

To Kane Patena, Director of Land Transport

CC: Anna Cleary, Acting Senior Manager Regulatory Standards and Implementation

From Brian Nijman, Principal Technical Advisor, Regulatory Technical, Regulatory Standards and Implementation, on behalf of Waka Kotahi's Speed Management Assessment Panel

Date 14 December 2022

Subject **Land Transport Rule: Setting of Speed Limits 2022—Director approval sought for speed limits changes on State Highway 2 in the Wairarapa**

Purpose

To recommend you, as Director of Land Transport, approve Waka Kotahi Transport Services (Road Controlling Authority – RCA – for State highways) setting various speed limits on State Highway 2 in the Wairarapa.

Attachment 1 is a letter for your signature to Vanessa Browne, National Manager, Programme and Standards, in Transport Services (the RCA for the State highway network), approving the proposed speed limits, based on the assessment, below.

Background

Director power to consider Alternative Method proposal

Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) [Attachment 2 refers] provides for the Director to give approval, under the Alternative Method, for an RCA to set a speed limit when a speed management plan is not applicable (including as a transitional provision, before an RCA's first speed management plan has been certified).

Clause 2.6(4) states: "(4) The Director must give their approval if they are satisfied that **good reason** exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published)".

Attachment 3 is the Terms of Reference for the Waka Kotahi Speed Management Assessment Panel (the Panel), which enables it to comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.

The proposals

On 18 November 2022, Vanessa Browne wrote seeking your approval to set various speed limits on three Lower North Island State highways [as per Attachment 4], i.e.:

Out of Scope

- State Highway 2: Masterton to Featherston (Wairarapa).

All three proposals were consulted on under the Setting of Speed Limits Rule 2017 (the 2017 Rule), since consultation on them commenced before the Rule came into effect on 19 May 2022. The Alternative Method is applicable in such cases, acting as a transitional provision until the first speed management plan has been certified.

Out of Scope

The State Highway 2 proposals—depicted in Figure 1 and the subject of this memorandum—were more complex and have therefore been addressed separately.



Figure 1: State Highway 2—proposed speed limits in Wairarapa

The speed limits, above, show current and proposed speed limits on the 35-kilometre of State Highway between Masterton and Featherston. Although this approach provides a holistic view, it required the separating out of the proposed speed limits for the purpose of Panel assessment.

The proposed changes to speed limits are summarised thus:

- a 50 km/h permanent speed on the southern urban approach to Masterton (currently a 70 km/h permanent speed limit)
- 40 km/h permanent speed limits in the town centres of Carterton, Greytown and Featherston (50 km/h permanent speed limits currently apply and will remain either side of the new 40 km/h sections).
- a 30 km/h variable speed limit outside of kura / schools south of the town centre of Carterton and within the urban area (the existing 50 km/h permanent speed limit will apply outside times of operation).
- permanent 80 km/h permanent speed limits in the intervening rural sections of State highway between the townships (in place of existing 100 km/h speed limits); and
- extending the existing 50 km/h permanent speed limit north and south of the Featherston urban area (thereby subsuming the exiting 70 km/h permanent speed limits in the peri-urban areas).

Assessment

Summary

The Panel considered the proposed introduction of 40 km/h permanent speed limits in the heart of Carterton, Greytown and Featherston a step in the right direction, as was the lowering of the speed limit to the south of Masterton to 50 km/h.

The Panel appreciated the proposals reflected what was consulted upon, in line with the Speed Limit Review carried out in 2020 [Attachment 4A refers], and that those proposals were informed by an earlier edition of MegaMaps which did not have the benefit of the One Network Framework.

The Panel ascertained that, overall, the proposals for State Highway 2 are positive and acknowledge they were informed by the regulatory settings and guidance in place when the Speed Limit Review was carried out.

The Panel was impressed by the lengthening of the 50 km/h permanent speed limit stretches north and south of Featherston, subsuming the existing 70 km/h permanent speed limits. We also note the

complementary proposal in the draft State Highway Interim Speed Management Plan that would implement an 80 km/h permanent speed limit south of Featherston.

Consultation

Submissions identified the following, with respect to the overall set of speed proposals addressed within the Speed Limit Review:

- Most submitters supported speed reduction through townships and approaches, and for high-risk intersections.
- Most feedback did not support speed reductions on open road sections of highway down to 80 km/h, however there was some support for certain sections to be changed – (i.e., just south of Masterton around Clareville). A small number of submitters supported the 100 km/h to 80 km/h speed drop, saying it would create a more relaxing drive, while others suggested making the 100 km/h sections 90 km/h as a compromise.
- Some submitters expressed surprise that speeds through Clareville will not be dropped. Many submitters highlighted the need for reduced speeds of 70 km/h or other safety measures north of Carterton through Clareville to protect people turning off to go to the Clareville bakery and nursery, and Chester Road.
- Some submitters do not see speed as the main cause of accidents, with many perceiving driver behaviours as the major contributor – particularly driver distraction or frustration at slow vehicles that leads to dangerous overtaking.
- There was some concern that too many different changes may be confusing for motorists, which would result in a lack of compliance. Most of this feedback was associated with the proposed Intersection Speed Zones. [note: this proposal has since been dropped]
- There was concern that reduced speeds would negatively impact local businesses through loss of tourists and holidaymakers, and an increase in drive times.
- Increased driver education, policing and enforcement, and signage are important for compliance to the various speed limits proposed.
- There was support for improved pedestrian and cycling facilities, especially in townships and near roundabouts. People felt this combination and the slower speeds would make the route safer for cyclists.
- Some respondents believe road maintenance was an issue while others said the roads were well maintained and did not need improving.
- Infrastructure to support speed limits, such as repeater signs could be looked at and Police enforcement was highlighted.

Panel view

The Panel supports the current proposals and recommends the Director suggests Transport Services addresses the balance of speed limit proposals consulted on be considered within the context of the full State Highway Speed Management Plan (scheduled to be published in August 2024) to achieve alignment with the Waka Kotahi estimates of the safe and appropriate speed. This recommendation is addressed in the enclosed letter for signature to Vanessa Browne.

The Panel will offer to meet with Transport Services to discuss the balance of proposals and how they can be addressed within current regulatory settings.

Conclusion

In light of the information above, the Regulatory Technical team consider the 'good reason' condition under Clause 2.6 has as being met for the proposals relating to **Out of Scope**. We therefore support both proposals as presented.



Brian Nijman
Principal Advisor
Regulatory Technical
Regulatory Standards and Implementation
14/12/2022

Endorsed



Anna Cleary
Acting Senior Manager Regulatory Standards and Implementation
15/12/2022

Recommendations

It is recommended you:

1. **approve** Transport Services to set speed limits on State Highway 2 between Masterton and Featherston (Manawatu) as proposed. Yes No
2. **sign** the enclose letter to the Vanessa Browne, National Manager, Programme and Standards in Transport Services, advising your approval of this set of Alternative Method proposals. Yes No
3. **note** the Waka Kotahi Speed Management Assessment Panel will offer to meet with Transport Services on how the balance of speed limit proposals consulted on with reference to the Speed Limit Review (2020) could be considered within the full State Highway Speed Management Plan to achieve alignment with the Waka Kotahi's current estimates of the safe and appropriate speed. Yes No

Signed



Kane Patena
Director of Land Transport
/ December /2022

Attachments

- Attachment 1 Proposed letter for signature to National Manager, Programme and Standards, Transport Services, approving the proposed speed limits under the Alternative Method
- Attachment 2 Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: *Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan* (extract)
- Attachment 3 Waka Kotahi Speed Management Assessment Panel—Terms of Reference
- Attachment 4 Letter of 18 November 2022 from National Manager, Programme Standards, seeking Director approval under the Alternative Method, provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022
- Attachment 4A State Highway 2: Masterton to Featherston—Speed Limit Review (2020).

Released under the Official Information Act 1982

Attachment 1:

Letter to National Manager, Programme and Standards, Transport Services, approving the proposed speed limits

Chews Lane Office



WAKA KOTAHI
NZ TRANSPORT
AGENCY

50 Victoria Street
Private Bag 6995
Wellington 6141

New Zealand
www.nzta.govt.nz

15 December 2022

Vanessa Browne
National Manager, Programme and Standards
Vanessa.Browne@nzta.govt.nz
Waka Kotahi

Dear Vanessa,

Land Transport Rule: Setting of Speed Limits 2022—Director approval to set speed limits on State Highway 2 (Masterton to Featherston)

Thank you for your letter dated 18 November 2022, requesting Director of Land Transport approval for Waka Kotahi's Transport Services (as road controlling authority for the State highways network) to set various speed limits on State highways in the Lower North Island, in accordance with the Alternative Method process provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022.

I am satisfied, in line with Clause 2.6(4), good reason exists for the proposed speed limits on State Highway 2 (Masterton to Featherston). I therefore approve these proposals.

Regarding the balance of State Highway 2 speed limits proposals consulted on with respect to the Speed Limit Review in 2020, I suggest these be considered within the context of the full State Highway Speed Management Plan (scheduled to be published in August 2024) to achieve alignment with the Waka Kotahi's current estimates of the safe and appropriate speed. I understand the Waka Kotahi Speed Management Assessment Panel is available to meet with relevant Transport Services staff to discuss this.

Please note on 12 December 2022, I provided a separate Alternative Method approval for the other Lower North Island speed limits, pertaining to State Highway 1 (Horowhenua) and State Highway 57 (Manawatu).

If you have any questions, please do not hesitate to get in contact with Anna Cleary (Acting Senior Manager Regulatory Standards and Implementation Te Rōpū Waeture - Regulatory Services Group) (anna.cleary@nzta.govt.nz).

Your sincerely,

A handwritten signature in black ink, appearing to read 'Kane Patena'.

Kane Patena Director of Land Transport

Attachment 2:
Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: *Alternative method to set speed limits: Director approval before next plan*

Rule extract from Section 2—Speed Limits

- 2.6 **Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan**
- (1) If the circumstances described in clause 2.5(1) do not apply, the Agency (as RCA) or a territorial authority may set a speed limit (other than a temporary speed limit) for a road under its control only with the Director's approval and after following the process in subclauses (2) to (7).
- (2) The Agency (as RCA) or a territorial authority must—
- (a) seek the Director's approval to set the speed limit for the road; and
 - (b) provide details to the Director of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the Act.
- (3) Before seeking the Director's approval under subclause (2), the Agency (as RCA) or a territorial authority must—
- (a) when proposing the speed limit, have regard to guidance and information developed and maintained by the Agency under clauses 3.14 and 3.15, including the guidance on the use of mean operating speed when setting speed limits; and
 - (b) when proposing a speed limit for a road that adjoins a road under the control of another road controlling authority (the **adjoining road**), have regard to the desirability of the road under its control and the adjoining road having the same speed limit, unless there is good reason for different speed limits on each of those roads.
- (4) The Director must give their approval if they are satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published).
- (5) If the Director gives their approval, the Agency (as RCA) or the territorial authority may proceed to set the proposed speed limit only if—
- (a) the Agency (as RCA) or the territorial authority consults on, or has recently consulted on, the proposed speed limit in accordance with clause 3.9; or
 - (b) the Agency (as RCA) or the territorial authority considers that the proposed speed limit is only a minor deviation from the speed limit for the road proposed in the relevant plan.
- (6) Clause 3.9 applies to any consultation under subclause (5)(a), with all necessary modifications.
- (7) Before setting the speed limit, the Agency (as RCA) or the territorial authority must consider any submissions received during any consultation under subclause (5)(a).
- (8) Once the Agency (as RCA) or the territorial authority has set the speed limit, it must publish on an Internet site, alongside the relevant plan or a hyperlink to the relevant plan (unless a plan has not yet been published)—
- (a) details of the speed limit; and
 - (b) whether or not the speed limit was consulted on under subclause (5)(a).

Attachment 3: Speed Management Assessment Panel—Terms of Reference

TERMS OF REFERENCE FOR SPEED MANAGEMENT PLAN ASSESSMENT PANEL REVISION 1.3 OCTOBER 2022

Purpose

The assessment panel (the Panel) supports the Regulatory Technical team in providing a balance of advice to the Director of Land Transport regarding the certification of speed management plans submitted by Road Controlling Authorities (RCAs) and/or Regional Transport Committees (RTCs).

The panel ensures both regulatory processes are followed and principles from the Road to Zero strategy are incorporated in the advice.

Frequency of Panel meetings

Panel meetings are coordinated by the Regulatory Technical team at an appropriate frequency, to assess speed management plans submitted for certification. The frequency of panel meetings in September and October 2022 is fortnightly.

