

Have Your Say | Kāpiti Coast

CLOSED: Share your feedback on our draft Speed Management Plan 2026-36 (Paekākāriki to Otaihanga) Results

Jul 28, 2026 - Sep 16, 2026

Project: A new Speed Management Plan for Kāpiti 2026-36

Form: CLOSED: Share your feedback on our draft Speed Management Plan 2026-36 (Paekākāriki to Otaihanga)

Tool Type: Form

Activity ID: 305

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Filtering by 'Select a suburb where you'd like to give feedback':

All Of The Following Must Be True

* Select a suburb where you'd like to give feedback Contains 'Otaihanga'

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

In principle I favour any improvements around schools but leave the decisions to the traffic engineers

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

80-84

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Waikanae

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

1) Could you please add a pedestrian refuge on the corner of Milne Drive (just past choices flooring). This is where all the kids off the bike track, or kids taking a short cut from Kapiti road, cross Milne drive. Cars often speed going around the corner. If you can't do a refuge, could you please consider a kerb drop on the corner? This would help kids with bikes getting them up the kerb. 2) Could you please add a pedestrian refuge on Amohia Street (just before the bridge) pedestrians already cross the street there. 3) Could you drop the speed limit on the old state highway between Paraparaumu & Otaihanga Roundabout to 50km. There is no longer a painted cycle lane going South and it's not very safe. Thanks!

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

35-39

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Yes. It appears the Council for whatever reason are focusing on solutions to problems that simply don't exist. Instead the Council should focus on eliminating unnecessary and wasteful spending

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

65-69

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Thank you for the work you have done . Anything that makes moving around our towns safer is good to have.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

On behalf of an organisation

Q106 Name of organisation

Short Text

Im doing it as an individual and as a member of Cycleways Walkways bridleways Advisory to KCDC, it would have been goodto have been abl to sy why we supported some

Q107 Age Group

Select Box

75-79

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paekākāriki

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Other area our feedback has identified is Pukenamu Rd in the Te Horo area. This road is part 60km limit and part 80km limit. This is a high horse owning lifestyle block area with a new offroad connection between Derham Rd and Pukenamu Rd and then on to the beach area. So, high use of horses along this area would appreciate a more friendly speed limit of 60km/h.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

On behalf of an organisation

Q106 Name of organisation

Short Text

Cycleway, Walkway, Bridleway Advisory Group

Q107 Age Group

Select Box

65-69

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Raumati

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

45-49

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Otaihanga

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

45-49

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Otaihanga

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

What a waste of money.
It seems you hate cars.
This will cost businesses a fortune in lost productivity.
You wont listen to feedback, you'll do it regardless.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

55-59

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Unable to give feedback on Te Horo???? What the fuck is this shit, noone asked for it

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

30-34

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Te Horo

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

There are no proposals for Poplar Avenue in Raumati South in this package. My group Kapiti Cycling Action is currently running a bike bus between Tennis Court Road and Raumati South School, which involves turning on and off Poplar Avenue with up to six children on weekdays. Currently Poplar Ave is under 40 km/h in this area, and only 30 km/h at the retail area to the west. We would like to see:

1. Extension of the current 30 km/h limit zone east to beyond the pedestrian crossing into QE Park opposite Matai Road.
2. Addition of at least one speed hump to slow traffic where the visibility is limited.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

On behalf of an organisation

Q106 Name of organisation

Short Text

Kapiti Cycling Action

Q107 Age Group

Select Box

80-84

Q108 Do you live in or own a property in Kāpiti

Multi Choice

No

Q109 If yes, which suburb?

Select Box

Q110 Where do you live?

