

Draft Speed Management Plan & Speed Review Consultation 2025



Statement of Proposal

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Introduction

But wait, haven't we already done this?

Yes, in 2023, we joined with South Wairarapa District Council to consult on several speed changes across our district's roading network.

The introduction of the 2024 Land Transport Rule required the reversal of these proposed changes and stopped the implementation process.

In preparing for this consultation, we took the feedback provided in 2023 and incorporated it into our current Draft Speed Management Plan.

We're now asking you for feedback on this so we can comply with the 2024 Land Transport Rule and apply these updated speed limits throughout our district.

You can find changes from the 2023 consultation in the supporting information on our website:

cdc.govt.nz/haveyoursay.



Carterton District Council is proposing to make changes to speed limits on some roads around the district.

Our proposed plan identifies where we would like to make these changes and outlines our implementation programme.

We want those who call Carterton home and visitors to be safe when using our streets and roads. That means we need the right speeds on the right roads for all road users, whether you are walking to the shops, biking to school, driving to work, or visiting the region.

This document includes a summary of the priorities in our proposed 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 proposed Speed Management Plan and if there are other roads you think should be considered.

Throughout the consultation period there will be different ways for you to provide your feedback, and we encourage you to do this in the way that suits you best.

Strategic context

This Speed Management Plan is in accordance with the Land Transport Rule: Setting of Speed Limits 2024 (the Rule).

Council's approach to speed management includes regular review of road safety risk considering crash records, community requests, and infrastructure risk. Interventions are identified along with funding sources.

As the Council area is composed mostly of remote rural areas the interventions are generally low cost with appropriate use of signs and lines targeted at specific locations so that the speed limits match safety risk.

Selecting a permanent speed limit

Carterton District Council's proposed Speed Management Plan has been produced in accordance with the Rule, which outlines what we can change, with parameters about how far we can go.

When proposing a speed limit change, Road Control Authorities (RCAs) are required to set the permanent speed limit for a road as specified in the Rule for that class of road.

For most classes of road there's a speed range to choose from. In some cases, there's only a single speed limit.

Implementation

Our initial focus is those priority roads identified in our 2023 consultation. Back then, we asked you about safe and appropriate road speeds and your feedback has been collated and incorporated into the Draft Plan.

In 2025, we're focusing on delivering what you have asked of us.

Once finalised, we will review our Speed Management Plan every three years, to ensure our speed limits meet the needs of our community and respond to new issues or opportunities as they arise.

Not included in this plan:

Schools

In 2023 we asked about speed limits around schools.

Legislative requirements have since changed and in all cases, variable 30km speed limits now apply in school zones during pick up and drop off times.

Council is required to make changes around schools by 1 July 2026, and will engage directly with all schools in the district.

State Highway speed limits

State Highways are controlled by the New Zealand Transport Agency Waka Kotahi.



We are proposing safer and more appropriate speeds in specific areas around the district.

When establishing and revising speed limits, a variety of factors come into play:

- Traffic volumes and the diverse range of road users, including pedestrians, cyclists, and freight.
- Analysis of historical crash data.
- Examination of road and roadside features, including:
 - Surrounding infrastructure (e.g. residential areas, schools, playgrounds, retirement homes, tourist attractions).
 - On-road elements (e.g. footpaths, cycle lanes, power poles, trees, barriers, berms, ditches, gullies, cliffs).
 - Road characteristics (e.g. road width, surface conditions, types of corners, visibility, intersections, pedestrian crossings, and the presence of barriers).
- Consideration of community concerns, considering the insights of regular road users who observe the road's usage, potential risks, and near misses.
- Determination of an appropriate speed for ensuring the efficient movement of people and goods on the road.

Priority areas

Our proposed plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport as it focuses on areas with high safety concerns.

Priority 1: Roads identified in our 2023 consultation

Feedback from our previous consultation has been collated and those roads identified are considered first priority.

Many of these are peri-urban roads. Given the variety of areas they can be found, there is a broad range of safe and appropriate speeds that can be applied.