Speed Management Plans Assessed

It is anticipated that the panel will primarily assess interim and full speed management plans submitted by Road Controlling Authorities and Regional Transport Committees.

To support RCAs in developing their first speed management plans, the panel may agree to review early draft speed management plans and provided guidance, where this is requested by RCAs.

The panel may assess speed limit change requests submitted by RCAs in an alternative pathway to speed management plans, where this is requested by the Facilitator.

The panel may also assess the interim State Highway Speed Management Plan for 2021-2024, should the Speed Management Committee not be up and running at the time.

Panel Details

The assessment panel is cross functional and is made up of the following members:

Role	Team represented	Number
Facilitator	Regulatory Technical team	1
Secretariat	Regulatory Technical team	1
Panel member	Speed and Urban Mobility	1
Panel member	Safe System Support	1
Panel member	Road Safety team (to address Māori contributions to speed management planning)	1

The facilitator is responsible for facilitating healthy discussion at panel meetings.

The minimum number of members for a panel meeting is two - the facilitator and one panel member.

Panel decisions may only be made by the facilitator and panel members.

Panel Invitees

The facilitator may invite subject matter experts from across Waka Kotahi, as appropriate. In keeping with taking a no surprises approach and bringing together representatives to inform the assessment, examples include:

- Area programme managers or directors of regional relationships may be invited to provide deeper background information on submitted speed management plans or RCs/RCA.
- Speed management programme members or senior regulatory technical team members may be invited to observe the assessment panel process.

While panel invitees may contribute to panel meetings, they do not participate in panel decisions.

Panel Responsibilities

- Review panel documentation prior to the panel meeting.
- Assess interim and full speed management plans in a consistent manner, following a robust and transparent assessment process.
- Provide a technical assessment of speed management plan content regarding speed limits, road safety infrastructure and signage.
- Provide advice to the Director of Land Transport based on its' speed management plan assessment. This advice is provided (to the Director) in a coordinated and consistent way, with respect to Road Controlling Authorities and Regional Councils.
- The facilitator has overall responsibility for providing advice to the Director of Land Transport. Comments regarding plan content or presentation may also be provided as appropriate.
- The panel can comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.
- Capturing issues with the current setting of speed limits rule 2022, or with information and guidance provided, to inform potential refinements in Agency speed management guidance and regulatory practice.

Running of Panel Meetings

The Secretariat and the Facilitator are responsible for agreeing the panel meeting agenda

- Meeting agenda example:
 - General discussion on speed management plan content and presentation.
 - Comments from technical assessment (infrastructure, variable speed signs etc.).
 - Are any proposed speed limit changes different to Safe and Appropriate Speeds?
 - Panel advice to Director, regarding assessed plans.
 - Any other business eg discussion on speed management plans comments/feedback, Opportunities for improvement (to be signalled to other RCAs developing their plans) etc.

The Secretariat is responsible for distributing the meeting papers to attendees in advance. Where possible, papers should be distributed three days before the panel meeting.

Key points and recommendations from the panel discussion are recorded. Panel meeting records are maintained in InfoHub.

Turnaround time for Speed Management Plan certification

- Waka Kotahi aims to assess and certify speed management plans within a 5-week (25 working day) timeframe. This timeframe starts when plans are received by Waka Kotahi and ends when RCAs or RTCs are notified of the publishing of their certified plan. It assumes sufficient time for the panel to meet and provide advice to the Director of Land Transport, the Director to assess the speed management plan & panel advice and for speed management plan certification and publishing.
- Speed management plans, submitted by RCAs should be acknowledged within 2 working days.

Assessment of Speed Management Plan content

1. The Panel should be satisfied that the speed management plans:
 - Address the Rules' content and form requirements for plans
 - (Full speed management plans) set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.
 - Are consistent with the road safety aspects of the current Government Policy Statement on Land Transport and any current Government road safety strategy.
 - Take a whole-of-network approach by including consideration of a range of speed management interventions [e.g., changing speed limits, safety cameras and safety infrastructure].
 - Take heed of the desirability of a road under the control of one RCA and an adjoining road under the control of another RCA having the same speed limit, unless there is good reason for different speed limits.
 - Include an implementation programme for at least three financial years from the start of the SMP setting out the changes (if any) being proposed to speed limits (including, to the extent practicable, the information that would need to be submitted to the Registrar to set the proposed speed limit), safety cameras and safety infrastructure on the relevant roads and the timeframe within which each change is proposed to occur.
 - Consider any:
 - explanation required under the Setting of Speed Limits Rule 2022 for speed limits proposed of 70 km/h or 90 km/h which are higher than the Agency's estimate of safe and appropriate speed, and
 - plan content provided in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.
 - discussion provided of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
 - For any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment, and
 - Comment on any review relevant to the region that has been completed since the previous plan published.
2. The Panel should be satisfied with an RCAs' confirmation that it has undertaken appropriate consultation on their speed management plan, including Māori contribution to plan development.
 - a) Demonstrate and/or reference an understanding of Māori interests in speed management identifying which iwi (tribe), hāpu (subtribe), hāpori (community) and kura (schools) may be affected.
 - b) Overview of how Māori have been included and/or an outline of the reasons why they may not have been included.
 - c) Comment on any capacity challenges for including Māori contributions and how Māori may contribute in future.

3. Where potential refinements in Agency speed management guidance and regulatory practice are identified, these should be communicated to the relevant Waka Kotahi teams, by the Facilitator.
4. Where agreed with the panel, Area Programme Managers may informally share panel feedback regarding “good practice”, with other RCAs developing their speed management plans, to improve the consistency across speed management plans.

Released under the Official Information Act 1982

Attachment 4:

Speed limit proposals for selected Lower North Island State highways



Level 5, The Majestic Centre
100 Willis Street
PO Box 5084
Wellington 6011
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

18 November 2022

Kane Patena
Director of Land Transport
Kane.patena@nzta.govt.nz
Private Bag 6995
Marion Square
Wellington 6141
New Zealand

Dear Kane,

Director approval for speed changes – Lower North Island:

Out of Scope

SH2 Masterton to

Featherston, Wellington

Waka Kotahi as Road Controlling Authority ('RCA') respectfully requests that the Director of Land Transport approves the setting of various permanent speed limits and variable speed limits (VSL) for the three corridors, being:

- Out of Scope
- Out of Scope
- SH2 Masterton to Featherston a 36km section of SH2 encompassing the townships of Masterton, Carterton, Greytown and Featherston and the intervening lengths of rural SH2

Each of the three corridors are shown in individual maps in **Attachment A** to this letter, in accordance with Clause 2.6(2)(a) of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

Background

Waka Kotahi undertook the speed reviews for the three corridors Out of Scope

Out of Scope and SH2 Masterton to Featherston) in accordance with the Land Transport Rule: Setting of Speed Limits 2017 ('2017 Rule'). The changes include

Out of Scope

- **SH2 Masterton to Featherston**
 - Permanent speed limits of 50km/h urban approach to Masterton
 - 40km/h permanent speed limits in the town centres of Carterton, Greytown and Featherston
 - A Kura School VSL of 30km/h to serve schools in the urban area of Carterton
 - Permanent 80km/h speed limits in the intervening rural sections of state highway between the townships.

File Ref

Waka Kotahi understands that during the interim period of the Rule speed limits can be set in accordance with the clause 2.6 process for changes in advance of a new plan (by way of Schedule 3, clause 12.8) or in accordance with a modified 2017 rule process under Schedule 3, clause 12.9.

Matters for Approval

Waka Kotahi wishes to complete the speed limit changes for these three lower North Island corridors under the clause 2.6 process rather than Schedule 3, clause 12.9. The clause 2.6 process is more efficient than the Schedule 3, clause 12.9 process, as clause 12.9 requires the creation of a gazetted bylaw in addition to a land transport record. The timeframes involved in gazetting a bylaw will further delay implementing safe speed limits on this corridor.

These reviews completed pre-implementation, consultation, and internal approval stages on the proposed new speed limits prior to the Land Transport Rule: Setting of Speed Limits 2022 commencing. However, Waka Kotahi has not yet made a bylaw or a land transport record to legalise the approved speed limit changes. In theory, these could be included in a future speed management plan, however, the timeframes involved would also delay implementing safe speed limits on these corridors.

Waka Kotahi considers that the requirements for clause 2.6 have also been met. In particular:

- For clause 2.6(3)(a) Waka Kotahi took into account the guidance and information developed and maintained by Waka Kotahi (Agency) under clauses 3.14 and 3.15 by using Megamaps (Version 2) for development of the technical aspects.
- For clause 2.6(3)(b) Waka Kotahi assessed the speed limits of the adjoining roads and considered the impact of the speed change and received feedback from adjacent RCAs.
- For clause 2.6(4) Waka Kotahi considers that there is a good reason for the proposed speed limits to be set before the next plan is published as the reviews had all been predominantly carried out under the 2017 rule and the timeframes involved in following an interim speed management plan would delay implementing safe speed limits on these lower North Island corridors. In particular, the SH1 Ōtaki to Levin speed review includes an 80km/h permanent speed limit that will be implemented prior to the expiry of the current temporary speed restriction that was put in place in response to a fatality on this section of state highway.
- For clause 2.6(6) Waka Kotahi undertook consultation that generally aligns with the requirements of clause 3.9. The extent and nature of the consultation undertaken is detailed in the Speed Review Reports (**Attachment B**). Notably:

- The consultation period was at least four weeks for each of the three speed reviews.
- Consultation was undertaken with Māori for each of the three speed reviews, although it is understood no Māori Land, Land subject to any Māori claims settlement Act, or any Māori historical, cultural, or spiritual interests were directly affected. Notwithstanding the following matters are particularly noted:

Out of Scope



Out of Scope

- SH2 Masterton to Featherston
 - Consultation was undertaken with the Mandated Iwi Authority-Rangitane o Wairarapa, which generally supported the proposed speed changes
 - The consultation was undertaken in accord with Waka Kotahi (RCA) best practice for each review and is deemed to be a reasonably practicable approach under the requirements of the 2017 Rule at the time of consultation.
 - For clause 2.6 (7) Waka Kotahi considered consultation submissions received.

Attachment B to this letter is a copy of the approved and signed Speed Review Reports for each of the three corridors and the associated supporting documents which record the process undertaken for these speed limit changes.

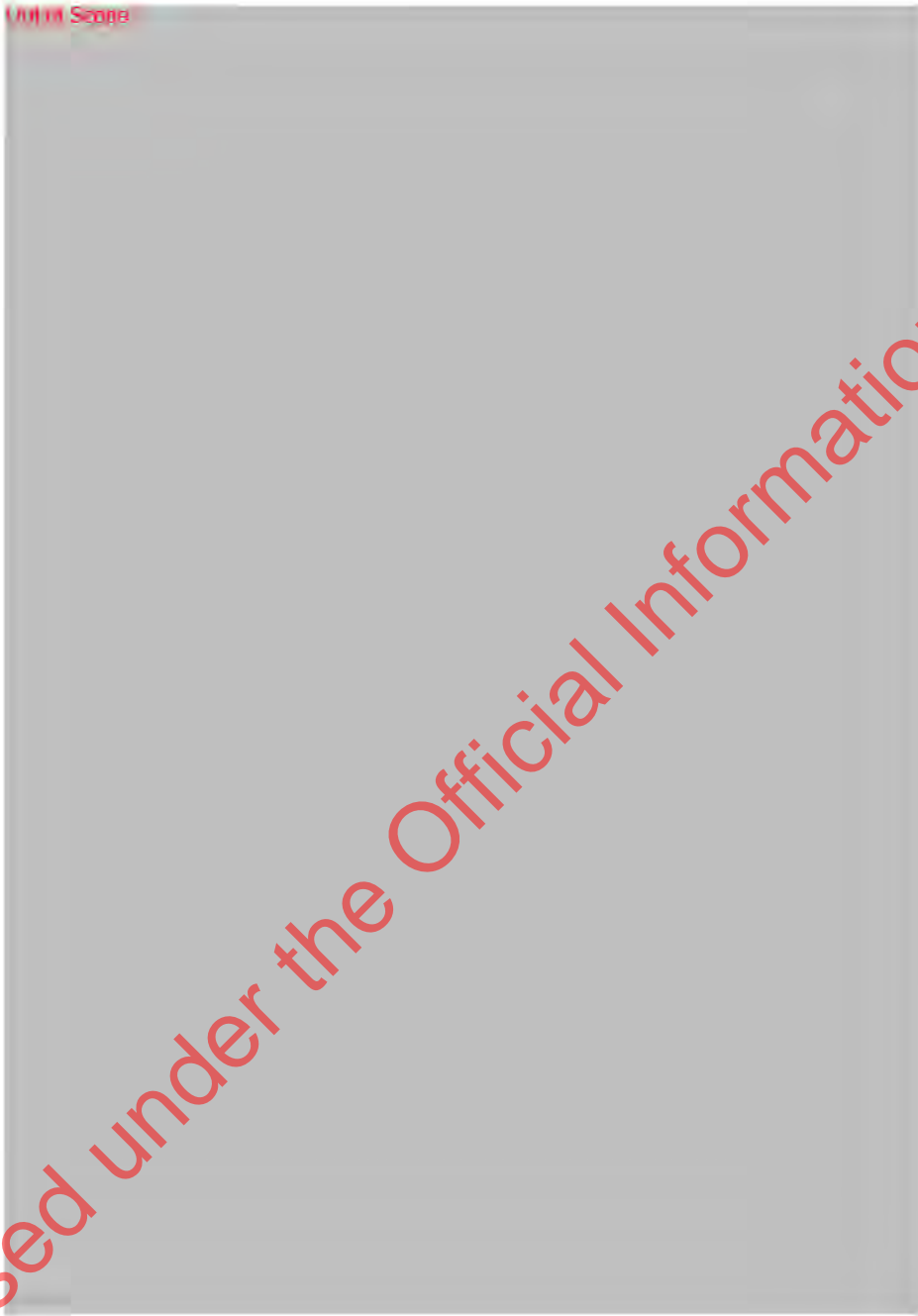
If Waka Kotahi receives your approval for setting the speed limits pursuant to Clause 2.6, it will complete the speed change in accordance with that Clause, including by creating and submitting land transport records of the speed changes and publishing online the information required under clause 2.6(8).