Short Text

[REDACTED]

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

No, I disagree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

No Opinion

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

No Thank you

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

65-69

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

65-69

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Raumati

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

I would like to see the expressway speed be consistent at 110kmh- it's ridiculous to slow down to 100kmh for a brief time and just seems to be used as a speed trap given poor signage and it being nonsensical

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

55-59

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Waikanae

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Ratanui Road - there have been several car accidents over the years along the bend in the road by the entrance to Otaihanga. With the new subdivision going in up the road the increase in traffic will be significant. Some measures need to be put in place to slow the traffic around this part of the road. A roundabout in to Otaihanga would make the entrance safer and slow traffic down and allow easier access to and from. Speed restrictions should also be in place, although this will not stop the boy racers and the idiots from driving off the road, destroying signs and fences and causing harm. Something needs to be done before a life is lost.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

60-64

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Otaihanga

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Road from Otaihanga boat club past domain - being there are no footpaths in the area and a large amount of cyclists and children using the domain speed bumps should be installed to slow the traffic down/speed restrictions.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

60-64

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Otaihanga

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

No, I disagree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

slows down commute and the road there is not dangerous

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

60-64

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Waikanae

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

No

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

40-44

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

80-84

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

No, I disagree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

We Do t need more speed restrictions the area is currently 100 and could be reduced to 70 but not 50

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

This looks like a large Expensive project..some things are more important than others it our money please remember that. Cou cola have a bad name country wide. Stop spending ...

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

60-64

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Waikanae

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

I would like you to consider a speed reduction to 40 kph in Makora Road.
There are 2 speed bumps on the corner Otaihanga/Makora Rd but cars will speed up considerably after that. I have been at 16 Makora Road for 13 years and in that time there has been a significant increase in people biking, walking and scootering along the area from The Cutting at 2 Makora Road to the shingle path near the boat club. Sometimes also there are cars parked blocking the access to the path which is of concern when there are children biking along there.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

60-64

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Otaihanga

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

John would like to say he would like to see speed limits reduced near primary schools and retirement villages. Also, more safety near railway level crossings (e.g. raising level crossings pedestrian crossings).

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

75-79

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Para 3: "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." I fully support KCDC's alignment with this principle of work.

page 9: The role of the Safety System. I support KCDC's adoption of these principles, but please note the following: table 3, line 2, col 2. "...Surfaces will be improved, and roadside hazards removed...". Installing speed humps degrades rather than improves the road surface. Speed humps are a crude way to enforce a speed limit of about 10 kph over a distance of 1 metre or so, on a road which has already been assigned a safe speed limit. This can cause an erratic traffic flow and adds a major distraction to what is otherwise safe driving. Any real or imagined improvement in road safety is more than undone by these disadvantages.

page 12: Kāpiti Coast District Council Speed Management Plan, Pathways Network Plan: bullet point 1 "connecting gaps in the walking network to provide safe access to key destinations". The following two locations should be considered as fitting in with this plan, they are both well used by dog walkers and schoolkids:

1. the end of Nathan Avenue east of Falla Street to Golf Road has a blind bend with no footpath.
2. Golf Road at the Nathan Avenue junction also has a blind double bend, and must be crossed to reach the footpath on the East (golf course) side.

Road Corridors

page 30: Concept Plan 1 – Marine Parade – Proposed A and D

Both propose replacing raised safety platforms with raised zebra crossings.

I fully support these proposals. The safety of all road users is improved where priorities are clearly shown; raised safety platforms rely too much on pedestrians and drivers somehow communicating with each other in order to establish who is giving way to whom.

page 32: Concept Plan 2 – Ocean Road

"proposed pedestrian splitter island on Ocean Road approach to Marine Parade to reduce the width of road that pedestrians must cross and the speeds at which motorists enter/exit Ocean Road."

I fully support this proposal.

page 33: Concept Plan 3 – Mazengarb Road - Proposed A – "suggested location of pedestrian refuge..."

