public about locations along Te Roto Drive where people are currently using the existing median islands to cross the road. KCDC will assess whether these crossings can be formalised to help ensure safer pedestrian access.



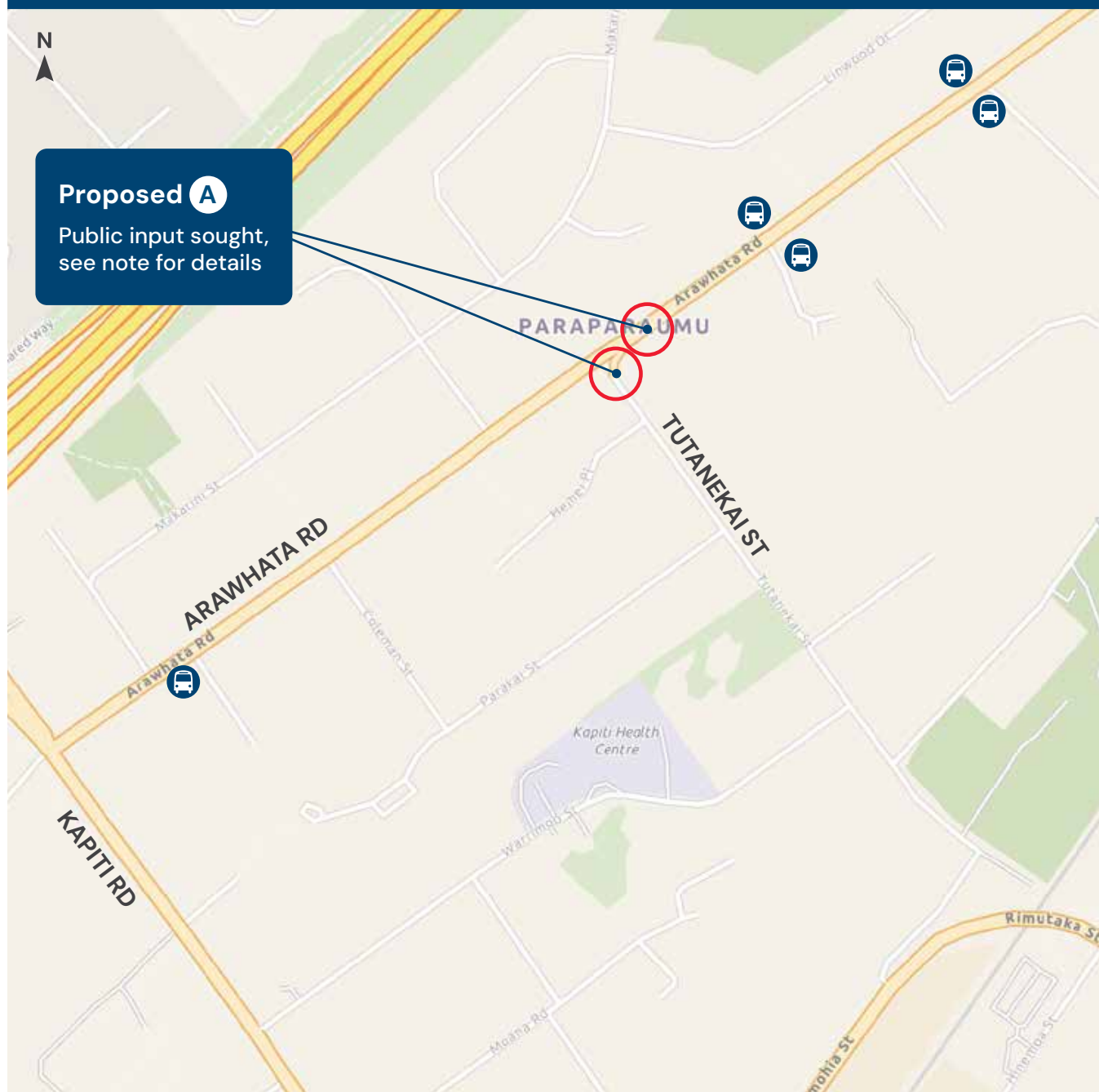
Legend

- Bus stop
- School
- Improvements
- Public input area

Te Roto Drive looking north – Street view



Road Corridors Concept Plan 6 Arawhata Road and Tutanekai Street



Note:

Suggested location of pedestrian refuge and pedestrian splitter island to enable pedestrians to cross Arawhata Road and Tutanekai Street safely. The installation of the Arawhata Road pedestrian refuge is subject to the removal of the left turn slip lane into Tutanekai Street.

Legend

-  Bus stop
-  Intersection improvements

Arawhata Road – Aerial view



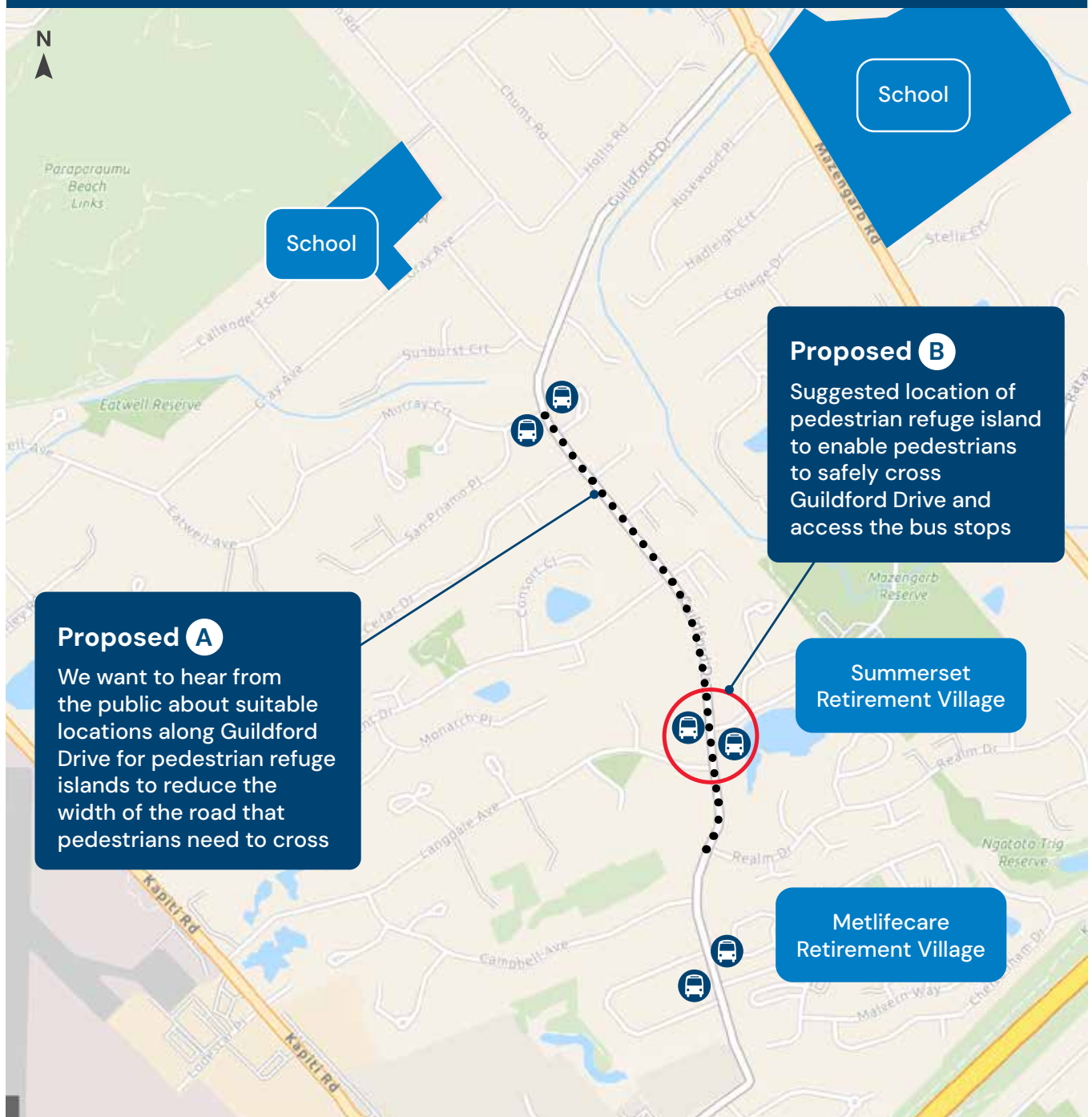
Arawhata Road looking southeast – Street view



Example: Pedestrian splitter island



Road Corridors Concept Plan 7 – Guildford Drive



Example: Pedestrian refuge

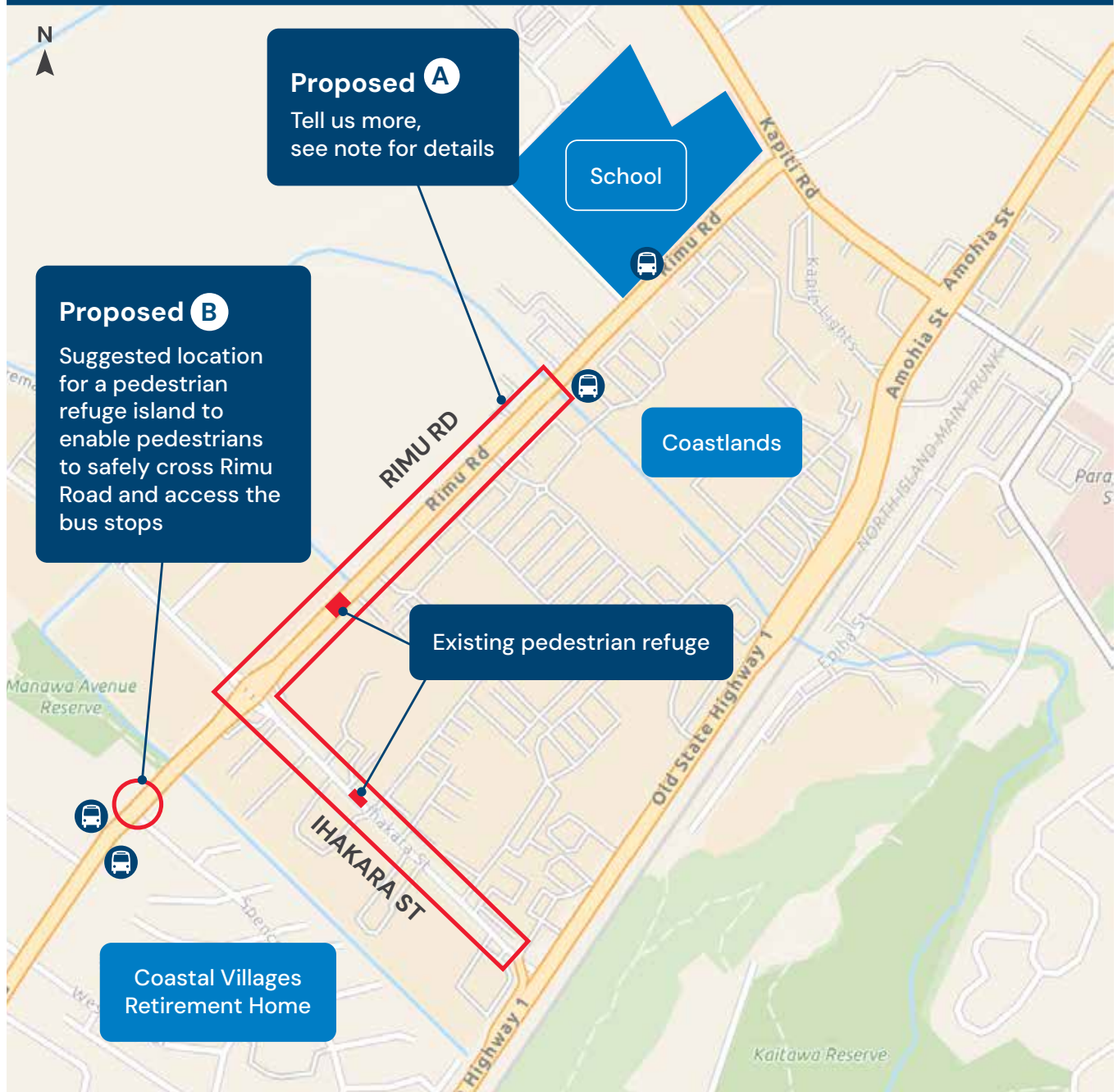


**HAVE
YOUR
SAY**

Legend

-  Bus stop
-  School
-  Improvements
-  Public input area

Road Corridors Concept Plan 8 Rimu Road and Ihakara Street



Note (Proposed A):

We want to hear from the public about suitable locations along Rimu Road and Ihakara Street for pedestrian refuge islands to reduce the width of the road that pedestrians must cross. KCDC will assess the practicality of installing the pedestrian refuge islands considering adjacent driveways and all road users (Pathways Network Plan, Priority#14)



Legend

-  Bus stop
-  School
-  Improvements
-  Existing refuges

A

B

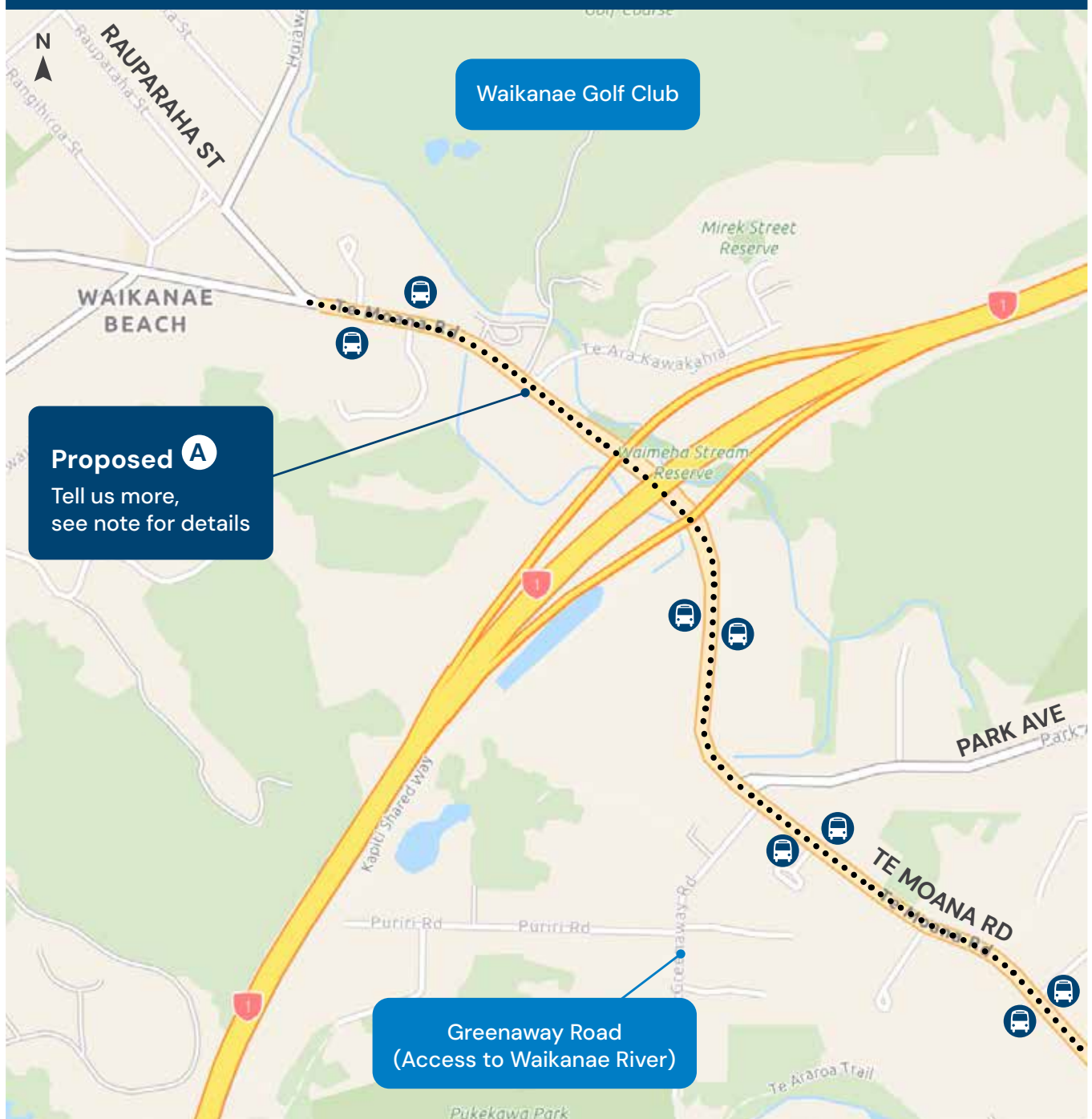
An aerial photograph of a residential street intersection. A red line outlines a proposed pedestrian refuge island in the middle of the road. A dashed white line with an arrow points from a text box to a new bus stop location on the left side of the road. A solid blue line with an arrow points from a text box to a blue dot on the refuge island. Another solid blue line with an arrow points from a text box to a blue dot on the right side of the road. The surrounding area is filled with houses and trees.

Bus stop relocate

Location of refuge

Suggested location for a pedestrian refuge island to enable pedestrians to safely cross Rimu Road and access the bus stops

Road Corridors Concept Plan 9 – Te Moana Road



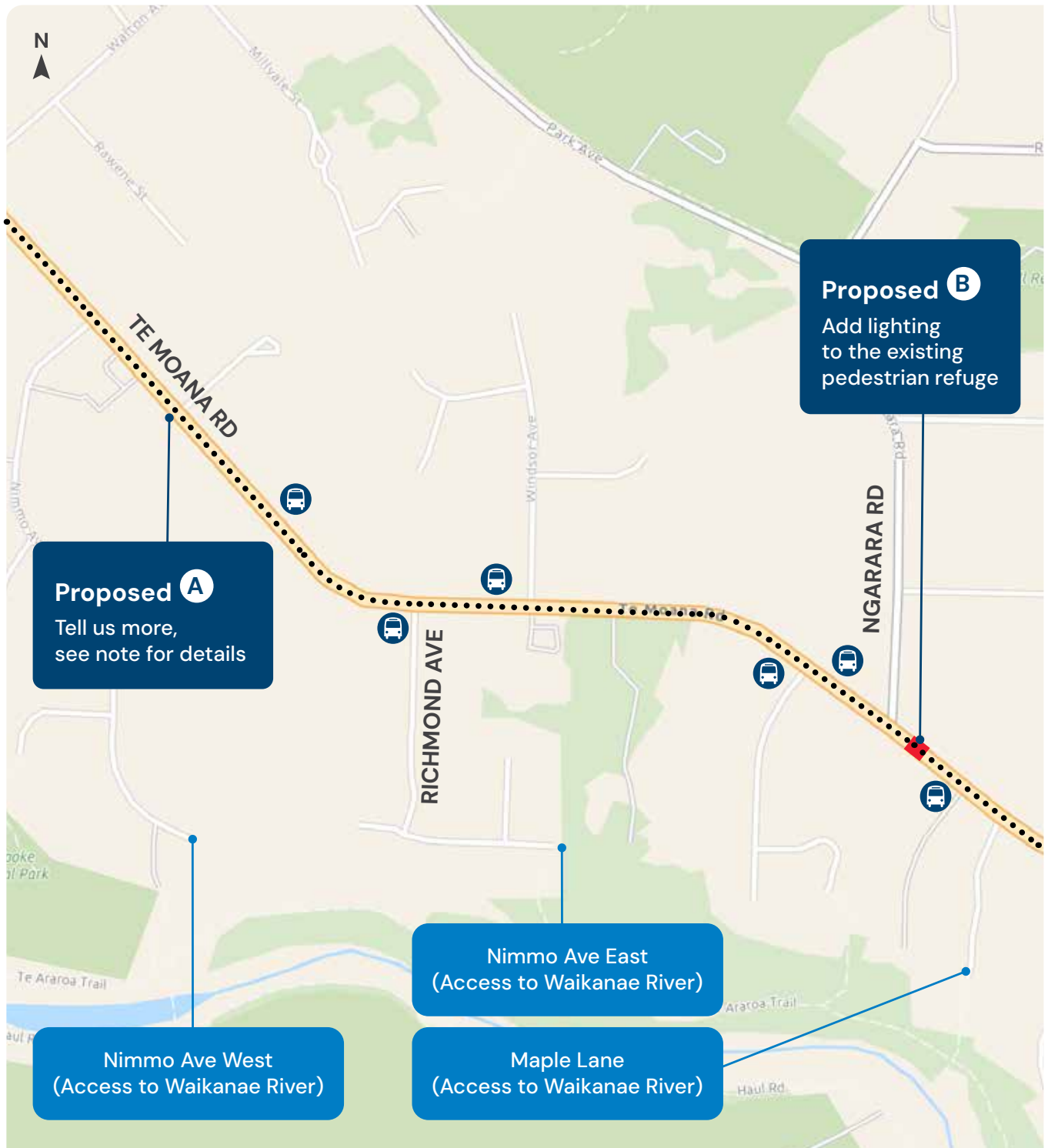
Note:

We want to hear from the public about suitable locations for pedestrian refuge islands along Te Moana Road, between Rauparaha Street and Koromiko Road. The aim is to reduce the distance that pedestrians need to cross to safely access bus stops and the Waikanae River.



Legend

- Bus stop
- School
- Intersection improvements
- Public input area

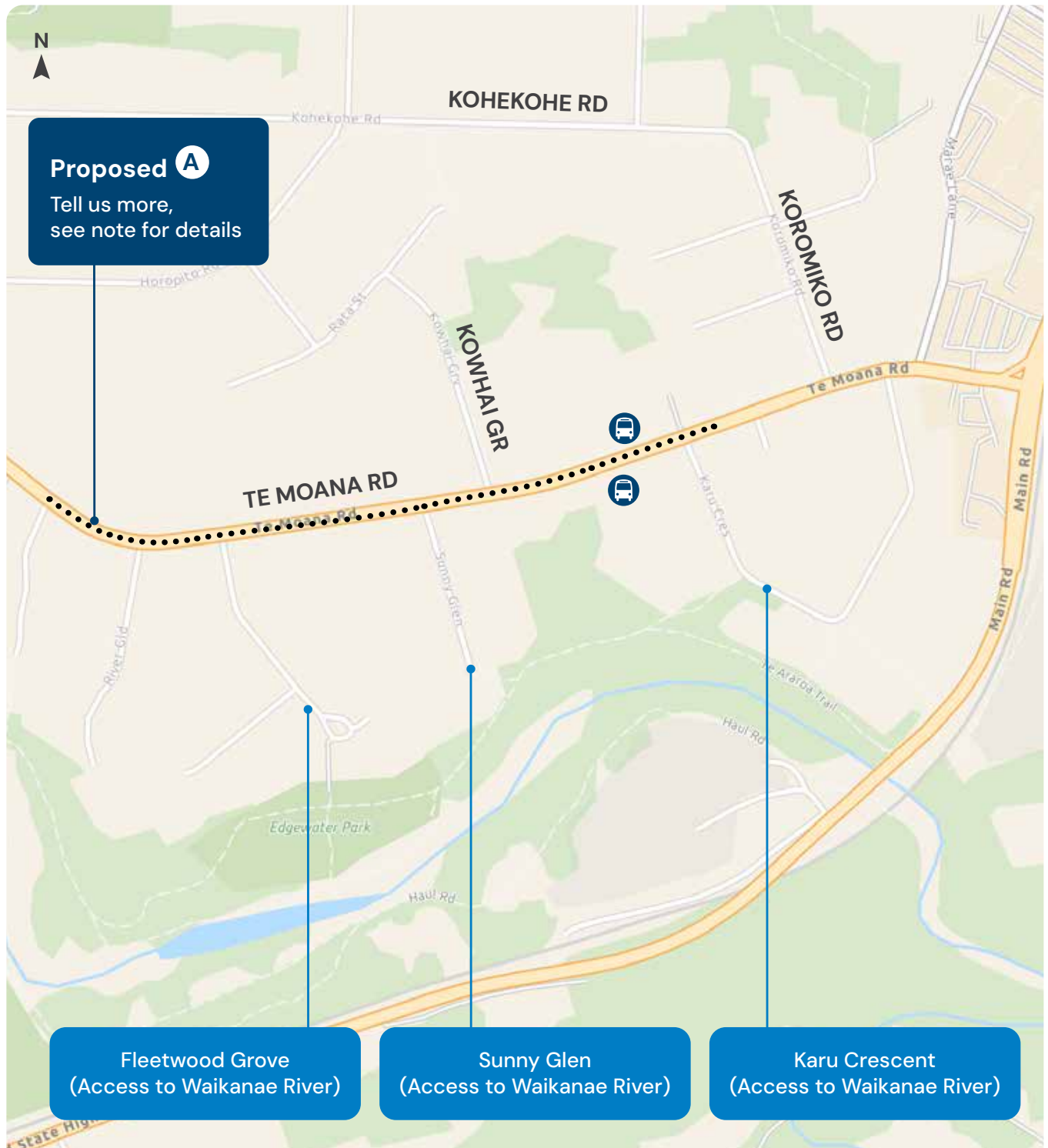


Example: Pedestrian refuge



Legend

-  Bus stop
-  School
-  Public input area
-  Upgrade to existing refuges



Example: Pedestrian refuge

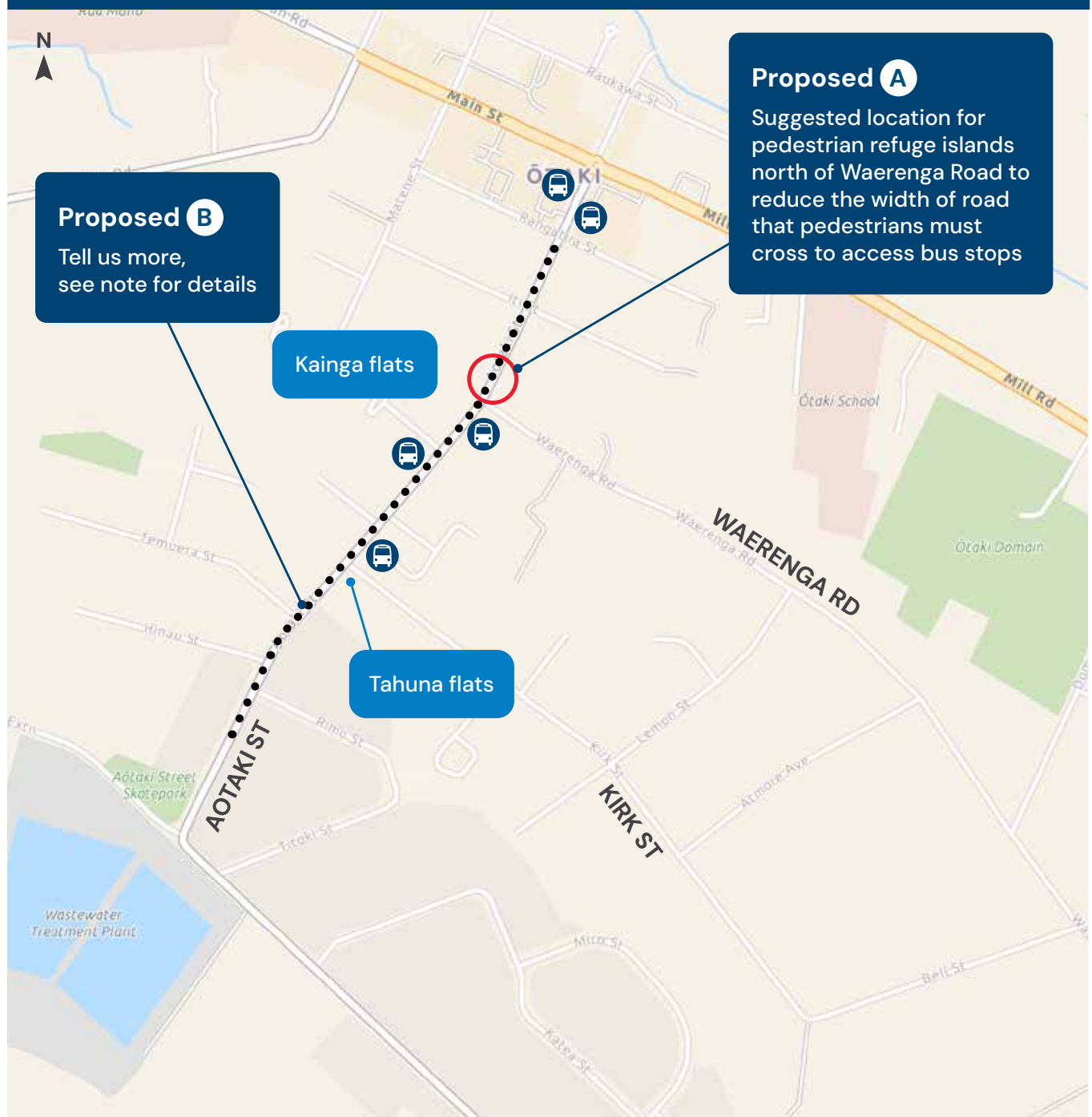


**HAVE
YOUR
SAY**

Legend

-  Bus stop
-  School
-  Public input area

Road Corridors Concept Plan 10 – Aotaki Street



Note (Proposed B):