Waka Kotahi appreciates your consideration in relation to **Out of Scope** and SH2 Masterton to Featherston speed limit approvals. Please contact me if you wish to discuss any aspect of this letter or require any further information.



Vanessa Browne
National Manager, Programme and Standards

Unit 10 Score



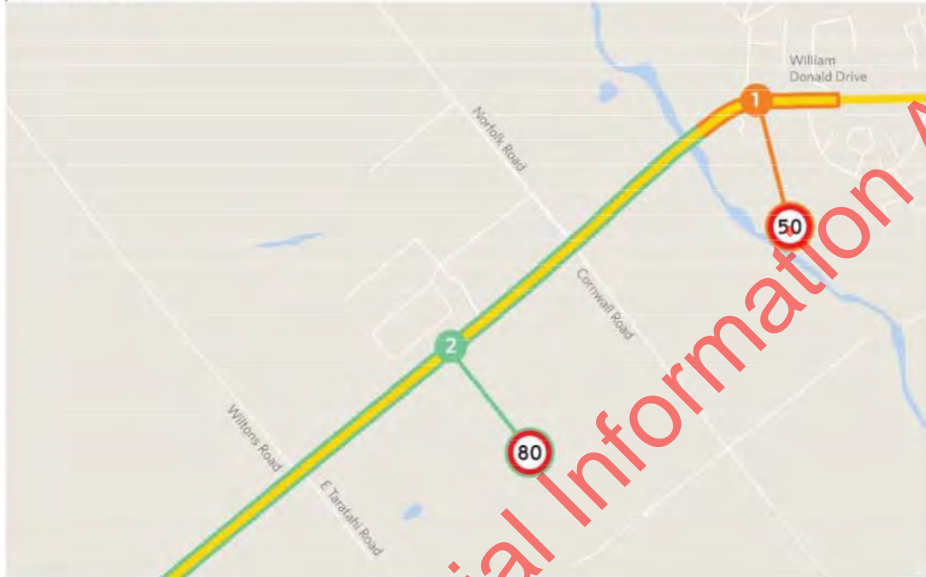
Released under the Official Information Act 1982

Out of Scope

Released under the Official Information Act 1982

SH2 Masterton to Featherston

Masterton



Released under the Official Information Act 1982

Carterton

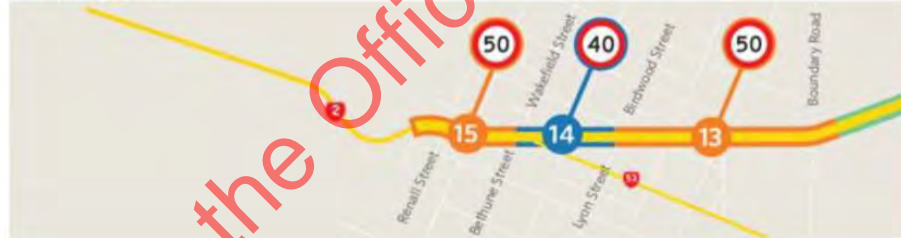


Released under the Official Information Act 1982

Greytown



Featherston



Released under the Official Information Act 1982

Attachment B

Link to Speed Review Reports saved in Infohub

- Out of Scope
- [Redacted]
- SH2 Masterlon to Featherston Out of

Released under the Official Information Act 1982

**Attachment 4A:
State Highway 2: Masterton to Featherston—Speed Limit Review**



Speed Management Programme 2018-2021

*SH2 Masterton to Featherston
Wellington Region
(Site ID 3.4.004)*

November, 2022



SPEED LIMIT REVIEW

New Zealand Government

Released under the Official Information Act 1982

Copyright information

This publication is copyright © Waka Kotahi NZ Transport Agency. Material in it may be reproduced for personal or inhouse use without formal permission or charge, provided suitable acknowledgement is made to this publication and Waka Kotahi as the source. Requests and enquiries about the reproduction of material in this publication for any other purpose should be made to:

Manager, Information
Waka Kotahi NZ Transport Agency
Private Bag 6995
Wellington 6141

The permission to reproduce material in this publication does not extend to any material for which the copyright is identified as being held by a third party. Authorisation to reproduce material belonging to a third party must be obtained from the copyright holder(s) concerned.

Disclaimer

Waka Kotahi NZ Transport Agency has endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. Waka Kotahi does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact Waka Kotahi.



New Zealand Government

Released under the Official Information Act 1982

DOCUMENT INFORMATION

Distribution List

Name	Role
Andrew Burdett	Speed Management Programme Lead
David Van Staden	Programme Director – Speed and Infrastructure Programme
Graham O'Connell	Manager - Systems Performance
Chloe Groser	Practice Manager – Lower North Island and South Island Region – Engagement and Partnerships

Related Documents

The following documents should be read in conjunction with this report:

Title	Location
Technical Assessment	https://infohub.nzta.govt.nz/otcs/cs.dll/link/37168475
Internal Review Form	https://infohub.nzta.govt.nz/otcs/cs.dll/link/47128762
Engagement Summary Report	https://infohub.nzta.govt.nz/otcs/cs.dll/link/47972195
Approval to go to Consultation Memo	https://infohub.nzta.govt.nz/otcs/cs.dll/link/48673381
Feasibility Assessment Meeting Minutes	https://infohub.nzta.govt.nz/otcs/cs.dll/link/49818935
Consultation Summary Report	https://infohub.nzta.govt.nz/otcs/cs.dll/?func=il&objaction=overview&objid=54253431

Document Approved for Issue


Name	Position	Date	Signature
Andrew Burdett	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	1/11/2022	

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Principal Traffic & Safety Engineer, Transport Services – Programme and Standards	15/11/2022	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	15/11/2022	

DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	18/11/2022	

Released under the Official Information Act 1982

Abbreviations used in this Speed Review Report

Abbreviation	Term
DSI	Deaths & Serious Injuries
IRR	Infrastructure Risk Rating
ISZ	Intersection Speed Zone
MegaMaps	Waka Kotahi's Safer Journeys Risk Assessment Tool (geospatial)
PS	Programmes and Standards-Transport Services
RCA	Road Controlling Authority
SaAS	Safe and Appropriate Speed
SMG	NZ Speed Management Guide First Edition, November 2016, Waka Kotahi
SMG RtZ	Speed Management Guide Road to Zero Edition (2022)
SMP	Speed Management Programme
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017
Speed Rule 2022	Land Transport Rule Setting of Speed Limits 2022
SRR	Speed Review Report
VSL	Variable Speed Limit (i.e., School Zone VSL)
Waka Kotahi	Waka Kotahi NZ Transport Agency
RSE	Road Safety Engineer
NSLR	National Speed Limit Register
RtZ	Road to Zero
RtZ ESC	Road to Zero Executive Leadership Team Sub Committee
Waka Kotahi	Waka Kotahi NZ Transport Agency

Legislation referenced in Speed Review Report

Abbreviation	Term
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017
Speed Rule 2022	Land Transport Rule Setting of Speed Limits 2022
LTMA	Land Transport Management Act 2003
GRPA	Government Roading Powers Act 1989
LTA	Land Transport Act 1998
GPS	Government Policy Statement on land transport 2021

EXECUTIVE SUMMARY

Key Points/Risks

Background

This speed review is part of the Speed Management Programme endorsed by the Waka Kotahi Board in March 2019 and contains lengths that were identified as being a part of the top 10% of DSI saving network sections.

Location description

This speed review extends along State Highway 2, east of the Remutaka Range from Masterton in the north to Featherston in the south, including the townships of Masterton, Carterton, Greytown and Featherston

Safety context

Between 2010 and 2019, a total of 488 crashes were recorded on this section of SH2. Four people were killed and 28 people were seriously injured.

Approximately 14,000 (2021) vehicles are recorded travelling daily on this section of SH2 (Clareville telemetry site).

Infrastructure context

Three new roundabouts are currently being constructed at high-risk intersections along the corridor:

- SH2 and Ngaumutawa Road (improving safe access onto the heavy traffic bypass)
- SH2 and Norfolk/Cornwall Roads
- SH2 and Wiltons/East Taratahi Roads.

Central median wire-rope barriers, a safe turnaround area near the Clareville Saddlery/Hughes Line, and improved line marking and road surfacing along an 8.6km-long stretch of SH2 are also planned for delivery in 2023.

Passing lanes will remain in place, with the left lane operating as a slow vehicle lane. Reconfiguration Re-allocation of the road cross-section layout will also take place to allow for a wide centre line.

Existing speed limits and safe and appropriate speeds

The existing speed limits of 100km/h for the rural sections of the SH2 corridor between Masterton and Featherston were not considered appropriate (based on Megamaps Edition II). Similarly, the 50km/h limit through the urban areas did not reflect the SaAS for vulnerable users within the town centres. A reduced rural speed limit of 80km/h and lower transition speeds of 70km/h and 50km/h through the peri-urban and urban areas with 40km/h limits in the town centres is considered a SaAS that reflects the current environment and usage levels.

Further factors in limiting the maximum speed environment along the corridor to an 80km/h speed environment is the presence of denser and more urbanised centres along the route, presence of roadside hazards and lack of median barrier to reduce risk of head on crashes.

The corridor includes an existing School advisory 40km/h in the urban area of Carterton serving several schools. The safe solution was considered to be a 30km/h Kura School VSL

Engagement and consultation

In December 2020, Waka Kotahi engaged with the community on their thoughts about the current speed limits along SH2 between Masterton and Featherston with the majority in favour of existing speeds being reduced along this route.

The formal consultation period ran from 26 July to 19 September 2021. Initially open for four weeks, consultation was extended by three weeks, to Sunday 19 September to ensure that all parts of the community were informed after an initial distribution error with the consultation booklets.

Delays to implementation of the speed review can be attributed to Waka Kotahi's decision to delay implementation of any speed review until it had given due consideration to alternative approaches that might better reflect current public sentiment. This was particularly relevant to SH2 with the length of the corridor and the fact that it served a number of dormitory townships and had a high number of commuters.

Further, there were a range of safety improvements being undertaken which were considered complementary to the speed review process, including roundabouts, where ISZ were proposed as an alternative.

Waka Kotahi has maintained an ongoing liaison with Council and the public under the umbrella of the SH2 Wairarapa highway improvements, which has included the SH2 Featherston to Masterton speed review. In particular, regular monthly newsletters are provided to the public, with the last posted on 21st October 2022.

Most people were supportive of speed being reduced through townships, approaching urban areas and high-risk intersections. There was limited support for speed reductions down to 80km/h on rural sections of the corridor, with some submitters supporting an 80km/h speed limit and others seeking 90km/h as a compromise.

Outcome

On 5 August 2022 the RtZ ESC endorsed the implementation of 80km/h speed limits for this speed review in accord with the framework that had been developed for this purpose.