Under the Rule the permanent speed limit range for peri-urban roads is **50km/h – 80km/h**. Our plan has identified a baseline safe and appropriate speed for these roads to be **60km/h**.

Priority 2: Unsealed roads

Unsealed roads are gravel roads that provide access to rural land and coastal destinations. There is a low level of traffic and roadside activity from local people going about their daily lives.

- Under the Rule the permanent speed limit range for unsealed roads is **60km/h – 80km/h**.
- Our plan has identified a baseline safe and appropriate speed for unsealed roads to be **80km/h**.

A-Z of rural road changes

	Existing speed limit (km/h)	Proposed speed limit (km/h)
Admiral Station Road between Admiral Road and end of road	100	80
Ahumahi Road	100	60
Arcus Road between Dalefield Road and end of road	100	80
Barley Flat Road between Te Wharau Road to end of road	100	80
Baylys Road	100	80
Beef Creek Road	100	80
Belvedere Road between 430m north of Hoeke Road to Cobden Road	100	80
Belvedere Road between the bridge and Mannings Road	100	80
Bismark Road between Kaiwhata Road and end of road	100	80
Blakes Road between Norfolk Road and end of road	100	80
Brooklands Road between Te Whiti Road and end of road	100	80
Buchanan Road between Te Kopi Road and end of road	100	80

A-Z of rural road changes

	Existing limit (km/h)	Proposed limit (km/h)
Camerons Road between Te Wharau Road and Glenburn Road	100	80
Chester Road between SH2 and 1.7 km north of SH2	100	60
Clifton Grove Road between Admiral Road and Wainuioru Road	100	80
Cornwall Road between SH2 and Hughes line	100	80
Craigie Lea Road between Te Wharau Road and end of road	100	80
Dakins Road between 1.93km south of East Taratahi Road to end of road	100	80
Dalefield Road between 75m northwest of Lincoln Road and road end	100	80
Driscolls Road between Te Wharau Road and Forest Glen Road	100	80

A-Z of rural road changes

	Existing limit (km/h)	Proposed limit (km/h)
East Taratahi Road between SH2 and Hughes Line	100	80
Eringa Road between Longbush Road and end of road	100	80
Flat Point Road between Te Wharau Road and end of road	100	80
Foreman Jury Road between Ponatahi Road and end of road	100	80
Forest Glen Road between Driscoll Road and end of road	100	80
Gladstone Road between 2.8km north of Te Whiti Road and 3.6km north of Te Whiti Road	100	30
Gladstone Road between Te Whiti Road and 3.6km northwest of Te Whiti Road	100	80
Glenburn Road between Te Wharau Road and end of road	100	80

A-Z of rural road changes

	Existing limit (km/h)	Proposed limit (km/h)
Hilton Road between 25m southeast of Madison Street (at the existing 50/100 km/h speed limit change) and Rutland Road	100	60
Hilton Road between Rutland Road and Marshall Road	100	80
Hinau Gully Road between Cobden Road and end of road	100	80
Hodders Road	100	80
Hoeke Road between Belvedere Road and end of road	100	50
Hughes Line between Cornwall Road and Waingawa River (end of road)	100	80
Hughes Line between SH2 and end of road	100	80
Jervois Road	100	80
Johnsons Road	100	80
Kaiwhata Road between Te Wharau Road and Kaihoata River (Carterton/Masterton district boundary)	100	80
Kokotau Road	100	80
Mahupuku Road between Longbush Road and end of road	100	80

A-Z of rural road changes

	Existing limit (km/h)	Proposed limit (km/h)
Mangatarere Valley Road between 50m south of McLennans Road and end of road	100	80
Marshall Road between Park Road and Waihakeke Road	100	80
Matarawa Road between SH2 and end of road	100	80
McLennans Road between Mangatarere Valley Road and end of road	100	80
Millars Road	100	80
Moffats Road between Matarawa Road and Jervois Road	100	80
Moreton Road between 150m northwest of Rutland Road (at the existing 50/100 km/h speed limit change) and 50 m southeast of Rutland Road	100	60
Moreton Road between 50m southeast of Rutland Road and Carters Line	100	80
Mount Holdsworth Road	100	80

