

Draft Speed Management Plan & Speed Review Consultation

Statement of Proposal

Closes
23 July 2023



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reretahi Tātau

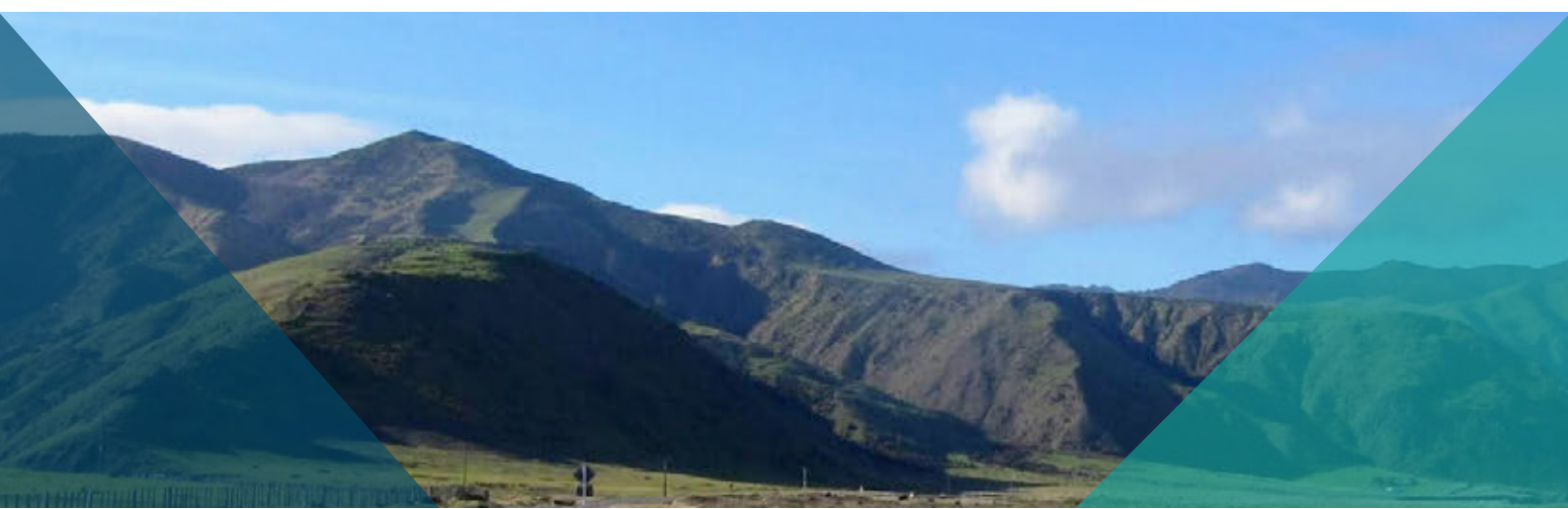


Te Kaunihera-ā-Rohe o Taratahi
CARTERTON
DISTRICT COUNCIL

Contents



| | |
|--|----|
| • Speed Review Summary | 2 |
| • We are seeking your feedback | 4 |
| • Consultation Process | 5 |
| • Why are Councils required to have a Speed Management Plan? | 6 |
| • The Draft Speed Management Plan Statement of Proposal - Executive summary | 7 |
| • Priority 1 – Reducing school and Early Childhood Education Centre speed limits | 8 |
| • Priority 2 - Reducing marae speed limits and introducing signage | 11 |
| • Priority 3 – Reducing speed limits on high priority roads | 12 |
| • What else are we asking? | 13 |
| • Have your say | 14 |
| • Frequently asked questions | 15 |
| • Submission Form | 17 |
| • Table 1: Proposed permanent speed limits for high priority roads in Carterton District | 19 |
| • Table 2: Proposed permanent and variable speed limits around schools and marae in Carterton District | 21 |
| • Table 3: Proposed speed limits around schools and marae in South Wairarapa..... | 23 |
| • Table 4: Proposed permanent speed limits with local priority in Greytown | 25 |
| • Table 5: Proposed permanent speed limits on other roads with local priority in Featherston | 26 |
| • Table 6: Proposed permanent speed limits on other roads with local priority in Martinborough | 27 |
| • Table 7: Other roads with local priority in other areas of South Wairarapa | 28 |
| • Maps | |



Speed Review Summary

Why are we reviewing our speeds?

We are seeking public feedback on speeds and how we manage our roads.

The way we manage speed is changing, with Road Controlling Agencies (of which includes our councils) now required to have speed management plans. Plans need to outline a 10-year vision and a three-year implementation plan as a whole-of-network approach to speed management.

The New Zealand Government has launched the Road to Zero (R2Z) strategy 2020-2030, which targets a 40% reduction in deaths and serious injuries by 2030.

Wairarapa district councils, along with Waka Kotahi, have a shared responsibility to bring about safe and appropriate measures to facilitate lower impact speed, especially to vulnerable road users around schools.

Our focus

We're focusing on infrastructure improvements and speed management on high priority roads, and intervention measures to achieve lower speed limits around schools, marae and early childhood education centres.