Waka Kotahi as road controlling authority for the State highway network, and for [SH2 Masterton to Featherston in the Wellington Region](#) as detailed in this report determines that the safe and appropriate speed for [SH2 Masterton to Featherston](#) are as indicated in the table and locality maps provided below:

Given the length of time that has passed since the inception of this speed review and the wide range of matters that had to be considered and reviewed and that resulted in the delays, including

- Complexity and complementarity between various physical improvements and interventions
- Review of the implementation of speed review corridors in the context of general sentiment received from feedback nationally,

The decision and any future opportunities for speed reduction will be communicated to stakeholders, partners and the public and recipients of the updates relating to this part of the network (SH2 Wairarapa Safety Improvements webpage and media release programme).

Summary table – speed review recommendation for approval (simple)

Section Number	SH2 Masterton to Featherston	Corridor Length (km)	Existing Speed Limit	New Speed Limit
1	260m east of William Donald Drive (existing threshold) to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	0.92	70	50
2	64m northeast of the existing 100/70 change to 260m south west of Somerset Road (existing threshold) Note: With construction having commenced on roundabouts at Norfolk Road/Cornwall Road and Wiltons Road/E. Taratahi Road the need to consider the implementation of ISZ for the pre-existing intersections has been removed.	9.87	100	80

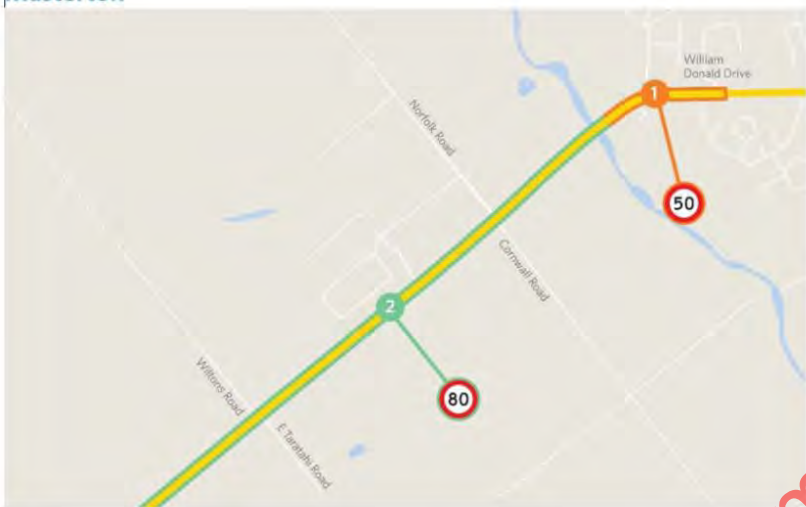
3	260m southwest of Somerset Road (existing threshold) to 205m southwest of Andersons Line (existing threshold)	0.50	70	70
4	205m southwest of Andersons Line (existing threshold) to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout	0.70	50	50
5	130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 10m south of Seddon Street	0.80	50	40
6	10m south of Seddon Street to 50m southwest of Portland Road (existing threshold)	2.33	50	50
6a	40m north of Richmond Road (existing threshold) to 70m northeast of Moreton Road (existing threshold)	0.78	50 (40 School Zone)	50 (30 School Zone)
7	50m southwest of Portland Road (existing threshold) to 550m north-east of Hupenui Road (existing threshold). <i>Current passing lane becomes a slow vehicle lane with wide centreline.</i>	4.10	100	80
8	550m north-east of Hupenui Road (existing threshold) to 50m north-east of North Street (existing threshold)	0.79	70	70
9	50m north-east of North Street (existing threshold) to 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection	0.62	50	50
10	40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to 20m south of the SH2 / Wood Street / Church Street intersection	0.65	50	40
11	20m south of the SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road (existing threshold)	1.18	50	50
12	85m southwest of Bidwills Cutting Road (existing threshold) to 35m east of Boundary Road. <i>Current passing lanes become slow vehicle lanes with wide centreline.</i>	9.94	100	80
13	35m east of Boundary Road to 45m west of the SH2 / Birdwood Street / Lyon Street intersection	1.10	70/50	50
14	45m west of the SH2 / Birdwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection	0.46	50	40
15	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	0.45	50/70	50

NOTE: Locations are approximate. Recommendation Table contains detailed information including location co-ordinates and RS/RP descriptions

The corridor has been depicted on four maps, each associated with one of the four townships that either bound or are located on the SH2 corridor

Locality maps of SH2 Masterton to Featherston speed limit changes

Masterton



Released under the Official Information Act 1982

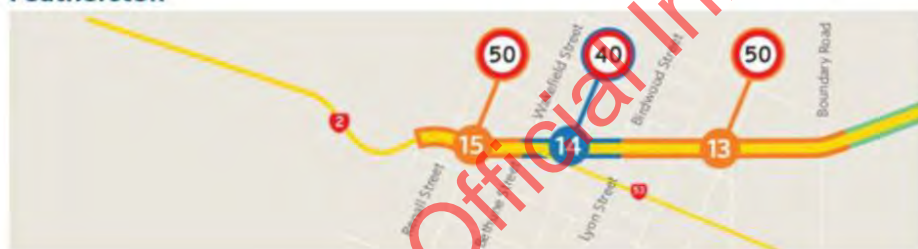
Carterton



Greytown



Featherston



Released under the Official Information Act 1982

CONTENTS

Speed Limit Review	1
Document Information	3
Decision	4
Executive summary	6
Key Points/Risks	6
Carterton	10
Contents	12
Purpose	13
Background	14
Corridor Assessment	15
Technical Assessment	15
Viability Assessment	16
Engagement	17
Feedback: Speed review	17
Speed Review as informed by Technical Review and Engagement	17
Consultation	20
Consultation timeline	20
Feedback	22
Feedback Themes	33
Post consultation Review and the change to the statutory Environment	34
Addressing Public Feedback/RtZ ESC Review	35
Recommendation	36
Annexure 1: Letter to Director (& Response)	40

Released under the Official Information Act 1982

PURPOSE

As the Road Controlling Authority for the State Highway system, Waka Kotahi is undertaking speed and infrastructure interventions on the State Highway that will contribute to reducing deaths and serious injuries. Speed Reviews are being undertaken as part of the Road to Zero Infrastructure and Speed Management Strategic Programme which informs the New Zealand Road Safety Strategy 2020-30, Road to Zero – this strategy aims to achieve a 40% reduction in deaths and serious injuries on New Zealand's roads by 2030.

This document sets out the process undertaken to establish the safe and appropriate speeds for this part of the State Highway network. This review was initially undertaken in accordance with the requirements of the Speed Rule 2017 however in the interim and following consultation, Speed Rule 2022 come into force on 19 May 2022 and it is under this Rule that the review is completed. The review was undertaken in accord with the methodology set out in the Waka Kotahi Speed Management Guide 2015 (SMG) and generally accords with the matters as more recently set out in the SMG RtZ.

For [SH2 Masterton to Featherston in the Wellington Region](#), Waka Kotahi has undertaken a speed review identifying speed limits that are considered safe and appropriate. Subject to confirmation of the decision of Waka Kotahi in this regard, new speed limits shall be made.

This report provides a record of the decision-making process undertaken for the subject Speed Review.

Released under the Official Information Act 1982

BACKGROUND

Waka Kotahi is the Road Controlling Authority for New Zealand's State Highway Network, and pursuant to its functions, identified SH2 Masterton to Featherston in the Wellington region for possible speed review pursuant to the Speed and Infrastructure Programme (SIP) as it contains lengths that were identified as being a part of the top 10% of DSI saving network sections.

Table One - Background

Element	Information
Corridor Title	SH2 Masterton to Featherston.
Location description	The corridor under review extends along SH2 on the eastern side of the Remutaka Range from the southern extent of Masterton at the Waingawa River through the townships of Carterton and Greytown southward to the western side of Featherston
District	The corridor traverses the territorial local authorities of Masterton District Council, Carterton District Council, South Wairarapa District Council and Greater Wellington Regional Council.
Road length	35 km
Speed Information	Speed information (as it relates to each section of the identified corridor) is included at Table Two-Technical Assessment in the Corridor Assessment Section Speed information includes: <ul style="list-style-type: none"> • Current speed • Average speed (operating Speed) • Safe and appropriate speed
Other factors considered in setting this speed limit	The incorporation of infrastructure projects into the corridor, including the construction of roundabouts at Ngaumutawa Road, Norfolk Road and Wiltons Road intersections. These roundabouts are currently being constructed which provided that alternative ISZ solutions would not be required to address safety at the pre-existing intersections. The proposed speed through these sections is to be 80km/h. Passing lanes will remain in place, with the left lane operating as a slow vehicle bay. Reconfiguration of the road layout will also take place to allow for a wide centre line.
Crash history	Between 2010 and 2019 there were 488 crashes on this section of highway. 4 people were killed and 28 were seriously injured.

CORRIDOR ASSESSMENT

Technical Assessment

Waka Kotahi provides its corridor assessment consultant with the Mega Maps (Safer Journeys Risk Assessment Tool) information for the **SH2 Masterton to Featherston** corridor.

The corridor assessment was based on the information contained in Mega Maps II, and this detail is held in the table below.

For further details, please refer to the *Technical Assessment / Internal Review form*.

Table Two-Technical Assessment

Section Number	SH2 Masterton to Featherston	Existing Speed Limit (km/h)	MegaMaps II Speed Limit (km/h)	Operating Speeds (Source: MM II) (km/h)	Recommended SaAS (km/h)
1	260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	70	60	60-64	50
2	64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 220m southwest of Somerset Road	100	80	85-89	80
2a	150m northeast of the Norfolk Road / Cornwall Road intersection to 220m southwest of the Norfolk Road / Cornwall Road intersection	100	80	N/A	80/60
2b	175m north of East Taratahi Road to 200m south of East Taratahi Road	100 (70 ISZ)	60	N/A	80/60
3	240m southwest of Somerset Road to 205m southwest of Andersons Line	70	60	65-69	70
4	205m southwest of Andersons Line to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout	50	50	50-54	50
5	130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 10m south of Seddon Street	50	40	40-44	40
6	10m south of Seddon Street to 50m southwest of Portland Road (current 50/100 change point)	50	50	50-54	50
6a	40m north of Richmond Road to 70m northeast of Moreton Road	50 (40 advisory)	40 VSL	50-54	50 (30 or 40 VSL)
7	50m southwest of Portland Road to 550m north-east of Hupenui Road. <i>Current passing lane becomes a slow vehicle lane with wide centreline.</i>	100	80	85-89	80
8	550m north-east of Hupenui Road to 50m north-east of North Street	70	80	85-89	70
9	50m north-east of North Street to 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection	50	50	50-59	50
10	40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to the SH2 / Wood Street / Church Street intersection	50	40	45-49	40

11	SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road	50	50	50-54	50
12	85m southwest of Bidwills Cutting Road to 35m east of Boundary Road. <i>Current passing lanes become slow vehicle lanes with wide centreline.</i>	100	100	90-94	80
13	35m east of Boundary Road to 45m west of the SH2 / Birdwood Street / Lyon Street intersection	70/50	50	60-64	50
14	45m west of the SH2 / Birdwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection	50	40	45-49	40
15	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	50/70	50	65-69	50

Viability Assessment

Following engagement with the public and key stakeholders, and a series of post-engagement viability meetings the project team agreed on the approach for speed limits after considering the feedback from engagement.

Also decided:

- Passing lanes – passing lanes south of Carterton will remain in place, with the left lane operating as a slow vehicle lane. Reconfiguration of the road layout will also take place to allow for a wide centre line. The locations of these passing lanes are:
 - Southbound – 883/18.450 to 883/18.998
 - Southbound – 905/5.322 to 905/6.095
 - Northbound – 905/11.990 to 905/12.632
- The speed limit through Clareville will remain at 80km/h. However, the speeds following implementation will be monitored. If it is decided that 70km/h may be achievable / more appropriate, then the public will be re-consulted in a future Speed Management Plan.

For details, please refer to the Internal Review Form.

ENGAGEMENT

In December 2020, Waka Kotahi engaged with the community on current speed limits along SH2 between Masterton and Featherston, receiving approximately 900 pieces of feedback. The majority were in favour of existing speeds being reduced along this route.

Waka Kotahi engaged with its iwi partners and key stakeholders such as the district councils for Masterton, Carterton, South Wairarapa and Greater Wellington Regional Council, community groups, and a range of road user industry groups including NZ AA, the Road Transport Association, Ia Ara Aotearoa Transporting New Zealand (formerly Road Transport Forum), Heavy Haulage Association, Police and Fire and Emergency NZ.