A-Z of rural road changes

	Existing limit (km/h)	Proposed limit (km/h)
Norfolk Road between SH2 and 800m northwest of SH2	100	60
Norman Avenue	100	60
Opuakaio Road between Kokotau Road and end of road	100	80
Pakihi Road	100	60
Park Road between 205m southeast of Dixon Street (at the existing 50/100 km/h speed limit change) and 50m southeast of Rutland Road	100	60
Park Road between 50m southeast of Rutland Road and Carters Line	100	80
Perrys Road (Sth) between Francis Line and 630m south of East Taratahi Road	100	80
Perrys Road between 520m north of East Taratahi Road and end of road	100	80
Portland Road between 150m south of SH2 (at the end of seal) to Marshall Road	100	80
Puketiro Road between Te Wharau Road and end of road	100	80
Rocky Hill Road between Te Wharau Road and end of road	100	80

A-Z of rural road changes

	Existing limit (km/h)	Proposed limit (km/h)
Ruakiwi Road between Te Wharau Road and end of road	100	80
Rutland Road between Hilton Road and Park Road	100	60
Short Road between Park Road and Somerset Road	100	80
Te Awa Road between Te Kopi Road and end of road	100	80
Te Wharau Road between 50 m north of Driscoll Road to Flat Point Road	100	80
Te Whiti Road between 50m south of Gladstone Road and northern end of Tauweru River Bridge	100	80
Tea Creek Road between Mangatarere Valley Road and end of road	100	80
Thomas Road between Dalefield Road and 250m northeast of Dalefield Road	100	60
Tiffin Road between 160m west of Gladstone Road to Tiffin Hill Road	100	80

A-Z of rural road changes

	Existing limit (km/h)	Proposed limit (km/h)
Udys Rd between Marshalls Road and end of road	100	80
Waihakeke Road between Taumata Island Road and end of road	100	80
Waimana Road between Admiral Road and end of road	100	80
Waingawa Road	100	60
Waiohine Gorge Road	100	80
Waipopo Road between Te Whiti Road and end of road	100	80
Waitangi Road	100	80
Watersons Line between Dalefield Road and 250m southwest of Dalefield Road	100	60
Watersons Line between Matarawa Road and 250m southwest of Dalefield Road (start of 60 km/h)	100	80



A-Z of rural road changes

	Existing limit (km/h)	Proposed limit (km/h)
Lincoln Road between 185m southwest of Victoria Street and Dalefield Road	70	50
Dalefield Road between SH2 and 75m northwest of Lincoln Road	70	50
Belvedere Road between Lincoln Road and the bridge	70	50
Richmond Road between 50m southeast of Deller Drive (at existing 50/70km/h speed limit change) and Rutland Road	70	60

Why are we doing this?

The Government's Land Transport Rule: Setting of Speed Limits 2024 (the Rule) outlines the framework for setting and managing speed limits.

This Rule, implemented by the New Zealand Transport Agency (NZTA), aims to create a safe and efficient transport system by considering speed limits alongside other safety infrastructure and enforcement measures.

Road Controlling Authorities (RCAs), like our Council, are responsible for establishing safe and appropriate speed limits for their roads.

Under the requirements of the Rule, Carterton District Council must consult with our communities on our proposed Speed Management Plan.

Involving the community ensures that speed limits are set in a way that considers the actual use of the roads for all road users, including drivers, pedestrians, cyclists, and visitors, ensuring informed and effective decisions that enhance road safety and meet the needs of our local population.

The Plan will help us transition from a one speed fits all approach, to identifying road network classification that better considers local conditions and the surrounding environment.

Has Carterton consulted on this recently?

Yes, in 2023, we consulted in collaboration with South Wairarapa District Council and deliberated on several speed changes across our district's roading network.