I support this proposal, but would like to add this point for consideration:

At certain times, especially during the morning school rush, a lot of traffic is turning right out of Walton Road onto Mazengarb Road. It is currently possible to use the flush median to merge with the traffic traveling SW on Mazengarb towards the college, but this may not be a safe option with a pedestrian refuge so close. Consequently, it may be an idea to remove the median markings from that section of road, or move the pedestrian refuge 100m or so SW, to somewhere between the bus stops and the cell tower.

page 33: proposed B - Add lighting to the existing pedestrian refuge

I fully support this proposal.

page 40: Concept Plan 6 – Arawhata Road and Tutanekai Street - proposed kerb widening and pedestrian refuges

I support this proposal, but would like to add this point for consideration:

When turning right out of Tutanekai Street I use the flush median on Arawhata Road to merge with the traffic traveling NE. This may not be safe to do with a pedestrian refuge in place, so it may be an idea to remove the median markings from that section of road.

On a grander scale, this junction might warrant being replaced with a mini roundabout.

School Zones

page 59: Concept Plan 3 – Raumati Beach School - Proposed A - “Reconstruct the existing pedestrian crossing on a raised safety platform...”

I fully support this proposal. A further improvement may be to extend the 30k zone East at least as far as this crossing, or as far as the access to Te Raukura ki Kapiti.

page 60: Concept Plan 4 – Kāpiti College - Proposed A – “Remove two car parks and build a kerb extension...”

I fully support this proposal.

page 64: Concept Plan 6 – Our Lady of Kāpiti School - Proposed intersection improvements:

1. near Sheffield Street
2. near Birmingham Street
3. near Manchester Street

“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”

I fully support these proposals.

page 66: Concept Plan 7 – Paraparaumu Beach School - Proposed A: Intersection improvements

I fully support these proposals

page 66: Proposed B “Construct three speed humps with lighting on Beachwater Grove to reduce motorists travel speed”

I am opposed to this proposal for the reasons given in General Remarks above.

Concept Plan 10 – Kāpiti Primary School

page 72: Concept Plan 10 – Kāpiti Primary School - “Upgrade pedestrian crossings on Iver Trask Place”

I fully support this proposal.

Recreational Zones

page 91: Concept Plan 1 – Raumati Village - Proposed speed humps to reduce motorists travel speed:

A opposite 7 Alexander Road and B opposite 19 Matatua Road

I often use Matatua Road, and therefore strongly oppose implementation of part B for the reasons given in General Remarks above.

Recreational Zone Concept Plan 3 – Tutanekai Street

page 93: Concept Plan 3 – Tutanekai Street - Proposed A “Construct two speed humps to reduce motorists travel speed...”

I am opposed to this for the reasons given in General Remarks above.

Speed Limits

page 106: Concept Plan 1 - Marine Parade (Howell Road to Kāpiti Road - Proposed A “Extend the existing 30km/h speed limit”

I fully support this proposal.

page 114: Concept Plan 3 - Main Road (Hemi Street to Hadfield Link Road) - Proposed A “Reduce the speed limit from 100km/h to 80km/h”

I fully support this proposal.

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

pages 128/129: Main Road (Hemi Street to Hadfield Link Road) - Proposed A “Include this area in the existing Urban Traffic Area (UTA)...”

I fully support this proposal. Maybe even extend the 50k zone on Otaihangā Road as far as the rail crossing, so as to include the transfer station, green waste, and car museum access roads.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box 75-79

Q108 Do you live in or own a property in Kāpiti

Multi Choice Yes

Q109 **If yes, which suburb?**

Select Box Paraparaumu

Q110 **Where do you live?**

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Teach more personal awareness especially with children.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

70-74

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

No, I disagree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Rural setting

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

The driveway parallel to Kapiti Road from the BP station to Te Roto Drive should be one way with the entrance at Te Roto Drive and exiting via Te Roto Drive and trying to turn right all Te Roto Drive put their life in their hands judging the traffic signal phase.