The addition of the Setting of Speed Limit 2022 to the Land Transport Rule states that 40% of schools must comply with the new, reduced speed limits by 30 June 2024, and the remainder by 31 December 2027.



Our Draft Speed Management Plan for the Carterton and South Wairarapa Districts will help us transition from the way we have set speed limits in the past to a new, more flexible approach that better takes into account local conditions and the surrounding environment. Rather than looking at speed limit changes on a street-by-street basis, our draft Speed Management Plan establishes the priorities of our approach to speed management in the district.

Changes to the Land Transport Rule: Setting of Speed Limits 2022, and direction from Waka Kotahi (New Zealand Transport Agency), mean we need to confirm this draft Speed Management Plan with the community before we can make it happen. The draft Speed Management Plan will then be certified by Waka Kotahi and will become law when the speed limits are recorded in the National Speed Limit Register.

Who is making this proposal?

This statement of proposal has been jointly produced by South Wairarapa and Carterton District Councils for both districts as part of our joint roading venture called Ruamāhanga Roads. This combined roading maintenance contract has been in effect since 2019 to maximise efficiency, achieve increased regional consistency and value for money, as well as share and optimise the use of internal resources.

While we are working together to deliver our proposals, decisions for the two districts will be made separately by each Council's elected members. This means South Wairarapa District Council will make decisions on roads for all South Wairarapa roads, and Carterton District Council will make decisions on roads for all Carterton roads. There will be separate submission hearings for each council.

What information is available?

To help you make an informed submission, we have the following available documents available for you to view:

The Statement of Proposal (this document)

This outlines what we are doing and why, and how you can provide feedback.

Technical Report

This report explains in detail what we are proposing for each road, and the assessments made to inform these proposals.

Draft Interim Speed Review Management Plan

Our overall approach and implementation plan related to safer speeds in Carterton and South Wairarapa.

Online Interactive Maps

We have interactive maps available on our council websites that provide more detail than the maps included in this document.

You can view these at cdc.govt.nz and swdc.govt.nz, and at your local libraries and council office.

We are seeking your feedback

This statement of proposal includes a summary of the priorities in our draft Speed Management Plan and a submission form for your feedback. For speed limits to be effective, they need to be understood and supported by the community. That's why we want to hear from you about the approach we have taken in developing the draft Speed Management Plan and if there are other high priority roads we should be including.

Anyone can make a submission on any of our proposals. You may make a submission for both Carterton and South Wairarapa districts if you wish, however, we will need you to please fill out two separate submission forms. You can find additional forms on our websites, or at our Council offices and libraries.

We are accepting feedback until 5pm, Sunday 23 July 2023.

Further details on how you can have your say are included on pages 14 and 16



Consultation process

Consultation opens for public feedback 23 June

This is the date we will start accepting public feedback. This is where we are now.

Consultation closes 23 July

The finishing date for receiving public feedback.

Carterton District Council Hearings (date TBC)

You can opt to speak to your Carterton submission.

South Wairarapa District Council Hearings (date TBC)

You can opt to speak to your South Wairarapa submission.

Council deliberations

The two councils will discuss your submissions and take into consideration any suggested changes as a result of public feedback. Carterton District Council will make decisions on Carterton roads.

South Wairarapa District Council will make decisions on South Wairarapa Roads.

Revised Speed Management Plan adopted by Councils

Any changes as a result of public feedback will be made and a finalised version will be adopted by each Council in a public meeting.

Speed Management Plan certified by Waka Kotahi

This confirms the plans meet the requirements and new speed limits can take effect.

Council implements changes to speed limits

Submit certified speed limit changes to Waka Kotahi National Speed Limit Register.



Why are Councils required to have a Speed Management Plan?

The Government and Waka Kotahi are promoting zero tolerance of road deaths and serious injuries. Waka Kotahi's strategy, known as 'Road to Zero', is a plan to work towards zero road deaths and serious injuries. The Government is committed to tackling unsafe speeds as part of this vision. The risk of a crash occurring, and the resulting severity of injury resulting from that crash, depends significantly on the speed of the vehicles involved. A key part of the work to support this vision is reviewing speed limits all over the country with a view to lowering them in high-risk areas.

Recent changes to the Land Transport Rule: Setting of Speed Limits 2022 and direction from Waka Kotahi (New Zealand Transport Agency) mean we must create a 10-year Speed Management Plan that sets out our approach for managing speed and safety, including safety goals, speed limit changes for the roading network, and engineering improvements. The plan will be reviewed on a three-yearly basis.

We have taken a staged approach to speed management. Our initial focus is roads around schools, marae, and high-priority roads. In Carterton, we are also reviewing roads of Early Childhood Education Centres. The proposed changes involve both the lowering of speed limits in some places, as well as safety improvements particularly focused on improved signage.

Changes around schools and marae will be made by 2024, as well as roads we are consulting on in this document.

The Draft Speed Management Plan that we have prepared aligns with the goals set out by Waka Kotahi, with the changes proposed in a way that will support compliance and community buy-in to the changes.



The Draft Speed Management Plan Statement of Proposal

Executive Summary



There are 14 schools across both districts that will ultimately have lowered speed limits by 2024. In the interim plan, which takes effect in mid-2024, we are working on 6 urban schools and two rural schools in South Wairarapa, and 4 urban and 2 rural schools in the Carterton district.