We want to hear from the public about suitable locations for pedestrian refuge islands to enable pedestrians to safely cross Aotaki Street and access bus stops



Legend

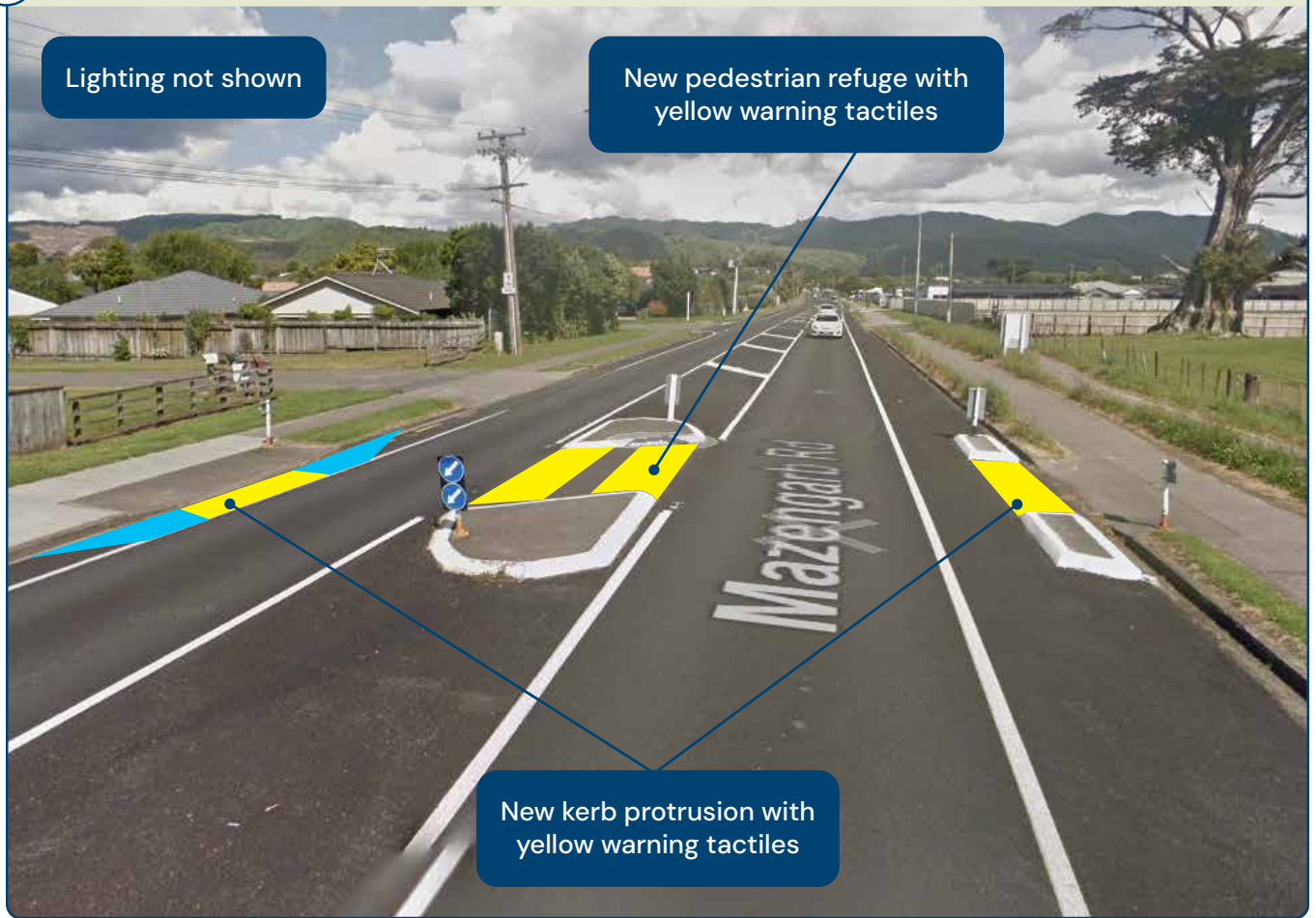
- Bus stop
- School
- Improvements
- Public input area

©

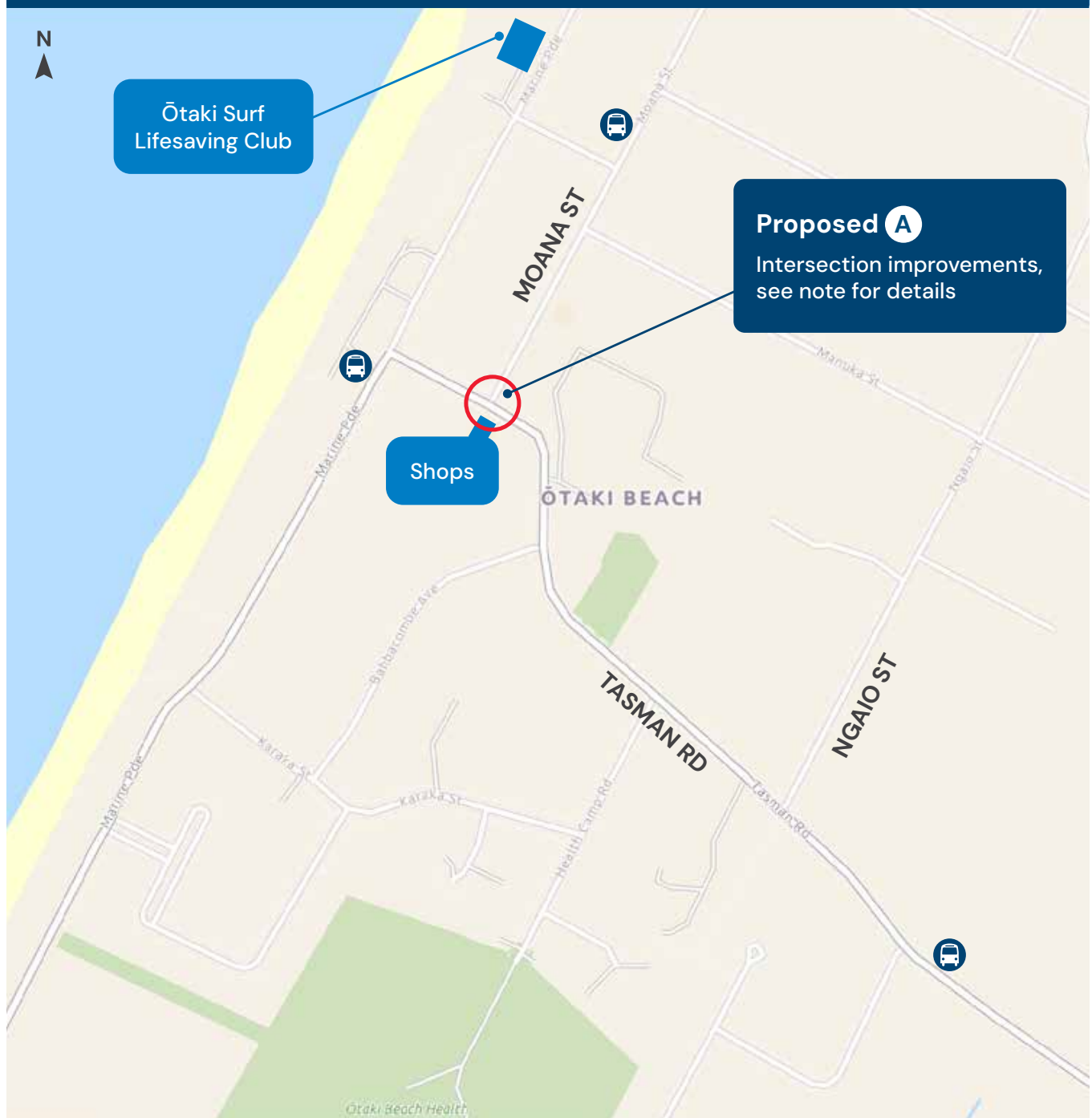
A

B

Example: Pedestrian refuge



Road Corridors Concept Plan 11 – Tasman Road



Note:

Intersection improvements to slow the speed that left turning motorists exit Moana Street and reduce the width of the road that pedestrians must cross by widening the footpath and constructing pedestrian refuges as illustrated in examples overleaf

Legend

-  Bus stop
-  School
-  Intersection improvements

A

Tasman Road / Moana Street intersection – Aerial view



Tasman Road / Moana Street intersection – Street view



Example: Pedestrian refuge island



Example: Pedestrian splitter island



Road Corridors Concept Plan 12 – Kapanui Road



Note:

- A** Construct kerb extensions with kerb ramps, width between kerbs a minimum of 8.4m
- B** Construct pedestrian refuge with kerb ramps, width between kerbs 4.2m minimum

A

Kapanui Road / Omaha Street intersection – Street view
Kerb Protrusion with kerb ramps



B

Example:
Pedestrian splitter island



Attachment 3:

School Zones



Concept Plan 1 – Paekākāriki School



Example: Speed hump



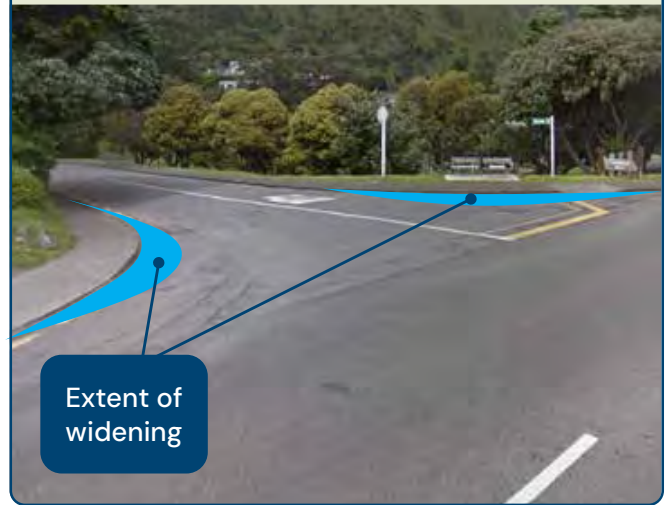
Legend

-  Bus stop
-  School
-  Intersection improvements

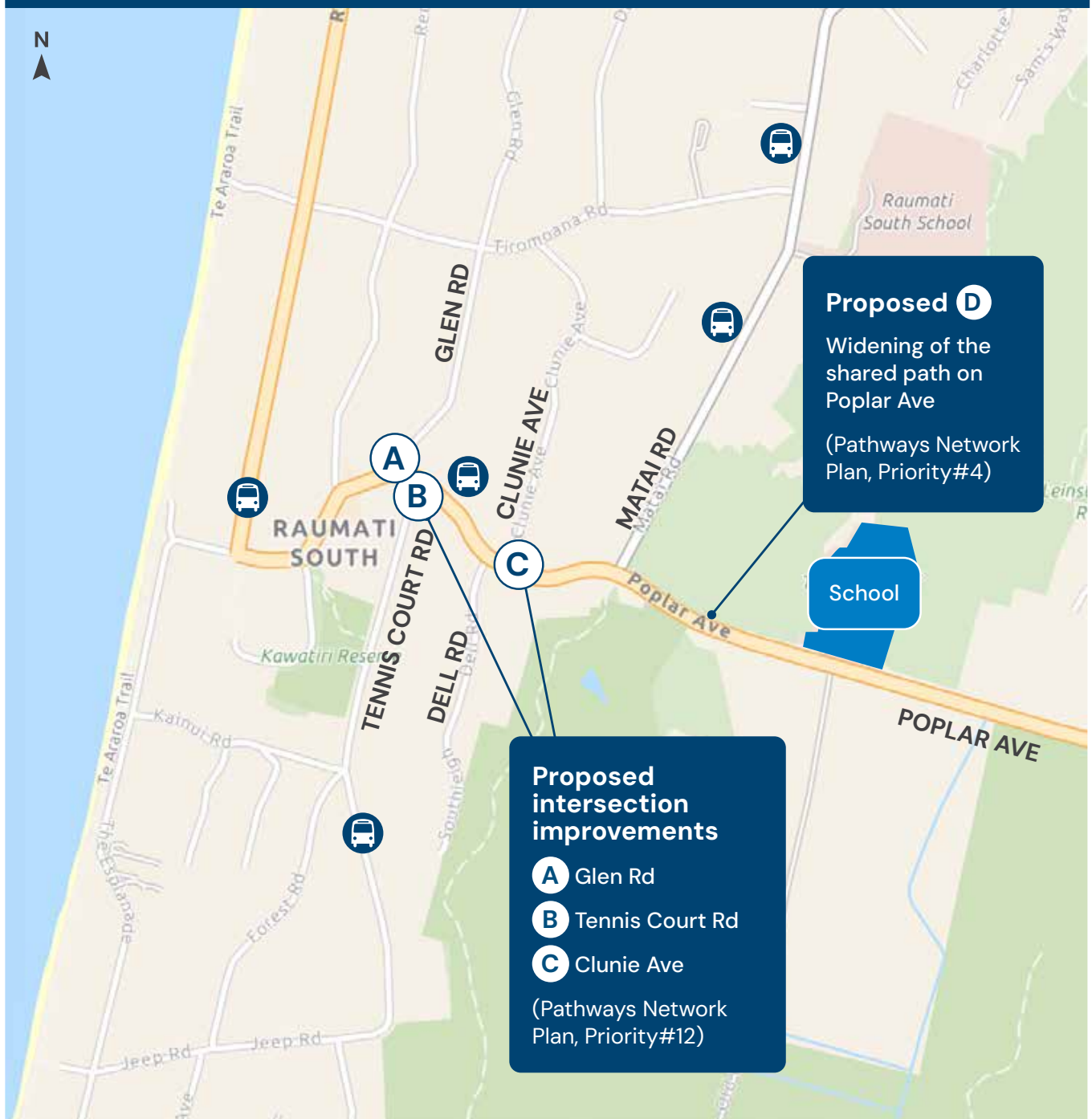
Tarawa Street – Aerial view



Tarawa Street – Street view



Concept Plan 2 – Te Rā Waldorf School



Intersection improvement notes:

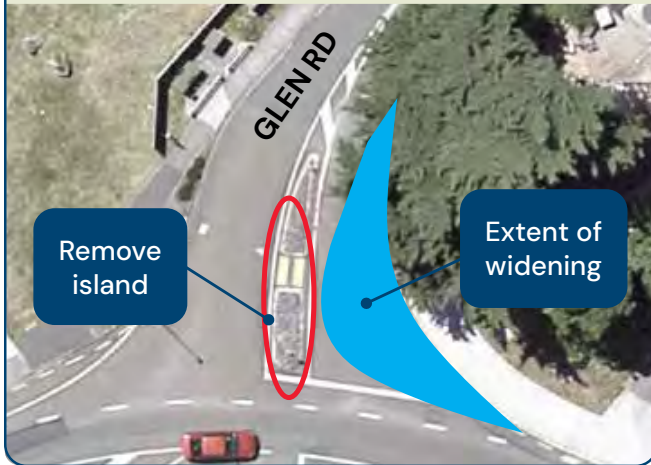
Slow the speed that left turning motorists enter the side road from Poplar Avenue and reduce the width that pedestrians must cross by widening the footpath and constructing new kerb ramps as illustrated in examples A to D (overleaf)

©

A

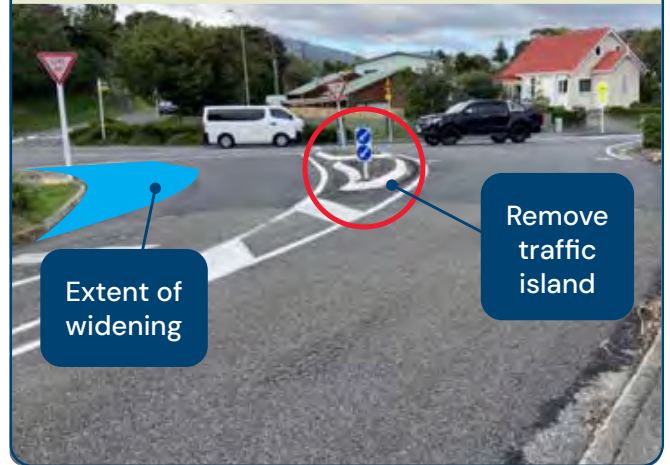
Glen Road – Aerial view

Remove traffic island and extent of widening



Glen Road – Street view

Remove traffic island and extent of widening

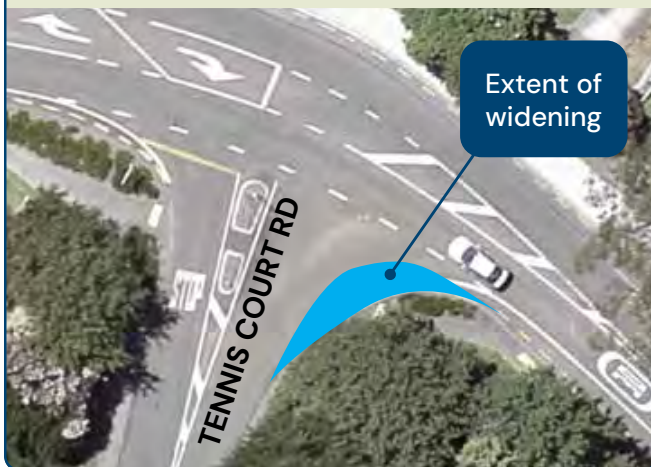


Extent of widening will enable pedestrians crossing from south to north to see motorists approaching Poplar Ave from Glen Road and the converse.

B

Tennis Court Road – Aerial view

Extent of widening



Tennis Court Road – Street view

Extent of widening

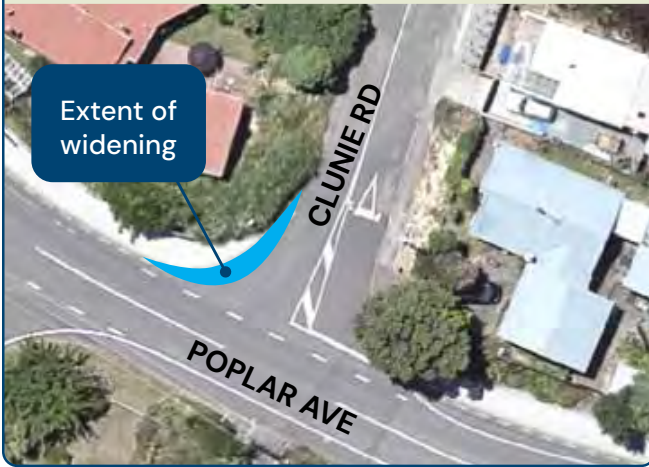


©

C

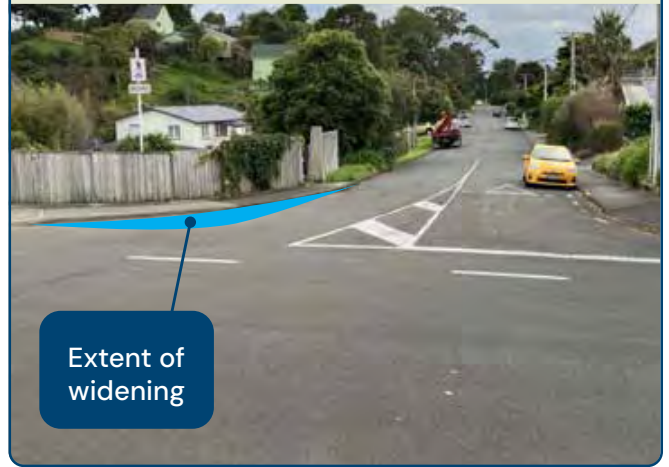
Clunie Avenue – Aerial view

Extent of widening



Clunie Avenue – Aerial view

Extent of widening



Extent of widening will enable pedestrians crossing from south to north to see motorists approaching Poplar Ave from Clunie Ave and the converse.

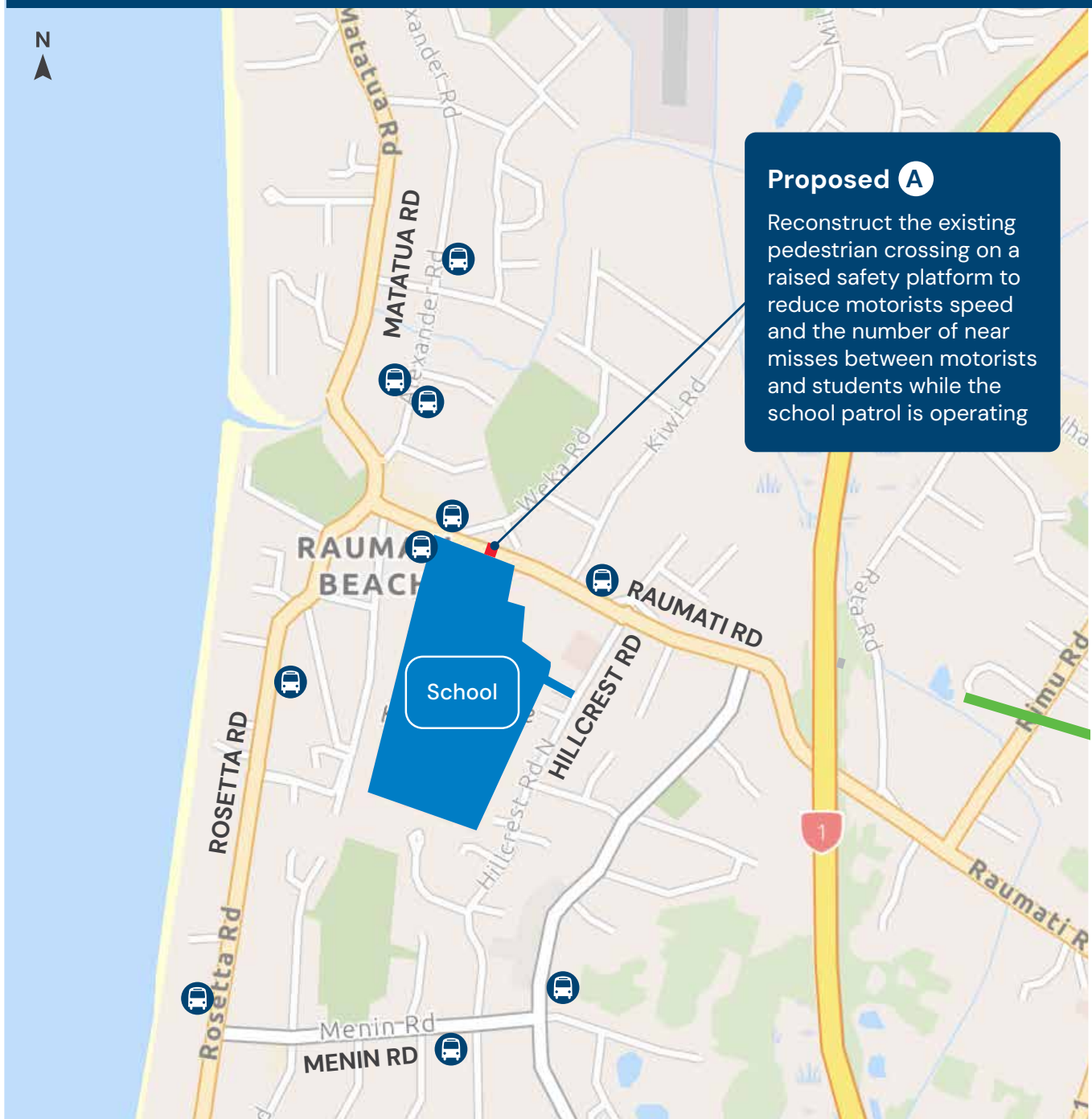
D

Poplar Avenue – Streetview

Example of widened shared path



Concept Plan 3 – Raumati Beach School



Example: Raised pedestrian zebra crossing



Legend

-  Bus stop
-  School
-  Intersection improvements
-  Proposed crossing

Concept Plan 4 – Kāpiti College



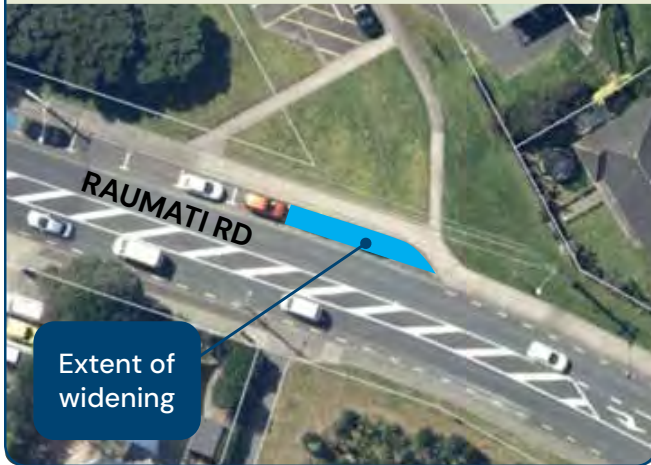
Refer overleaf for examples of infrastructure improvements

©

A

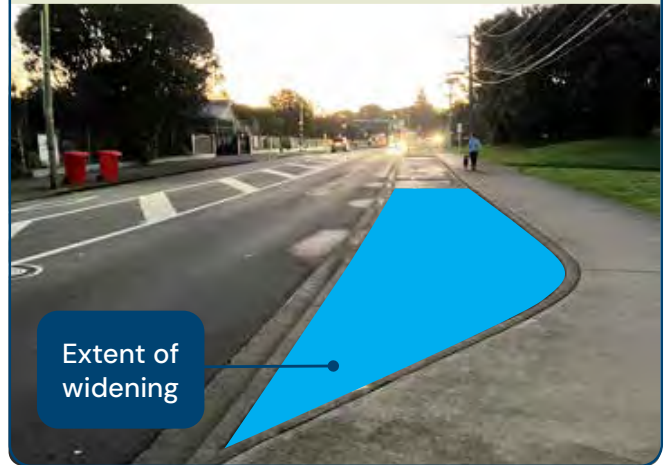
Raumati Road – Aerial view

Extent of widening



Raumati Road – Street view

Extent of widening



Extent of widening will enable pedestrians crossing from south to north to see motorists approaching where pedestrians cross Raumati Road and the converse.