The introduction of the 2024 Land Transport Rule required the reversal of these proposed changes and stopped the implementation process..

Our current proposed Speed Management Plan is a variation from what we consulted with our community on in 2023, but much remains the same, including our approach to setting safe speed limits in conjunction with the community. The changes from the 2023 plan can be found in our supporting documents

You can find changes from the 2023 consultation in the supporting information.

What will happen with my feedback?

Once the consultation has ended, feedback will be processed and passed onto elected members to consider ahead of being incorporated into the Final Speed Management Plan.

This Plan will then be submitted to the Director of Land Transport for certification.

Can you use my submission from the 2023 Speed Review consultation?

As this is a standalone consultation, we must consider feedback from this consultation alone.

Feedback received during the 2023 consultation has been incorporated into a number of the proposed changes and are outlined in the supporting documents.

There are also a number of other changes under the Rule which differ from the 2023 consultation, so we encourage you to read through and share your thoughts on these.

What happens after the Council adopts the proposed Speed Management Plan?

Once public consultation is complete, Carterton District Council will consider the feedback received and update the plan as appropriate.

If there are any changes to the proposed speed limits, Carterton District Council will also have to update the cost benefit disclosure statement for the affected road and consider the updated statement.

The plan includes the required content Carterton District Council has confirmed the requirements of the Rule have been met.

Council staff will then submit the final draft plan to the Director of Land Transport for Certification. The Director must certify the draft plan if satisfied it meets the requirements set out in the Rule.

Funding will need to be secured before we implement, funded through our normal roading budgets.

Staff will then 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.

Plan Timeline	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	2026 >
CONSULTATION							
HEARINGS							
COUNCIL ADOPT PLAN							
PLAN SUBMITTED TO DIRECTOR OF LAND TRANSPORT							
IMPLEMENTATION							

The following maps show where speed limit changes are proposed across Carterton District, in line with the Land Transport Rule: Setting of Speed Limits 2024.

These changes aim to improve safety across a range of road types, including:

- Urban and peri-urban areas with pedestrian and cyclist activity
- Rural roads with higher crash risk and infrastructure constraints
- Unsealed roads, to match safe operating speeds
- Key access routes to and from Carterton township

Each map highlights roads where speed limits are proposed to change from 100 km/h or 70 km/h down to 80, 60, 50, 30 km/h variable.

Figures 1–7 show the affected areas

1. Northwest of SH2 Carterton (including Dalefield and Belvedere Roads)
2. Southeast of SH2 Carterton (including Moreton, Park, and Richmond Roads)
3. Northeast of Carterton (including Hughes Line, Chester Road, Norfolk Road)
4. Gladstone and Te Whiti area (including the 30 km/h variable zone near Hurunui-o-Rangi marae)
5. South of Carterton to Longbush (Kokotau, Millars, and surrounding rural roads)
6. Mount Holdsworth Road
7. Matarawa and Waiohine Gorge Roads

You can view these online at cdc.govt.nz/speed, where you will also find further information and to download supporting documents, including the full list of roads, infrastructure upgrades, and implementation plans.