The proposal would lower the speed limits to 30km/hr around urban schools and 60km/hr variable speed limit for rural schools in South Wairarapa, and either a 30km/hr permanent or variable speed limit for all schools in Carterton.



It would also lower the speed limits around marae. Hurunui-o-Rangi Marae in Carterton will have a proposed permanent lower speed limit with a variable speed limit during events. South Wairarapa will have a full-time limit around Pāpāwai and Hau Ariki marae, and a variable zone during events for Kohunui Marae. One marae in Carterton will also have a variable speed limit during events.



We are asking for feedback on proposed speed reductions on a number of high priority roads and changes may be incorporated into the interim plan. See the list of roads at the back of this document.



In South Wairarapa, we have included two gravel roads in our list of high priority roads. In Carterton, we have not included any gravel roads. Both councils would like to know if you think we should include all gravel roads, and whether there should be any speed reductions on these roads.



If there is a road you think should be added to the list of priority roads for a speed reduction, please mention this in your printed or online submission form, with reasons why these areas should be included. Any roads you suggest will be presented to councils for consideration.



To make an informed submission, we have the following available documents available for you to view:

- **The Statement of Proposal (this document)**
- **Technical Report**
- **Draft Interim Speed Management Plan**
- **Online Interactive Maps**

You can view these at cdc.govt.nz and swdc.govt.nz, and at your local libraries and council office.

The Draft Speed Management Plan Statement of Proposal

Priority 1 – Reducing School and Early Childhood Education Centre speed limits

A lower speed limit decreases the chance of crashes occurring and reduces the injury severity if a crash occurs. This will reduce the risk for the students and others travelling to and from school.

The current speed limit on roads in the vicinity of urban schools and marae in Carterton and South Wairarapa is either 50km/h or 40km/h, and either 70km/h or 100km/h for rural schools (depending on the location of the school).

The Government requires us to have reduced the speed limits in the vicinity of all schools in Carterton and South Wairarapa to a maximum of 30km/h in urban areas and 60km/h in rural areas.

Where schools are located on no-exit roads or within residential neighbourhoods, we propose permanent speed limits be installed. For locations that are on through roads with higher speed limits, we propose utilising variable speed limits, as they protect pedestrian activity during high-use times while helping ensure driver acceptance and compliance. In Carterton, Elected Representatives have also proposed to reduce the speed limit on roads in the vicinity of Early Childhood Education Centres. Not all Early Childcare Centres have been included in the technical report, however we are asking you to let us know if you agree with the proposed changes and whether we should include all Early Childcare Centres in the Carterton district.

A variable speed limit is when the speed limit can change due to the road and driving conditions. In this instance, the lower speed limit will be in play during drop off and pick up times.

A permanent speed limit is a posted speed limit that applies at all times. The speed limit that is in play at any given time will be clearly signposted. These proposals align with the current Land Transport Rule: Setting of Speed Limit 2022.

For rural schools we are proposing both options - a lower permanent speed limit of 60km/h at all times, with a variable speed limit of 30km/h during drop off and pick up times.

Under this draft Speed Management Plan, these changes will be completed by 2024. Maps highlighting all the proposed changes are included in the Consultation Draft Speed Management Plan document.

The following schools are proposed to have a 30km/h permanent speed limit:

- Kuranui College
- Greytown School
- St Teresa's School
- Featherston School
- Martinborough School
- South Featherston School
- Carterton School
- St Mary's School
- Ponatahi Christian School



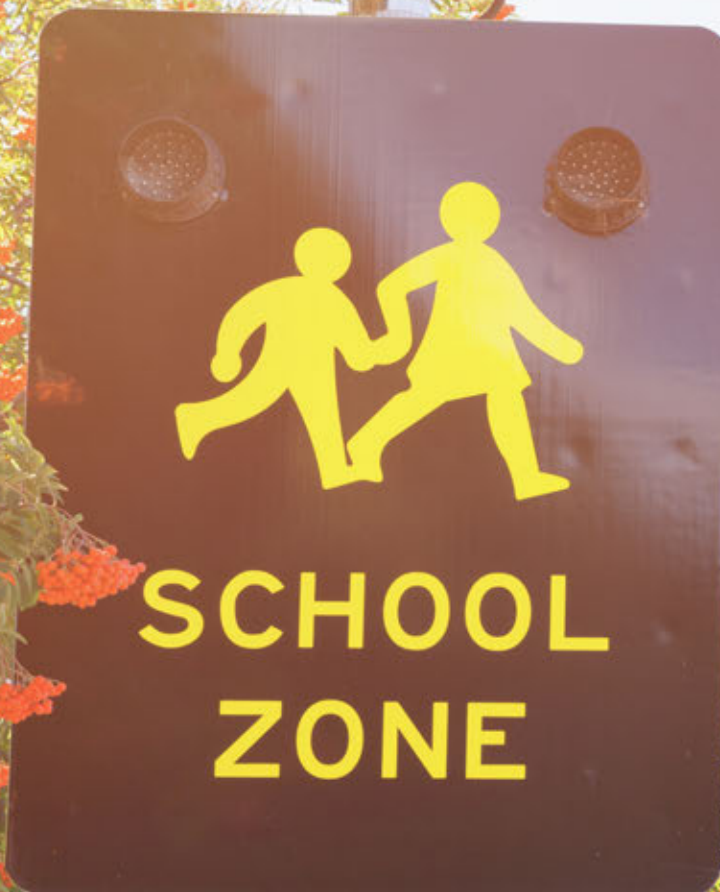
The following schools and Early Childcare Centres are proposed to have a 30km/h variable speed limit:

- Dalefield School
- Gladstone School
- Pirinoa School
- Kahutara School
- South End School and Kindergarten
- Just Us Kids Carterton
- He Pounamu Early Nurture Centre
- Carterton Preschool

The following schools are proposed to have a 60km/h permanent speed limit:

- Dalefield School*
- Gladstone School*
- Pirinoa School*
- Kahutara School*

*This means the roads in the vicinity of these four schools will have a proposed permanent speed limit of 60km/h, with a variable speed limit of 30km/h during school pick-up and drop-off times at school terms. More information is available on pages 11-15.



Priority 2 – Reducing marae speed limits and introducing signage

South Wairarapa and Carterton Districts have a number of marae, located in both urban and rural locations. Our assessments show that some marae do not have sufficient signage to identify their locations to road users.

Our proposed approach is to install advance and directional signage at each marae location. There are also proposed speed limit changes around several marae as part of our approach to high-risk roads. In some cases there are papakāinga located next to marae that will be impacted by the proposed changes.

Under the draft Speed Management Plan these changes will be completed by the end of 2024.

Maps highlighting all the proposed changes are included in both this document and the technical report.

The following marae are proposed to have new signage and/or speed limits:

- Hau Arika Marae
- Pāpāwai Marae
- Kohunui Marae
- Hurunui-o-Rangi Marae



Priority 3 – Reducing speed limits on high priority roads

We have reviewed all the crash data for local roads within the Carterton and South Wairarapa districts for 2012-2021. Those roads that have had three or more serious or fatal crashes in this period have been considered to be high priority roads.

We have assessed each of these roads as well as other high priority roads (as identified in the technical report) to determine what improvements are appropriate to lower the risk to road users. This includes safety improvements as well as changes to speed limits.

It is important to note that non-speed related safety improvements will not be addressed until the final Speed Management Plan is developed.

Any priority roads identified in our proposal as requiring a speed reduction are not yet finalised. Any submissions opposing our proposal will be discussed at council deliberations and taken into consideration before finalising the interim speed management plan.

The starting point is the safe and appropriate speed for each road reviewed. We considered the risks associated with features on each road including road width, whether there are many curves, hazards on the roadside, e.g. drains and poles, as well as how people are currently using the road including operating speeds (i.e. how close are people going to the proposed speed limit) and number of crashes. The Speed Management Guide Road to Zero Edition is referred to for guidance for safe and appropriate speeds depending on the features and characteristics of the particular road or road sections. We also considered how the land next to the road is used which indicates how people used the road e.g. number of people walking in the area and the safety risks associated.

Our speed management plan highlights additional safe and appropriate speeds for future review which are not included in this document. We are not consulting on these additional roads or proposing to lower the limits of these roads at this stage. We have included them in the speed management plan as they formed part of the overall assessment.

Maps highlighting all the proposed changes are included in both this document and the technical report. We also have more detailed interactive maps available on our council websites.

What else are we asking?

Roads identified by you

We have assessed our roads across the district and included any we believe are high risk or high priority. However, our local road users may be able to provide insight on roads they believe may need assessing in terms of speed reductions.

We're asking whether you have identified any roads you believe should be included in our speed review, with reasons for why these areas should be included. Any roads you suggest will be discussed at council deliberations and taken into consideration before finalising the final speed management plans.

Gravel roads

In South Wairarapa, we have included two gravel roads in our list of high priority roads. In Carterton, we have not included any gravel roads. Both councils would like to know if you think we should include all gravel roads, and whether there should be any speed reductions on these roads.

We would also like to know if there are any specific gravel roads we should be looking at, and the reasons you think we should consider them.

Any roads you suggest will be presented to council for consideration.



Have your say



Complete one of our online submission forms at:

South Wairarapa
swdc.govt.nz/consultation



Complete one of our online submission forms at:

Carterton
cdc.govt.nz/haveyoursay



Email your submission or feedback to:

South Wairarapa
submissions@swdc.govt.nz



Email your submission or feedback to:

Carterton
submissions@cdc.govt.nz



South Wairarapa
06 306 9611

Between 9am and 4pm
Monday to Friday
(excluding public holidays)



Carterton District Council
06 379 4030

Between 9am and 4pm
Monday to Friday
(excluding public holidays)



Pick up a submission form:

South Wairarapa

South Wairarapa District Council
Office
19 Kitchener Street, Martinborough

Greytown Library
89 Main Street, Greytown

Featherston Library
70-72 Fitzherbert Street,
Featherston

Martinborough Library
Waihinga Centre, Texas Street,
Martinborough

Carterton

Carterton District Council Office
28 Holloway Street
Carterton

Carterton Events Centre and
Carterton Library
50 Holloway Street

Frequently asked questions

Q. How did you identify the proposed speed limits?

A. The starting point is the safe and appropriate speed for each road reviewed. We considered the risks associated with features on each road including road width, whether there are many curves, hazards on the roadside, e.g. drains and poles, as well as how people are currently using the road including operating speeds (i.e. how close are people going to the proposed speed limit) and number of crashes. The Speed Management Guide Road to Zero Edition is referred to for guidance for safe and appropriate speeds depending on the features and characteristics of the particular road or road sections. We also considered how the land next to the road is used which indicates how people used the road e.g. number of people walking in the area and the safety risks associated.