Could the Council change the speed limit from the traffic lights at Amohia Street and SH1 until after Kapiti Primary School. Also, a roundabout and give way signs entrance to Epiha Street would slow traffic making the turn into Epiha Street railway carparking safer. It is currently a blind spot.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

70-74

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

80-84

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Waikanae

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Yes. Too many drivers go through red lights!! and from Kapiti Road to Arawhata the lights only let 3 cars turning right.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

80-84

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

No, I disagree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Reduce speed limit - Do not install speed humps.

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Please do not persist with this nasty fad for speed humps and raised pedestrian crossings. They are of no benefit to pedestrians and serve only to annoy motorists. Creating droves of angry motorists is not conducive to road safety. I would prefer to see many thousands of dollars saved by not pursuing these un-necessary projects spent on reducing the council's debt.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

70-74

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Raumati

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Yes.

1. Reduce speed on Marae Lane, Waikanae, from 50 to 40km/h. Many older drivers using the adjacent carparks, especially the Woolworth's Carpark and the street corner carpark, and often there are small traffic jams associated with this traffic and traffic stopped at the pedestrian crossing by the doctor/chemist.
2. Do something at the intersection at Omahi Street/Ngaio Road/Marae Lane. There are many pedestrians crossing from both sides of Omahi Street towards Marae Lane and traffic doesn't slow down. As you will know, recently a lady died after being hit by a car at this intersection. You may be able to straighten Omahi Street and Marae Lane and install a small roundabout with a pedestrian crossing.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

70-74

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Waikanae

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

No, I disagree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Appears to be taking the old state highway 1 north of Waikanae into this "Otaihanga" plan. This does not need to be reduced to 50 kms. It also didn't need a ridiculous roundabout.

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Putting the waikanae speed limits under what has been classified as Otaihanga is massively deceptive and misleading. Unless I had checked that box and read the following text I wouldn't have known Waikanae was included.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

45-49

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Peka Peka

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

No, I disagree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

This is a stupid idea to slow traffic because we might get urban development? Get the development and then look at it

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Traffic management in kapiti appears to be focussed on obstructing traffic flows rather than creating orderly expeditious flow. Better investment would be to study how traffic on kapiti road can be expedited by getting the traffic lights to have integrated phasing or remove them and install more roundabouts.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

70-74

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Raumati

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

This submission is made in my capacity as the owner and occupier of [REDACTED]. Although I am an elected member of the Kāpiti Coast District Council, I am making this submission solely as a resident and directly affected property owner.

Firstly, I support the objective of improving safety for pedestrians and cyclists along Ratanui Road. I recognise that, with existing users and the proposed Summerset Otaihangā retirement village, there will be increased demand for safe pedestrian and cycle connections in this area.

My concerns relate to the effects of locating the proposed pedestrian crossing facilities, associated shared path and street lighting immediately outside my property, and whether those effects have been fully assessed.

At present there is no formed footpath along the frontage of [REDACTED], with pedestrian infrastructure currently located on the opposite side of the road. The proposed design represents a significant change to the immediate environment of our property through the introduction of pedestrian crossing facilities, widened shared-path infrastructure and new street lighting directly adjacent to our frontage.

While I understand the safety benefits of these improvements, I ask that Council also carefully consider the impact on the amenity of the adjoining residential property.

In particular, I request that Council address the following matters before the design is finalised:

- * Has an assessment been undertaken of the effects of the proposed streetlight on the adjoining dwelling, including potential light spill into living areas and bedrooms?
- * Can the streetlight location, height, shielding or luminaire type be modified to minimise light spill while still achieving the required safety outcomes?
- * Has an assessment been undertaken of the additional noise likely to arise from the changed road environment, including vehicles slowing, stopping and accelerating at the crossing, increased pedestrian and cyclist activity, and the interaction with the expected increase in traffic associated with the proposed Summerset Otaihangā retirement village?
- * Has the cumulative effect of these changes on the amenity of [REDACTED] been assessed?
- * If these assessments have already been undertaken, I respectfully request that they be made publicly available as part of this consultation, or provided to affected property owners, so that the basis for the proposed design can be understood.
- * If these assessments have not yet been completed, I request that they be undertaken before the design is finalised.