B

Hillcrest Road – Aerial view

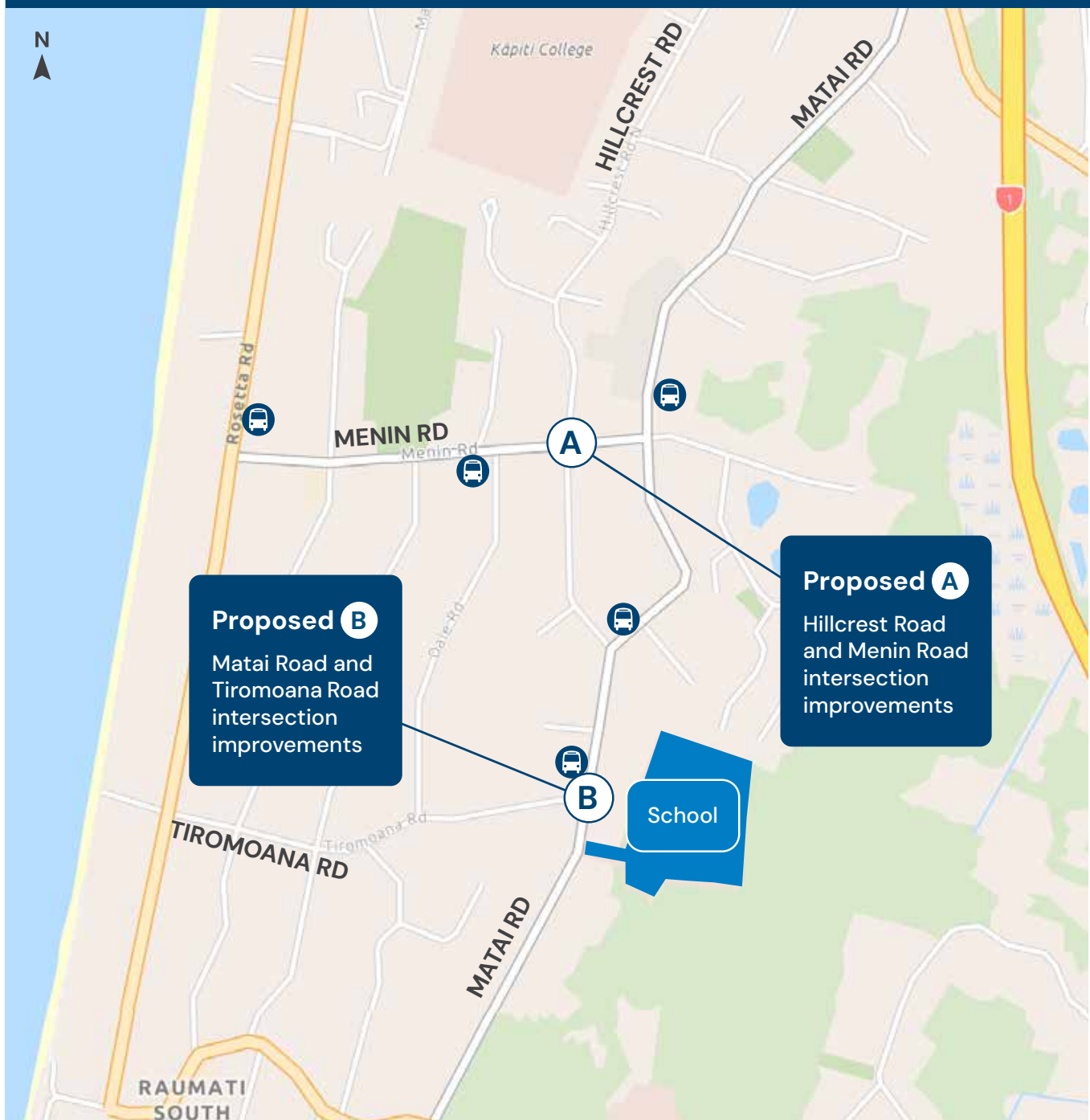
Location of speed humps to be confirmed



Example: Speed hump



Concept Plan 5 – Raumati South School



Intersection improvement notes:

Slow the speed that left turning motorists enter the side road from Menin Road/ Matai Road and reduce the width that pedestrians must cross by widening the footpath and constructing new kerb ramps as illustrated in examples A and B

Legend

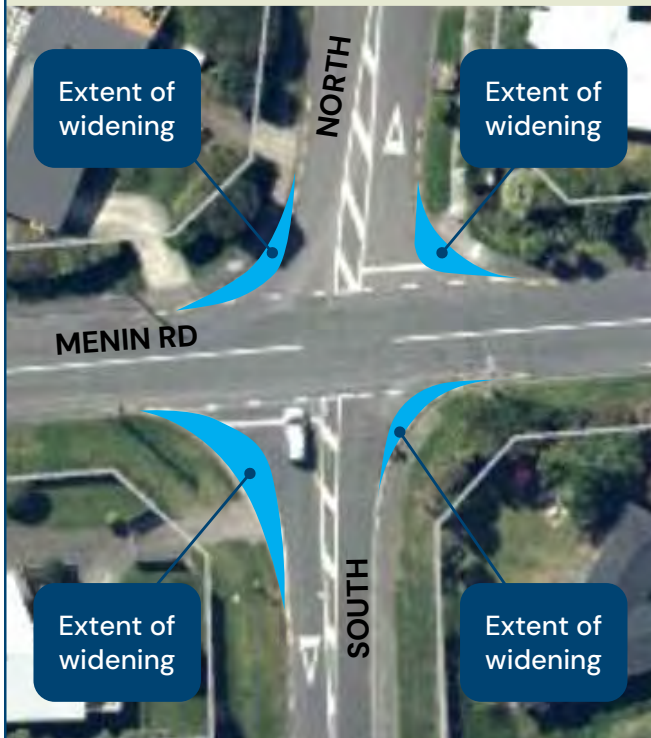
-  Bus stop
-  School
-  Intersection improvements

©

A

Hillcrest Road North – Aerial view

Extent of widening



Hillcrest Road South – Aerial view

Extent of widening



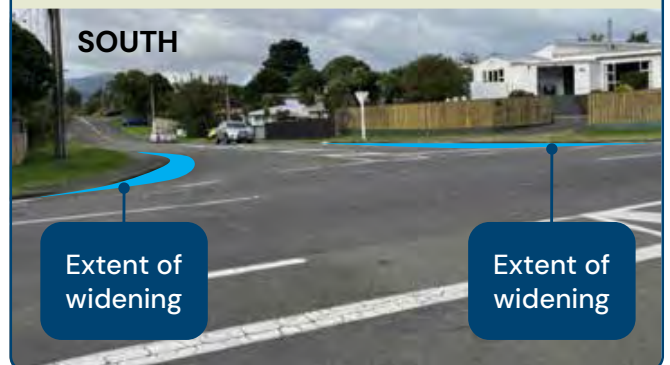
Hillcrest Road North – Street view

Extent of widening



Hillcrest Road South – Street view

Extent of widening



B

Tiromoana Road – Aerial view

Extent of widening

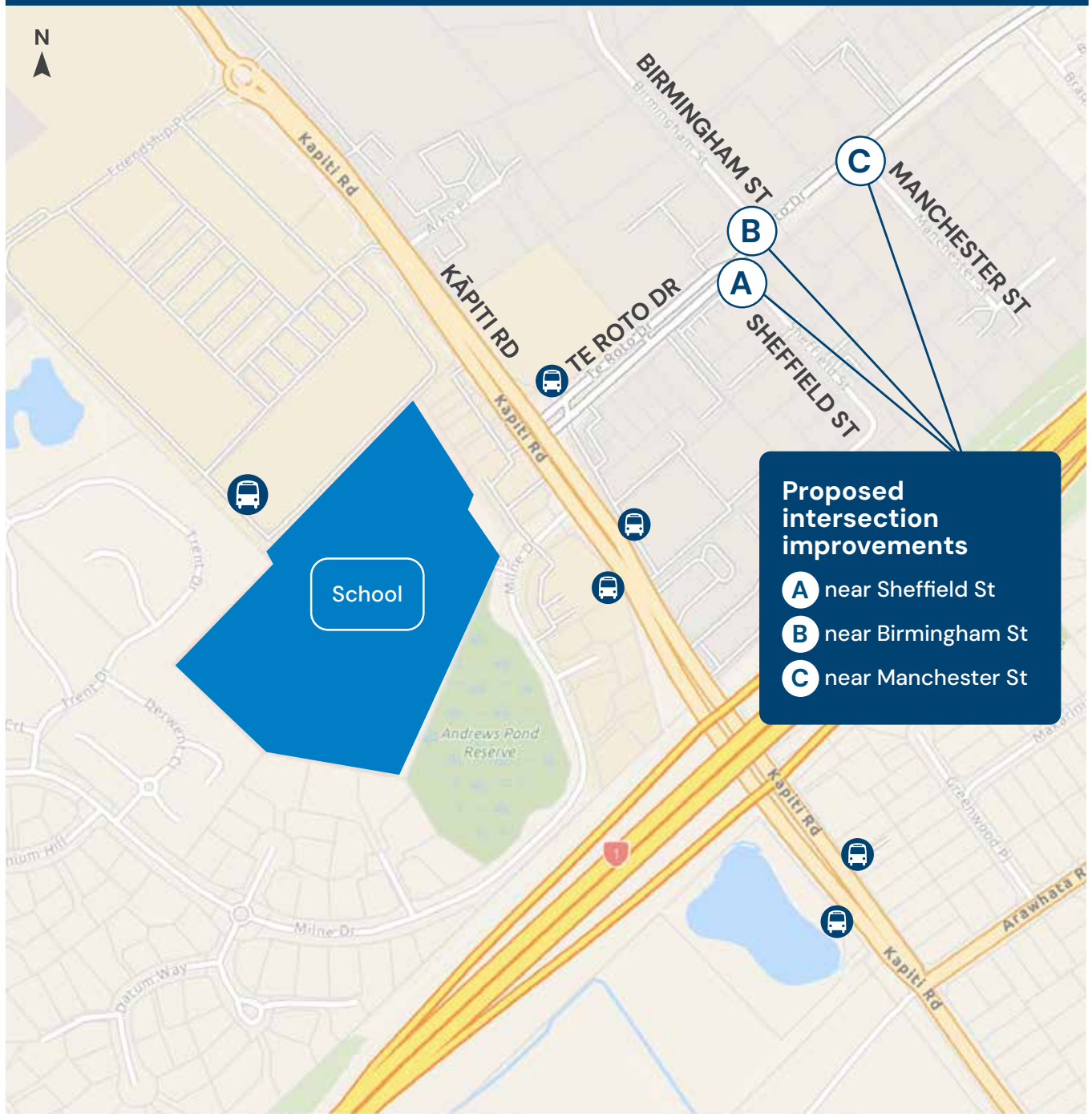


Tiromoana Road – Street view

Extent of widening



Concept Plan 6 – Our Lady of Kāpiti School



Intersection improvement notes:

Slow the speed that right turning motorists enter the side road from Te Roto Drive. Reduce the width that pedestrians have to cross by constructing pedestrian splitter islands supplemented by kerb crossing ramps and upgrade lighting as illustrated by example overleaf.

Legend

-  Bus stop
-  School
-  Intersection improvements

©

A

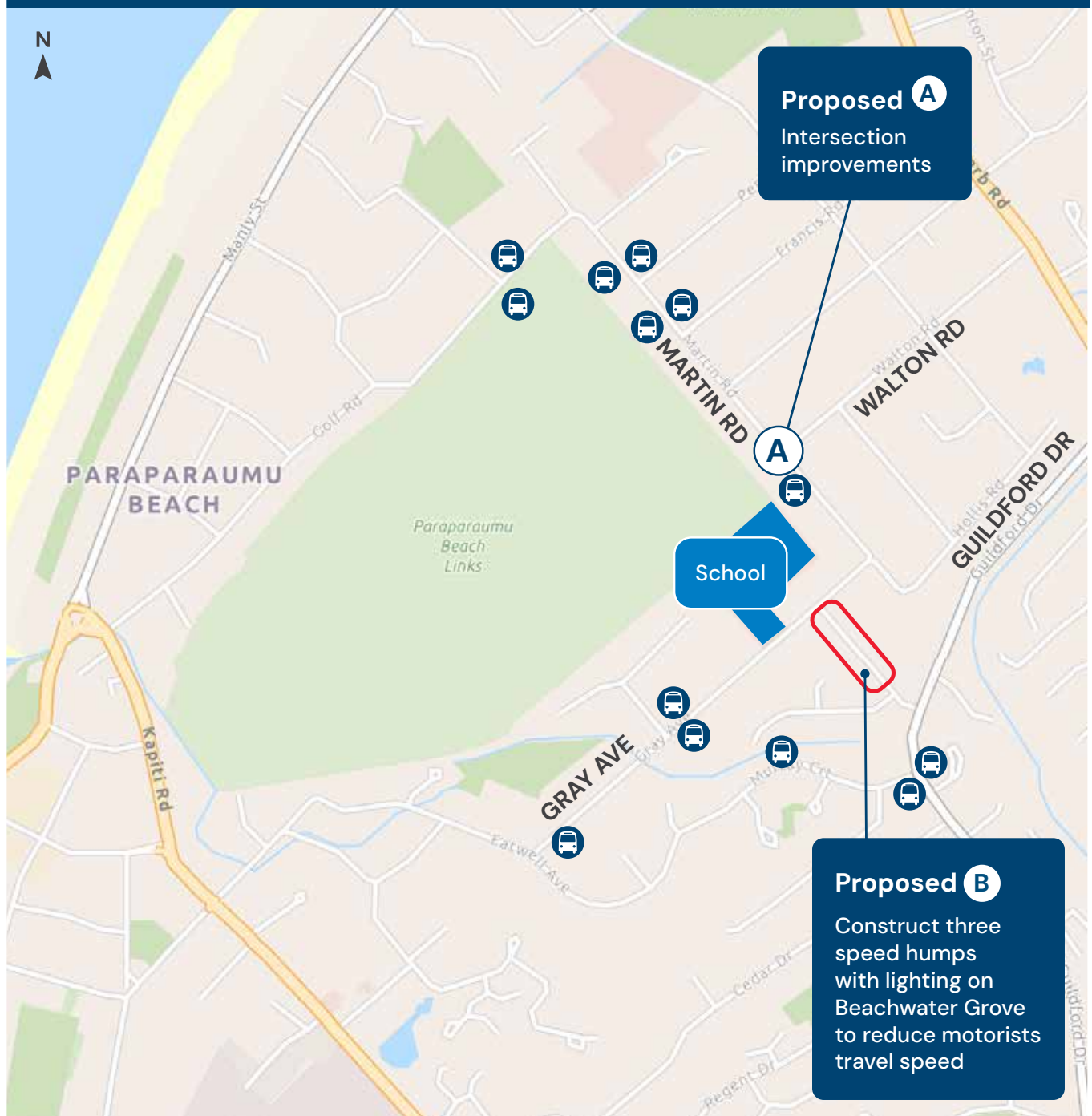
B

C

**Example:
Pedestrian splitter island**



Concept Plan 7 – Paraparaumu Beach School



Intersection improvement notes:

Slow the speed that left turning motorists enter Walton Road from Martin Road and reduce the width that pedestrians must cross by widening the footpath and constructing new kerb ramps as illustrated in example overleaf.

©

A

Walton Road – Aerial view

Extent of widening



Walton Road – Street view

Extent of widening



B

Beachwater Grove – Aerial view

Location of speed humps to be confirmed



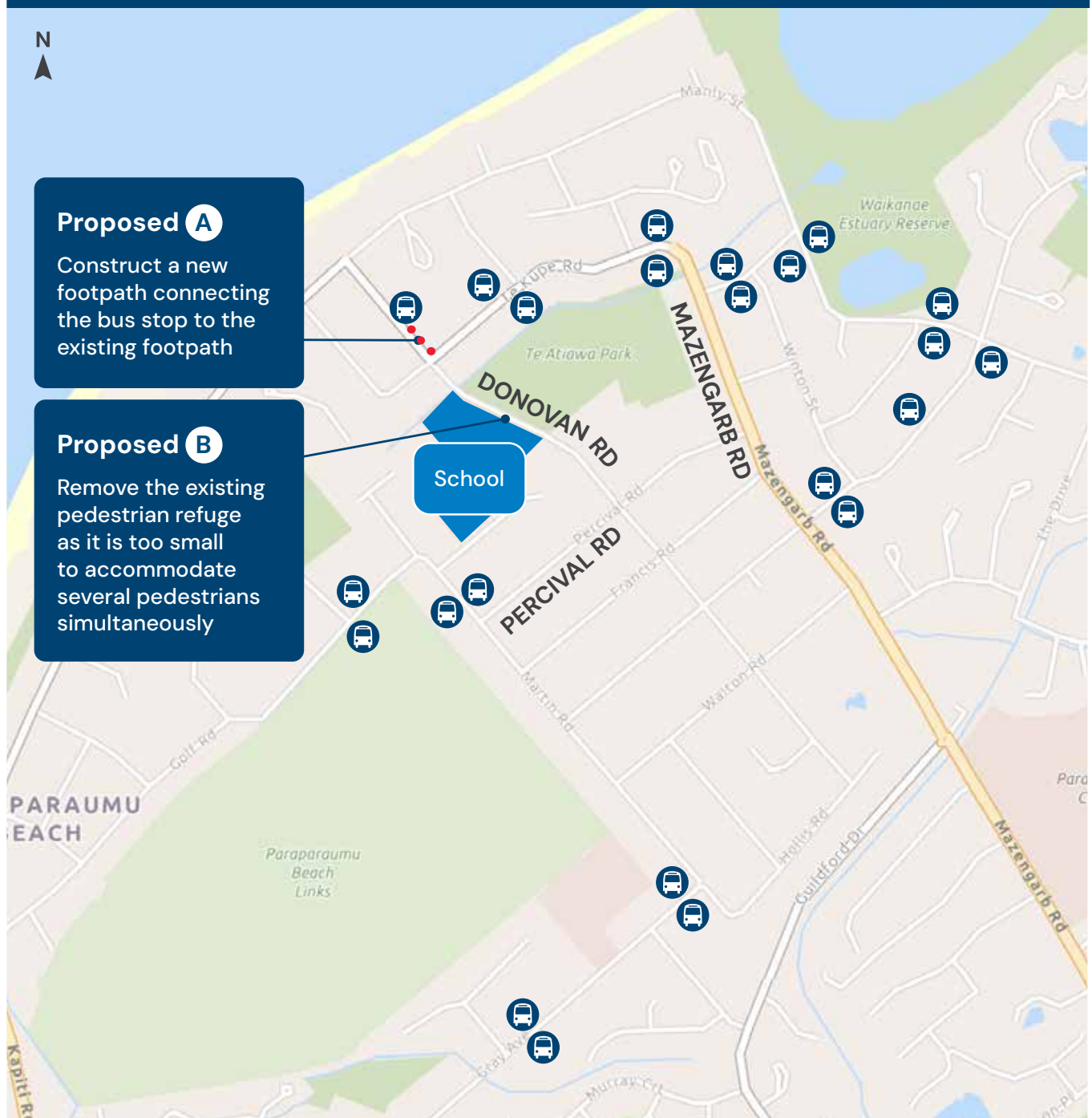
Example: Speed humps



Seven Day Travel Volume = 2300

Number of vehicles per day travel > 60 km/h = 33

Concept Plan 8 – Kenakena School



Refer overleaf for examples of infrastructure improvements

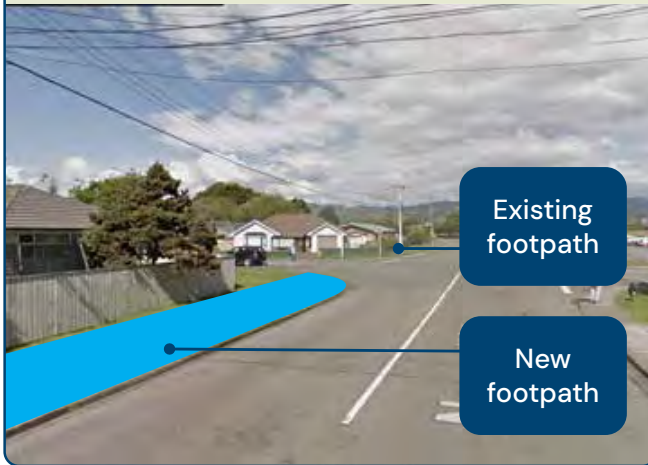
For more upgrades in this area see Concept Plan 4 – Recreational Zone Donovan Rd / Percival Rd.

©

A

Ngapotiki Street – Street view

New footpath



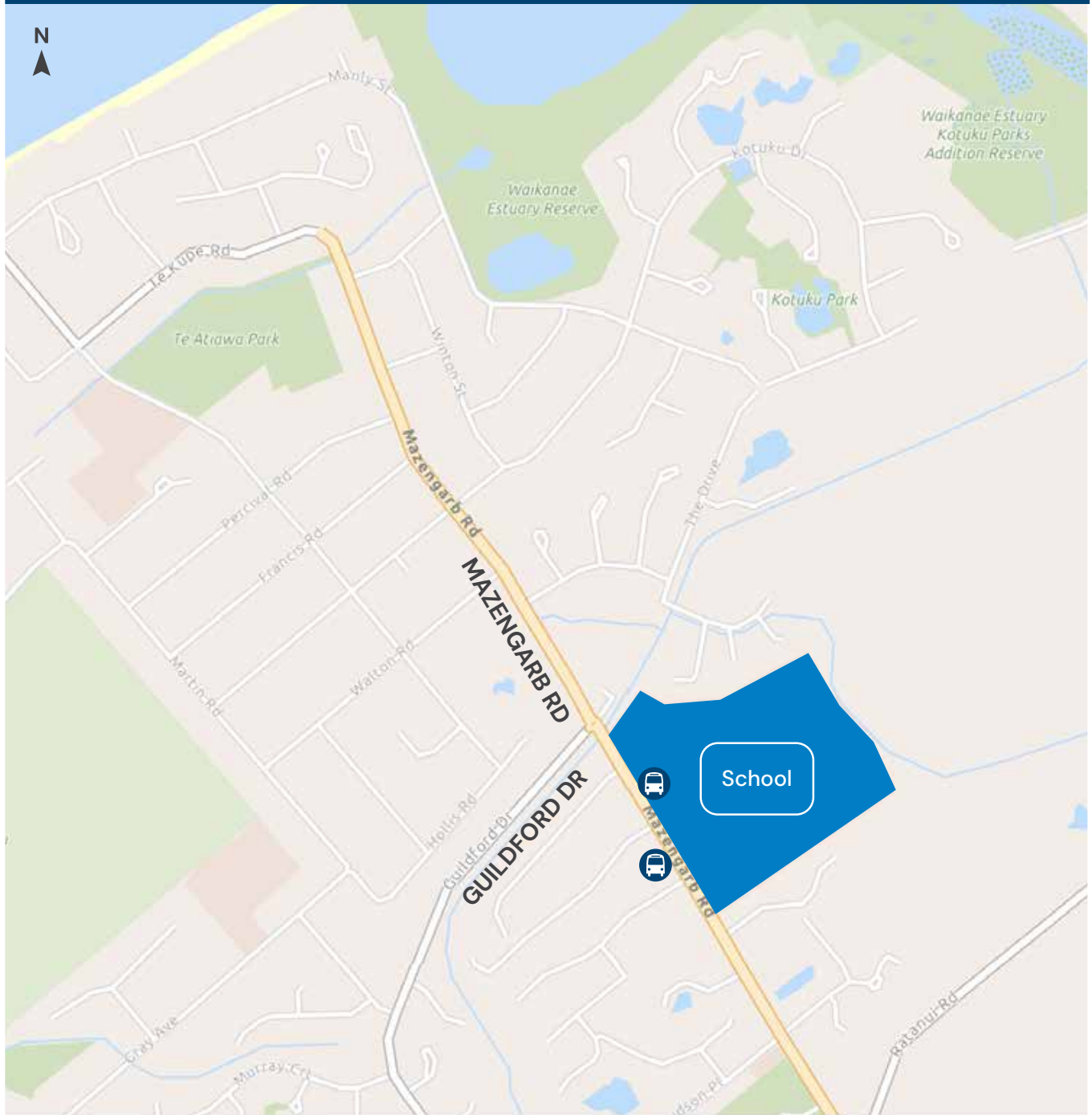
B

Donovan Road – Street view

Remove the existing pedestrian refuge as it is too small to be effective



Concept Plan 9 – Paraparaumu College

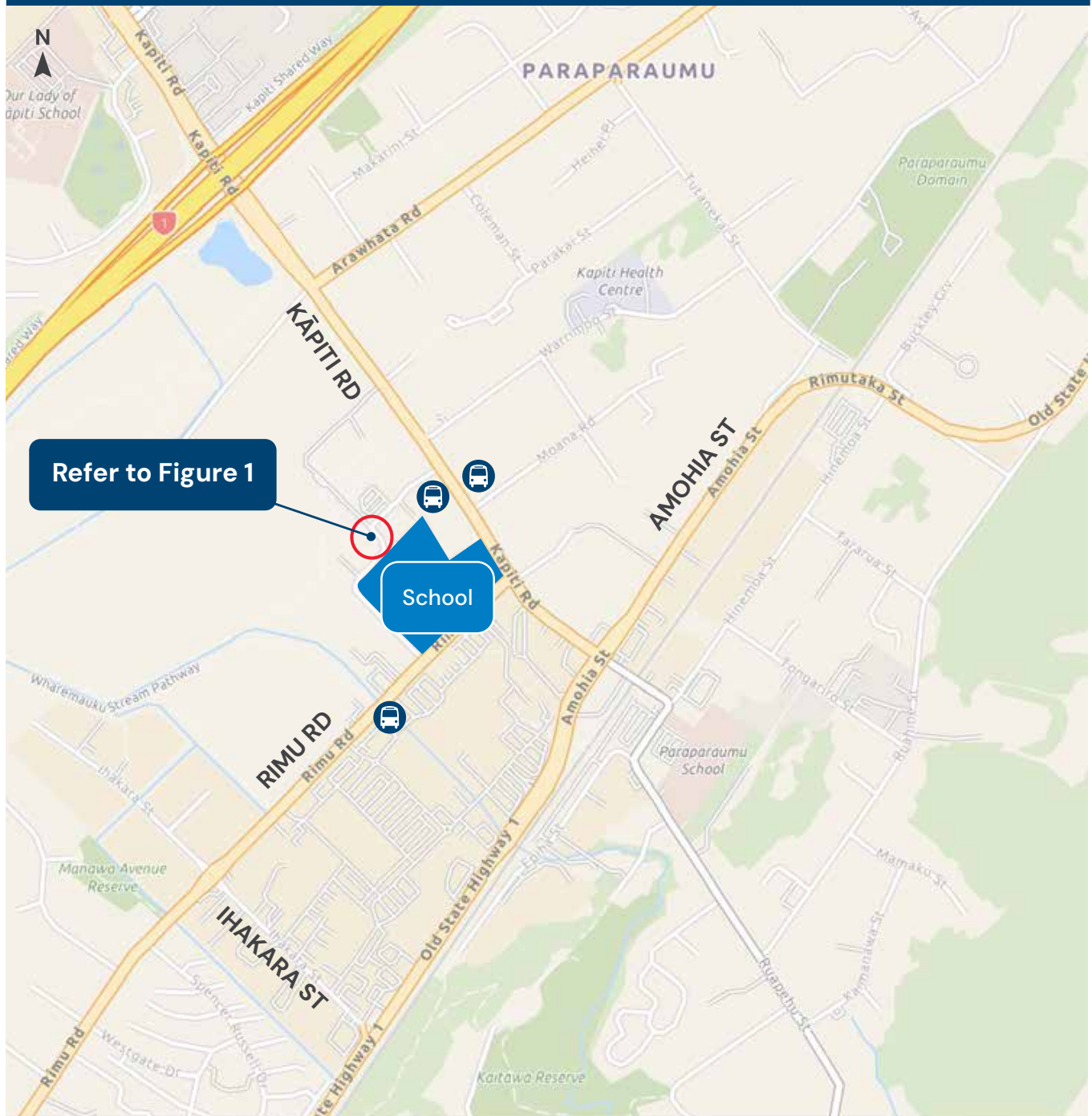


Note: No speed management infrastructure improvements proposed.