Q. Why are only some Early Childcare Centres included?

A. Carterton District Council's elected representatives requested for its Council to consider including Early Childcare Centres in addition to schools as part of its speed review. Not all Early Childcare Centres have been included in the technical report, however we are asking you to let us know if you agree with the proposed changes and whether we should include all Early Childcare Centres in the Carterton district.

Q. Can I provide feedback on the speeds you are proposing for different roads?

A. You are welcome to provide comment on speeds. Please note that our proposal aligns with Waka Kotahi guidance and reflects local knowledge and behaviour, including statistics around crashes. Details are set out in the technical assessment document. The speed limits in the vicinity for schools are proposed as part of the Setting of Speed Limit 2022 to the Land Transport Rule, which states that 40% of schools must comply with the new, reduced speed limits by 30 June 2024

Q. Speed isn't the problem, drivers are. Why aren't you focusing on them?

A. Even the most skilled drivers make mistakes. Good speed management gives drivers the cues they need to judge the safe and appropriate speed for the road they are on. The faster you go, the more likely you are to crash and the greater your risk of serious injury or death. No matter what causes a crash, vehicle speed directly affects the force of impact.

Q. What is good speed management?

A. Good speed management is when technology, data, first-hand observation and local knowledge are used to inform interventions to make a road safer for drivers. This is why your feedback will help us understand if we have our proposals right or not.

Q. Aren't you just trying to lower speed limits?

A. No, we are using local knowledge and data to make sure we have done everything we can to make our roads safer. Our aim is to make sure that our local roads have travel speeds that minimise the risk.

Q. What happens after the Council adopts the draft Speed Management Plan, is it just a case of changing the speed signs?

A. Once the Council has adopted the draft Speed Management Plan, the plan will be submitted to the Director of Land Transport for certification. Then staff will be able to start implementing the changes included in the Speed Management Plan. New signs will be installed to inform the road users and the change will be recorded in the National Speed Limit Register. It will then be enforceable by NZ Police.

Q. How do you make drivers slow down to the set speeds?

A. We are only responsible for setting the road speed limits; the policing of vehicle speeds is the responsibility of the NZ Police.

Q. Does going a few kilometres per hour faster or slower actually make any difference to safety?

A. Yes, it does. Speed can be the difference between a correctable mistake and a fatal error. Every extra kilometre per hour increases the likelihood of someone being killed or injured in a crash. Regardless of what causes a crash, speed plays a part.

Q. Will slowing down mean that it will take longer to get anywhere?

A. Not necessarily. Research shows that going faster doesn't save as much time as we think. Waiting at intersections or for traffic to move means total travel times don't vary much, even if you drive 10 km/h slower.



Submission Form

This submission form allows you to give feedback on the draft Speed Management Plan. Please fill out all sections so we can formally record your submission. You can make a submission in a number of ways:

Online - Complete the submission form online at: swdc.govt.nz/consultation or cdc.govt.nz/haveyoursay

Paper copy -

- Email it to us at submissions@swdc.govt.nz or submissions@cdc.govt.nz
- Post to PO Box 6, Martinborough 5741 or PO Box 9, Carterton 5743
- Hand deliver to either Council office or any of our Carterton and South Wairarapa libraries

Please provide your feedback by 5pm Sunday 23 July

Privacy Statement

What We Do With Your Personal Information

All submissions (excluding contact details) will be made available to the public and media via the Council website.

Your Details

Full name

Organisation (if applicable)

Postal address

Phone

Email

Would you like someone to contact you about your submission?

- Yes No

Would you like to participate in the hearing process?

- Yes (in person) Yes (online) No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

- South Wairarapa Carterton

Feedback

Q1: Do you agree with the Councils' proposed approach and principles around Schools?

Yes No

Q2: (CARTERTON ONLY) Do you agree with the Council's proposed approach and principles around Early Childhood Education Centres?

Yes No

Q3: Do you agree with the Councils' proposed approach and principles around Marae?

Yes No

Q4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?

Yes No

If you answered no, is there a road on the high priority list that you think should be excluded? Please identify it and give your reason why.

.....
.....
.....
.....

Q5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration. You can use a blank sheet of paper if you need more room.

.....
.....
.....
.....
.....

Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?

Yes No

Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration. You can use a blank sheet of paper if you need more room.