I would also ask Council to confirm whether the expected pedestrian movements associated with the proposed Summerset Otaihangā retirement village were taken into account when selecting the location of the crossing. If so, I request that the anticipated increase in pedestrian and vehicle activity associated with the retirement village also be considered when assessing the effects on neighbouring properties.

Our household has circumstances that make these matters particularly important. My wife regularly works late evening shifts and therefore sleeps during normal daytime hours. I also operate a home office from the property, where I undertake video conferences, telephone calls and audio and video recording. Consequently, both construction activity and any permanent increase in noise or light associated with the new road layout have the potential to affect the normal use and enjoyment of our home.

I have separately requested that our driveway be relocated as part of these works, and I appreciate Council's consideration of that request. However, that request is independent of the concerns raised in this submission

regarding the broader effects of the proposed crossing, shared path and street lighting immediately outside our property.

I support improving safety along Ratanui Road. My request is simply that, where new public infrastructure is proposed immediately adjacent to an existing dwelling, the effects on that property's amenity are properly assessed and, where practical, mitigated through the detailed design.

I also ask that Council engage directly with the owners of [REDACTED] during the detailed design phase so that opportunities to minimise adverse effects through the final positioning of the crossing, shared path, street lighting and associated infrastructure can be fully explored while still achieving the project's safety objectives.

Thank you for considering my submission.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box 50-54

Q108 Do you live in or own a property in Kāpiti

Multi Choice Yes

Q109 If yes, which suburb?

Select Box Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

No, I disagree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

I do not support this. The proposal is marked unsubsidised in the Otaihanga section of this form, meaning the full cost falls on ratepayers with no NZTA funding assistance, and no cost figure is published. No traffic volume or speed data is provided for this site at all. Table 11 of the plan records that Lancelot Grove was excluded from the resident pre-consultation. I also note that this single speed hump appears in both the Otaihanga and Paraparaumu sections of the feedback form, flagged as unsubsidised in one and not the other. Ratepayers are being asked to vote twice on one proposal with inconsistent information about who pays for it.

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

No, I disagree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

I support this. A new subdivision road defaulting to 100 km/h is plainly wrong, and setting a 50 km/h default across the growth area is sensible forward planning at negligible cost. This should not, however, be treated as endorsement of any further reduction below 50 km/h within the extended area without site-specific justification.