Feedback: Speed review

Some of the major themes expressed from the public engagement are:

- **Speed should be reduced** – Majority were in favour of the speed being reduced through the along the route.
- **Most of locals thought that speed needs to be reduced** through towns of Featherston, Carterton, Greytown and Masterton and that the current 70-100km/h speed limits are far too fast. Many said they needed to go down to 50km/h to prevent crashes.
- **Many people thought that the speeds should remain the same** as the route gets clogged enough already and lowering the speed limits will lead to longer journey times and increasingly frustrated drivers more prone to making bad decisions.
- **Country roads are dangerous** – Locals felt freight trucks speed through the towns making it difficult for residents to shop safely. They also felt freight is often too big for the country roads, which causes dangerous situations to occur.
- **A strong desire for safer intersections, with a preference for roundabouts** – Locals felt that intersections needed to be made safer. The preferred intersection type is a roundabout as traffic lights slow traffic down too much.
- **Wider road shoulders** – SH2 is seen as a 'country' road as it has no formed road shoulders and is narrow. Locals would like to see this section of SH2 widened to include shoulders on both sides to make it safer for large freight and cyclists to use.
- **Encourage cycling to reduce traffic** – Locals commented that cycling doesn't occur very often along the stretch of road and mentioned they would cycle more if the road was safer.

For details, please refer to the Engagement Summary.

Speed Review as informed by Technical Review and Engagement

Following technical engagement and prior to consultation taking place. A feasibility assessment was completed by a transportation consultant. Subsequently, a meeting was held on 13 July 2021 to discuss the findings of the feasibility assessment and to confirm the final locations of change points before moving to formal consultation.

Table Three-Speed Review Recommendation for Consultation

#	SH2 Masterton to Featherston	RS/RP Start	RS/RP End	Length (km)	Existing Speed Limit	New Speed Limit
1	260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	883/4.8	883/5.716	0.92	70	50
2	64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 220m southwest of Somerset Road	883/5.716	883/14.09	8.37	100	80

2a	150m northeast of the Norfolk Road / Cornwall Road intersection to 220m southwest of the Norfolk Road / Cornwall Road intersection	883/6.550	883/6.920	0.37	100	80/60
2b	175m north of East Taratahi Road to 200m south of East Taratahi Road	883/8.407	883/8.790	0.38	100 (70 ISZ)	80/60
3	240m southwest of Somerset Road to 205m southwest of Andersons Line	883/14.09	883/14.59	0.50	70	70
4	205m southwest of Andersons Line to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout	883/14.59	883/15.287	0.70	50	50
5	130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 10m south of Seddon Street	883/15.287	883/16.099	0.80	50	40
6	10m south of Seddon Street to 50m southwest of Portland Road (current 50/100 change point)	883/16.099	883/18.43	2.33	50	50
6a	40m north of Richmond Road to 70m northeast of Moreton Road	883/16.20	883/16.98	0.78	50 (40 advisory)	50 (30 or 40 VSL)
7	50m southwest of Portland Road to 550m north-east of Hupenui Road. <i>Current passing lane becomes a slow vehicle lane with wide centreline.</i>	883/18.43	905/1.260	4.10	100	80
8	550m north-east of Hupenui Road to 50m north-east of North Street	905/1.260	905/2.051	0.79	70	70
9	50m north-east of North Street to 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection	905/2.051	905/2.670	0.62	50	50
10	40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to the SH2 / Wood Street / Church Street intersection	905/2.670	905/3.32	0.65	50	40
11	SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road	905/3.32	905/4.5	1.18	50	50
12	85m southwest of Bidwills Cutting Road to 35m east of Boundary Road. <i>Current passing lanes become slow vehicle lanes with wide centreline.</i>	905/4.5	905/14.44	9.94	100	80

Released under the Official Information Act 1982

Speed Review Report_Speed Limit Review_ID 3.4.004-SH2_Masterton_to_Featherston

13	35m east of Boundary Road to 45m west of the SH2 / Birdwood Street / Lyon Street intersection	905/14.44	905/15.539	1.10	70/50	50
14	45m west of the SH2 / Birdwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection	905/15.539	921/0.099	0.46	50	40
15	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	921/0.099	921/0.552	0.45	50/70	50

Released under the Official Information Act 1982

CONSULTATION

The following are recommendations Waka Kotahi consulted on:

#	Location	Current speed (km/h)	Proposed speed (km/h)
1	260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	70	50
2	64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 220m southwest of Somerset Road	100	80
2a	150m northeast of the Norfolk Road / Cornwall Road intersection to 220m southwest of the Norfolk Road / Cornwall Road intersection	100	80/60
2b	175m north of East Taratahi Road to 200m south of East Taratahi Road	100 (70 ISZ)	80/60
3	240m southwest of Somerset Road to 205m southwest of Andersons Line	70	70
4	205m southwest of Andersons Line to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout	50	50
5	130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 100m south of Seddon Street	50	40
6	10m south of Seddon Street to 50m southwest of Portland Road (current 50/100 change point)	50	50
6a	40m north of Richmond Road to 70m northeast of Moreton Road	50 (40 advisory)	50 (30 or 40 VSL)
7	50m southwest of Portland Road to 550m northeast of Hupenui Road. <i>Current passing lane becomes a slow vehicle lane with wide centreline.</i>	100	80
8	550m northeast of Hupenui Road to 50m northeast of North Street	70	70
9	50m northeast of North Street to 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection	50	50
10	40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to the SH2 / Wood Street / Church Street intersection	50	40
11	SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road	50	50
12	85m southwest of Bidwills Cutting Road to 35m east of Boundary Road. <i>Current passing lanes become slow vehicle lanes with wide centreline</i>	100	80
13	35m east of Boundary Road to 45m west of the SH2 / Birdwood Street / Lyon Street intersection	70/50	50
14	45m west of the SH2 / Birdwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection	50	40
15	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	50/70	50

Consultation timeline

The formal consultation period ran from 26 July to 19 September 2021 and 1,308 pieces of feedback were received. Consultation was initially open for four weeks and was due to close on Friday 27 August. The consultation was extended by three weeks, to Sunday 19 September, after a distribution error meant that the printed consultation booklets were not delivered to letterboxes in some parts of the community as planned.

The consultation was advertised on social media, the Waka Kotahi website and in the Wairarapa Times-Age. It received coverage through various news media, including Radio NZ, Stuff and on local community Facebook pages, and various official websites, including the South Wairarapa District Council and Wairarapa Road Safety Council.

Printed consultation documents were made available at council offices and some local supermarkets, and a digital version of this was sent to key stakeholders and people who had signed up to receive email updates. Media releases were issued on 26 July and 24 August 2021 and resulted in online and print media coverage.

Digital newsletter updates were issued before and during consultation.

People were able to submit their views online, on hard copy submission forms that were available from locations such as council offices and libraries, and via email.

Released under the Official Information Act 1982

Feedback

Note: references to ISZ and associated feedback have been included but are not addressed and are considered to be superseded by the implementation of roundabouts at the subject intersections (for which works have commenced)

Treaty partners	Comments
Iwi – Rangitane o Wairarapa: Iwi Mandated Authority	<p>Supports the speed changes with the following amendments:</p> <ul style="list-style-type: none"> From Solway Garage to Norfolk Road roundabout, 50km/h. Norfolk Road to Hughes Line, 100km/h. Speed reduced from Hughes Line to 80km/h then 50km/h by the bend to the Old Taratahi Hotel. Carterton towards Greytown should be 80km/h, reduced to 50km/h by the fruit shops. Leaving Greytown speeds should increase to 100km/h, then prior to the bend into Featherston reduce to 50km/h. <p>Rural speeds between the townships have been lowered to consistent 80km/h reflecting the SaAS for the typical road types and user experience. Otherwise, a generally consistent approach to lower urban speeds with further reduced speeds or VSL for town centres and schools providing an overall consistent approach over the length of the corridor.</p>

Key stakeholders	Comments
Police	<p>Supports speed and infrastructure improvements along SH2, with the following comments:</p> <ul style="list-style-type: none"> The three roundabouts in Masterton will be major contributor to road safety. The passing lanes between Wiltons Road and Clareville are unnecessary as they encourage vehicles to increase speed over short distances. Median barriers will prevent dangerous overtaking, and although the public may not react well towards the speed reduction to 80km/h, lower speeds are good due to sunstrike issues here. Turnaround near Clareville will be handy for police vehicles. Supportive of speed reductions and electronic signage near schools, and 40km/h zones through towns. <p>Submission supportive regarding speed changes. Other matters commented on are being undertaken parallel to but separate from the speed review</p>
Fire and Emergency NZ	<p>Fire and Emergency NZ support the proposed changes, with the comment that there needed to be enough room to pass vehicles, or for vehicles to move over for fire trucks and other emergency vehicles in the case of an emergency.</p> <p>Thresholds are designed with minimum widths that should address this.</p>
Wellington Free Ambulance	<p>Wellington Free Ambulance believes the speed and infrastructure proposals will improve safety overall. They have concerns regarding the raised pedestrian crossings in 50km/h zones and possible delays to emergency vehicles.</p> <ul style="list-style-type: none"> While the delay that arises from slowing down for one raised crossing may seem to be insignificant, they become quite significant when multiplied over a significant distance. To provide context, the chance of successfully shocking a person's heart decreases by 10% for every minute that passes from the time of collapse. The proposed number of raised crossings could amount to a delay that is significant for that

	<p>patient. The service understands that the reduction of mortality and morbidity is the aim of this project but raised whether there was any way of ensuring that one is not disadvantaged at the expense of another.</p> <p>Raised crossings do not form a part of the speed review currently under consideration</p>
<p>Waingawa Industrial and Business Park User Group</p>	<ul style="list-style-type: none"> The group acknowledges the safety considerations of speed reductions and supports these in the areas adjacent to the proposed roundabouts, but comments that permanent reductions in other areas will result in increased frustration for road users. Supports the installation of roundabouts, with the comment that they should be double-laned to allow for traffic flow. The group's main concerns centre around safe access in and out of the business park and suggest temporary speed limits at peak times in this area. They would like more consideration given to the provision of safe turning and access. They do not support the removal of passing lanes and comment that this, when combined with median barrier installation, will lead to congestion and frustration. <p>Roundabouts are being installed currently. Passing lanes will remain in place with the left lane operating as a slow vehicle lane. Reconfiguration and reallocation of the road cross section layout will also take place to allow for a wide centre line</p>
<p>AA (Automobile Association) Wairarapa</p>	<p>Supports the reduction of speed limits in/near townships but does not support reducing speed limits on the sections of highway, especially from Featherston to Carterton, and had the following comments/suggestions:</p> <ul style="list-style-type: none"> The number of pedestrian crossings seems excessive. Members suggest raising all school crossings and high-use pedestrian areas, monitoring them and then assessing whether there is any need beyond that. Concern that a speed reduction on the Featherston to Carterton Road would lead to low compliance, as it is straight with only two minor corners and a low crash rate. Greytown to Carterton's crash history does not justify lowering speed limits. Masterton to Carterton is the most critical section, and the proposed roundabouts should be prioritised ahead of reduced speeds as they are high-risk crash areas. A combination of median barriers and roundabouts should address the safety concerns, without needing to reduce the 100km speed limit. Concern that median barriers will force drivers towards roadside hazards. If rope median barrier is installed, the turning bays into Ravensdown fertilizer depot should be retained with a break in the rope barrier. The design allows a wider road area so the Saddlery owners can access their house. AA members suggest making this barrier length shorter by approx. 200m and changing the driveway of two affected landowners on the Ravensdown side so that their exit/entry is via the Ravensdown entrance. This would eliminate the need for a southern turnaround. The pedestrian crossing at the SH2/Ngaumutawa Road roundabout needs to be moved closer to Solway Crescent. The Tullochs side has less vehicles turning into the industrial site – members see it as safer for children to walk along to the Gateway Motor Inn and then cross. We recommend removing the raised table, in case children mistake it for a crossing. Consider a double lanes entry/exit for all four roads at the SH2/Norfolk Road roundabout. Suggest that SH2/Wiltons Road roundabout is the least necessary and suggest making the intersection a left-turn-in, left-turn out access only, with Martinborough/Gladstone traffic redirected to Cornwall Road. <p>The rural sections of state highway between the townships are being reduced to 80km/h as the Safe and Appropriate Speed given the nature of the road configuration. This accords with the Megamaps assessment and associated technical reviews. Roundabouts have been constructed prior to the completion of the current speed review</p>