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

Table 1: Proposed permanent speed limits for high priority roads in Carterton District

| Road | Posted speed limits (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed Speed Limit (km/h) |
|---|----------------------------|-------------------------------------|-----------------------------|
| Lincoln Road from Belvedere Road to 185m southwest of Victoria Street | 50 | 50 | 50 |
| Lincoln Road from 185m southwest of Victoria Street to Dalefield Road | 70 | 40 | 50 |
| Moreton Road between SH2 and 350m southeast of SH2 | 50 | 30 | 50 |
| Moreton Road between 350m southeast of SH2 and Rutland Road | 50 | 50 | 50 |
| Rutland Road | 100 | 60 | 60 |
| Hodders Road | 100 | 60 | 60 |
| Hughes Line | 100 | 60 | 60 |
| Johnsons Road | 100 | 60 | 60 |
| Waitangi Road | 100 | 60 | 60 |
| Baylys Road | 100 | 60 | 60 |
| Cornwall Road between SH2 and Hughes line | 100 | 60 | 60 |
| Dalefield Road between SH2 and Lincoln Road | 70 | 30/60 | 50 |
| East Taratahi Road and Cornwall Road High between Cornwall Road and the end | 100 | 60 | 60 |
| Dalefield Road between 100m northwest of Lincoln Road and 85m southeast of Thomas Road | 100 | 80 | 80 |
| Dalefield Road between 85m southeast of Thomas Road and 175m northwest of Thomas Road | 100 | 80 | 60 |
| Watersons Line between Dalefield Road and 95m southwest of Dalefield Road (the rest of Watersons Line?) | 100 | 60 | 60 |
| Thomas Road between Dalefield Road and 200m northeast of Dalefield Road (The rest of Thomas Road) | 100 | 60 | 60 |
| Belvedere road between Taverner Street and Connollys Line | 70 | 30/40 | 50 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

| Road | Posted speed limits (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed Speed Limit (km/h) |
|---|----------------------------|-------------------------------------|-----------------------------|
| Park Road (between 207m southeast of Dixon Street and Rutland Road) | 100 | 60 | 50 |
| Park Road between Rutland Road and Carters Line | 100 | 60 | 80 |
| Carters Line between Park Road and Moreton Road | 100 | 60 | 80 |
| Richmond Road (between 50m southeast of Deller Drive and Rutland Road) | 70 | 40 | 50 |
| Hilton Road (between 25m southeast of Madison Street and Rutland Road) | 100 | 60 | 50 |
| Chester Road (between SH2 and Norfolk Road) | 100 | 60 | 80 |
| Chester Park Drive | 100 | 60 | 60 |
| Parkers Road | 100 | 60 | 60 |
| Wiltons Road (between SH2 and Chester Road) | 100 | 60 | 80 |
| Norfolk Road (between SH2 and David Lowes) | 100 | 60 | 60 |
| Norfolk Road (between David Lowes and Chester Road) | 100 | 60 | 80 |
| Waingawa Road | 100 | 60 | 60 |
| Norman Avenue | 100 | 60 | 60 |
| Ahumahi Road | 100 | 60 | 50 |
| Pakihi Road | 100 | 60 | 50 |
| David Lowes | 100 | 60 | 60 |
| Maungahau Road | 100 | 60 | 60 |
| Jordan Road | 100 | 60 | 60 |
| Gladstone Road (between Te Whiti road and 3.4km northwest of Te Whiti Road) | 100 | 60/80 | 80 |
| Te Whiti Road between Gladstone Road and 130m northeast of Waipoapoa Road | 100 | 60 | 60 |
| Waipoapoa Road | 100 | 60 | 30 |
| Brooklands Road | 100 | 60 | 30 |
| Kokotau Road | 100 | 80 | 80 |
| Ponatahi Road between Kokotau Road and 170m northeast of Johns Way | 100 | 80 | 80 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

Table 2: Proposed permanent and variable speed limits around schools and marae in Carterton District

| School Name | Road or road sections | Posted speed limits (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed Speed Limit (km/h) |
|---|---|----------------------------|-------------------------------------|--|
| Carterton School | Dixon Street | 50 | 30 | 30 |
| | Nelson Crescent | 50 | 30 | 30 |
| | Tyne Street | 50 | 30 | 30 |
| | Holloway Street | 50 | 10 | 30 |
| Ponatahi Christian School and Saint Mary's School | King Street | 50 | 30 | 30 |
| | Deller Drive | 50 | 30 | 30 |
| | Howard Street | 50 | 30 | 30 |
| South End School and Kindergarten | Brooklyn Road between SH2 and 95m northwest of SH2 | 50 | 30 | 30 VSL |
| Dalefield School | Dalefield Road between 85m southeast of Thomas Road and 175m northwest of Thomas Road | 100 | 80 | 60 (30 VSL) |
| | Watersons Line between Dalefield Road and 95m southwest of Dalefield Road | 100 | 60 | 60 (30 VSL) |
| | Thomas Road between Dalefield Road and 200m northeast of Dalefield Road | 100 | 60 | 60 (30 VSL) |
| Hurunui-o-Rangi Marae | Gladstone Road between Te Whiti Road and 3.4km northwest of Te Whiti Road | 100 | 60 | 60 (30 VSL with manual flip-down sign during events) |
| Gladstone School | Te Whiti Road between 140m southwest of Brooklands Road and 95m southwest of Fitzherbert Street | 100 | 60 | 60 (30 VSL) |
| | Fitzherbert Street | 100 | 60 | 30 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

| School Name | Road or road sections | Posted speed limits (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed Speed Limit (km/h) |
|---|--|----------------------------|-------------------------------------|-----------------------------|
| Carterton Preschool Limited and Carterton Playcentre | Belvedere Road between Augustus Street and Taylor Street | 50 | 30 | 30 VSL |
| Just Us Preschool | 36 Victoria Street between Fisher Place and Porritt Place | 50 | 30 | 30 VSL |
| He Pounamu Early Nurture | Dalefield Road | 100 | 60 | 30 VSL |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