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Traffic survey methodology
Every recreational zone proposal that cites data does so as a single pair of figures for an entire road — a seven-day travel volume, and a count of vehicles per day exceeding 60 km/h. Nothing is disclosed about where on the road the survey was taken, over what dates, or how the recorded exceedances are distributed across the day. That omission is decisive, not technical. These treatments are justified as protecting people using reserves, parks, beaches and cemeteries — activity that occurs in daylight and, for reserves and parks, largely at weekends and after school. If the recorded speeding is concentrated in evening and overnight hours, when the road is empty and drivers face no opposing traffic, then the speeding and the pedestrian exposure do not coincide in time, and permanent physical treatment addresses a risk that is not present when people are actually there. Council holds this information. Pneumatic tube counters record a time stamp for every vehicle as a matter of course, and the hourly distribution is a standard output, not an additional survey. It has not been published, and without it no ratepayer can assess whether any of these proposals is warranted. I ask that the final plan publish, for every site where speed data is cited: the survey location on the road, the survey dates, and the distribution of recorded exceedances by hour of day and by day of week. Where the recorded speeding does not coincide in time and place with the activity the treatment is intended to protect, the proposal should be withdrawn. The same point applies to survey location. A single figure quoted for a whole road tells the reader nothing about whether the speeds were recorded at the point being treated. Where a count taken on a long open straight is used to justify humps several hundred metres away in front of a reserve, the data does not support the proposal — it merely accompanies it. I also note that several proposals carry no published speed or volume data whatsoever, including Park Avenue, Takitimu Road, both Raumati Village locations, Beachwater Grove, Tutanekei Street, Lancelot Grove, Ōtaki Cemetery and Awa Tapu Cemetery. Council is asking ratepayers to fund permanent physical works at these sites on no published evidence at all. Cost transparency
The plan asks ratepayers to endorse 14 speed limit changes and 49 infrastructure improvements without publishing the cost of a single one of them. Table 16 gives five programme-level totals and nothing more. At the stated accuracy band of minus 30 per cent to plus 50 per cent, the \$4.745m programme could land at \$7.1m. That range is acknowledged in a footnote and then not addressed anywhere in the document. I ask that the final plan publish, for every proposal, an individual rough-order cost and a benefit-cost ratio, or a stated reason why a BCR cannot be calculated. At present benefit-cost ratios exist for two projects out of 63. One of those two returns a BCR of 1.5 on an assumption of five pedestrians a day. That is a thin basis on which to commit public money, and it is the best-evidenced project in the document. Three proposals — Lancelot Grove, Ōtaki Cemetery and Awa Tapu Cemetery — are marked unsubsidised, meaning they fall entirely on ratepayers with no NZTA funding assistance. These should be individually costed and justified before adoption, not bundled into a programme total. All three were also excluded from the resident pre-consultation recorded at Table 11. I also note that Table 16 is headed “Total Cost (\$000)”. Read literally, the programme total is \$4.745 billion. It is presumably a labelling error, but it is the central financial table in a consultation document and it has not been checked. Budget discipline

The plan states that if new projects emerge, the programme will be reprioritised to stay within the approved budget, with approval from the Group Manager Infrastructure and Assets. There is no equivalent commitment for cost escalation on the projects already listed.

I ask that the final plan commit to: reporting actual against estimated cost for each completed project; referring any project exceeding its estimate by more than 20 per cent back to Council before proceeding; and publishing post-construction speed and crash data so the benefit actually delivered can be compared against the benefit claimed.

Speed limit reductions without demonstrated risk

Several proposed reductions sit on sections with no reported injury crashes across the five-year assessment period from 1 February 2021 to 30 April 2026 — Marine Parade and Howell Road, Peka Peka Road, the Mill Road extension, Gear Road and Taylors Road.

Roads exist to move people and goods. A speed limit should be reduced where there is demonstrated, unacceptable risk to life, not as a default position and not to match the speeds drivers already choose. Matching a posted limit down to observed mean speed does not improve safety; it removes headroom and criminalises behaviour that the plan itself describes as normal for the road.

Old Hautere Road illustrates the problem. Council's own Cost Benefit Disclosure Statement projects a reduction of 0.02 expected injury crashes per year against an increase of 1,009 travel hours per year across all road users. On the plan's own figures, the travel time cost is of the same order as the monetised safety benefit. That calculation is not shown. It should be, for every proposed reduction.

Infrastructure: proportionality

The school zone programme extends treatment to a 1km buffer around every school in the district on the basis that this is the distance students will walk or cycle. The risk it addresses is concentrated in two short periods on school days — around 190 days a year. The mitigation is permanent, 24 hours a day, 365 days a year.

Council's own monitoring records a 15 km/h mean speed reduction already achieved from the variable 30 km/h limits and existing treatments. That is a substantial result from measures targeted at the actual risk window. The case for adding permanent vertical deflection and permanent carriageway narrowing on top of it has not been made.

I do not support the widespread use of speed humps and raised platforms. They impose a whole-of-day penalty, are uncomfortable and in some cases painful for older drivers and passengers, slow emergency and service vehicles, add ongoing maintenance liability, and displace speeding to adjacent streets. Kāpiti has an older-than-average driving population. Narrower carriageways and tighter intersection geometry make the network harder for them, not safer.