Figure 1: NW of Carterton



Figure 2: Proposed changes SW of Carterton

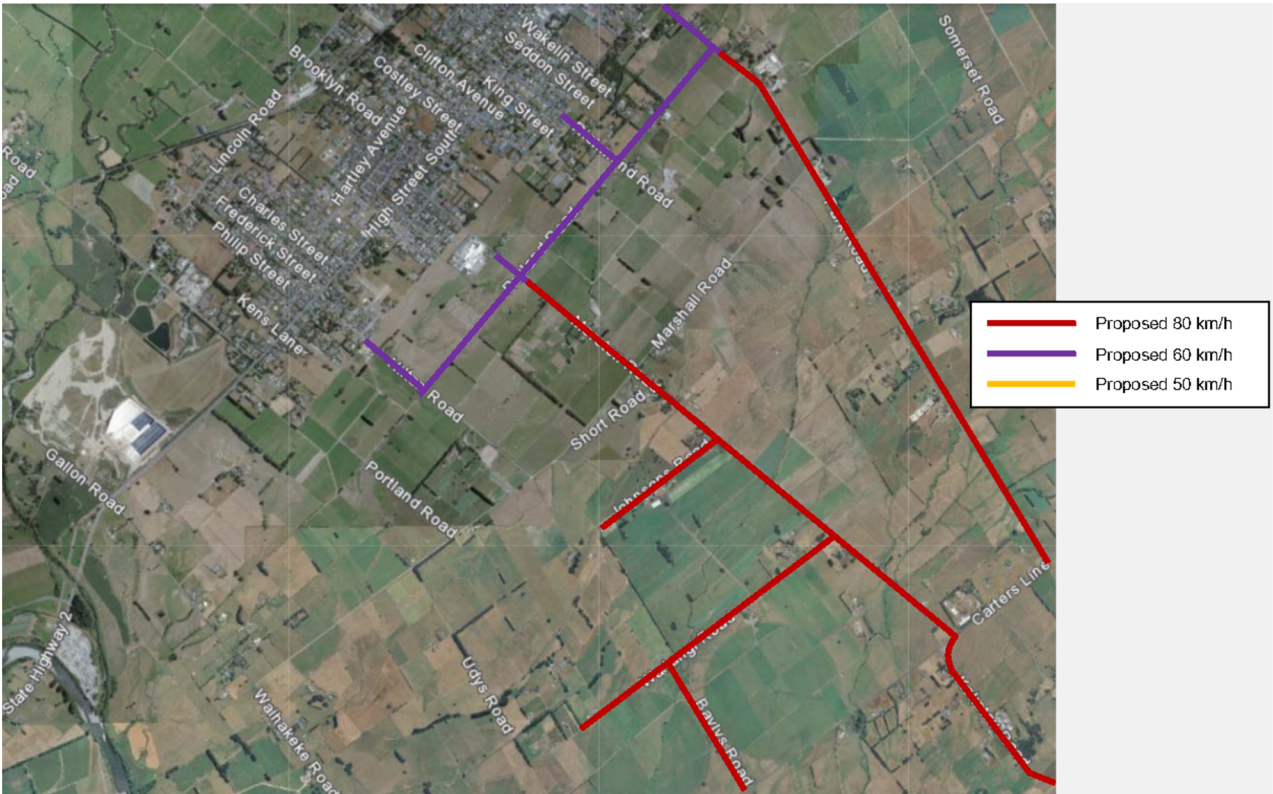