Legend

-  Bus stop
-  School

Concept Plan 10 – Kāpiti Primary School



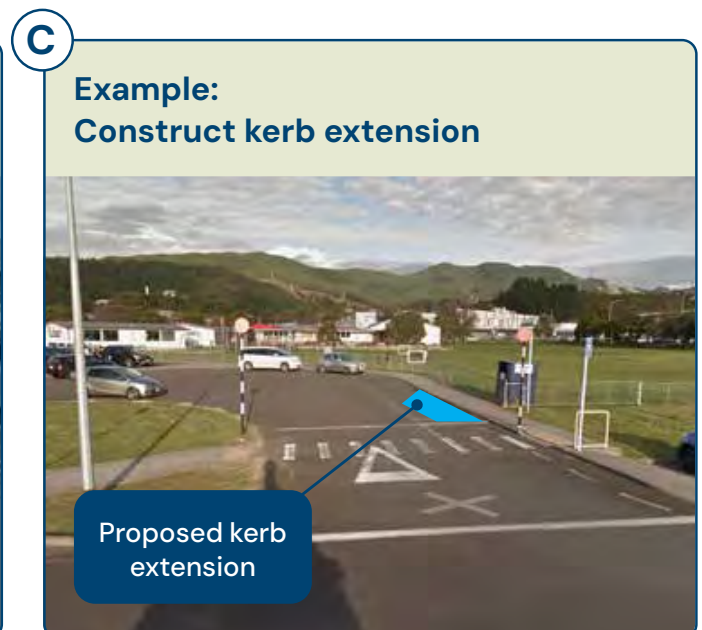
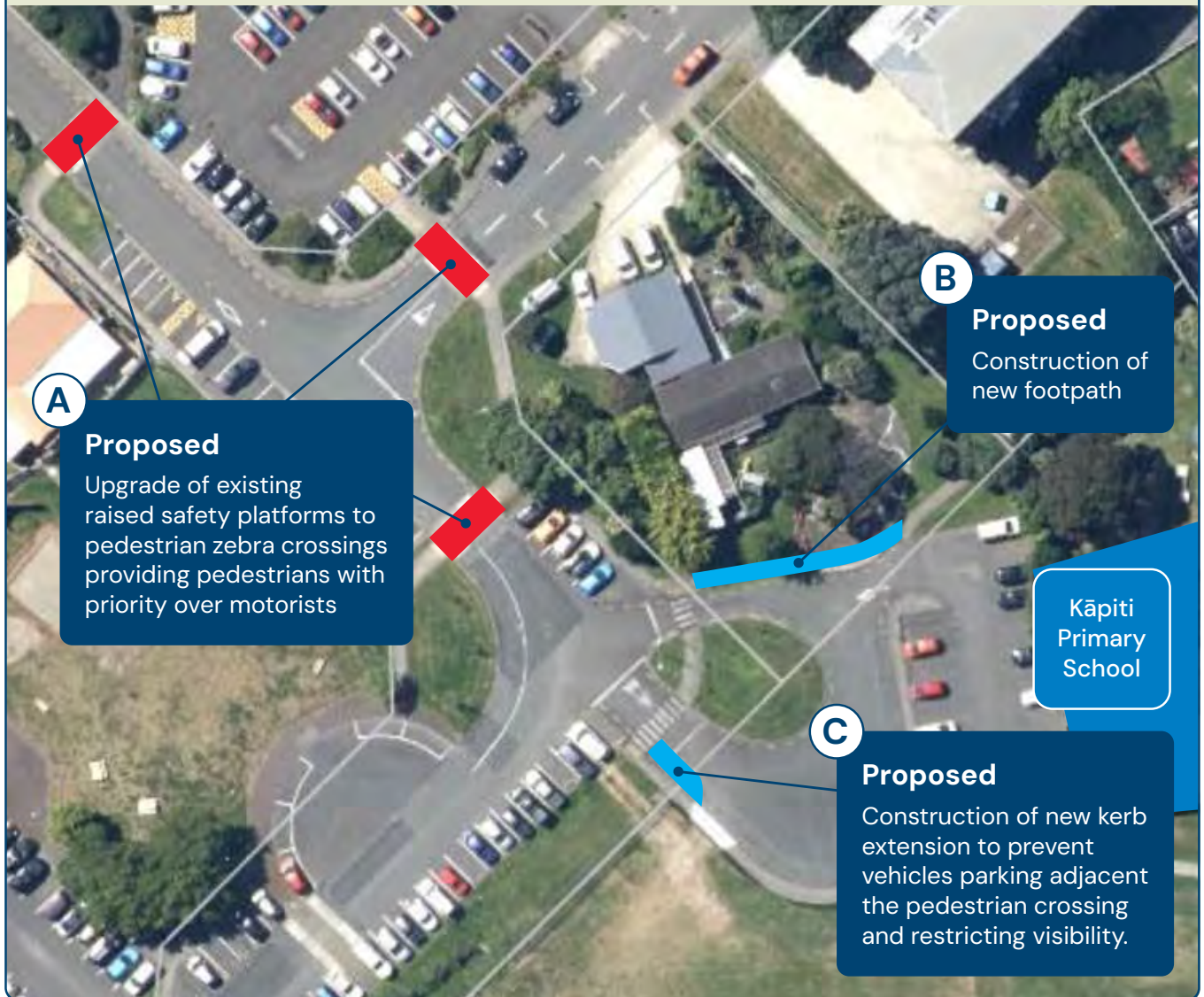
Proposed improvements:

- A** Upgrade pedestrian crossings on Iver Trask Place
- B** Construct a new footpath
- C** Construct a new kerb extension

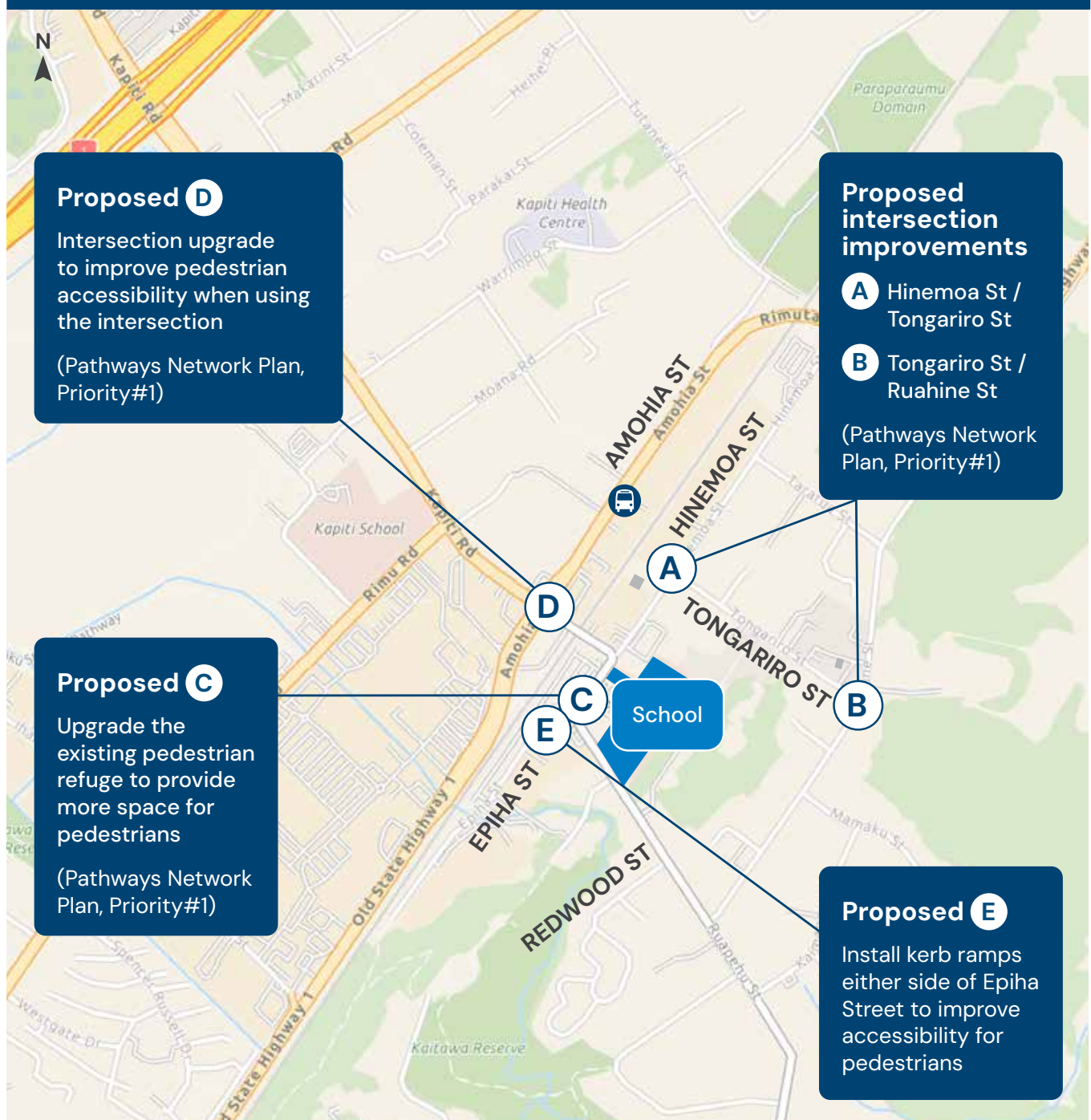
Legend

-  Bus stop
-  School
-  Improvements

Figure 1: Iver Trask Place – Kāpiti Primary School – Aerial view



Concept Plan 11 – Paraparaumu School



Intersection improvement notes:

Slow the speed that right turning motorists enter Tongariro Street from Hinemoa and Ruahine Streets and reduce the width that pedestrians must cross by constructing pedestrian splitter islands supplemented by kerb ramps and lighting

©

A

Hinemoa Street / Tongariro Street – Aerial view



Example: Pedestrian splitter island



B

Tongariro Street / Ruahine Street – Aerial view



Example: Pedestrian splitter island



C

Hinemoa Street – Aerial view

Enlarge existing refuge to accommodate more pedestrians crossing



Hinemoa Street – Street view

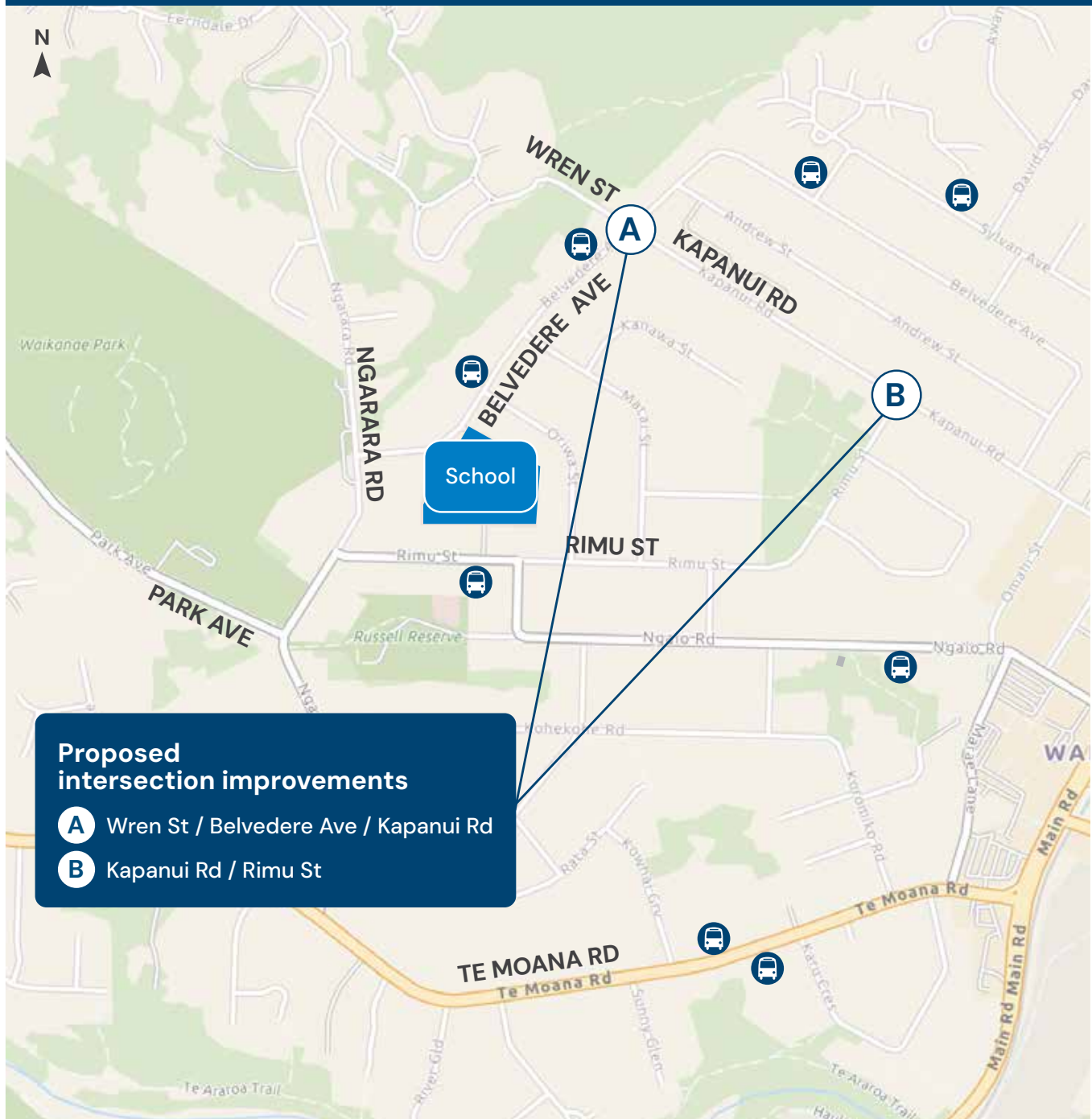
Existing refuge



Amohia Street – Aerial view



Concept Plan 12 – Kapakapanui School



Intersection improvement notes:

Slow the speed that right turning motorists enter the side road and reduce the width that pedestrians must cross by constructing pedestrian splitter islands with kerb ramps and lighting

©

A

Wren Street / Belvedere Avenue – Aerial view



Wren Street / Belvedere Avenue – Street view



A

Kapanui Road / Belvedere Avenue – Aerial view



B

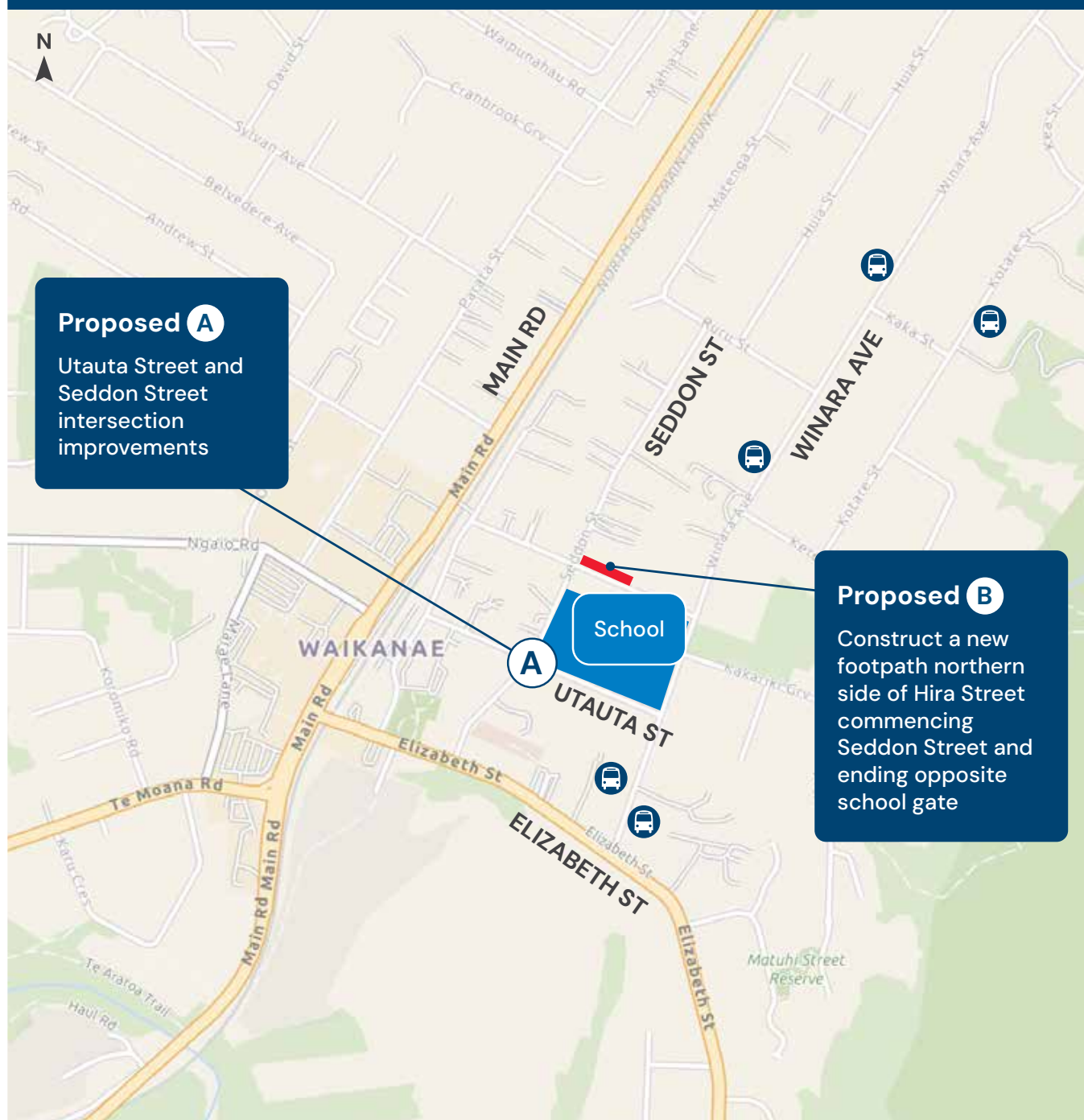
Kapanui Road / Rimu Street – Aerial view



Example: Pedestrian splitter island



Concept Plan 13 – Waikanae Primary School



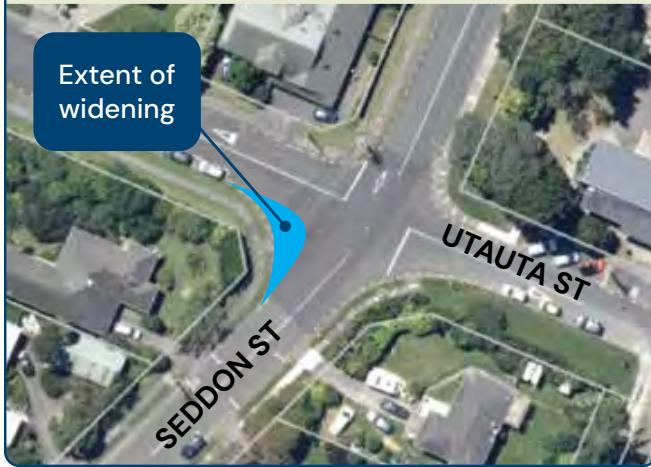
Intersection improvement notes:

Slow the speed that left turning motorists enter Utauta Street from Seddon Street and reduce the width that pedestrians must cross by widening the footpath and constructing new kerb ramps as illustrated in example A.

Legend

-  Bus stop
-  School
-  Intersection improvements
-  Proposed footpath

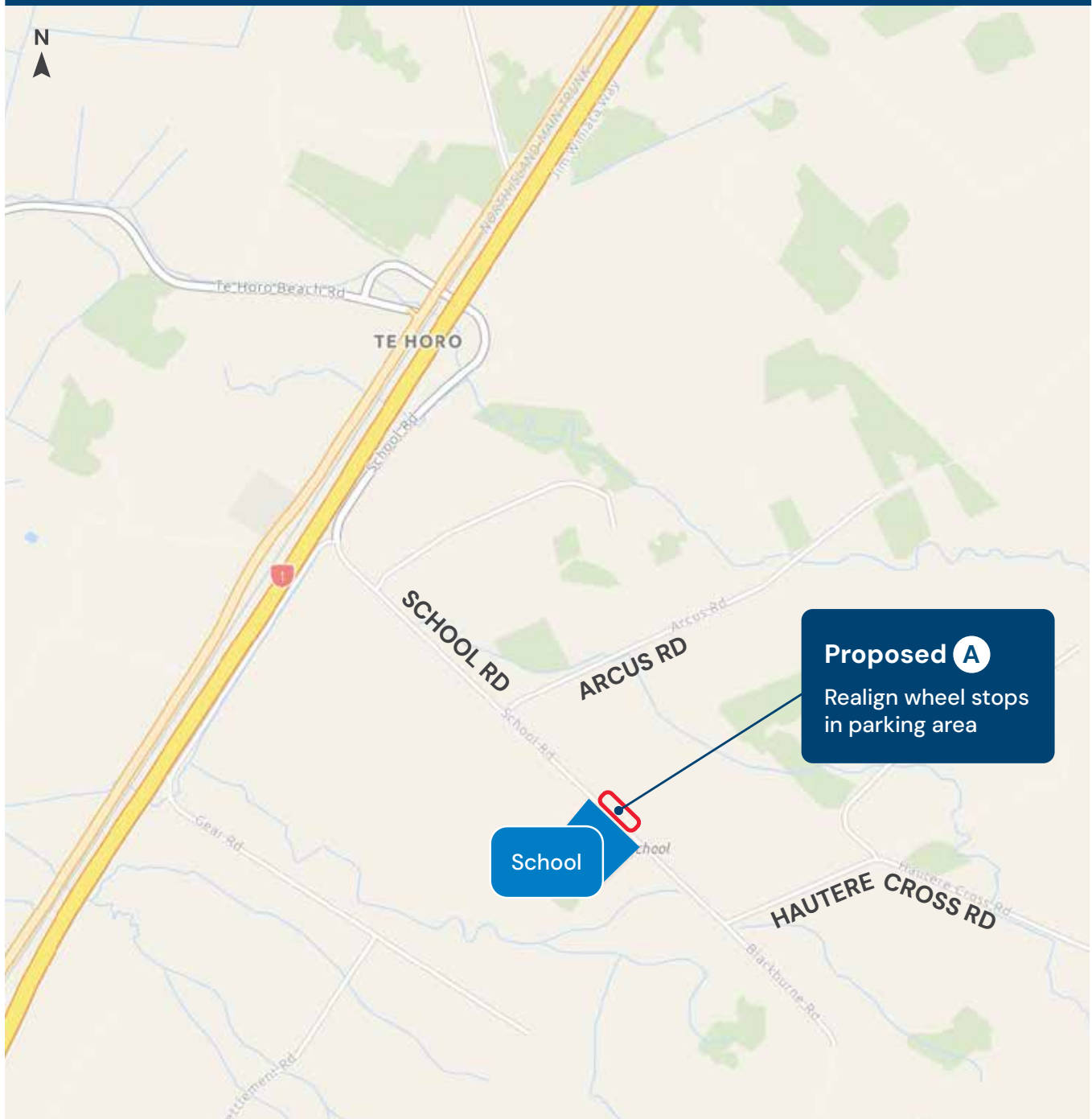
Utauta Street / Seddon Street Intersection – Aerial view



Utauta Street / Seddon Street Intersection – Street view



Concept Plan 14 – Te Horo School



Refer overleaf for example of infrastructure improvements

Legend

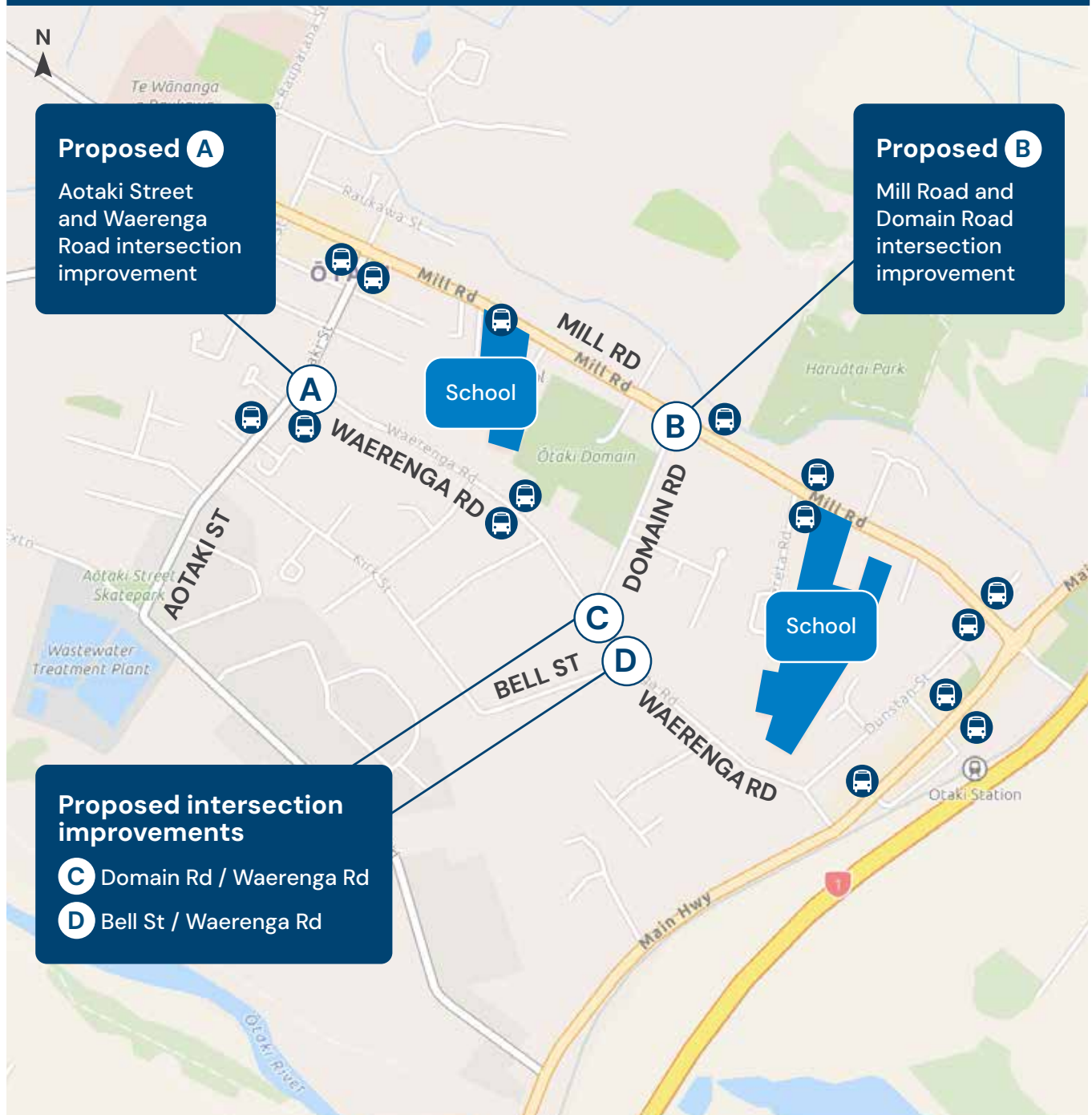
-  Bus stop
-  School
-  Improvements

Example: Te Horo School – Angle parking

Move wheel stops approximately 600mm towards the road which will prevent vehicles overhanging the footpath and restricting pedestrian movement.