Masterton District Council	<p>No formal submission received.</p> <p>Council staff have been supportive of proposed changes during meetings with the project team to date and have highlighted the following:</p> <ul style="list-style-type: none"> • Speed limits on the approaches to and over the Waingawa River bridge. • Future Wairarapa growth and capacity of the Ngaumutawa roundabout. • Partnering possibilities on Welcome to Masterton signage. • Construction timing and staging. • Landowner engagement regarding raised pedestrian tables. <p>Waka Kotahi staff continue to have a working relationship with Council beyond the scope of the current speed review.</p>
Carterton District Council (Mayor – Greg Lang)	<p>Supports all safety improvements, especially the proposed roundabout at intersection of Norfolk Road and SH2, and had the following suggestions:</p> <ul style="list-style-type: none"> • An additional pedestrian crossing over SH2 toward the northern end of the residential section of town (around Kent Street). • A delay on the speed review until after the safety improvements have been completed. Councillors suggest this will allow a better evaluation of what is needed. • A continuation of the 50km/h speed controls north of town up to Somerset Road, and 70km/h to the existing overtaking lane. <p>Some matters are beyond the scope of the speed review and are noted as all such matters are, pursuant to consultation.</p> <p>Due to the delays consequent to Waka Kotahi's review of broad speed changes and other contributory matters, safety improvements have been implemented in the interim. The speeds proposed on the approaches to Carterton are considered to be the SaAS given the level of development and the road user experience.</p>
Greytown Community Board	<ul style="list-style-type: none"> • Supportive of the speed limit proposals in the urban areas and around the schools, and support raised pedestrian crossings. • Do not support the reduction of the open road limit from 100km/h to 80km/h and questions the approach for feeder roads. • Suggests a 90km/h speed limit. • Suggests a crossing opposite Farmlands in Greytown to help people get to the new medical centre. • Suggests a roundabout at the Challenge intersection in Greytown. <p>Consideration was given to the possibility of implementing 90km/h speed limits as canvassed in the Post-Consultation Review section</p>
Greater Wellington District Council	No submission received.
Wairarapa Road Safety Council	No submission received but has been supportive of safety improvements during earlier engagement.

<p>Heavy Haulage Association (HHA)</p>	<ul style="list-style-type: none"> • HHA would prefer to keep the open road speed at 100km/h in the areas between the various Wairarapa towns – rather than the 80km/h primarily proposed. These are the sections 2, 7, and 12. The reason for this is most oversized loads travel at off-peak times, when there is less traffic on the road. It is more efficient for freight to travel at this time, and for the off-peak travel speed to be restricted to the same as for peak travel will mean unnecessary delays. • They have asked if there is a legal way to have higher speed limits at set times, for example between 7pm and 5am or for sections 2,7 and 12 to have 90km/h speed limits – closer to the current speed and the same max speed as trucks, so that there is no difference between heavy and light vehicles max speeds. This would lead to fewer overtaking manoeuvres being undertaken compared to the current 100km/h limit. • If speed limits are changed, they request new speed signage be designed to HHA's Design Specification, which requires 11.5m width gap between the signs to allow oversized loads to travel between them, or that the signs are located at least 7.5m from a median barrier or centre islands (9.5m is preferred). • Regarding infrastructure, HHA have concerns that the safety works proposed on SH2 will restrict the widths of oversized loads that can be transported on this route with the current width of the road and the median barrier to be installed from Carterton north. In addition, the roundabouts must be designed to be suitable specifically for oversized transporters. The dimension envelope that this Association seeks is 11.5m wide and 6.5m high. The envelope needs to be provided between any "hard" road-side or overhead restriction that includes light poles, power poles, cut banks, signage and trees or vegetation. Regarding median barrier, HHA seeks that oversized vehicles be able to travel on their own side of the barrier, without their load overhanging into the opposite lane. • HHA requests that roundabouts are designed for larger transporters to travel from the side roads – and not just straight through on the State Highway. This is because transporters need to travel in/out of Norfolk Road from SH2, and to access the heavy traffic bypass on Ngaumutawa Road, both north and south bound. In addition, HHA points out that the types of heavy trucks that the swept path needs to include are larger than shown in RTS-18, and HPMV vehicles. The two vehicles that we need modelled are a '4 rows of eight' transport and 2 rows load divider, as well as a 3.1m wide transporter with an 11m load being moved. • HHA has made suggestions regarding mountable collars, the placement of signage and installing removable signage to allow for oversized vehicles. <p>The rural sections of state highway between the townships are being reduced to 80km/h as the Safe and Appropriate Speed given the nature of the road configuration and environment. This accords with the Megamaps assessment and associated technical reviews.</p> <p>Threshold design review has been undertaken to provide for a minimum 10m width. The broader design matters raised by HHA are considered to be beyond the scope of this particular speed review but will be given consideration and be pursued separately through the appropriate forums</p>
<p>Road Transport Association NZ</p>	<p>No formal submission received.</p>
<p>Ia Ara Aotearoa Transporting New Zealand (Road Transport Forum)</p>	<p>No formal submission received.</p>

Wairarapa MP Kieran McAnulty	<ul style="list-style-type: none">• MP supports the overall speed and infrastructure approach but would like to see other options explored for Featherston to Greytown section.• Highlighted the need for conversations with Carterton District Council and South Wairarapa District Council around speed limits on adjacent local roads to reduce the likelihood of rat-running. <p>Waka Kotahi continues to liaise with Councils as to alignment of speeds as is required pursuant to the Speed Rule 2022</p>
Cycling Action Network	<ul style="list-style-type: none">• Cycle Action Network supports speed reductions but has concerns about aspects of the safety improvements. They suggest the Wiltons Road/East Taratahi and Norfolk Road roundabouts could be improved by adding bike lanes around the outside. <p>The roundabouts project is separate from the speed review and the although comments were provided decisions in this regard were a matter for that project to determine.</p>

Released under the Official Information Act 1982

	Public feedback E.g., Factors raised in consultation OR Issues/Concerns Raised	Responses
Across the route	1. Support for speed reductions in urban areas.	1. Noted
	2. Support for speed reductions around the new roundabouts.	2. Noted
	3. General opposition to speed reductions on sections of open road between townships.	3. Many of the fatal and serious injury crashes are on the open road sections. Reducing speed limits in these areas is an essential part of the plan to reduce the number of people dying or being seriously injured in these areas.
	4. Calls to make commuting easier with an expressway bypassing the towns from Masterton to Remutaka Hill, with more affordable public transport options available.	4. There are no current plans for a bypass in the Wairarapa. A large infrastructure project of this nature takes a long time to plan and complete. Given the number of death and serious injury crashes on this corridor we need to move quickly with actions we know will make a difference immediately while longer term options are considered.
	5. Reduce the number of speed limit changes across short stretches to avoid confusion.	5. Speed limit changes are kept to an appropriate level based on the safe and appropriate speed methodology.
	6. Concerns that reducing speeds will negatively impact the economies of the towns along the route and add travel time to key locations such as Wellington Hospital.	6. Implementing safe and appropriate speeds is an immediate cost-effective way to reduce the risk of death and serious injury crashes.
	7. Extend the reduced speed zones approaching towns to protect locals trying to pull into their driveways.	7. Noted. The threshold into each town is proposed to remain in its current location, however the approach speed limit for vehicles entering the 50km/h urban areas is recommended to be reduced from 100km/h to 80km/h, which should improve compliance with the 50km/h speed limit (noting there are a few 60km/h approaches to Greytown and Carterton from the north).
	8. Requests for more infrastructure including wider centrelines, two lanes for SH2 and more passing lanes.	8. We have funding to go ahead with a suite of infrastructure improvements on SH2 in the Wairarapa, which will complement the review of speed limits. Work to construct new roundabouts, median barriers, wide centre lines and cycling and pedestrian facilities between Masterton and Carterton is already underway and there are plans to construct raised pedestrian crossings in various townships.

Released under the Official Information Act 1982

	Public feedback E.g., Factors raised in consultation OR Issues/Concerns Raised	Responses
9.	Suggestions that the speed review may not be necessary once the infrastructure improvements have been made.	The infrastructure and safer speed limits would complement each other and provide a much safer environment for road users.
10.	Concern that people will drive down higher-risk back country roads that are still 100km/h to avoid delays on the main highway.	There is no evidence to suggest drivers will use the local roads to bypass the lower speeds on SH2. When you take into account time lost for turning in and out and waiting for traffic to clear on SH2 before turning, the time difference would be negligible. In addition, councils are working on their own speed strategies at present and speeds may be reduced on the local roads in question.
11.	Open road limit of 90km/h between townships could be an acceptable compromise on proposed 80km/h.	<p>By limiting the use of different speed limits, a more consistent and intuitive speed management system can be created across New Zealand's network, where people have a greater understanding and appreciation of risk and what a safe and appropriate speed is on a particular stretch of road. The Speed Management Framework and Guide do not recommend the use of a permanent speed limit of 70km/h or 90km/h for the following reasons:</p> <ul style="list-style-type: none"> • At higher travel speeds drivers have trouble differentiating speed differences of just 10 km/h; • By using 20 km/h increments for speed limits between 60 km/h and 100 km/h there are fewer and more recognisable speed limit categories for people to understand and recall; • By limiting the use of different speed limits, a more consistent and intuitive speed management system can be created across the network, where people have a greater understanding and appreciation of risk and what a safe and appropriate speed is on a particular stretch of road.
12.	Opposition to blanket speed reductions on sections of open road between townships.	<p>The proposed midblock speeds of 80km/h between each Wairarapa town have been assessed to be a safe and appropriate speed. The Speed Management Framework and Guide do not recommend the use of a permanent speed limit of 70km/h or 90km/h for the following reasons:</p> <ul style="list-style-type: none"> • At higher travel speeds drivers have trouble differentiating speed differences of just 10 km/h; • By using 20 km/h increments for speed limits between 60 km/h and 100 km/h there are fewer and more recognisable speed limit categories for people to understand and recall

Released under the Official Information Act 1982

	Public feedback E.g., Factors raised in consultation OR Issues/Concerns Raised	Responses
	<p>13. Requests for more cycling infrastructure and that SH2 bridges are made safer for people on bikes, either through widening or clip-on lanes, as well as improved surfacing and road marking.</p>	<ul style="list-style-type: none"> By limiting the use of different speed limits, a more consistent and intuitive speed management system can be created across the network, where people have a greater understanding and appreciation of risk and what a safe and appropriate speed is on a particular stretch of road.
<p>Masterlon</p>	<p>14. There were a variety of suggestions about the speeds through this section, with some support for reducing speeds or extending lower speed sections in certain areas.</p>	<p>13. The SH2 Masterlon to Carterton project includes pedestrian and cycling facilities in some areas. Cycling infrastructure and bridge widening to accommodate cyclists is being investigated by the Waka Kotahi multi modal team.</p> <p>14. These ideas have been considered by the safety team. There are a number of factors that go into setting safe speeds on our roads. Including the number of people and travel modes using the road, the function and features of the road and its surrounding environment.</p>
	<p>15. People felt there were too many different speeds being proposed on this section with some believing the 80km/h section on this stretch could be further reduced to 60km/h, so people did not have to slow down and speed up again across a short distance. Several respondents opposed the amount of speed variation within this area (with six different speeds across approximately 3.7km due to the Intersection Speed Zone proposal) and expressed concern that trucks may not abide by the speeds as they are unable to brake/accelerate sufficiently.</p>	<p>15. Noted. Many of the crashes in this area are at intersections. A decision has been made to construct roundabouts in some locations instead of the proposed Intersection Speed Zones. Roundabouts naturally slow traffic, reducing speeds and the risk of serious crashes and will make it easier for people to turn on and off the state highway.</p> <p>The proposed midblock speed of 80 km/h between Masterlon and Carterton has been assessed to be a safe and appropriate speed due to the crash history and ongoing risk of high-speed head-on (in Clareville section) and loss of control collisions</p>
	<p>16. Some people suggested the proposed 50km/h area to the southern end of the Waingawa River bridge be extended further.</p>	<p>16. Our technical analysis shows the proposed speed is safe and appropriate for the road environment in this location.</p>
	<p>17. Others wanted to see a consistent speed through townships, with 40km/h or 50km/h highlighted to avoid confusion.</p>	<p>17. Our technical analysis shows the proposed speeds are safe and appropriate for the road environment in these locations.</p>

Released under Official Information Act 1982

	Public feedback E.g., Factors raised in consultation OR Issues/Concerns Raised	Responses
	18. Some commented that between the proposed new Norfolk roundabout and Waingawa River bridge, there was no need to increase the speed from 60km/h to 80km/h before dropping back to 50km/h.	18. Our technical analysis shows the proposed speeds are safe and appropriate for the road environment in these locations.
	19. Further safety measures were requested around businesses such as Higgins to prevent big trucks turning across the highway, suggestions included a left in/left out only turn or a reduced speed limit.	19. These comments have been shared with the relevant project team to consider. At present no further safety improvements are planned.
	20. Another suggestion was that the speed limit between Wilton Road and Masterton could be 90km/h, with the rest of the open road sections remaining at 100km/h.	20. 80km/h response. Our analysis has shown 80km/h to be the safe and appropriate speed.
	21. Fix speed between Solway to the southern side of East Taratahi/Wiltons intersection at 60km/h.	21. Our technical analysis shows the proposed speeds are safe and appropriate for the road environment in these locations.
	22. Reduce speed approaching and between the proposed roundabouts only.	22. Traffic naturally slows when approaching a roundabout. Any proposal to drop speed limits is driven by the need to improve safety and reduce harm for everyone on our roads. It will help ensure that in coming years we do not have thousands of people dealing with a road tragedy, which could have been prevented or the harm minimised had people been driving at a slower speed.
	23. Concerns were raised about the traffic flow through Masterton if speeds were dropped.	23. We do not believe traffic flow through Masterton will be an issue; there are at least two other alternative routes including the heavy vehicle bypass.
Carterton Greytown to	24. Many submitters highlighted the need for reduced speeds of 70km/h or other safety measures north of Carterton through Clareville to protect people turning off to go to the Clareville bakery and nursery, and Chester Road — but keeping all other 100km/h zones between.	24. The proposed midblock speed of 80km/h between Masterton and Carterton has been assessed to be a safe and appropriate speed.