Figure 3: Proposed changes NE of Carterton



Figure 4: Around Gladstone

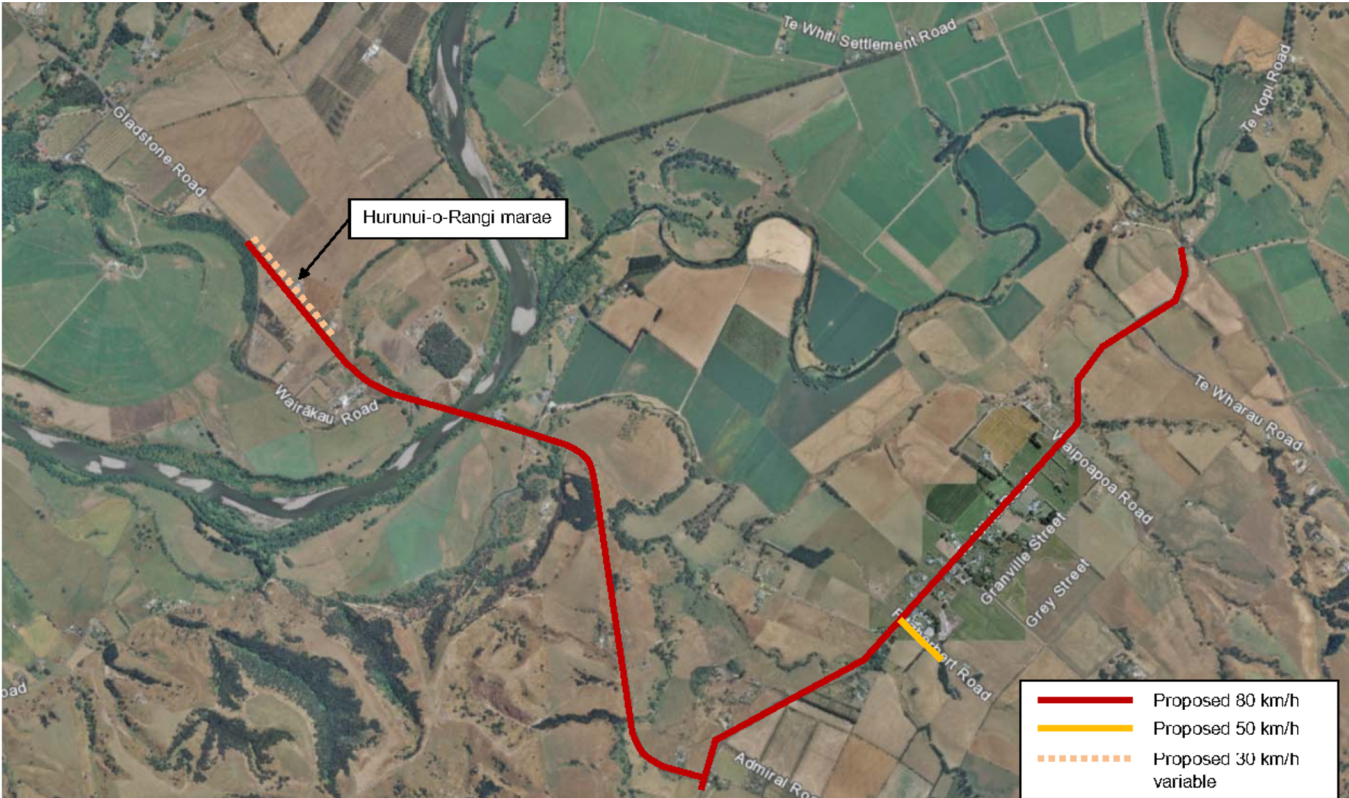