Concept Plan 15 and 16 – Ōtaki College and Ōtaki School



Intersection improvement notes:

Slow the speed that right turn motorists enter the side road and reduce the width that pedestrians must cross by constructing pedestrian splitter islands with kerb ramps and lighting

Legend

-  Bus stop
-  School
-  Intersection improvements

©

A

**Aotaki Street / Waerenga Road –
Aerial view**



B

**Mill Road / Domain Road –
Aerial view**



C

**Domain Road / Waerenga Road –
Aerial view**



D

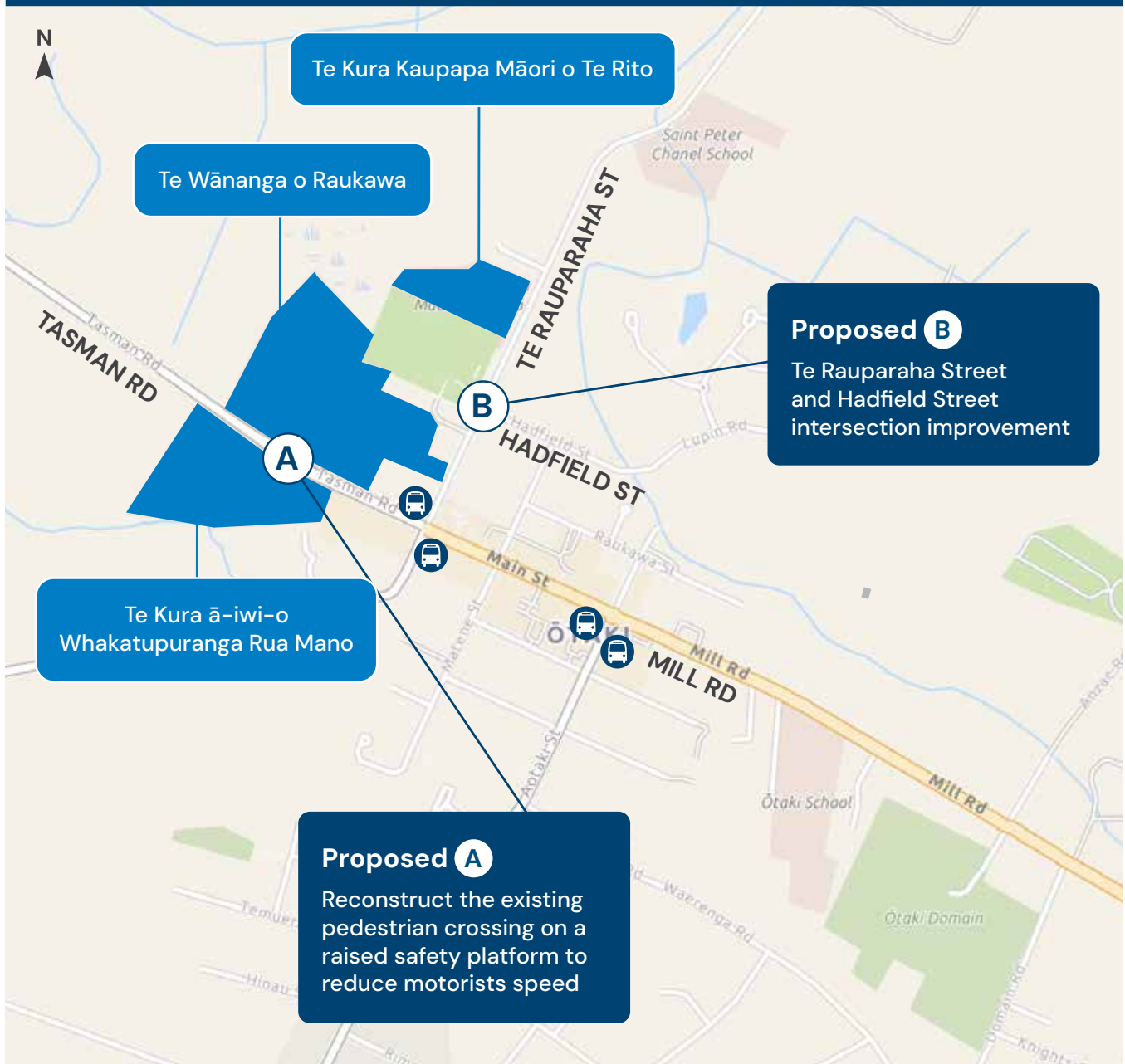
**Bell Street / Waerenga Road –
Aerial view**



**Example:
Pedestrian splitter island**



Concept Plan 17-19 – Te Kura ā-iwi-o Whakatupuranga Rua Mano / Te Wānanga o Raukawa/ Te Kura Kaupapa Māori o Te Rito



Intersection improvement notes:

Slow the speed that right turn motorists enter the side road and reduce the width that pedestrians must cross by constructing pedestrian splitter islands with kerb ramps and lighting

Legend

-  Bus stop
-  School
-  Improvements

©

A

Tasman Road – Aerial view



Example: Raised pedestrian crossing



B

Te Rauparaha Street / Hadfield Street – Aerial view



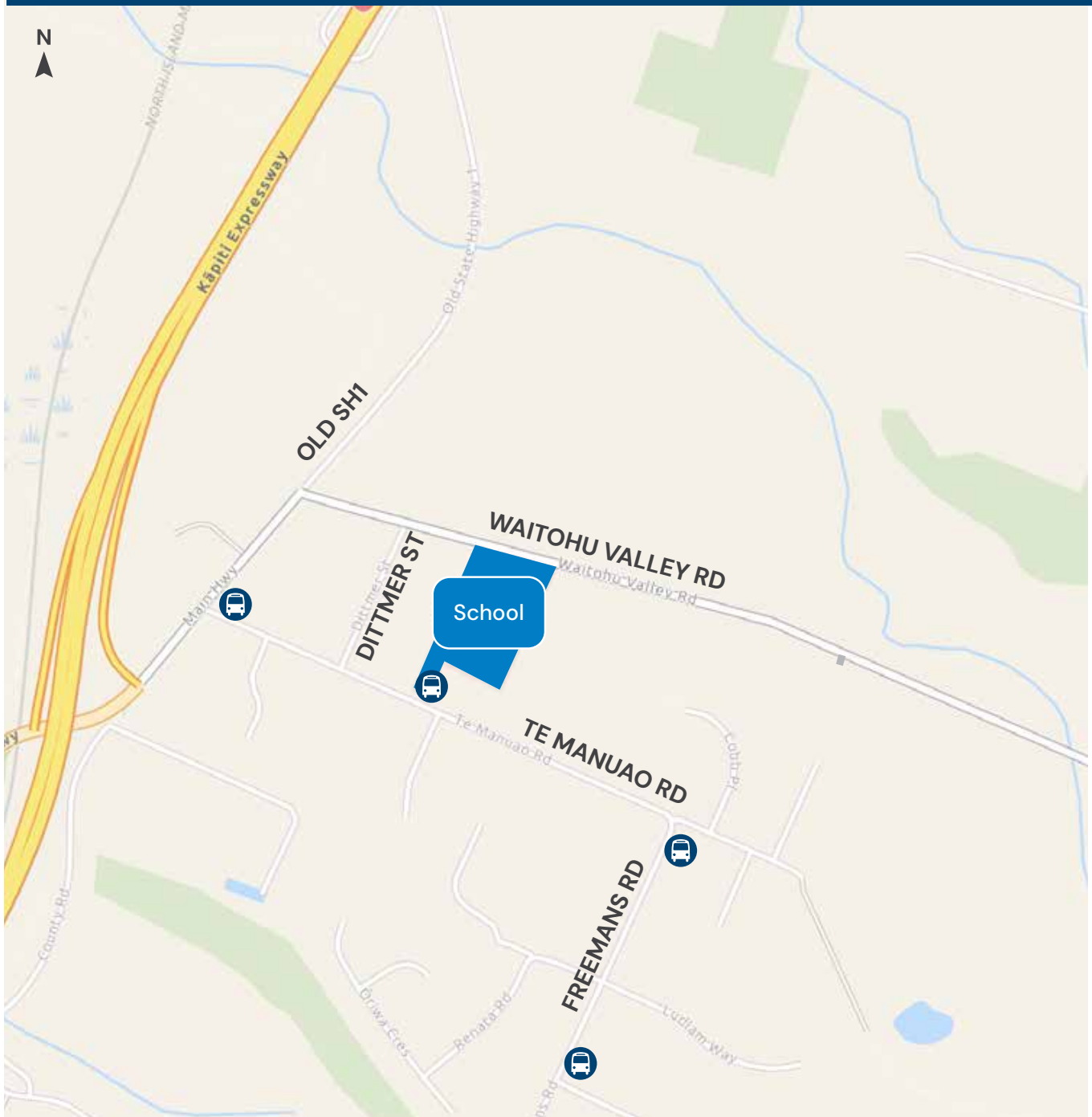
Example: Pedestrian splitter island





 School
 Improvements

Concept Plan 21 – Waitohu School



No improvements identified within the school buffer, 1km approx.

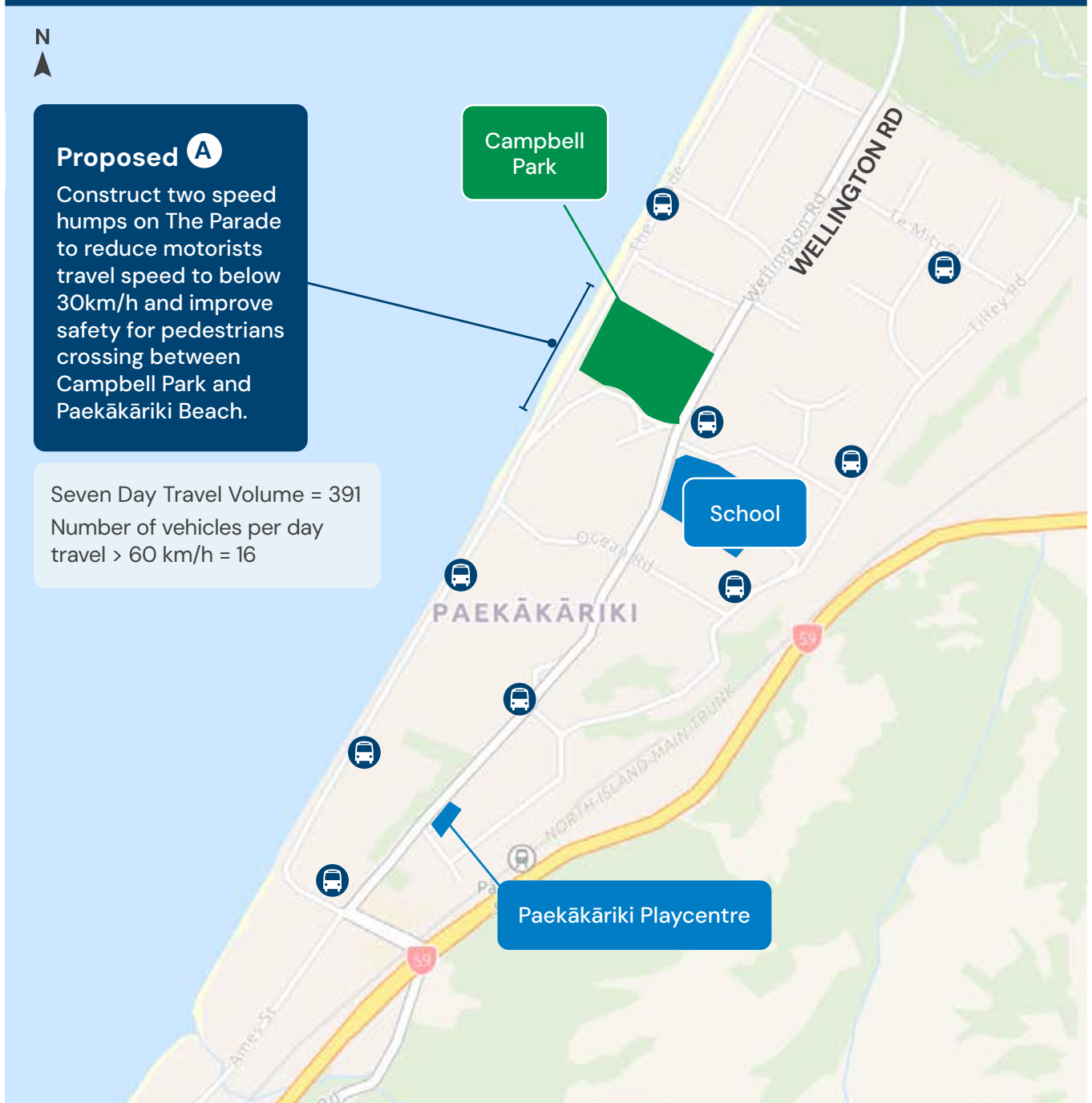
Legend

-  Bus stop
-  School

Attachment 4: Recreational



Recreational Zone Concept Plan 0 – The Parade



Example: Speed hump



Recreational Zone Concept Plan 1 – Raumati Village



Example: Speed hump



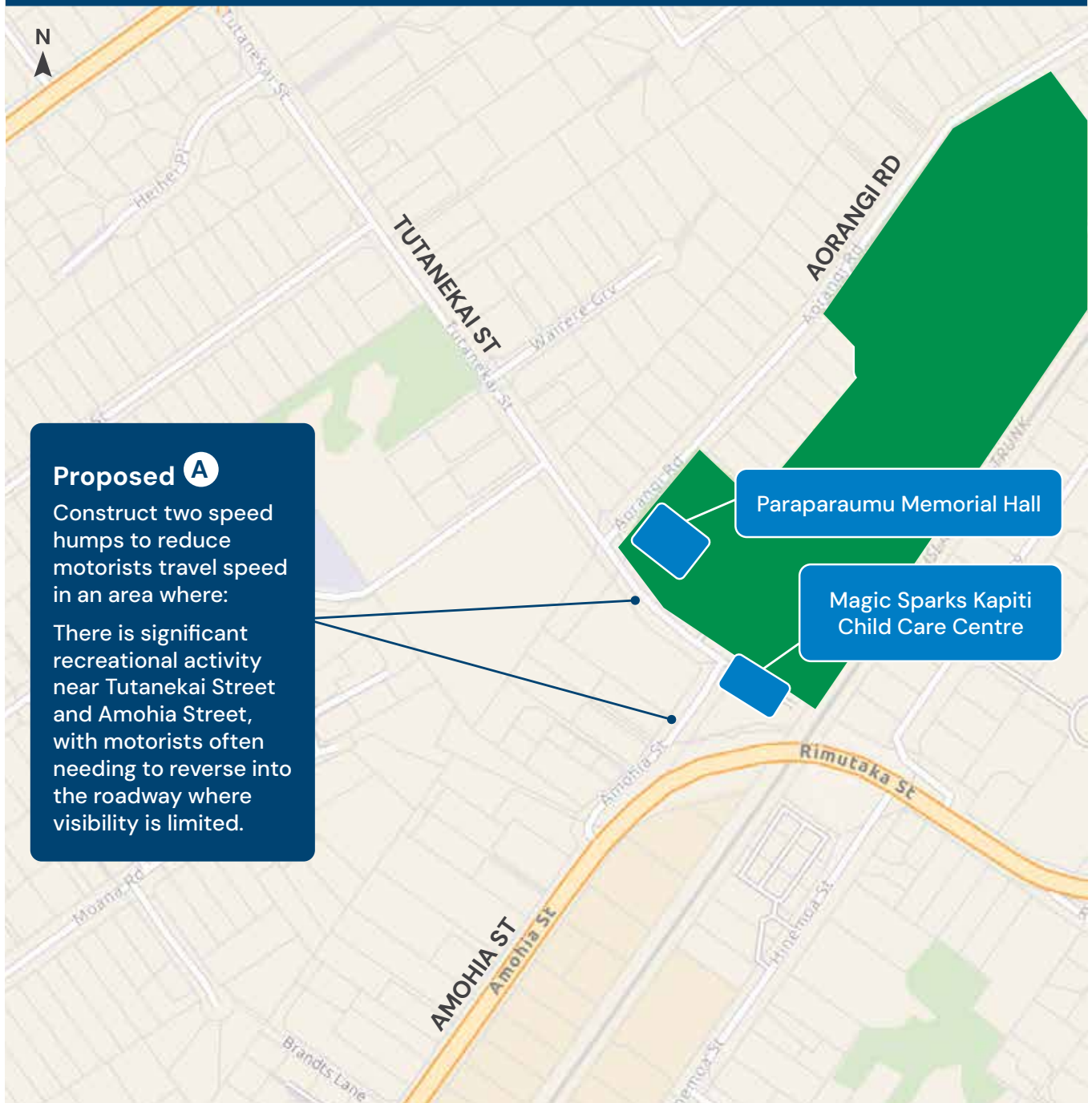
Recreational Zone Concept Plan 2 – Takitimu Road



Example: Speed hump



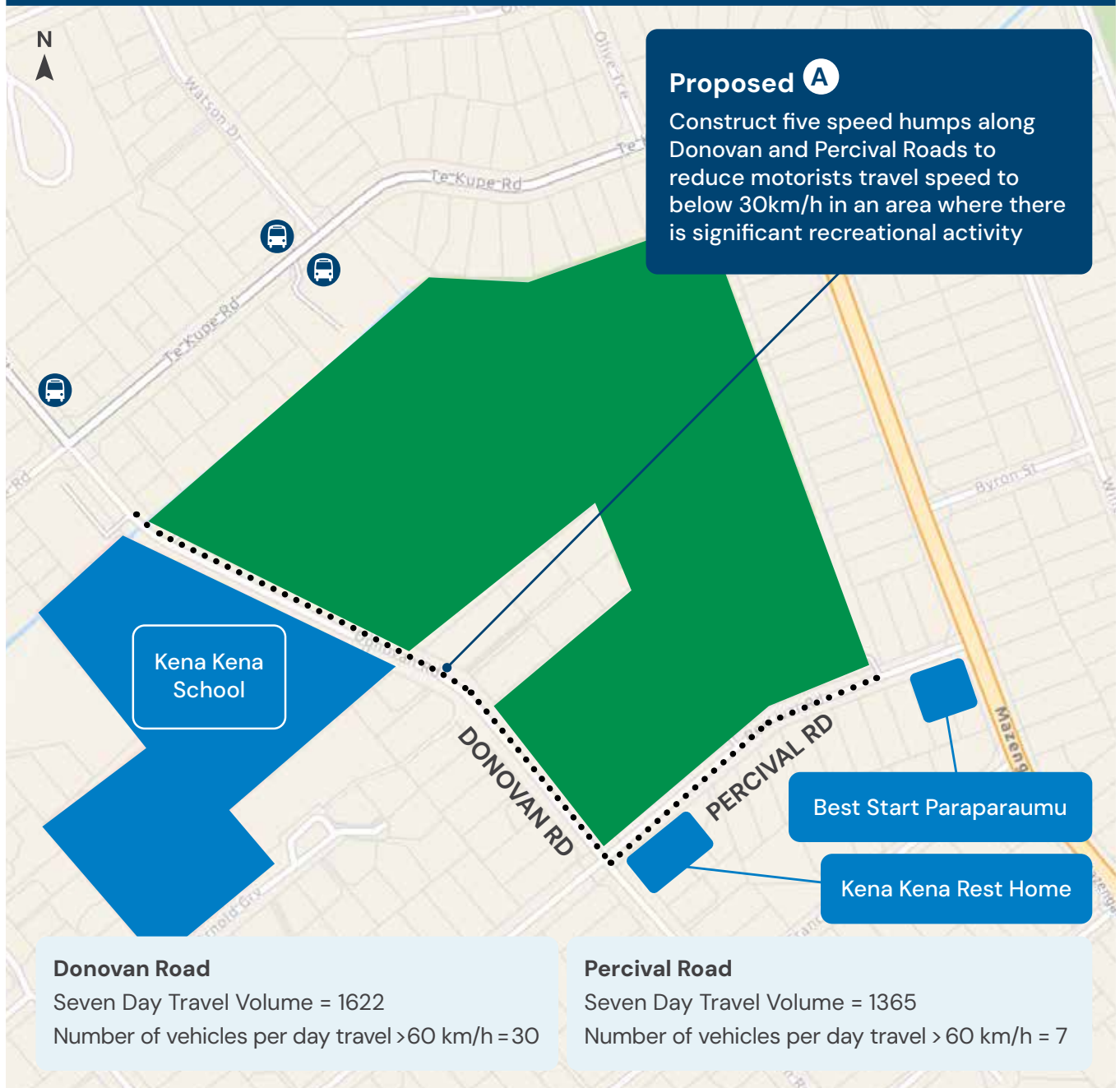
Recreational Zone Concept Plan 3 – Tutanekai Street



Example: Speed hump



Recreational Zone Concept Plan 4 Donovan Road and Percival Road



Example: Speed hump



Recreational Zone Concept Plan 6 – Lancelot Grove



Example: Speed hump



Recreational Zone Concept Plan 7 – Queens Road



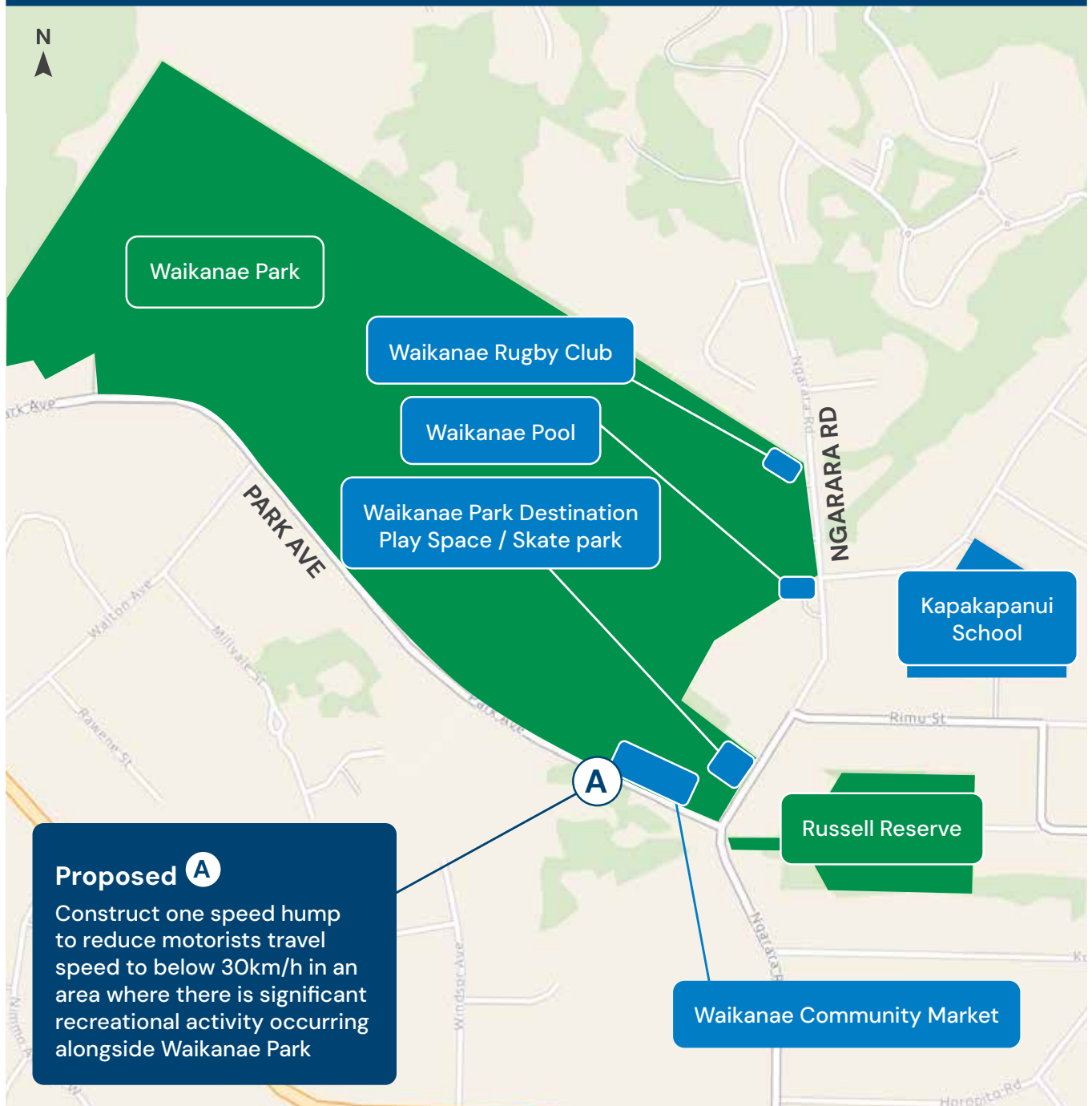
Example: Speed hump



Legend

-  Bus stop
- Area of change

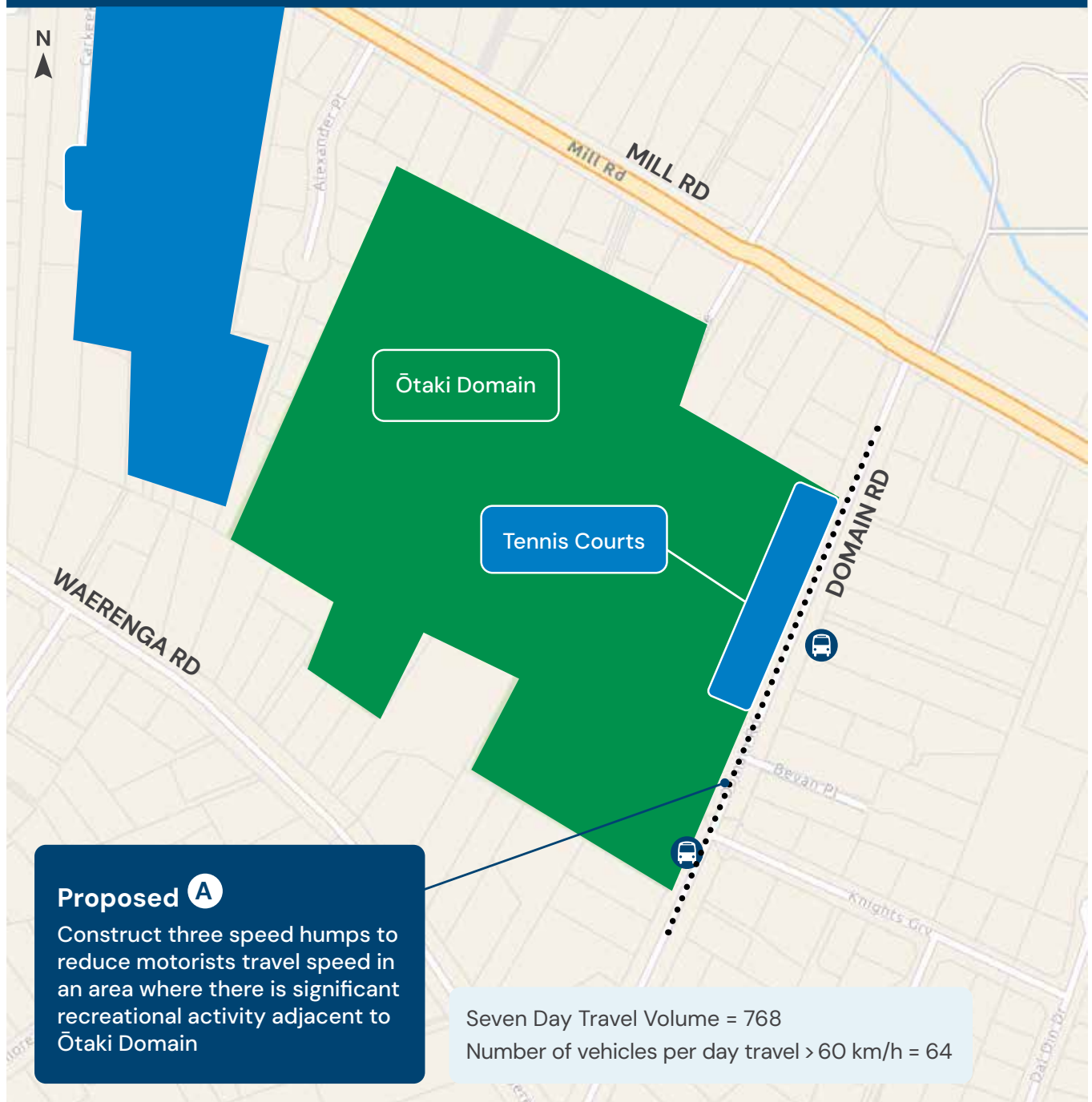
Recreational Zone Concept Plan 8 – Park Avenue