Released under the Official Information Act 1982

	Public feedback E.g., Factors raised in consultation OR Issues/Concerns Raised	Responses
	<p>25. Reduce the speed from 70km/h to 50km/h on the corner of Somerset Road heading south to join Carterton, due to limited visibility around this bend.</p> <p>26. There was support to extend the 50km/h zones out to Pinehaven Orchards and further south of Carterton.</p> <p>27. Reduce the number of speed changes through Carterton.</p>	<p>25. We have looked at this location and there is adequate distance available to safely stop if drivers are travelling at 70km/h (82m).</p> <p>26. We will not extend the 50km/h to the south of Carterton as there is a southbound passing lane/slow vehicle lane here.</p> <p>27. There will be only one main speed change through Carterton, this being the 40km/h section through the retail corridor. The 30km/h school zone in the centre of a 50km/h section through town will only normally be active immediately before and after school. The remainder of the urban area will have a 50km/h limit.</p>
	<p>28. Some concern from Matarawa Rd residents about the number of heavy vehicles in the area if a proposed quarry down the road goes ahead.</p>	<p>28. Reducing the speed to 80km/h past Matarawa Road will make this intersection safer, especially if there is a high number of heavy vehicles turning on and off the highway.</p>
Greytown Featherston	<p>29. There was strong opposition to reducing speed on the open road between Greytown and Featherston to 80km/h due to the straight nature of the road.</p>	<p>29. 80km/h: The proposed midblock speed of 80km/h between Greytown and Featherston has been assessed to be a safe and appropriate speed.</p>
	<p>30. Include a 70km zone south of Greytown between the local cemetery and Bidwells Cutting Road, to reduce speeding into town.</p>	<p>30. The threshold into Greytown is proposed to remain in its current location, however the approach speed limit for vehicles entering the 50km/h urban areas is recommended to be reduced from 100km/h to 80km/h, which should improve compliance with the 50km/h speed limit.</p>
	<p>31. Extend the 50km/h zone upon entry to Greytown on the Wellington side up to the cemetery.</p>	<p>31. The threshold into Greytown is proposed to remain in its current location, however the approach speed limit for vehicles entering the 50km/h urban areas is recommended to be reduced from 100km/h to 80km/h, which should improve compliance with the 50km/h speed limit.</p>
	<p>32. Concerns were raised about reducing the speed limit on SH2 through Greytown would lead to increased use of West Street and East Street instead of SH2, therefore making these residential streets being extremely busy.</p>	<p>32. There is no evidence to suggest drivers will use the local roads to bypass the lower speeds on SH2. When you take into account time lost for turning in and out and waiting for traffic to clear on SH2 before turning, the time difference would be negligible. In addition, local councils will develop their own speed strategies for roads they manage.</p>

Released under the Official Information Act 1982

	Public feedback E.g., Factors raised in consultation OR Issues/Concerns Raised	Responses
	<p>33. Just south of Greytown there is a medical centre, a housing subdivision and a skate park being developed, with no way for residents to get across SH2 to these facilities.</p> <p>34. There is strong support for a raised pedestrian crossing outside Dot Kids in Greytown.</p>	<p>33. We have funding to upgrade existing pedestrian crossings and have been investigating locations for new raised pedestrian crossings.</p> <p>34. We have funding to upgrade existing pedestrian crossings and have been investigating locations for new raised pedestrian crossings</p>
	<p>35. Create a 70km/h buffer zone entering Greytown township to allow cars more time to slow down from 100km/h</p>	<p>35. A short 70km/h zone on the approach to Greytown, from the north, is being retained.</p>
Featherston	<p>36. Reduce speed limit to 50km/h or 60km/h past the intersection of Boundary Road due to speeding.</p>	<p>36. The 50km/h speed limit will be extended east of Boundary Road, replacing the existing 70km/h section.</p>
	<p>37. Extend the 50km/h zone further south when entering Featherston or install some speed bumps to protect residents pulling into Moore Street and pedestrians and cyclists crossing the road.</p>	<p>37. The 50km/h speed limit will be extended west of Featherston (replacing the existing 70km/h section)</p>

Released under the Official Information Act 1982

Feedback Themes

While several submissions did include factors that were taken into consideration when proposing the new permanent speed limits, a proportion of the submissions expressed only general opinion, either in support of or not supporting the proposed changes. These included general comments regarding driver behaviour, enforcement, and traffic slowing measures. Many non-specific comments, inclusive of all areas included in the speed review, were also made.

- Most people are supportive of speed being reduced through townships, and approaching, urban areas and high-risk intersections.
- Most of the feedback did not support speed reductions on open road sections of highway down to 80km/h, however there was some support for certain sections to be changed – (i.e., just south of Masterton around Clareville). A small number of submitters supported the 100km/h to 80km/h speed drop, saying it would create a more relaxing drive, while others suggested making the 100km/h sections 90km/h as a compromise.
- Some people expressed surprise that speeds through Clareville will not be dropped. Many submitters highlighted the need for reduced speeds of 70km/h or other safety measures north of Carterton through Clareville to protect people turning off to go to the Clareville bakery and nursery, and Chester Road.
- Some submitters do not see speed as the main cause of accidents, with many perceiving driver behaviours as the major contributor – particularly driver distraction or frustration at slow vehicles that leads to dangerous overtaking.
- There was concern that reduced speeds would negatively impact local businesses through loss of tourists and holidaymakers, and an increase in drive times.
- Increased driver education, policing and enforcement, and signage are important for compliance to the various speed limits proposed.
- There was support for improved pedestrian and cycling facilities, especially in townships and near roundabouts. People felt the combination of these, and the slower speeds would make the route safer for cyclists.
- Some respondents believe road maintenance was an issue while others said the roads were well maintained and did not need improving.
- Infrastructure to support speed limits, such as repeater signs could be looked at and Police enforcement was highlighted.

For details, please refer to the Consultation Summary.

POST CONSULTATION REVIEW AND THE CHANGE TO THE STATUTORY ENVIRONMENT

In the interim and subsequent to consultation being completed, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13th day of April 2022, coming into force on 19th May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19th day of April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19th May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

Clause 12 of the Speed Rule 2022 defines an "interim period" which commences when the land transport records of the RCA have effect (inclusion in the NSLR) and continues until a Speed Management Plan which includes the roads under the control of the RCA is published.

Clause 12.8 further provides methods by which speed limits may be set during the interim period. Waka Kotahi has undertaken this speed review in accordance with Clause 12.8 and Clause 2.6 of the Speed Rule 2022. The approval of the Director (Waka Kotahi, Regulator) will be sought in accordance with Clause 2.6(2) of the Speed Rule 2022.

This report includes the details of the proposed speed limit to be provided to the Director as required by Clause 2.6(2)(b). These details include the location of the proposed speed limit and the speed limit itself expressed in kilometres per hour.

Waka Kotahi (RCA) has had regard to guidance and information developed and maintained by Waka Kotahi (Regulator) in determining its proposed SaAS for the corridor subject of this review.

Waka Kotahi (RCA) has undertaken comprehensive engagement and consultation in determining the SaAS. This report includes a description of the engagement and consultation undertaken in the prior sections. The consultation was undertaken in accord with Waka Kotahi best practice and in accord with the requirements of the Speed Rule 2017.

Notwithstanding that the consultation was undertaken pursuant to the Speed Rule 2017, it is considered that subject to necessary modification (as provided for by Clause 2.6(6)), the consultation generally accorded with the requirements of Clause 3.9. In particular, the review was published on the Waka Kotahi website and consultation extended over a period of 4 weeks, although the consultation efforts extended well beyond this as documented in the relevant section of this report.

Māori were not consulted under a separate process as this was not required pursuant to the Speed Rule 2017. And although there was no indication that the proposal affected Māori land or land subject to claims or with known historical, cultural, or spiritual interest (Clause 3.9(6) of the Speed Rule 2022), Waka Kotahi did consult with Rangitane o Wairarapa, the Mandated Iwi Authority, which generally supported the speed changes proposed.

Delays to implementation of the speed review can be attributed to Waka Kotahi's decision to delay implementation of any speed review until it had given due consideration to alternative approaches that might better reflect current feedback sentiment. This was particularly relevant to SH2 with the length of the corridor and the fact that it served a number of dormitory townships and had a high number of commuters.

Further, there were a range of safety improvements being undertaken which were considered complementary to the speed review process, including roundabouts, where ISZ were proposed as an alternative.

Waka Kotahi has maintained an ongoing liaison with Council and the public under the umbrella of the SH2 Wairarapa highway improvements, which has included the SH2 Featherston to Masterton speed review. In particular, regular monthly newsletters are provided to the public, with the last posted on 21st October 2022.

So, to confirm, as documented in this report, it is considered that Waka Kotahi (RCA) has consulted in general accordance with Clause 3.9 of the Speed Rule 2022.

Pursuant to Clause 2.6(4) the Director must provide his approval if he is satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published. This will be addressed by way of a letter (which will be appended to this report, with any response)

Addressing Public Feedback/RtZ ESC Review

Waka Kotahi received significant levels of feedback to speed reviews undertaken toward the end of 2021 indicating a lack of public support for rural speed reductions. To address this a framework was developed and was endorsed by the Waka Kotahi Board and speed reviews currently being undertaken were assessed against the framework.

The purpose of the framework was where changes from 100km/h to 80km/h are proposed, Waka Kotahi (RCA) carried out a further assessment to consider if an interim 90km/h speed limit might be appropriate.

The framework takes into consideration the general level of support for the recommended SaAS, whether current average operating speeds are lower than the posted speed, whether the current road alignment encourages/allows for speeds higher than the recommended SaAS, whether transformational infrastructure is being installed in the next 5 years, whether the collective risk is low or low/medium and whether any other infrastructure is planned that could allow for an interim 90km/h.

The framework was applied to the SH2 Masterton to Featherston speed review corridor and it was determined that 80km/h was the SaAS for the three rural sections of state highway between Masterton and Carterton, Carterton and Greytown, and Greytown and Featherston.

90km/h speed limits were not considered appropriate in the environment due to high traffic volumes, the continued head on risk without median wire barrier, and presence of road side hazards.

Given the length of time that has passed since the inception of this speed review and the wide range of matters that had to be considered and reviewed and that resulted in the delays, including

- Complexity and complementarity between various physical improvements and interventions
- Review of the implementation of speed review corridors in the context of low public support levels nationally,

The decision and any future opportunities for speed reduction will be communicated to stakeholders, partners and the public and recipients of the updates relating to this part of the network (SH2 Wairarapa Safety Improvements webpage and media release programme).

RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, the following conclusions were reached for the Speed Review of [SH2 Masterston to Featherston, Wellington Region](#).

While undertaking this speed review, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13th day of April 2022, coming into force on 19th May 2022.