Table 3: Proposed speed limits around schools and marae in South Wairarapa

| School or Marae Name | Road or road section | Posted speed limits (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed Speed Limit (km/h) |
|----------------------|---|----------------------------|-------------------------------------|-----------------------------|
| Kuranui College | Arbor Place | 50 | 30 | 30 |
| | Bidwills Cutting Road from Main Street (SH2) to 240m south on Bidwills Cutting Road | 50 | 30 | 30 |
| | Bidwills Cutting road from 240m south on Bidwills Cutting Road to Kemptons Line (transition between proposed 60km/h and the existing 100km/h) | 70 | 30 | 60 |
| | East Street between Wakelin Street and 85m northeast of Wakelin Street | 50 | 30 | 30 |
| | Wakelin Street | 50 | 30 | 30 |
| Greytown School | Church Street between East Street and Reading Street | 50 | 30 | 30 |
| | East Street between 100m southwest of Church Street and 75m northeast of McMaster Street | 50 | 30 | 30 |
| | McMaster Street between East Street and Reading Street | 50 | 30 | 30 |
| | Reading Street between McMaster Street and Church Street | 50 | 30 | 30 |
| Pāpāwai Marae | Pa Road | 100 | 60 | 30 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

| School or Marae Name | Road or road section | Posted speed limits (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed Speed Limit (km/h) |
|--------------------------|--|----------------------------|-------------------------------------|-----------------------------|
| St Teresa's School | Bell St between Johnston Street and 100m southeast of Birdwood Street | 50 | 30 | 30 |
| | Birdwood Street between 20m northeast of Tait Crescent and Harrison Street East | 50 | 30 | 30 |
| Featherston School | Lyon Street between Revans Street (SH53) and Fitzherbert Street (SH2) | 50 | 30 | 30 |
| South Featherston School | South Featherston Road between Longwood East Road and 160m south of Longwood East Road | 50 | 30 | 30 |
| | South Featherston Road between Longwood East Road and 100m north of Longwood East Road | 50 | 40 | 30 |
| | Longwood East Road between South Featherston Road and 90m west of South Featherston Road | 50 | 30 | 30 |
| | South Featherston Road between 160m south of Longwood East Road and 360m south of Longwood East Road | 100 | 60 | 60 |
| Martinborough School | Dublin Street from Greenaway Place to Vintners Lane | 50 | 30 | 30 |
| | Grey Street from 230m northwest of Jellicoe Street to the north-western end of Grey Street | 50 | 30 | 30 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



| School or Marae Name | Road or road section | Posted speed limits (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed Speed Limit (km/h) |
|-----------------------------|--|----------------------------|-------------------------------------|-----------------------------|
| Martinborough School (cont) | Roberts Street between Dublin Street and Grey Street | 50 | 30 | 30 |
| Hau Ariki Marae | Regent Street from 100m northeast of New York Street to 250m southwest of Puruatanga Road | 100 | 60 | 30 |
| Pirinoa School | Lake Ferry Road between 70m northeast of McDougalls Road and 220m southwest of McDougalls Road | 70 | 30 | 60 (30 VSL) |
| Kahutara School | Kahutara Road between 250m west of Pukio West Road and 160m northeast of Pukio West Road | 100 | 80 | 60 (30 VSL) |
| | Pukio West Road between Kahutara Road and 90m south of Kahutara Road | 100 | 80 | 60 (30 VSL) |
| Tuhirangi - Kohunui marae | Lake Ferry Road (exact location of variable speed limit to be determined) | 100 | 80 | 100 (30 VSL) |

Table 4: Proposed permanent speed limits with local priority in Greytown

| Road or road section | Posted speed limits (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed speed limits (km/h) |
|--|----------------------------|-------------------------------------|------------------------------|
| Hawke Street | 100 | 60 | 60 |
| Hecklers Road | 100 | 60 | 60 |
| Kuratawhiti Street between 185m southeast of Hawke Street to the end of Kuratawhiti Street at Waiohine River | 100 | 60 | 60 |
| Papawai Road between 375m southeast of East Street and Tilsons Road | 100 | 80/60 | 60 |
| Tilsons Road | 100 | 60 | 60 |
| Wilkie Street | 100 | 60 | 60 |
| Wood Street between 125m northwest of Mole Street and the end of Wood Street | 100 | 60 | 60 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