Example: Speed hump



Recreational Zone Concept Plan 9 – Domain Rd



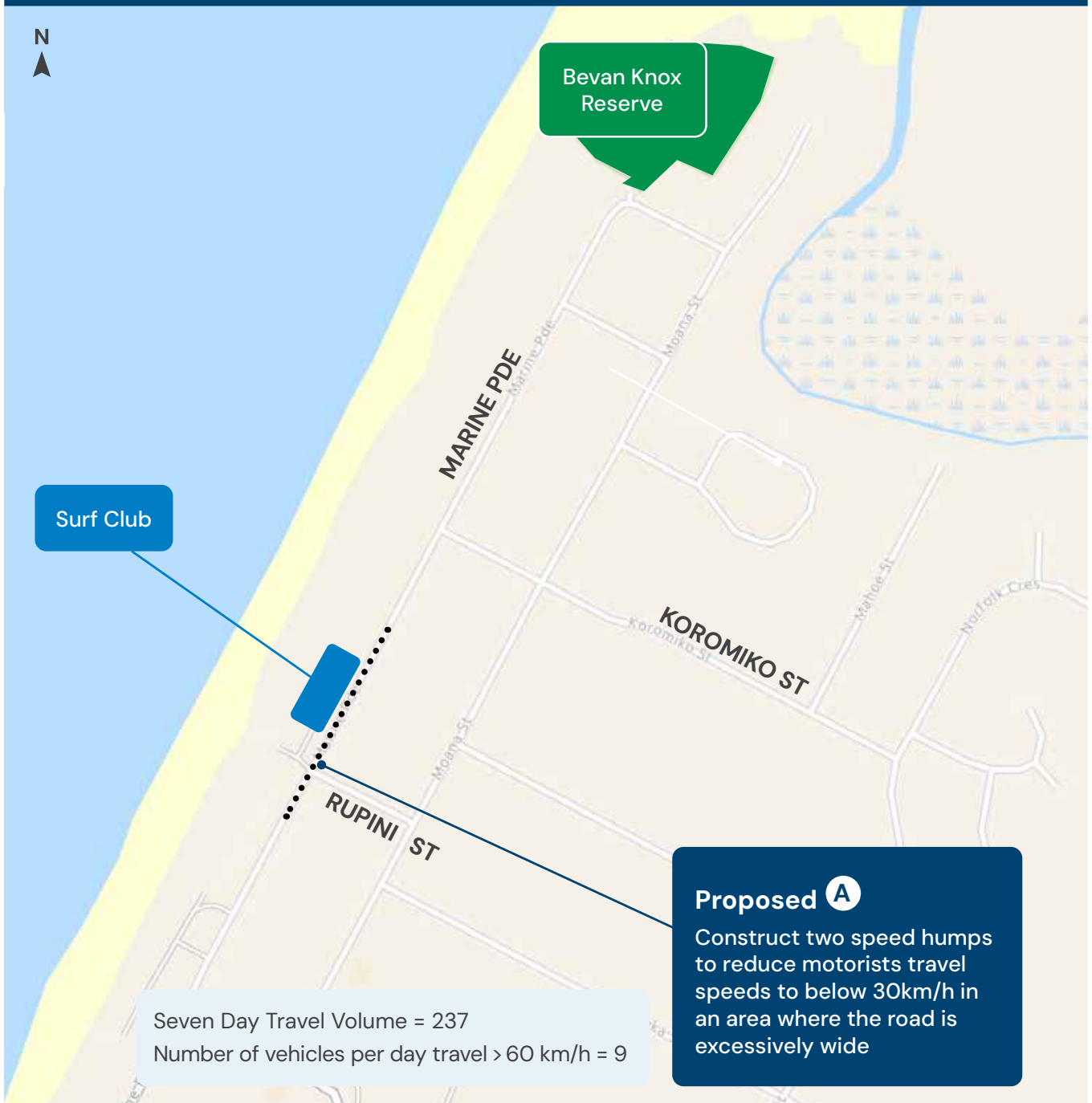
Example: Speed hump



Legend

-  Bus stop
-  School
-  Area of change

Recreational Zone Concept Plan 10 – Marine Parade



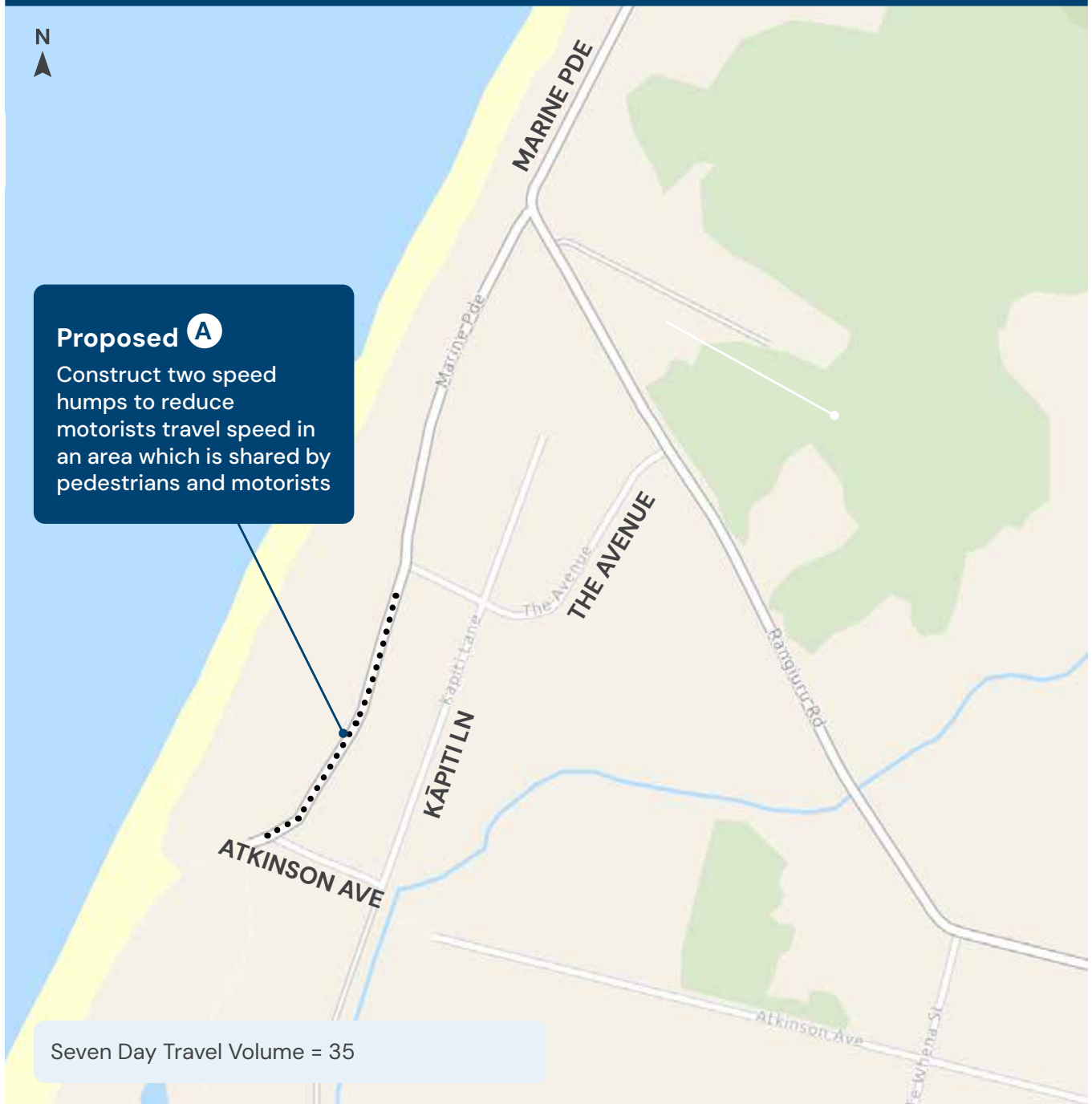
Example: Speed hump



Legend

••• Area of change

Recreational Zone Concept Plan 11 – Marine Parade



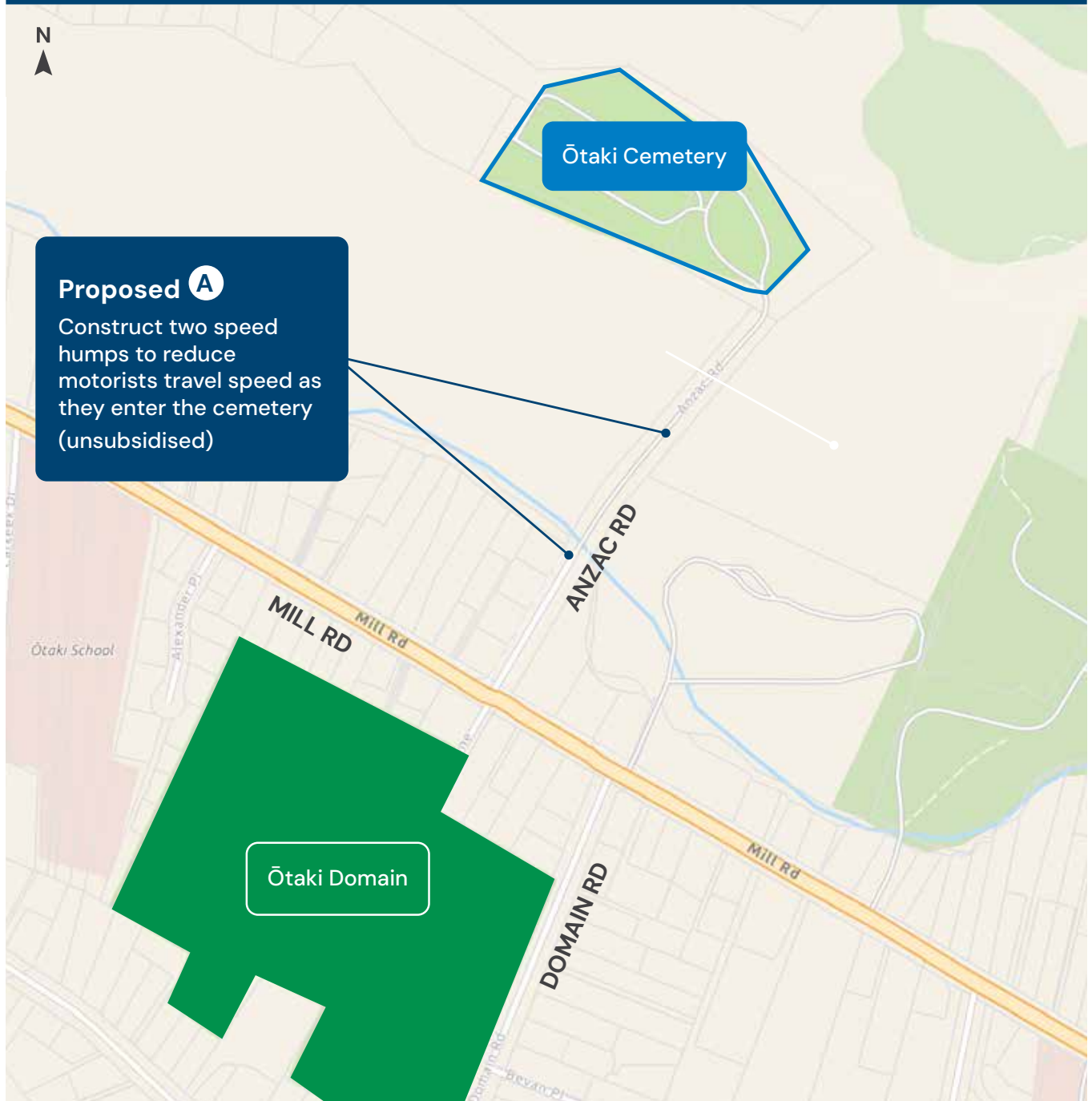
Example: Speed hump



Legend

••• Area of change

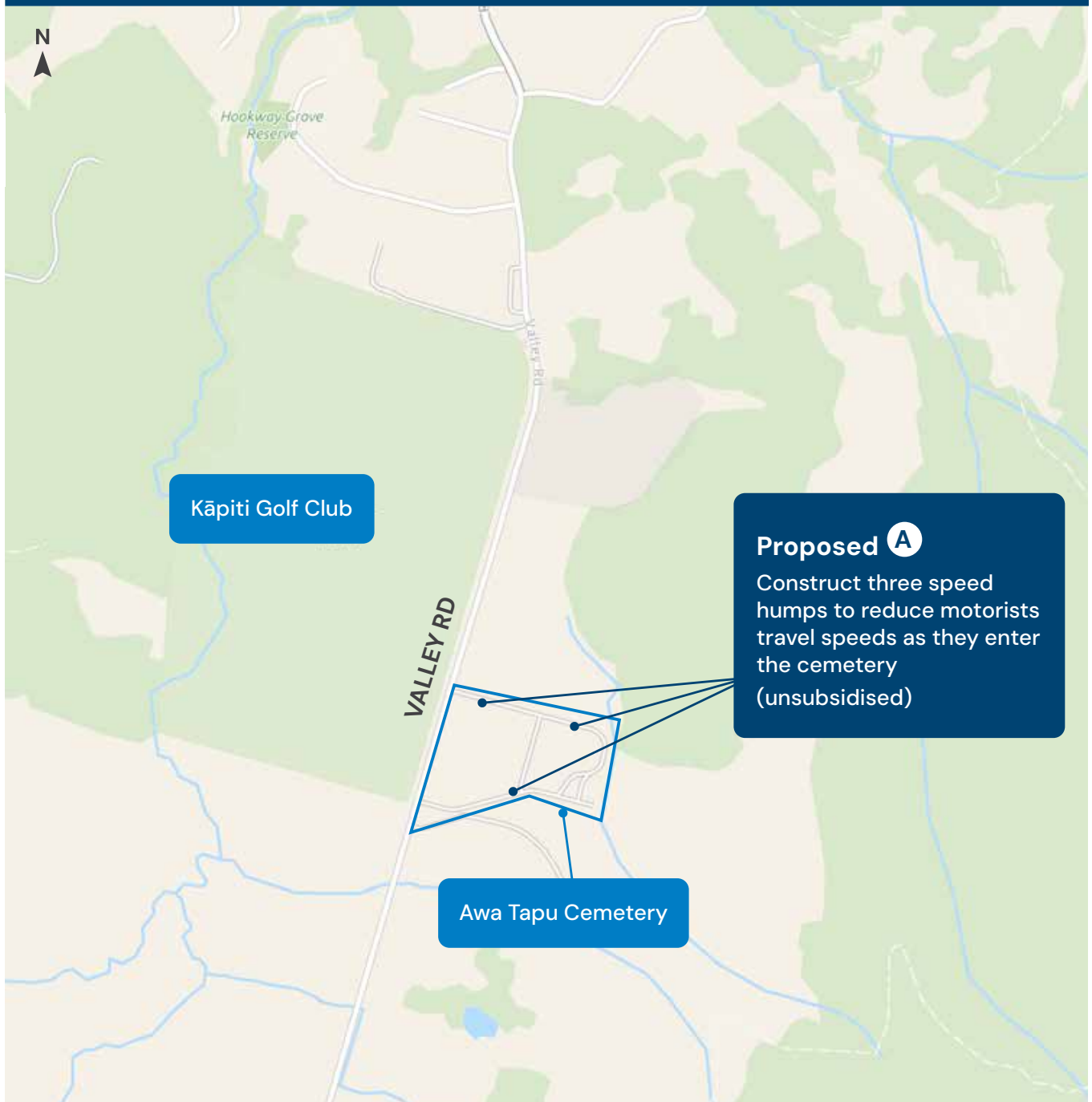
Recreational Zone Concept Plan 12 – Ōtaki Cemetery



Example: Speed hump



Recreational Zone Concept Plan 13 – Awa Tapu Cemetery



Example: Speed hump



Attachment 5:

Speed Limits

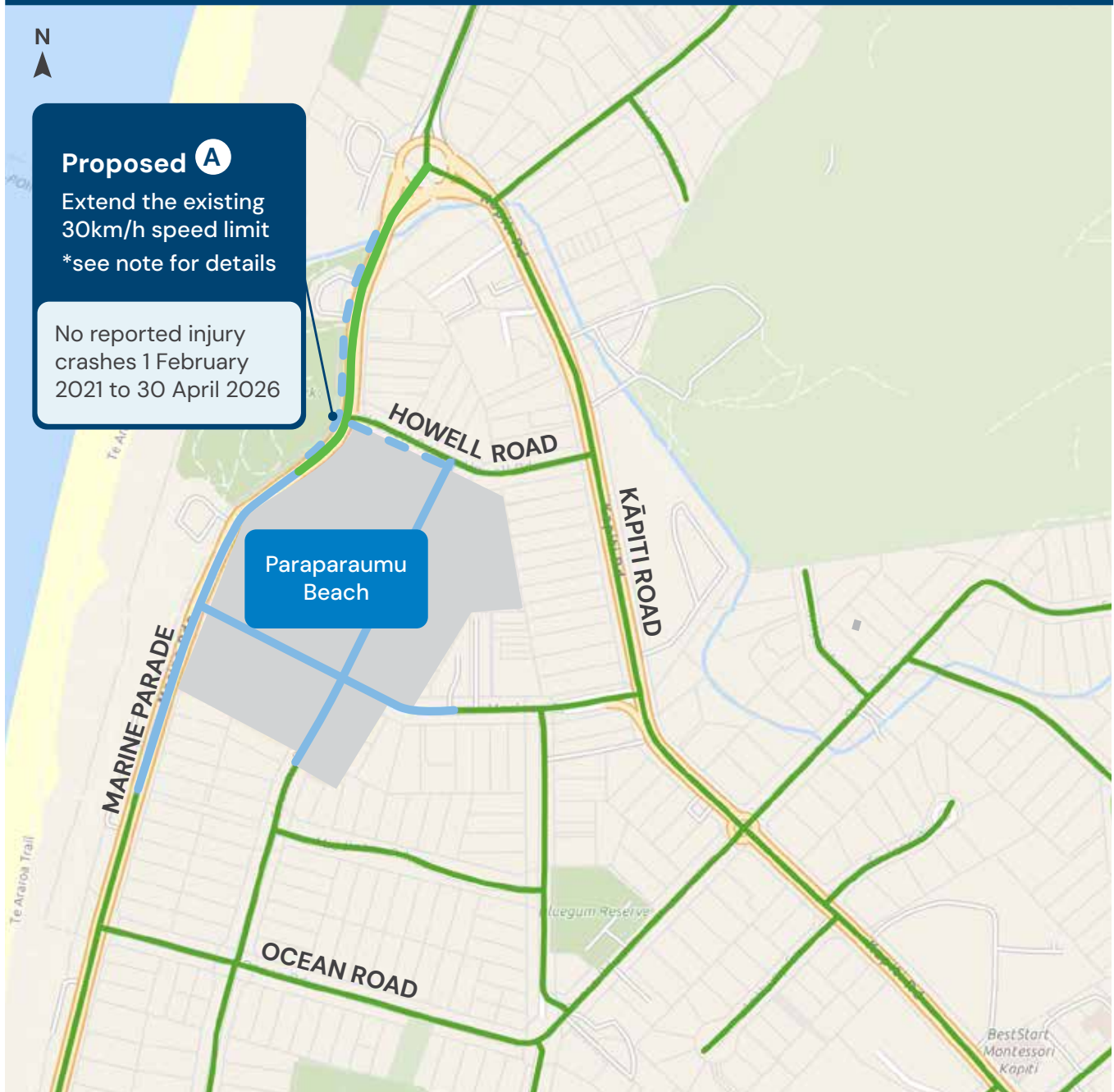
1. Minor extensions to existing speed limits
2. Changes to existing speed limits
3. Formalise existing posted speed limits
4. Extend existing Urban Traffic Areas



1. Minor extensions to existing speed limits

Speed Limit Concept Plan 1

Marine Parade (Howell Road to Kāpiti Road)



Note:

Extend the existing 30km/h speed limit

- 175m north along Marine Parade
- 120m along Howell Road

These roads are adjacent to a recreational reserve with significant cycling and pedestrian activities due to the skateboard park and basketball court.

See Cost Benefit Disclosure Statement

Cost Benefit Disclosure Statement

Site 01A – Marine Parade (Howell to Kāpiti Road)	Length of Road: 175 m
AADT: 4,245 vehicles per day	Existing Speed Limit: 50 km/h
Class of Road: Urban Streets with significant levels of pedestrian and/or cycling activity	Proposed Speed Limit: 30 km/h

Safety:

There have been zero injury crashes at this site over the last 5 years. The mean operating speed is expected to decrease by 6.3 km/h, resulting in a potential decrease of 0.01 expected injury crashes per year.

Travel Time:

It is expected that the mean operating speed will reduce by 6.3 km/h, and there will be an increase in travel time of 2.9 seconds for each vehicle and an estimated increase of 1,260 hours for all traffic over a year.

Implementation Cost

The implementation cost of this speed limit change is estimated to be \$1,859.

Summary

WSP prepared this statement based on Land Transport Rule: Setting of Speed Limits 2024, as of 15 January 2025, as per clause 3.3, which considers crash impacts, travel time impacts, and implementation costs (as shown in Table 1 below), for a proposed posted speed limit on this section of Marine Parade of 30 km/h.

Table 1 - Travel time and Crash Impacts

Site	Existing Injury Crashes (5 years)	Expected Crash Change (per year)	Mean Speed Change	Travel Time Change Per User (seconds)	Travel Time Change Per Year (hours)
Marine Parade (Howell to Kāpiti Road)	0	-0.01 injury crashes	-6.3 km/h	2.9 seconds	1,260 hours



Cost Benefit Disclosure Statement

Site 01B – Howell Road	Length of Road: 120 m
AADT: 1,032 vehicles per day	Existing Speed Limit: 50 km/h
Class of Road: Urban Streets with significant levels of pedestrian and/or cycling activity	Proposed Speed Limit: 30 km/h

Safety:

There have been zero injury crashes at this site over the last 5 years. The mean operating speed is expected to decrease by 6.3 km/h, the number of expected injury crashes per year is anticipated to remain unchanged.

Travel Time:

It is expected that the mean operating speed will reduce by an estimated 6.3 km/h, and there will be an increase in travel time of 5.3 seconds for each vehicle and an estimated increase of 553 hours for all traffic over a year.

Implementation Cost:

The implementation cost of this speed limit change is estimated to be \$1859.

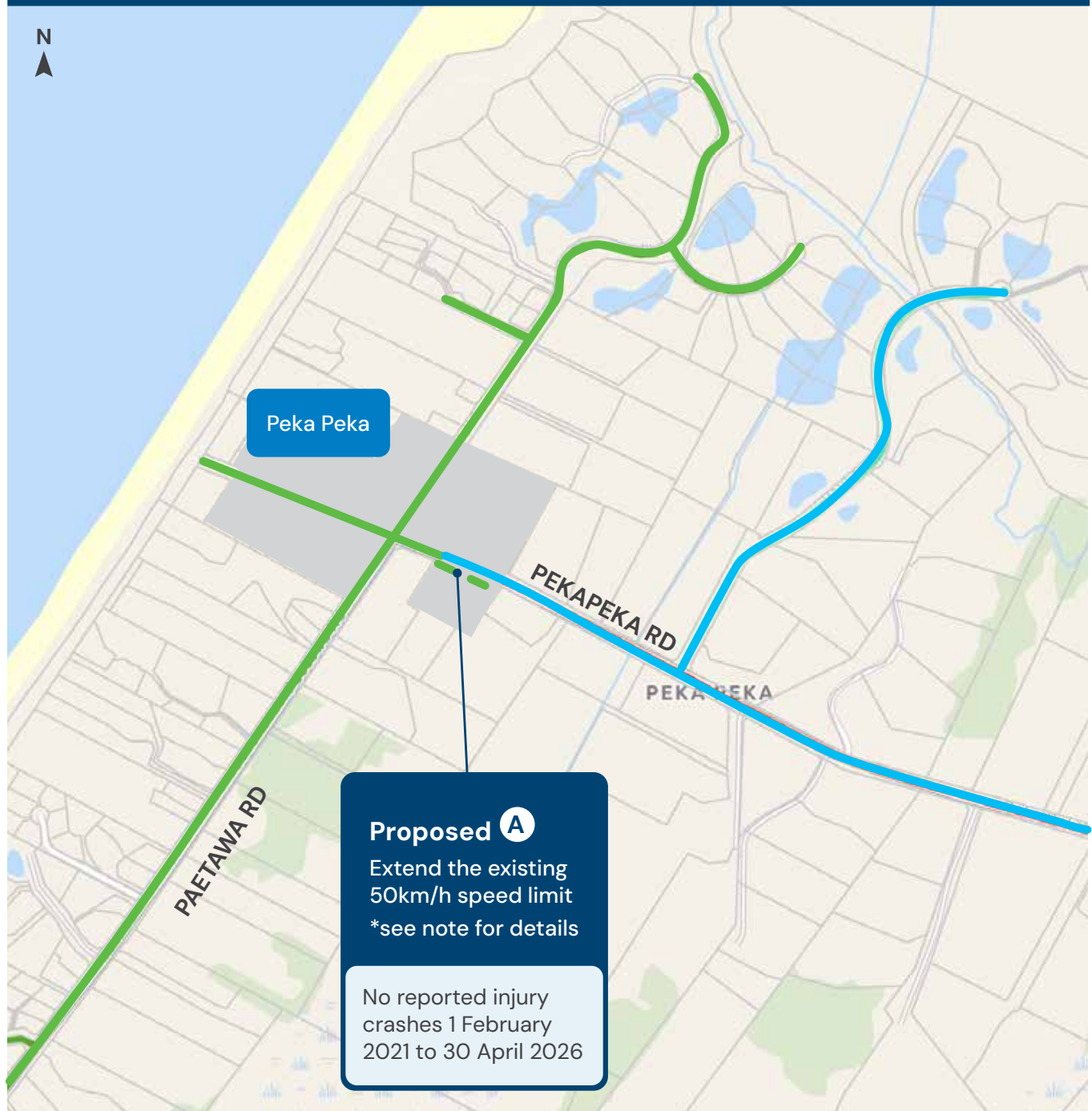
Summary

WSP prepared this statement based on Land Transport Rule: Setting of Speed Limits 2024, as of 15 January 2025, as per clause 3.3, which considers crash impacts, travel time impacts, and implementation costs (as shown in Table 1 below), for a proposed posted speed limit on this section of Howell Road of 30 km/h.

Table 1 – Travel time and Crash Impacts

Site	Existing Injury Crashes (5 years)	Expected Crash Change (per year)	Mean Speed Change	Travel Time Change Per User (seconds)	Travel Time Change Per Year (hours)
Howell Road	0	-0.00 injury crashes	-6.3 km/h	5.3 seconds	553 hours

Speed Limit Concept Plan 4 – Peka Peka Road



Note:

Extend the existing 50km/h speed limit on Peka Peka Road approximately 130m east of Paetawa Road to reflect the increased roadside development in the area.