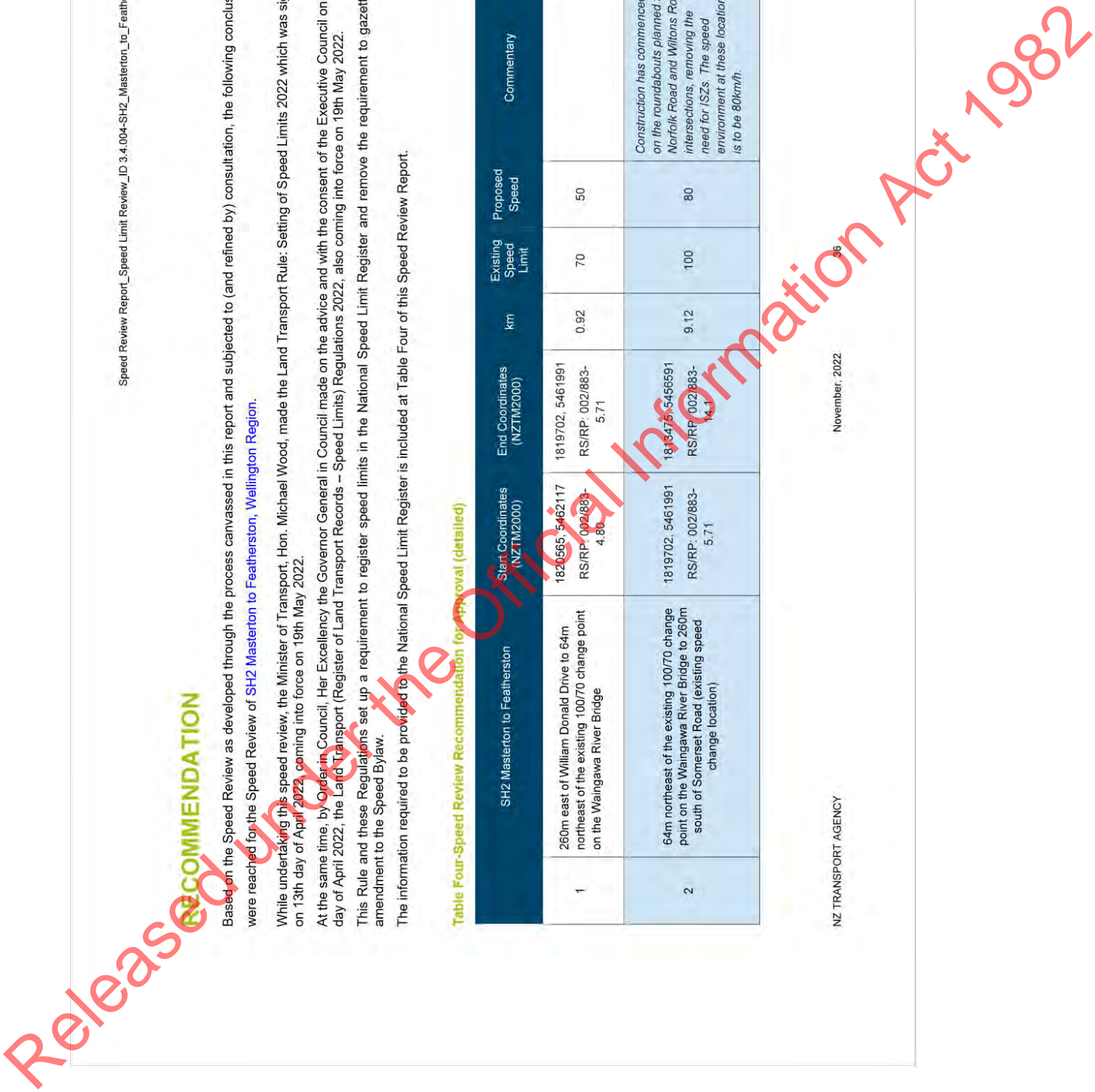
At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19th day of April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19th May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

Table Four-Speed Review Recommendation for Approval (detailed)

SH2 Masterston to Featherston		Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	km	Existing Speed Limit	Proposed Speed	Commentary
1	260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	1820565, 5462117 RS/RP: 002/883- 4.80	1819702, 5461991 RS/RP: 002/883- 5.71	0.92	70	50	
2	64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 260m south of Somerset Road (existing speed change location)	1819702, 5461991 RS/RP: 002/883- 5.71	1813475, 5456591 RS/RP: 002/883- 4.1	9.12	100	80	Construction has commenced on the roundabouts planned for Norfolk Road and Wiltons Road intersections, removing the need for ISZs. The speed environment at these locations is to be 80km/h.



SH2 Masterlon to Featherston		Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	km	Existing Speed Limit	Proposed Speed	Commentary
3	260m southwest of Somerset Road (existing speed change location) to 205m southwest of Andersons Line (existing speed change location)	1813475, 5456591 RS/RP: 002/883-14.1	1813135, 5456256 RS/RP: 002/883-14.6	0.50	70	70	
4	205m southwest of Andersons Line (existing speed change location) to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout	1813135, 5456256 RS/RP: 002/883-14.6	1812730, 5455706 RS/RP: 002/883-15.28	0.70	50	50	
5	130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 10m south of Seddon Street	1812730, 5455706 RS/RP: 002/883-15.28	1812217, 5455028 RS/RP: 002/883-16.06	0.80	50	40	
6	10m south of Seddon Street to 50m southwest of Portland Road (current 50/100 change point)	1812217, 5455028 RS/RP: 002/883-16.06	1810703, 5453272 RS/RP: 002/883-18.44	2.33	50	50	
6a	40m north of Richmond Road to 70m northeast of Moreton Road	1812159, 5459511	1811668, 5454349	0.78	50 (40 School Zone)	50 (30 School Zone)	The new speed rule provides for a 30km/h school zone
7	50m southwest of Portland Road to 550m north-east of Hupenui Road.	1810703, 5453272 RS/RP: 002/883-16.06	1807821, 5450684 RS/RP: 002/905-1.25	4.10	100	80	Current passing lane becomes a slow vehicle lane with wide centreline.

Released under the Official Information Act 1982

SH2 Masterlon to Featherston		Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	km	Existing Speed Limit	Proposed Speed	Commentary
8	550m north-east of Hupenui Road to 50m north-east of North Street	1807824, 5450684 RS/RP: 002/905-1.25	1807304, 5450099 RS/RP: 002/905-2.04	0.79	70	70	
9	50m north-east of North Street to 40m north-east of the SH2 / Kuratawhiti Street / Jellicoe Street intersection	1807304, 5450099 RS/RP: 002/905-2.04	1806887, 5449632 RS/RP: 002/905-2.67	0.62	50	50	
10	40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to 20m south of the SH2 / Wood Street / Church Street intersection)	1806887, 5449632 RS/RP: 002/905-2.67	1806446, 5449139 RS/RP: 002/905-3.335	0.65	50	40	(Note: location south of intersection at closest practicable location reflecting change in environment and maintaining sightlines and safety)
11	20m south of the SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road	1806446, 5449139 RS/RP: 002/905-3.335	1805656, 5448292 RS/RP: 002/905-4.52	1.18	50	50	(Note: location south of intersection at closest practicable location reflecting change in environment and maintaining sightlines and safety)
12	85m southwest of Bidwills Cutting Road to 35m east of Boundary Road.	1805656, 5448292 RS/RP: 002/905-4.52	1796402, 5445321 RS/RP: 002/905-14.50	9.94	100	80	Current passing lanes become slow vehicle lanes with wide centreline.
13	35m east of Boundary Road to 45m west of the SH2 / Birdwood Street / Lyon Street intersection	1796402, 5445321 RS/RP: 002/905-14.50	1795343, 5445586 RS/RP: 002/905-15.55	1.10	70/50	50	

Released under the Official Information Act 1982

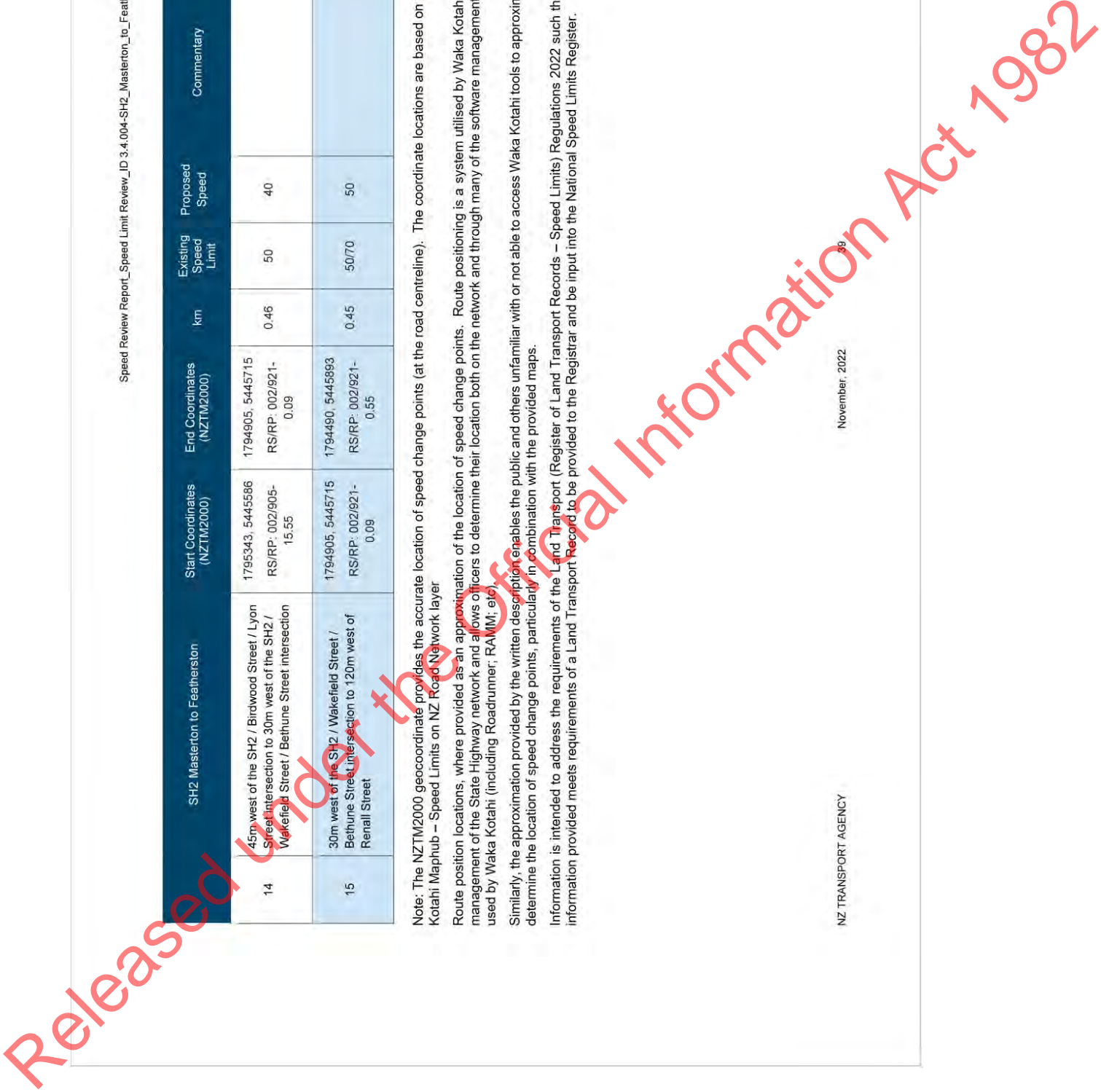
SH2 Masterlon to Featherston		Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	km	Existing Speed Limit	Proposed Speed	Commentary
14	45m west of the SH2 / Birchwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection	1795343, 5445586 RS/RP: 002/905-15.55	1794905, 5445715 RS/RP: 002/921-0.09	0.46	50	40	
15	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	1794905, 5445715 RS/RP: 002/921-0.09	1794490, 5445893 RS/RP: 002/921-0.55	0.45	50/70	50	

Note: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the road centreline). The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer.

Route position locations, where provided as an approximation of the location of speed change points. Route positioning is a system utilised by Waka Kotahi in its management of the State Highway network and allows officers to determine their location both on the network and through many of the software management tools used by Waka Kotahi (including Roadrunner, RAMM, etc).

Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

Information is intended to address the requirements of the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 such that the information provided meets requirements of a Land Transport Record to be provided to the Registrar and be input into the National Speed Limits Register.



ANNEXURE 1: LETTER TO DIRECTOR (& RESPONSE)

Separate documents

Released under the Official Information Act 1982