I do not support widening footpaths and kerbs into the carriageway where the existing footpath is already generously wide. Where more pedestrian space is genuinely needed, take it from the reserve or the existing path, not from the road.

What I do support

Lighting upgrades — low cost, no penalty to any road user, and directly effective on night-time risk. New footpaths closing genuine gaps in the walking network. Kerb ramps for accessibility. Pedestrian refuge islands on genuinely wide arterial corridors, where a central island can be installed without narrowing traffic lanes; the wait-time argument at Table 9 is sound. Formalising posted limits on the new Peka Peka to Ōtaki Expressway side roads, which is legal housekeeping at negligible cost.

Taken as a whole, however, the programme reads as an accumulation of physical devices rather than a network designed for the efficient movement of both vehicles and pedestrians. I ask Council to fund the low-cost, high-value elements first — lighting, footpath gaps, refuges on wide corridors — publish the cost of each remaining item, publish the underlying survey data, and bring the vertical deflection and carriageway narrowing proposals back for separate consideration on their individual merits.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box 55-59

Q108 Do you live in or own a property in Kāpiti

Multi Choice Yes

Q109 If yes, which suburb?

Select Box Waikanae

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

All bus routes within Kapiti road network- Recommend a smoother Watts profile on any new speed humps proposed to be installed or modified on existing bus routes- we rather prefer speed cushions instead of speed humps because they are easier to traverse over and more comfortable ride for passengers on board buses. GWRC have a map of all bus routes on the road network, - KCDC can request this to view to ensure any speed humps on bus routes are assessed and considered.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

On behalf of an organisation

Q106 Name of organisation

Short Text

Greater Wellington Regional Council

Q107 Age Group

Select Box

25-29

Q108 Do you live in or own a property in Kāpiti

Multi Choice

No

Q109 If yes, which suburb?

Select Box

Q110 Where do you live?

Short Text

Lower Hutt

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Yes, I agree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

70-74

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Ōtaki

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

No

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

50-54

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

No, I disagree

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Speed is already limited by gravel road and nature of being a dead end looking for a parking spot

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

30-34

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Killalea place should be a 30km/h zone, but I agree 50km/h is better than nothing. There's no reason that road needs to be 50km/h given it services properties in the rural lifestyle zone where horses, animals and kids play in the street. As it's a deadend road with a turning circle, a 30km/h would be better.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

30-34

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Very happy for more crossing islands to assist with crossing busy roads, and lowering speed limit on Ratanui Rd.

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

25-29

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Paraparaumu

Q110 Where do you live?

Short Text

Q100 Do you agree with the proposed change for RZ6 – Lancelot Grove?

Multi Choice

Q101 Please explain why you disagree with this proposed change for RZ6 – Lancelot Grove.

Long Text

Q102 Do you agree with proposed change for SL13 Paraparaumu/Raumati UTA?

Multi Choice

Yes, I agree

Q103 Please explain why you disagree with this proposed change for SL13 Paraparaumu/Raumati UTA.

Long Text

Q104 Is there anything else you'd like us to consider for future Speed Management Plans?

Long Text

Traffic will increase in this area as a result of development. The road is already narrow, designed to very old standards and not particularly safe. It would be good to develop a plan for an upgrade of road shoulders, parking, street lighting and shared pedestrian/walking paths (preferably grade separated from traffic and combined, as at the old SH1 end of Otaihanga Rd).

Q105 Are you providing feedback as an individual or on behalf of an organisation?

Multi Choice

As an individual

Q106 Name of organisation

Short Text

Q107 Age Group

Select Box

60-64

Q108 Do you live in or own a property in Kāpiti

Multi Choice

Yes

Q109 If yes, which suburb?

Select Box

Otaihanga

Q110 Where do you live?

Short Text