See Cost Benefit Disclosure Statement

Legend

110 km/h	Speed change area
100 km/h	
80 km/h	
70 km/h	
60 km/h	
50 km/h	
40 km/h	
30 km/h	
30/ 50 km/h Variable	

Cost Benefit Disclosure Statement

Site 04 – Peka Peka Road (50 km/h extension)	Length of Road: 130 m
AADT: 1,002 vehicles per day	Existing Speed Limit: 60 km/h
Class of Road: Peri Urban	Proposed Speed Limit: 50 km/h

Safety:

There have been zero injury crashes at this site over the last 5 years. The mean operating speed is expected to decrease by 3.7 km/h, the number of expected injury crashes per year is anticipated to remain unchanged.

Travel Time:

It is expected that the mean operating speed will reduce by 3.7 km/h, and there will be an increase in travel time of 0.4 seconds for each vehicle and an estimated increase of 40 hours for all traffic over a year.

Implementation Cost

The implementation cost of this speed limit change is estimated to be \$18,590.

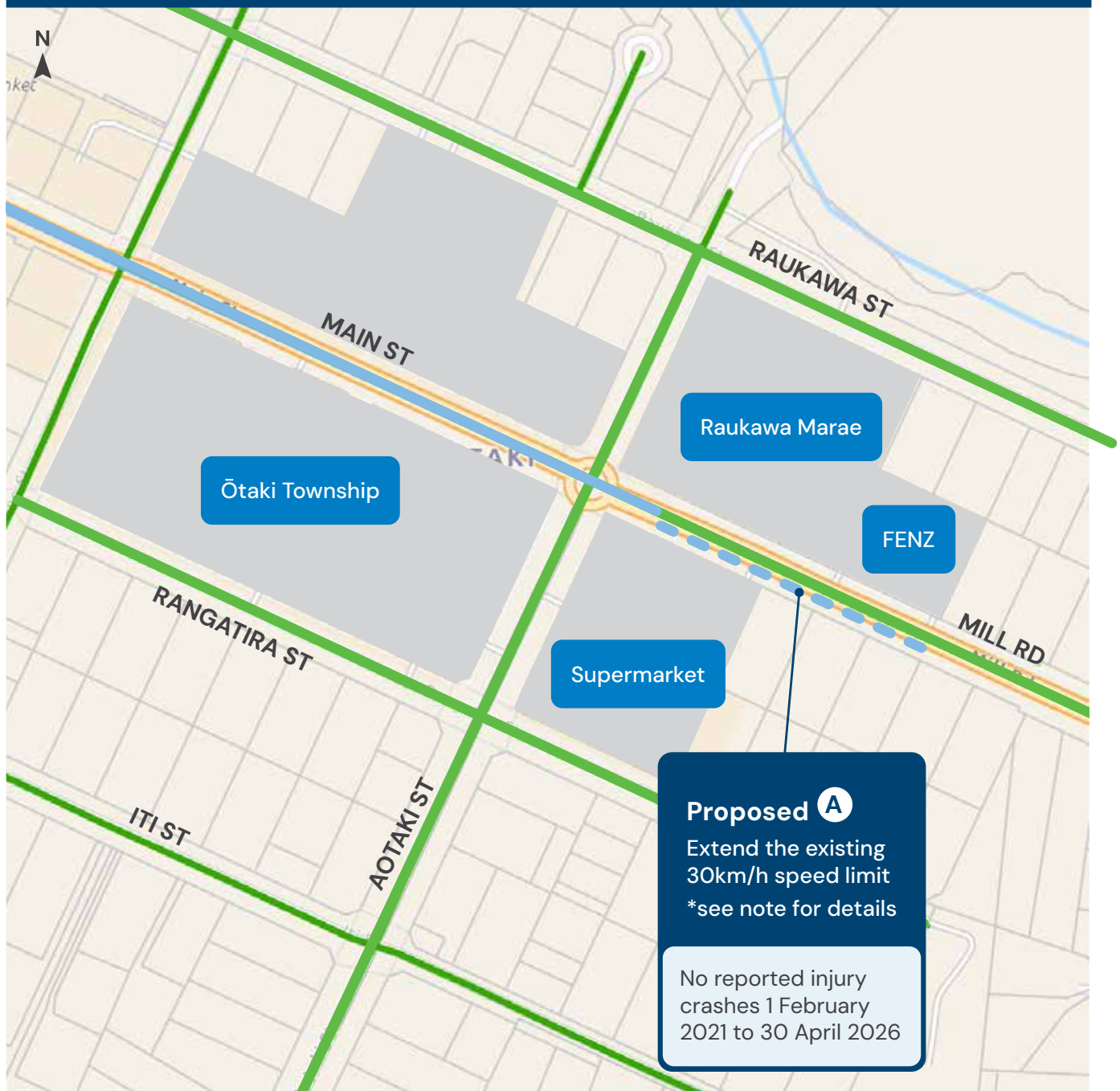
Summary

WSP prepared this statement based on Land Transport Rule: Setting of Speed Limits 2024, as of 15 January 2025, as per clause 3.3, which considers crash impacts, travel time impacts, and implementation costs (as shown in Table 1 below), for a proposed posted speed limit on this section of Peka Peka Road of 50 km/h.

Table 1 - Travel time and Crash Impacts

Site	Existing Injury Crashes (5 years)	Expected Crash Change (per year)	Mean Speed Change	Travel Time Change Per User (seconds)	Travel Time Change Per Year (hours)
Peka Peka Road (50 km/h extension)	0	-0.00 injury crashes	-3.7 km/h	0.4 seconds	40 hours

Speed Limit Concept Plan 9 – Mill Road extension



Note:

Extend the existing 30km/h speed limit
180m east along Mill Road to coincide with a change in roadside development.

See Cost Benefit Disclosure Statement

Legend

- 110 km/h
- 100 km/h
- 80 km/h
- 70 km/h
- 60 km/h
- 50 km/h
- 40 km/h
- 30 km/h
- 30/ 50 km/h Variable
- Speed change area

Cost Benefit Disclosure Statement

Site 09 – Mill Road extension	Length of Road: 180 m
AADT: 4,200 vehicles per day	Existing Speed Limit: 50 km/h
Class of Road: Urban Street with significant levels of pedestrian and/or cycle activity	Proposed Speed Limit: 30 km/h

Safety:

There have been zero injury crashes at this site over the last 5 years. The mean operating speed is expected to decrease by 6.3 km/h, resulting in a potential decrease of 0.01 expected injury crashes per year.

Travel Time:

It is expected that the mean operating speed will reduce by 6.3 km/h, and there will be an increase in travel time of 2.3 seconds for each vehicle and an estimated increase of 993 hours for all traffic over a year.

Implementation Cost

The implementation cost of this speed limit change is estimated to be \$1,859.

Summary

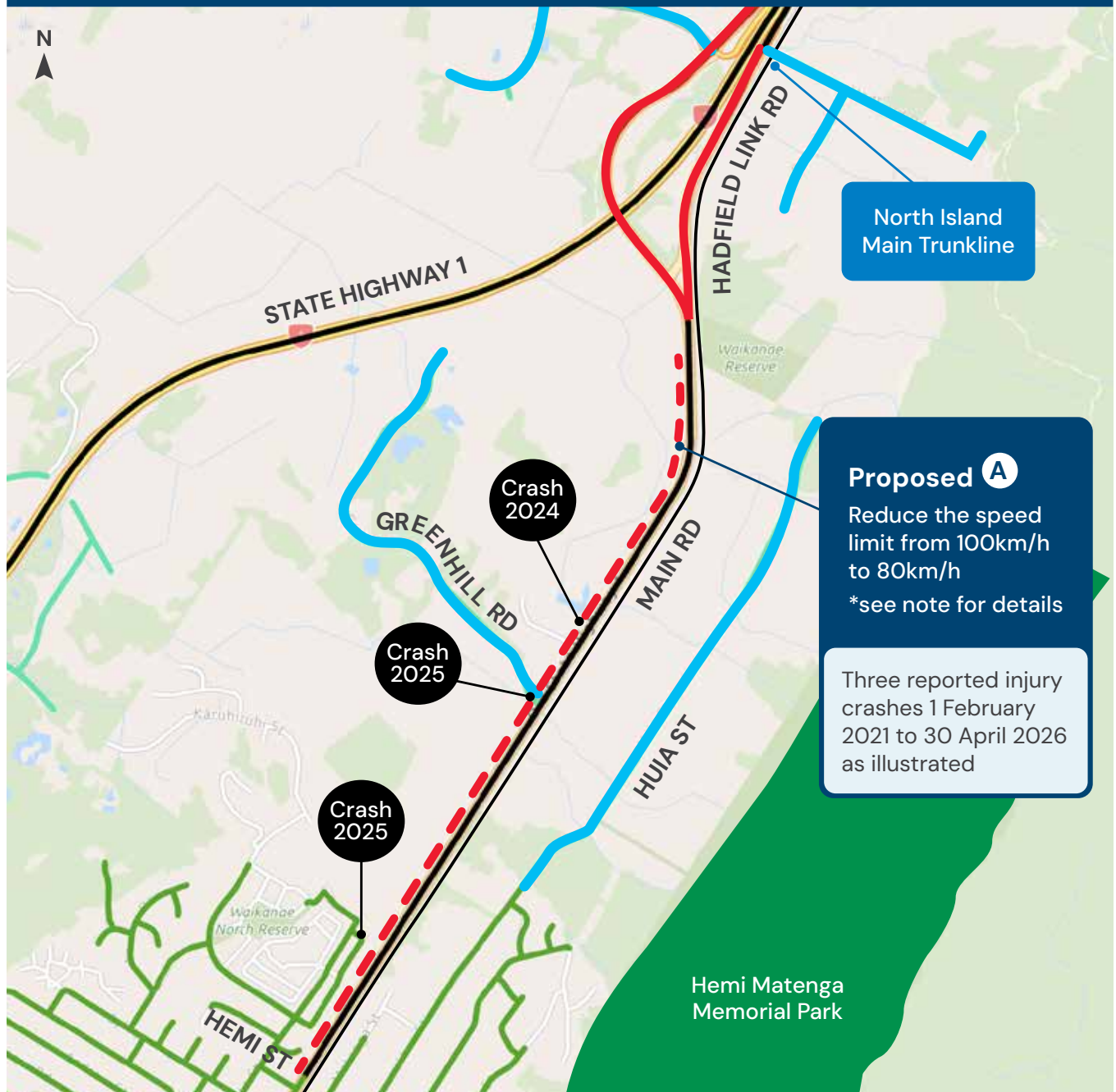
WSP prepared this statement based on Land Transport Rule: Setting of Speed Limits 2024, as of 15 January 2025, as per clause 3.3, which considers crash impacts, travel time impacts, and implementation costs (as shown in Table 1 below), for a proposed posted speed limit on this section of Mill Road of 30 km/h.

Table 1 - Travel time and Crash Impacts

Site	Existing Injury Crashes (5 years)	Expected Crash Change (per year)	Mean Speed Change	Travel Time Change Per User (seconds)	Travel Time Change Per Year (hours)
Mill Road extension	0	-0.01 injury crashes	-6.3 km/h	2.3 seconds	993 hours

2. Changes to existing speed limits

Speed Limit Concept Plan 3 Main Road (Hemi Street to Hadfield Link Road)



Note:

Reduce the speed limit from 100km/h to 80km/h on a 2.6km section of Old SH1 to create a more consistent speed limit between Waikanae and Ōtaki, while encouraging through traffic to use the expressway.

See Cost Benefit Disclosure Statement

Legend

110 km/h	Speed change area
100 km/h	
80 km/h	
70 km/h	
60 km/h	
50 km/h	
40 km/h	
30 km/h	
30/ 50 km/h Variable	

Cost Benefit Disclosure Statement

Site 03: Main Road (Hemi Street to Hadfield Link Road)	Length of Road: 2,630 m
AADT: 7,645 vehicles per day	Existing Speed Limit: 100 km/h
Class of Road: Rural Connectors	Proposed Speed Limit: 80 km/h

Safety:

There have been three injury crashes at this site over the last 5 years. The mean operating speed is expected to decrease by 6.3 km/h, resulting in a potential decrease of 0.17 expected injury crashes per year.

Travel Time:

It is expected that the mean operating speed will reduce by 6.3 km/h, and there will be an increase in travel time of 8.1 seconds for each vehicle and an estimated increase of 6,103 hours for all traffic over a year.

Implementation Cost:

The implementation cost of this speed limit change is estimated to be \$3718.

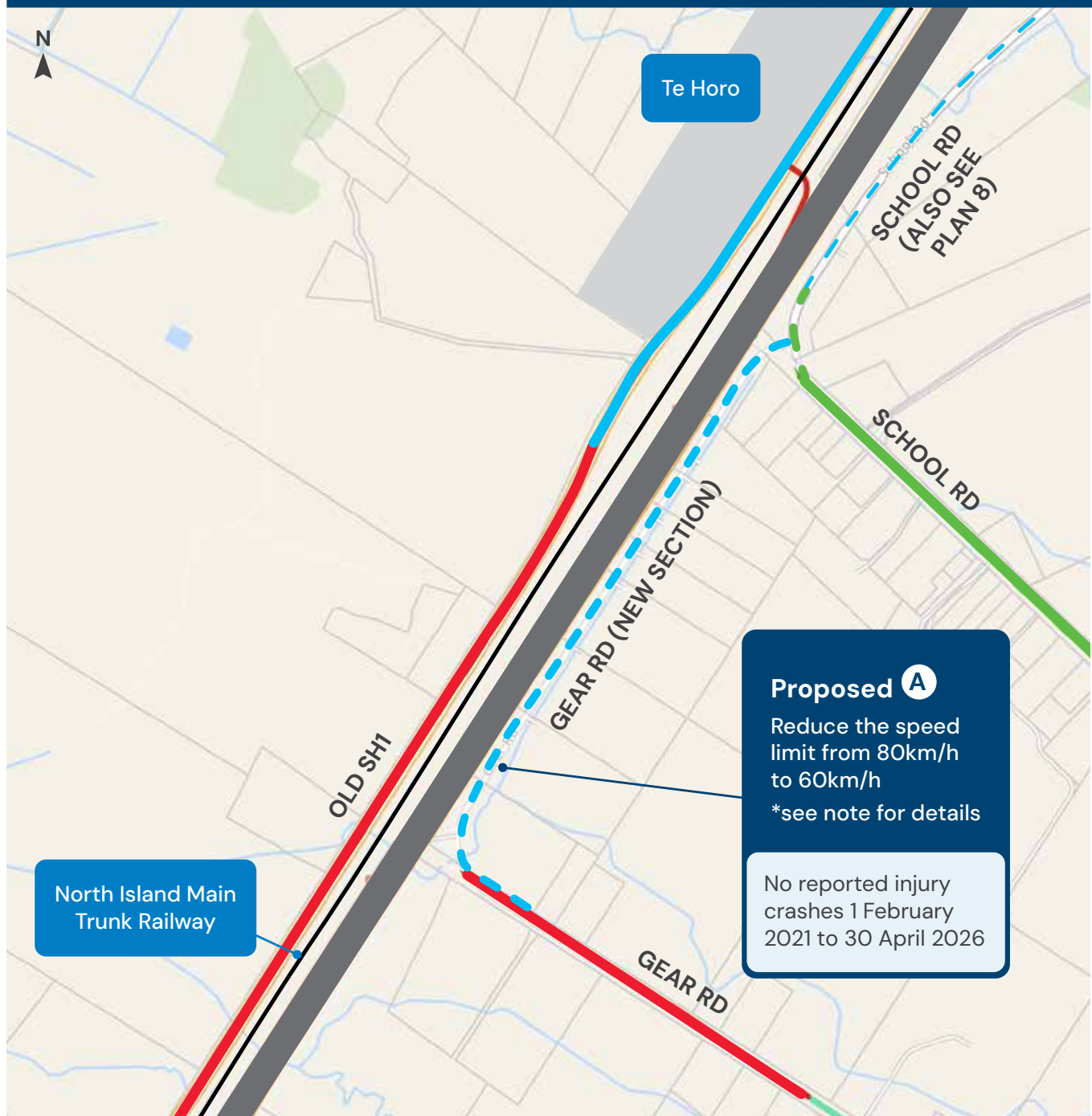
Summary

WSP prepared this statement based on Land Transport Rule: Setting of Speed Limits 2024, as of 15 January 2025, as per clause 3.3, which considers crash impacts, travel time impacts, and implementation costs (as shown in Table 1 below), for a proposed posted speed limit on this section of Main Road of 80 km/h.

Table 1 – Travel time and Crash Impacts

Site	Existing Injury Crashes (5 years)	Expected Crash Change (per year)	Mean Speed Change	Travel Time Change Per User (seconds)	Travel Time Change Per Year (hours)
Main Road (Hemi Street to Hadfield Link Road)	3	-0.17 injury crashes	-6.3 km/h	8.1 seconds	6,103 hours

Speed Limit Concept Plan 5 – Gear Road (New Section)



Note:

Reduce the speed limit from 80km/h to 60km/h.

Average vehicle speeds are already around 58km/h, so the proposed speed limit better matches current travel speeds. Lower speeds would help reduce the risk of serious injury crashes, including vehicles leaving the road and hitting hazards such as deep ditches. The lower speed limit would also improve safety for cyclists sharing the road with traffic.

A Cost Benefit Disclosure Statement is not required as outlined in 3.2 (1) (c) of Land Transport Rule: Setting of Speed Limits 2024.

Speed Limit Concept Plan 7 – Old Hautere Road



Note:

Reduce the speed limit from the currently posted **80km/h limit to 60km/h** on Old Hautere Road to reflect the existing average vehicle speeds of between 53 and 56km/h. The lower speed limit would also improve safety for cyclists sharing the road with traffic.

See Cost Benefit Disclosure Statement

Legend

- 110 km/h
- 100 km/h
- 80 km/h
- 70 km/h
- 60 km/h
- 50 km/h
- 40 km/h
- 30 km/h
- 30/ 50 km/h Variable
- Speed change area

Cost Benefit Disclosure Statement

Site 7 – Old Hautere Road	Length of Road: 4,061 m
AADT: 122-444 vehicles per day	Existing Speed Limit: 80 km/h
Class of Road: Peri Urban	Proposed Speed Limit: 60 km/h

Safety:

There has been one injury crash at this site over the last 5 years. The mean operating speed is expected to decrease by 6.3 km/h, resulting in a potential decrease of 0.02 expected injury crashes per year.

Travel Time:

It is expected that the mean operating speed will reduce by 6.3 km/h, and there will be an increase in travel time of 35 seconds for each vehicle and an estimated increase of 1,009 hours for all traffic over a year.

Implementation Cost

The implementation cost of this speed limit change is estimated to be \$1,500.

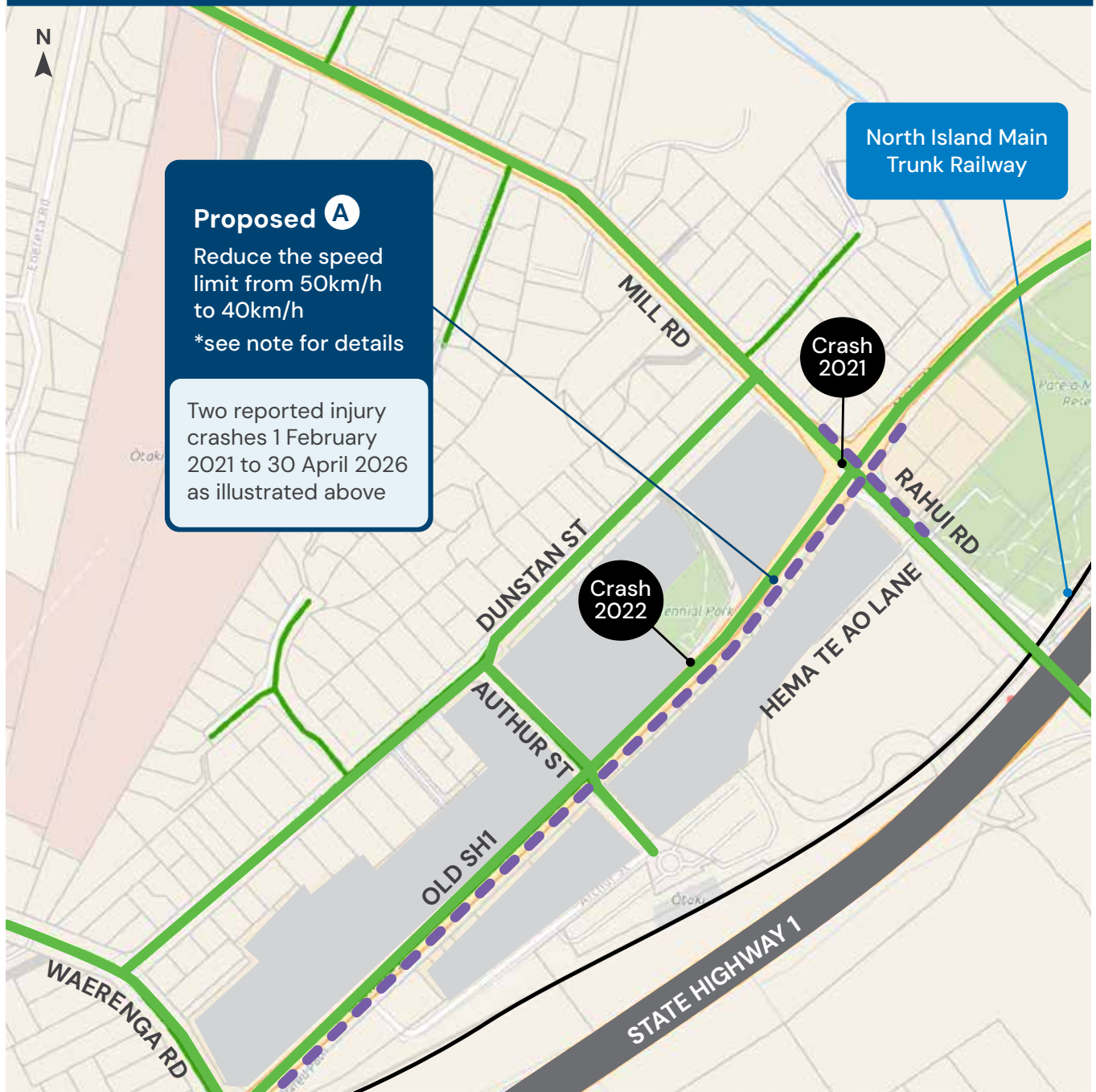
Summary

WSP prepared this statement based on Land Transport Rule: Setting of Speed Limits 2024, as of 15 January 2025, as per clause 3.3, which considers crash impacts, travel time impacts, and implementation costs (as shown in Table 1 below), for a proposed posted speed limit on Old Hautere Road of 60 km/h.

Table 1 - Travel time and Crash Impacts

Site	Existing Injury Crashes (5 years)	Expected Crash Change (per year)	Mean Speed Change	Travel Time Change Per User (seconds)	Travel Time Change Per Year (hours)
Old SH1 (Waerenga Road and Rahui Road)	1	-0.02 injury crashes	-6.3 km/h	35 seconds	1,009 hours

Speed Limit Concept Plan 10 – Old SH1 Ōtaki



Note:

Reduce the speed limit from 50km/h to 40km/h on an approximately 630m section of Old SH1 to improve safety in an area with high levels of pedestrian activity and people crossing the road.

See Cost Benefit Disclosure Statement

Legend

- 110 km/h
- 100 km/h
- 80 km/h
- 70 km/h
- 60 km/h
- 50 km/h
- 40 km/h
- 30 km/h
- 30/ 50 km/h Variable
- Speed change area



Cost Benefit Disclosure Statement

Site 10 – Old SH1 (Waerenga Road and Rahui Road)	Length of Road: 630 m
AADT: 8,373 vehicles per day	Existing Speed Limit: 50 km/h
Class of Road: Urban Street with significant levels of pedestrian and/or cycle activity	Proposed Speed Limit: 40 km/h

Safety:

There have been two injury crashes at this site over the last 5 years. The mean operating speed is expected to decrease by 3.7 km/h, resulting in a potential decrease of 0.09 expected injury crashes per year.

Travel Time:

It is expected that the mean operating speed will reduce by 3.7 km/h, and there will be an increase in travel time of 4.9 seconds for each vehicle and an estimated increase of 4,139 hours for all traffic over a year.

Implementation Cost

The implementation cost of this speed limit change is estimated to be \$7,436.

Summary

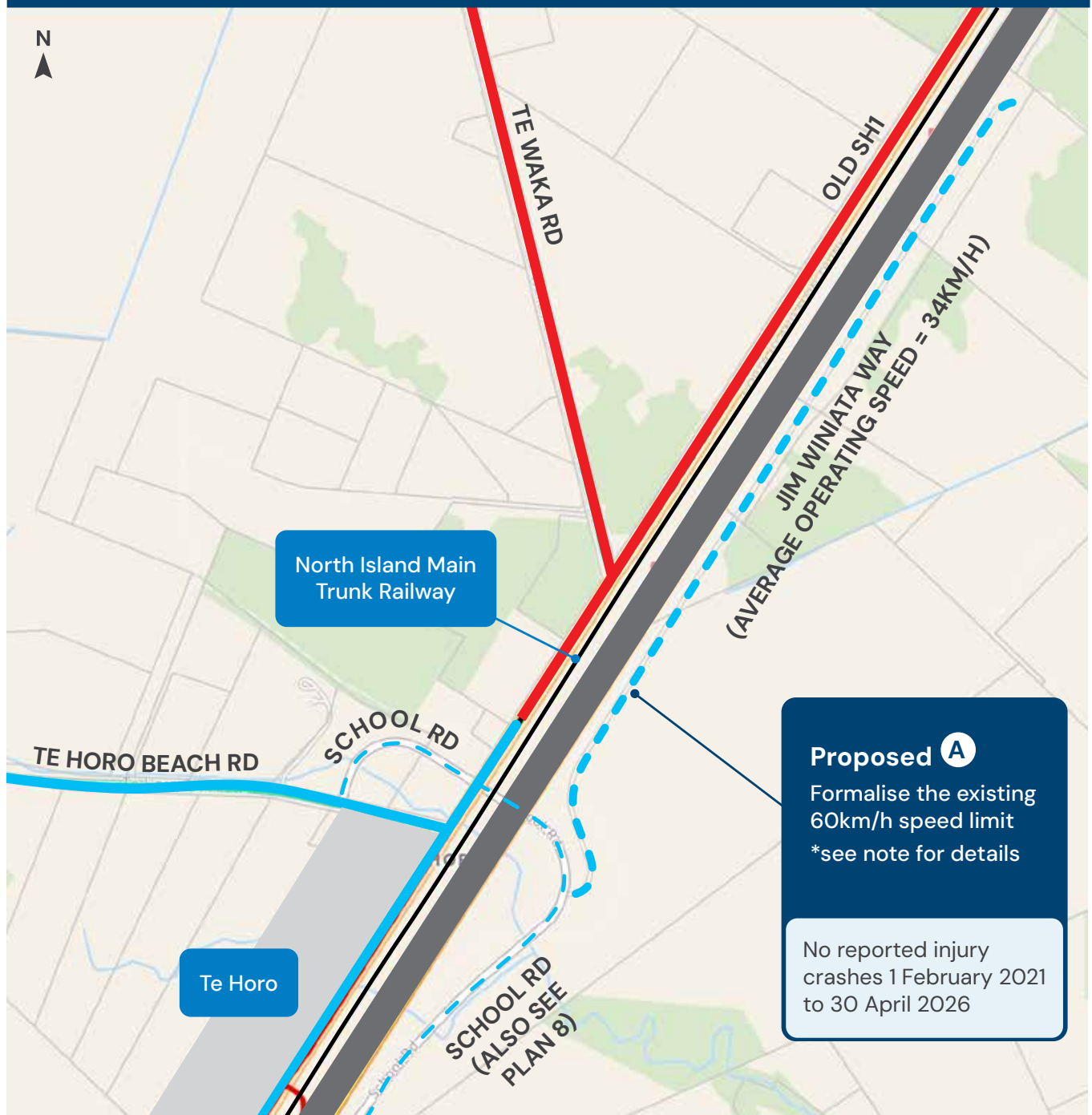
WSP prepared this statement based on Land Transport Rule: Setting of Speed Limits 2024, as of 15 January 2025, as per clause 3.3, which considers crash impacts, travel time impacts, and implementation costs (as shown in Table 1 below), for a proposed posted speed limit on this section of the old State Highway 1 of 40 km/h.

