



HELP US MAKE OUR LOCAL ROADS SAFER

DRAFT SPEED MANAGEMENT PLAN 2026-36

Frequently asked questions

4 August 2026

1. About the Speed Management Plan

What is a Speed Management Plan?

A Speed Management Plan (SMP) proposes changes to speed limits and road safety improvements across local roads. It helps Council plan and deliver work over several years, aligning projects with funding opportunities and other transport initiatives. By taking a proactive approach to reducing harm through targeted improvements, the SMP supports safer roads and better outcomes for our community.

Why does Kāpiti need a new Speed Management Plan?

National speed limit setting rules have changed. The previous plan was prepared under an earlier rule and now needs to be replaced so Council can continue planning and delivering speed management work under the current requirements.

Does the plan apply to State Highways?

No. The plan applies to local roads managed by Kāpiti Coast District Council. State Highways are managed by the NZTA.

Is Council lowering speeds everywhere?

No. The plan looks at where safer speeds and safety improvements are most appropriate based on how each road is designed and used. The focus is on areas such as schools, crossings, local roads, recreational zones and key road corridors.

What types of safety improvements are proposed?

Examples include speed humps, raised safety platforms, pedestrian refuges, traffic calming (speed humps) and changes to speed limits where appropriate.

How will Council decide what goes into the final plan?

Council will consider national requirements, technical information, safety evidence, funding, practical delivery issues and feedback from the community and stakeholders.

2. Have your say and next steps

How can I have my say?

You can make a submission either online at <https://haveyoursay.kapiticoast.govt.nz/SpeedManagementPlan> or complete a hard copy form at our libraries or service centres by Tuesday 15 September.

Select the appropriate concept plan and provide feedback as required, i.e. support, oppose, and provide a comment.

What happens to my feedback?

Feedback will be reviewed and summarised. It will help inform any changes to the draft plan before the final plan is presented to Council for adoption.

Will residents be told about changes in their area?

Yes. We will deliver letters to residents in areas where infrastructure changes and changes in speed limits are proposed, if they have not already been contacted through pre-consultation.

Can I suggest additional sites for speed limit or road safety improvements?

The current SMP reflects school safety projects, current speed limit requests, formalisation of speed limits, and safety projects carried over from the previous SMP (2023–2033). New requests:

- Submitted BEFORE 15 September 2026 (via the online webpage) will be considered for inclusion in future speed management plans.
- Submitted AFTER 15 September 2026 (by logging a Service Request) will be considered for inclusion in future speed management plans.

When will changes happen?

Implementation is expected from 2027 onward, subject to Council decisions, NZTA certification, funding approval and delivery planning.

3. Safety, schools and speeds

Why does speed matter?

Speed affects how serious a crash is. Lower and safer speeds give drivers more time to react and reduce the force of impact if a crash happens.

It is stated “extending the speed limit around schools”, but there are no changes to speed limits around schools. Why?

There are no proposed changes to the speed limits around schools.

The earlier wording about “extending the speed limit around schools” reflected a priority in the Council Speed Management Plan 2023–33. Since then, all schools now have 30km/h variable speed limits on the roads directly outside them.

Our focus now is on making the areas around schools safer by building infrastructure that helps slow traffic and supports safer travel for children, families and the wider community.

Why are we doing this work around schools if there have been no crashes?

The work is proactive and focused on prevention. It aims to make roads around schools safer during busy drop-off and pick-up times by helping keep vehicle speeds below 30km/h. Lower speeds give pedestrians and cyclists a much better chance of surviving if they are hit by a vehicle.

Examples of reported crashes that have occurred in the period immediately before/ after school follow:

- Serious crash, pedestrian hit while crossing Hillcrest Road (Kāpiti College), 23/02/2024.
- Minor crash, vehicle lost control Waerenga/Dunstan Road (Ōtaki College, medical event), 16/06/2025.
- Non-injury crash, vehicle drove into the side of another vehicle stopped at pedestrian crossing, Mill Road (Ōtaki School), 21/11/2023.
- Serious crash, vehicle struck pedestrian using pedestrian crossing, Ruapehu Street (Paraparaumu School), 19/06/2025.

No reported crashes within the 30km/h Variable Speed Limit zones following installation, noting that the after-analysis period is very short, i.e. two years

Have there been any near misses reported near schools?

Yes.

- Four reports where motorists have failed to give way to pedestrians using the pedestrian zebra crossing opposite Raumati Beach School.
- One incident on the Elizabeth Street raised pedestrian zebra crossing where the motorist failed to give way to a pedestrian and had to swerve to miss the pedestrian.
- Several incidents where students have run across Seddon Street heedless of traffic, instead of using the pedestrian zebra crossing.