Figure 5: Carterton South to Longbush

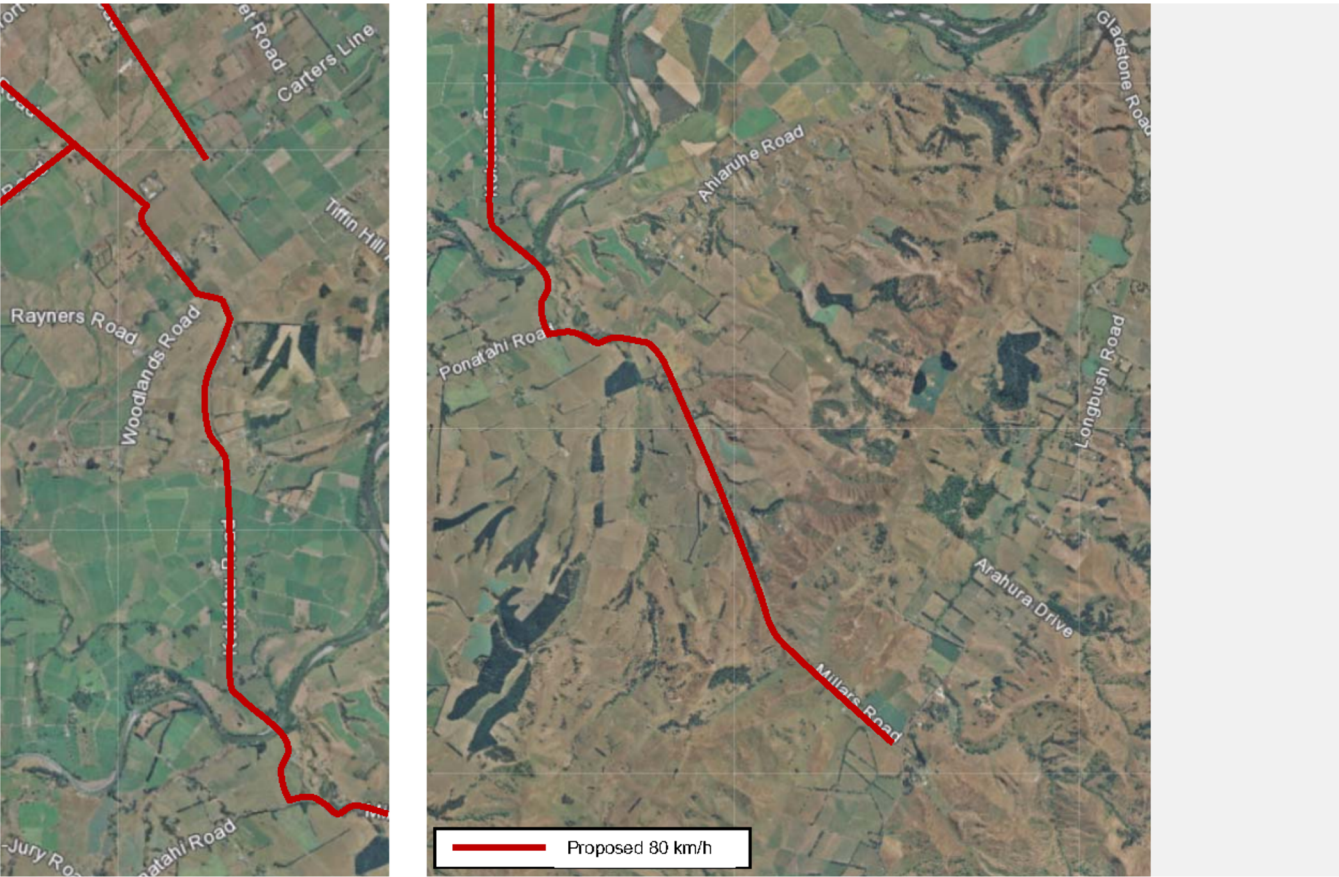
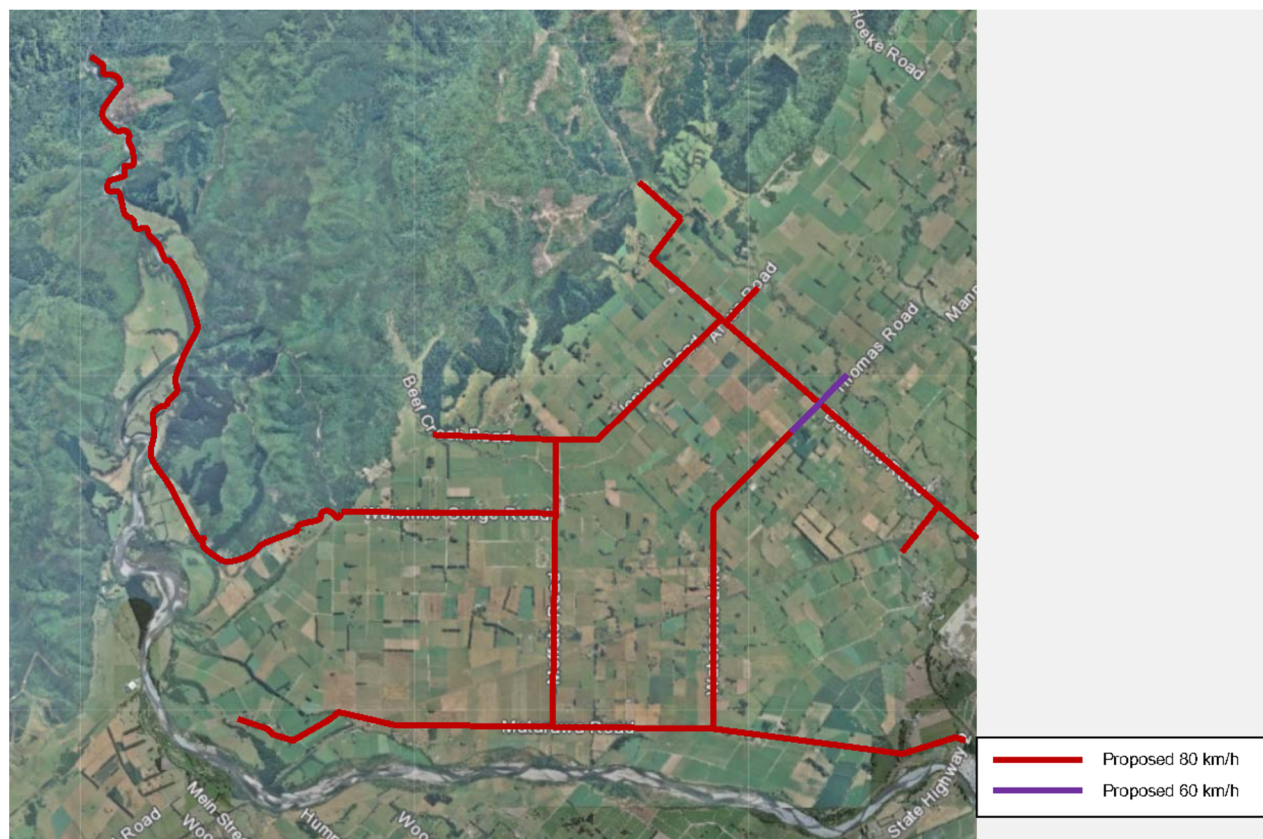