Table 1 - Travel time and Crash Impacts

Site	Existing Injury Crashes (5 years)	Expected Crash Change (per year)	Mean Speed Change	Travel Time Change Per User (seconds)	Travel Time Change Per Year (hours)
Old SH1 (Waerenga Road and Rahui Road)	2	-0.09 injury crashes	-3.7 km/h	4.9 seconds	4,139 hours

3. Formalise existing posted speed limits

Speed Limit Concept Plan 6 – Jim Winiata Way



Note:

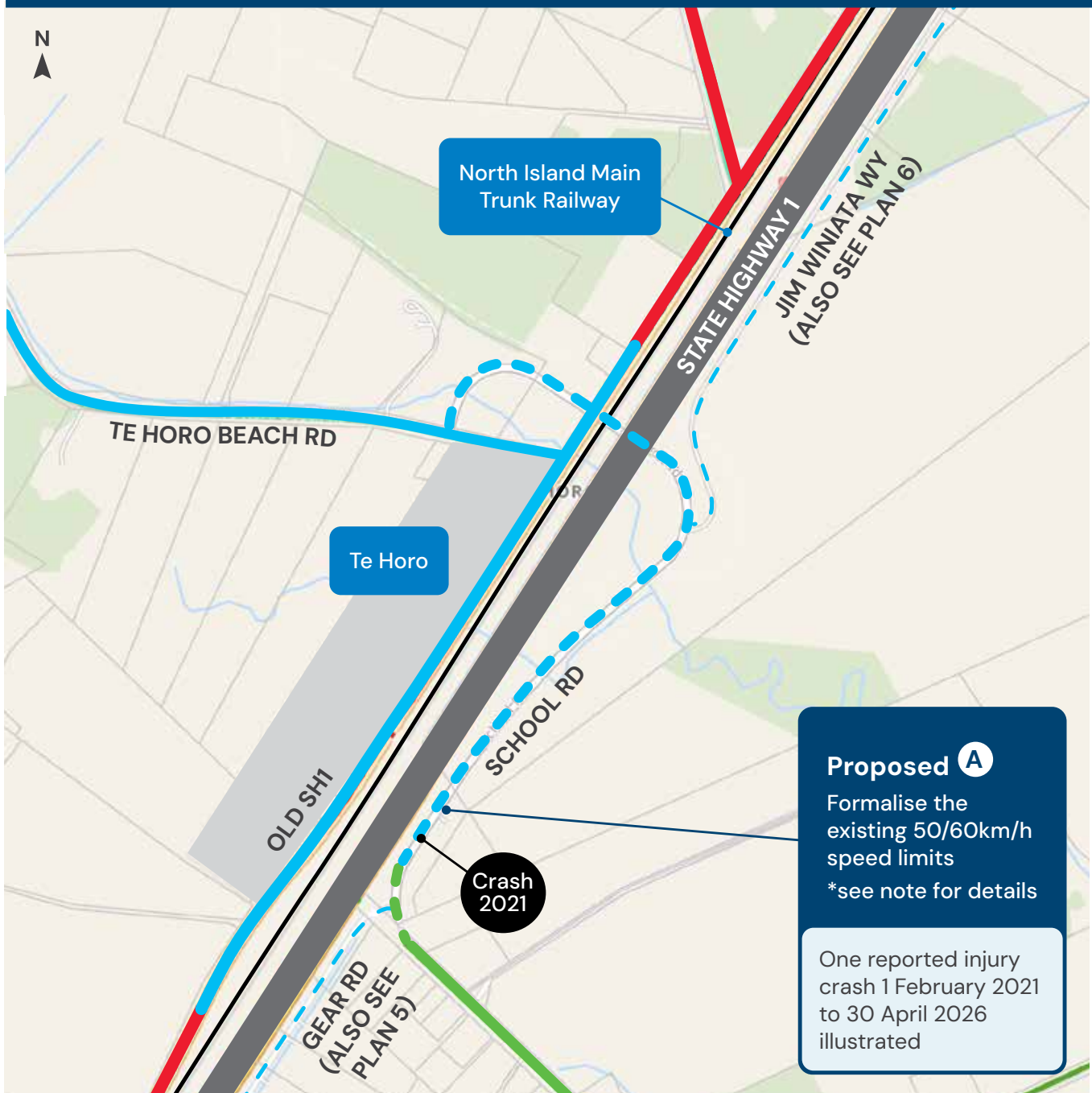
Formalise the existing 60km/h speed limit of this approximately 1.26km section of road that was built as part of the Peka Peka to Ōtaki Expressway project.

A Cost Benefit Disclosure Statement is not required as outlined in 3.2 (1) (c) of Land Transport Rule: Setting of Speed Limits 2024.

Legend

- 110 km/h
- 100 km/h
- 80 km/h
- 70 km/h
- 60 km/h
- 50 km/h
- 40 km/h
- 30 km/h
- 30/ 50 km/h Variable
- Speed change area

Speed Limit Concept Plan 8 – School Road (New Section)



Note:

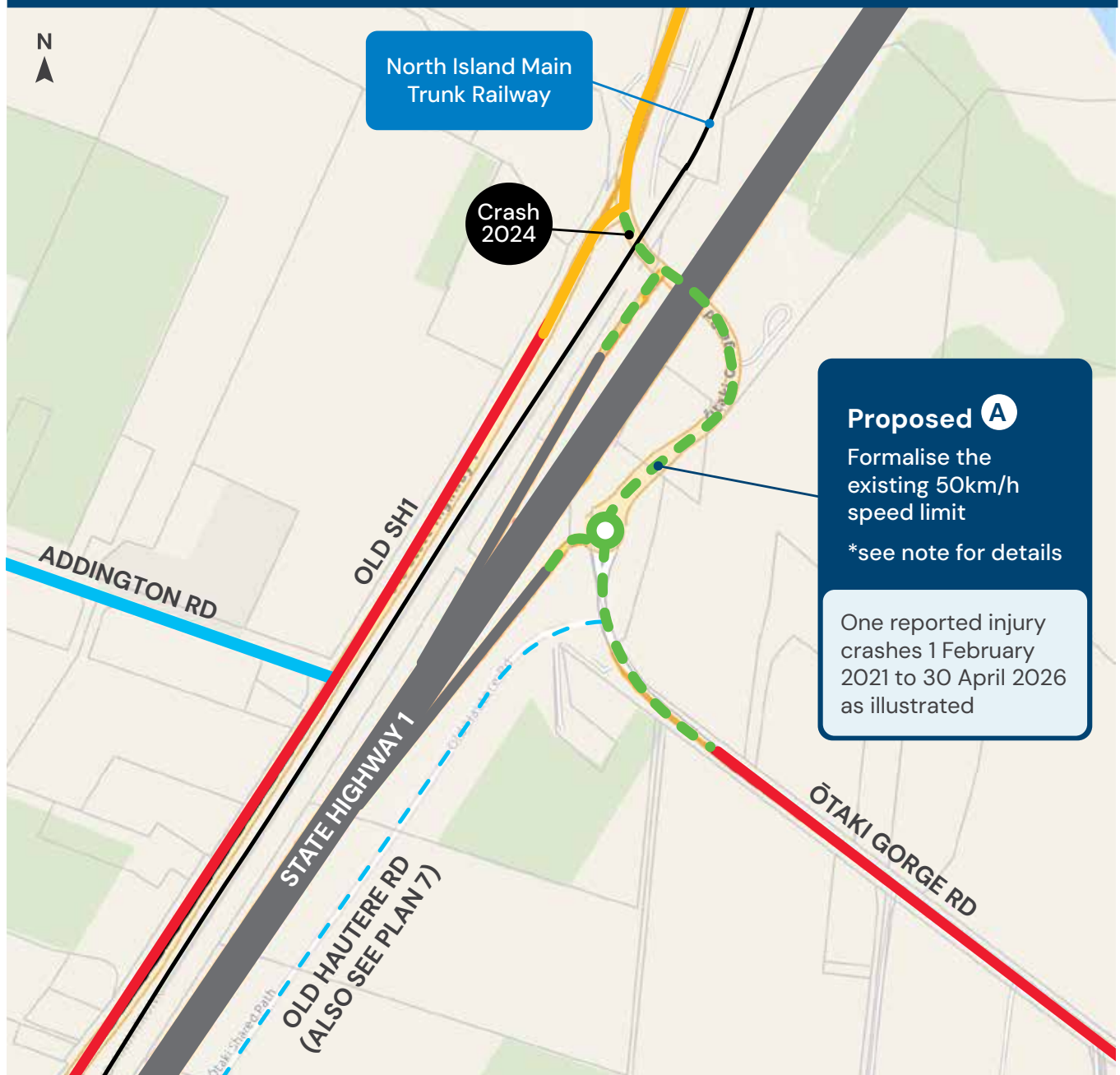
Formalise the existing 50/60km/h speed limits on the new section of School Road built as part of the Peka Peka to Ōtaki Expressway project. Current travel speeds average around 60km/h.

A Cost Benefit Disclosure Statement is not required as outlined in 3.2 (1) (c) of Land Transport Rule: Setting of Speed Limits 2024.

Legend

110 km/h	Speed change area
100 km/h	
80 km/h	
70 km/h	
60 km/h	
50 km/h	
40 km/h	
30 km/h	
30/ 50 km/h Variable	

Speed Limit Concept Plan 11 Ōtaki Gorge Road (New Section)

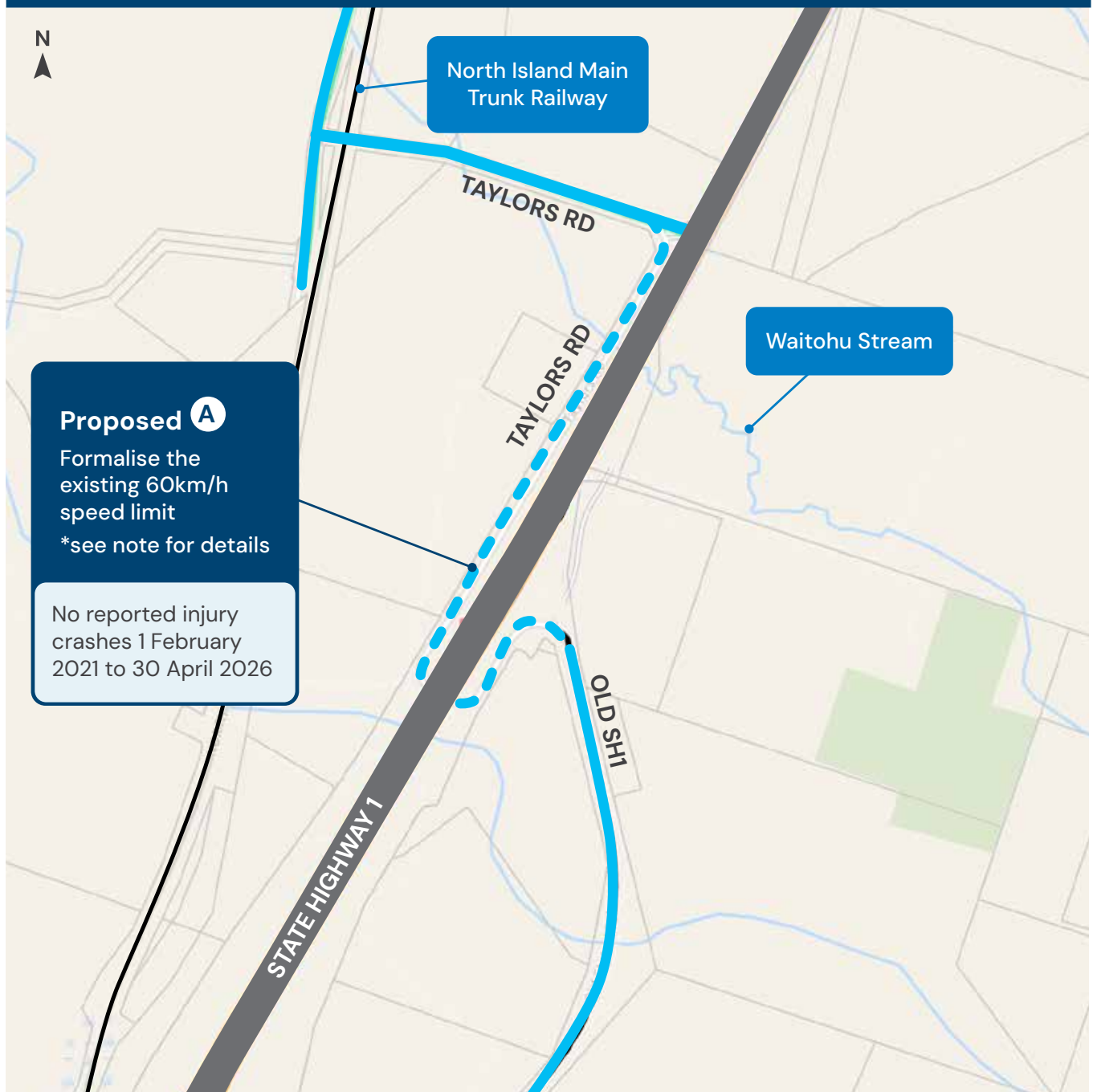


Note:

Formalise the existing 50km/h speed limit on the new 635m section of Ōtaki Gorge Road built as part of the Peka Peka to Ōtaki Expressway project. Current travel speeds already average around 48km/h, which aligns with the existing speed limit.

A Cost Benefit Disclosure Statement is not required as outlined in 3.2 (1) (c) of Land Transport Rule: Setting of Speed Limits 2024.

Speed Limit Concept Plan 12 – Taylors Road extension



Note:

Formalise the existing 60km/h speed limit on the new 675m section of Taylors Road built as part of the Peka Peka to Ōtaki Expressway project. Current travel speeds already average around 46km/h.

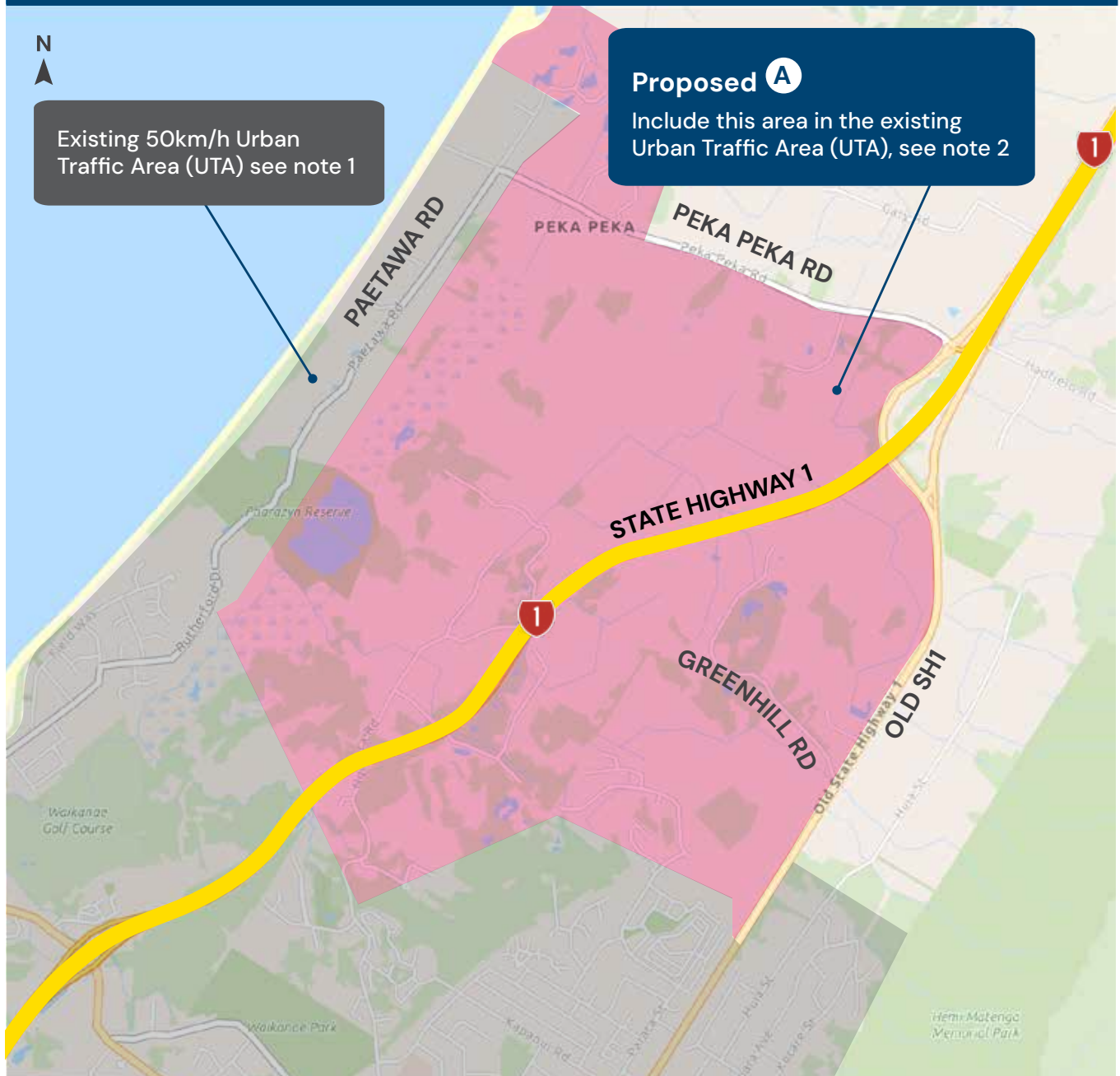
A Cost Benefit Disclosure Statement is not required as outlined in 3.2 (1) (c) of Land Transport Rule: Setting of Speed Limits 2024.

Legend

- 110 km/h
- 100 km/h
- 80 km/h
- 70 km/h
- 60 km/h
- 50 km/h
- 40 km/h
- 30 km/h
- 30/ 50 km/h Variable
- Speed change area

4. Extend existing Urban Traffic Areas

Speed Limit Concept Plan 13 – Paraparaumu/Raumati UTA Urban Traffic Area extension



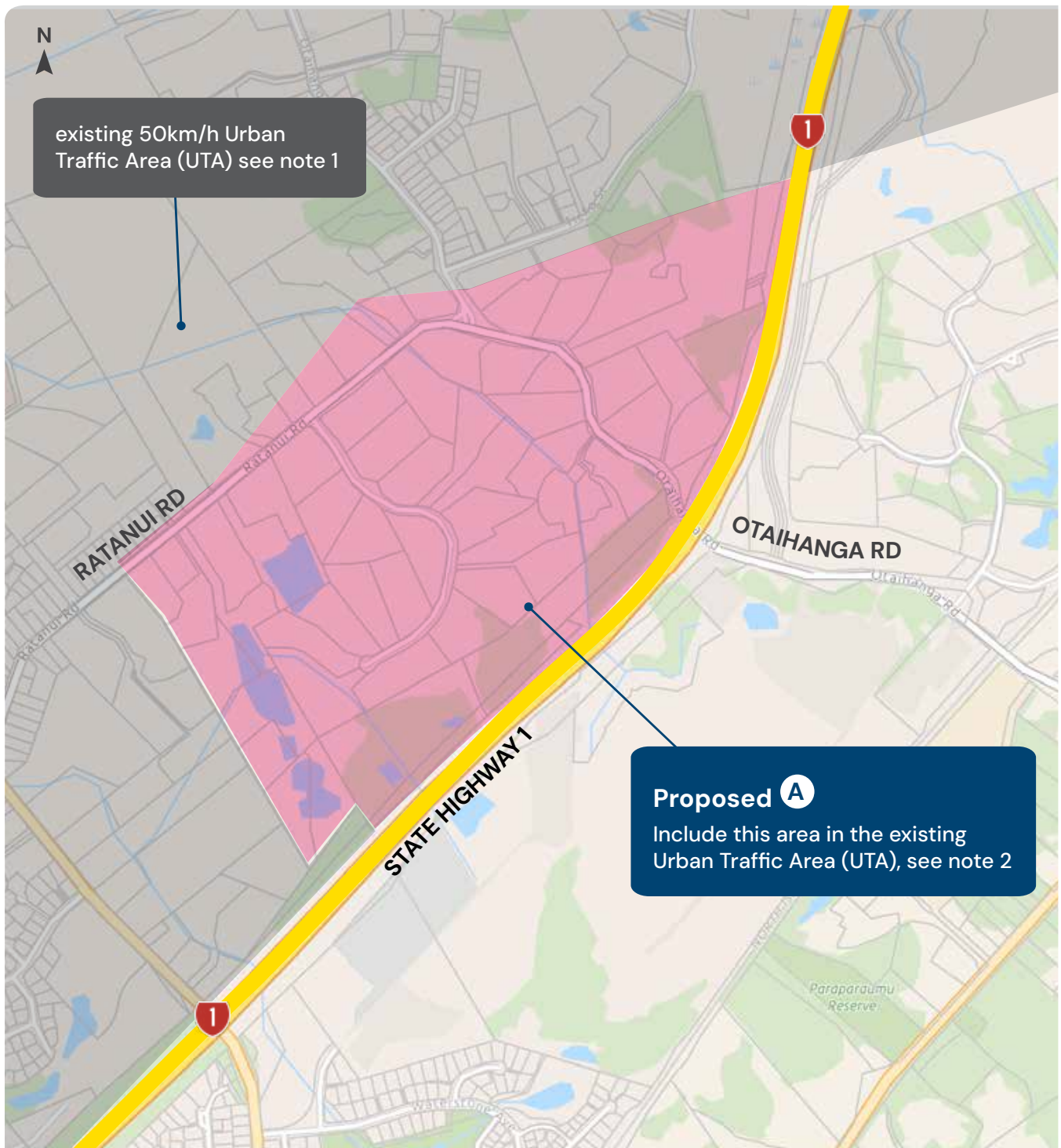
Notes:

- 1) Speed Limit Record Name:** Paraparaumu/ Raumati UTA
Speed Limit value: 50 km/h
(Source: National Speed Limit Register)
- 2) Propose to extend the existing Urban Traffic Area** to allow for future urban growth. New roads within the area would default to a 50km/h speed limit unless another speed limit is set.

A Cost Benefit Disclosure Statement is not required as outlined in 3.2 (1) (c) of Land Transport Rule: Setting of Speed Limits 2024.

Legend

 110 km/h



Notes:

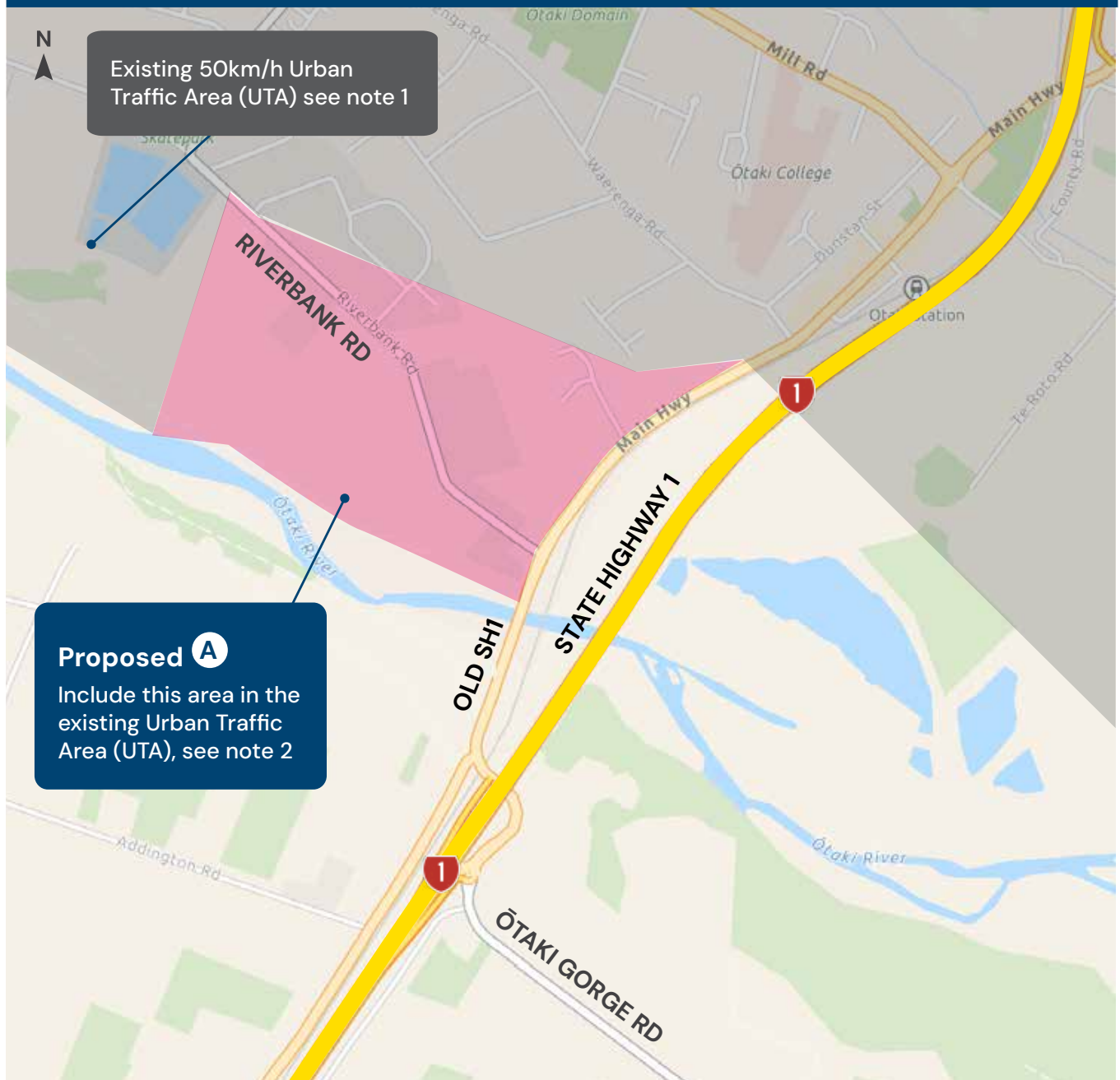
- 1) **Speed Limit Record Name:** Paraparaumu/ Raumati UTA
Speed Limit value: 50 km/h
(Source: National Speed Limit Register)
- 2) Propose to extend the existing Urban Traffic Area to allow for future urban growth. New roads within the area would default to a 50km/h speed limit unless another speed limit is set.

A Cost Benefit Disclosure Statement is not required as outlined in 3.2 (1) (c) of Land Transport Rule: Setting of Speed Limits 2024.

Legend

 110 km/h

Speed Limit Concept Plan 14 – Ōtaki UTA Urban Traffic Area extension



Notes:

- 1) **Speed Limit Record Name:** Ōtaki UTA
Speed Limit value: 50 km/h
(Source: National Speed Limit Register)
- 2) Propose to extend the existing Urban Traffic Area to allow for future urban growth. New roads within the area would default to a 50km/h speed limit unless another speed limit is set.

A Cost Benefit Disclosure Statement is not required as outlined in 3.2 (1) (c) of Land Transport Rule: Setting of Speed Limits 2024.

Legend

 110 km/h



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