How will this affect travel times?

Most trips are not expected to change much, but some people may notice small changes. The aim is to improve safety in higher-risk areas, especially around schools, crossings, and places where more people are walking, biking, or using mobility devices.

Will reducing speed limits add significant additional travel time?

Of the 14 proposals, four will have minor reductions in speed, adding less than five seconds to the travel time. The remaining changes will have minimal impact, adding between 5 and 35 seconds to existing travel times.

How have you calculated the average operating speeds?

These speeds are based on TomTom traffic data. They show the average speed vehicles travel when traffic flows freely, rather than when drivers are slowed down by congestion or other traffic. TomTom provides digital mapping, navigation and traffic information.

Will lower speeds be enforced?

Speed enforcement is managed by Police. Council's role is to set appropriate speed limits on local roads and support those limits with signs, road design and safety improvements where needed.

4. Funding, governance and programme delivery

Where does the money come from to fund the SMP programme?

Council may not need to fund the full cost of the Speed Management Programme.

Subject to Council approval, we intend to apply for funding support through the Regional Land Transport Programme. NZTA will then assess the request based on available funding and national transport priorities.

If the request is approved, NZTA could contribute up to 51% of the estimated \$2.75 million programme cost for delivery between 2027 and 2030.

Could a change in government affect the Speed Management Plan?

Yes, it could. However, there was already a change in government partway through the delivery of the 2023–33 Speed Management Plan, and we have continued to progress the programme.

If there is another change in government, we anticipate that we will still be able to deliver the Speed Management Plan. It is also worth noting that 14 of the 63 proposals relates to speed limit changes.

5. Site-specific questions

Why weren't the speed limits on the new roads built as part of the Peka Peka to Ōtaki project formalised earlier?

NZTA was not responsible for setting speed limits on these roads. Now that they are Council roads, we are using this process to formally confirm the speed limits that are already posted.

What is the justification for extending the existing 30km/h speed limit 175m north along Marine Parade?

- It is an urban road in the heart of town and has significant levels of pedestrian and/or cycle activity.
- The proposal reflects clause 4.8(1) of the Land Transport Rule: Setting of Speed Limits 2024.
- The extension incorporates a section of road adjacent to a public park that has a high place function, increased pedestrian activity, and frequent interaction between vulnerable road users and vehicles. The proposal provides a consistent speed environment and supports the safe operation of the road in accordance with the Land Transport Rule: Setting of Speed Limits 2024.

What is the justification for extending the existing 30km/h speed limit 120m along Howell Road?

- It is an urban road in the heart of town and has significant levels of pedestrian and/or cycle activity.
- The proposal reflects clause 4.8(1) of the Land Transport Rule: Setting of Speed Limits 2024.

What is the justification for extending the existing 50km/h speed limit 130m east along Peka Peka Road?

- It is a peri-urban road, on the outer fringe where urban areas turn into rural farmland.
- The proposal reflects clause 4.8(1) of the Land Transport Rule: Setting of Speed Limits 2024.

What is the justification for extending the existing 30km/h speed limit to 80m east along Mill Road?

- It is an urban road in the heart of town and has significant levels of pedestrian and/or cycle activity.
- The proposal reflects clause 4.8(1) of the Land Transport Rule: Setting of Speed Limits 2024.

How has the change in travel time been calculated for Old State Highway 1, Hemi Street to Hadfield Link Road based on the speed limit changing from 100km/h to 80km/h?

Motorists do not travel exactly at the speed limit, i.e. speeds often vary over a section of road. Research studies (Elvik et al, 2004) found that the change in the mean, or average, speed is about a quarter of the speed limit change.

For example, if the speed limit changes by 20km/h, the mean speed will change by approximately 5km/h. This value has been used to calculate the change in travel time.

Why have Benefit Cost Ratios (BCRs) not been calculated for changes in speed limit?

These are not required under the Land Transport Rule: Setting of Speed Limits 2024. The Rule requires Cost Benefit Disclosure Statements to be prepared for roads where changes in speed limit are proposed, excluding new roads.

The Cost Benefit Disclosure Statement is not in a form that can be used to calculate BCRs.

How have the Benefit Cost Ratios been calculated for pedestrian refuges on road corridors?

The BCRs have considered:

- Pedestrian delay.
- Vehicle delay.
- Potential crash savings.
- The implementation cost.