Table 5: Proposed permanent speed limits on other roads with local priority in Featherston

| Road or road section | Existing speed limits in NSLR (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed speed limit (km) |
|---|--------------------------------------|-------------------------------------|---------------------------|
| Cundys Road | 100 | 60 | 60 |
| Donald Street between 20m south of SH53 and Longwood West Road | 100 | 60 | 60 |
| Underhill Road from 740m northeast on Underhill Road to 800m northeast on Underhill Road (relocation of speed limit threshold by 60m) | 100 | 60 | 60 |
| Western Lake Road from Moore Street to 80m southwest of Moore Street (relocation of speed limit threshold by 80m) | 50 | 60 | 60 |
| Western Lake Road from 80m southwest of Moore Street to 200m south of Railway crossing | 100 | 60 | 60 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

Table 6: Proposed permanent speed limits on other roads with local priority in Martinborough

| Road or road section | Existing speed limits in NSLR (km/h) | Safe and Appropriate Speeds* (km/h) | Proposed speed limits (km/h) |
|--|--------------------------------------|-------------------------------------|------------------------------|
| Cambridge Road from Memorial Square to Strasbourge Street | 50 | 30 | 30 |
| Campbell Drive | 50 | 30 | 40 |
| Cork Street | 50 | 30 | 30 |
| Huangarua Road | 70 | 30 | 60 |
| Jellicoe Street between Memorial Square and Naples Street | 50 | 30 | 30 |
| Jellicoe Street between Naples Street and Ferry Road | 50/70 | 30 | 40 |
| Jellicoe Street between Ferry Road and 75m southwest of Campbell Drive | 70 | 40 | 60 |
| Kansas Street | 50 | 30 | 30 |
| Memorial Square | 50 | 30 | 30 |
| Nelsons Road | 70 | 40 | 40 |
| Ohio Street | 50 | 30 | 30 |
| Oxford Street between Memorial Square and Cork Street | 50 | 30 | 30 |
| Ponatahi Road between Nelsons Road and 105m northeast of Nelsons Road | 70 | 40 | 60 |
| Ponatahi Road between 105m northeast of Nelsons Road and 170m northeast of Johns Way | 100 | 80 | 60 |
| Princess Street (between 50m northeast of New York Street West and Nelsons Road) | 70 | 40 | 60 |
| Purutanga Road from Cambridge Road to 35m northeast of Regent Street | 70 | 30 | 60 |
| Purutanga Road from 35m northeast of Regent Street to Todds Road | 100 | 80 | 60 |
| Texas Street | 50 | 30 | 30 |
| Jellicoe Street between 75m southwest of Campbell Drive and White Rock Road | 100 | 80 | 60 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

Other areas of South Wairarapa

Table 7: Other roads with local priority in other areas of South Wairarapa

| Road | Existing speed limits in NSLR (km/h) | Safe and Appropriate Speeds (km/h) | Recommended appropriate speed limits (km/h) |
|---|--------------------------------------|------------------------------------|---|
| Ben Avon Grove | 100 | 30 | 30 |
| Cape Palliser Road between Lake Ferry Road and 5.51km south of Whangaimoana Beach Road | 100 | 60 | 80 |
| Cape Palliser Road between 5.51km south of Whangaimoana Beach Road and 0.1 km south of Te Miha Crescent | 100 | 60 | 60 |
| Cape Palliser Road between 0.1km south of Te Miha Crescent to 250m northwest of Tilsons Avenue | 100 | 80 | 80 |
| Cape Palliser Road between 250m northwest of Tilson Avenue and 105m south of Seaview Avenue | 50 | 30 | 30 |
| Cape Palliser Road between 105m south of Seaview Avenue and 100m south of Ben Avon Grove | 100 | 60 | 80 |
| Cape Palliser Road between 100m south of Ben Avon Grove and the end of Cape Palliser Road | 100 | 60 | 60 |
| Ponatahi Road (between 170m northwest of Johns Way and Carterton) | 100 | 80 | 80 |
| Hemi Street | 50 | 30 | 30 |
| Lake Ferry Road between 640m southwest of Raho Ruru Road and 230m southwest of McDougalls Road | 100/70 | 80 | 60 |

| | | | |
|--|-----|----|----|
| Lake Ferry Road between 2.48km southwest of Cape Palliser Road and the end of Lake Ferry Road | 50 | 40 | 30 |
| Lake Ferry Road between 2.34km southwest of Cape Palliser Road and 2.48km southwest of Cape Palliser Road (relocation of speed limit threshold sign by 140m) | 100 | 80 | 30 |
| Mangatoetoe Grove | 100 | 30 | 30 |
| Seaview Avenue | 50 | 30 | 30 |
| Te Miha Crescent | 100 | 30 | 30 |
| Tilson Avenue | 50 | 30 | 30 |
| Western Lake Road from 6.46km south of Cross Creek Road to 8.47km northwest of East West Access Road | 100 | 60 | 60 |
| Whangaimoana Beach Road | 100 | 60 | 60 |

*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

Maps

The following pages contain generalised maps to give an overview of the proposed speed reductions.

For more detailed maps, please view our interactive online maps on our council websites:

swdc.govt.nz/consultation

cdc.govt.nz/haveyoursay

Map key