Figure 6: Mount Holdsworth Road



Figure 7: Matarawa and Waiohine Gorge Roads



Our submission form allows you to provide feedback on Carterton District Council's proposed Speed Management Plan. Tell us what you think before midnight 17 August 2025.

Online

Visit and complete the online survey at cdc.govt.nz/haveyoursay

Paper form

Download this form, or collect a paper form, complete and return to:

- Council office at 28 Holloway Street
- Wairarapa Events Centre
- Carterton Library

The paper forms can also be posted to: PO BOX 9, Carterton 5743.

Supporting documents

We encourage you to read this document and the supporting information to inform your submission.

Detailed information is available in the cost/benefit disclosure statements, changes from our last consultation, and the Draft Speed Management Plan itself.

We want to hear from you about which proposals you support (or don't), and we welcome comments on the other roads you think should be considered as part of this consultation.

Visit cdc.govt.nz/haveyoursay to download supporting information.

Contact your Elected Representatives:



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Proposed Speed Management Plan submission form

Name

Email

Phone

Organisation represented [if any]

Privacy Statement

Your name and feedback will be in public documents. All other personal details will remain private.

The Privacy Act 2020 applies when we collect personal details. Any details that are collected will only be used for the purposes stated.

You have the right to access and correct any personal information we hold.

Would you like to speak about your submission at a hearing?

Yes, in person

☐

Yes, by video

☐

No

☐

Where do you live? Please tick one option.

- Carterton North urban area [north of Park Road & Belvedere Road]
- Carterton South urban area [south of Park Road & Belvedere Road]
- Carterton Rural
- Outside Carterton

☐☐☐☐

Do you live on a road with a proposed speed limit change?

Yes

☐

No

☐

Do you support the proposed changes to speed limits outlined in the Speed Management Plan?

- Yes, I support all proposed changes
- I support most/some of the changes
- No, I do not support the changes
- I'm not sure

☐☐☐☐

Additional questions/writing space overleaf.

Proposed Speed Management Plan submission form

Please specify any proposed changes that you disagree with, and explain why?

Please specify any roads you would like to see added to the proposals, and why?

Any final comments? *Feel free to use more paper if required.*