

The SAFE SPEED PROGRAMME SPEED LIMIT REVIEW – Views of Interested Teams within Transport Services

Purpose of this form is to record the views of interested teams within Transport Services on the speed limit review prior to going to external engagement with key stakeholders and the general public by the indicated close date (Normally two weeks)

1. SH2 Masterton to Featherston			
Date	27 th July 2020	Version / Revision	1.
Region	Wellington	Site ID	3.4.004
Review Period Closes:		12 August 2020	

2. Speed Review Manager Details (Regional Safety Engineer)			
Name	Steve James	Phone	s 9(2)(a)
Title	Senior Safety Engineer	Mobile	s 9(2)(a)
Organisation	Waka Kotahi NZ Transport Agency	Email	Steve.james@nzta.govt.nz

3. Reasons for Speed Review

[provide the background information which led to this review]

3.1 Background

SH2 Masterton to Carterton was a Safe Roads Alliance project that has been through a number of reports and initial engagement with stakeholders and the public. The Safer Network Programme team have now taken this over and funding is available for a series of SSI's, including roundabouts at Norfolk Road and Ngaumutawa Road, and midblock improvements. Alongside this will be a speed limit review.

3.2 Other Measures that may be required to support the proposed safe and appropriate speed limit

Appropriate signs including speed indicator devices. Removal of passing lanes (this width will then be used for a median barrier as part of the large project); or remain as slow vehicle bays. This has yet to be confirmed. Amended intersection speed zone at East Taratahi Road. Some other forms of speed management may be required such as raised platforms in urban areas to assist with vulnerable user safety.

3.3 Other projects the Engagement Team should be aware of

None

3.4 Collaboration with TLAs

Various workshops have been held with TLA's over the past 3 years to implement speed limit changes. A representative from each TLA is ready to be part of a team to progress these.

3.5 Issues and Risk

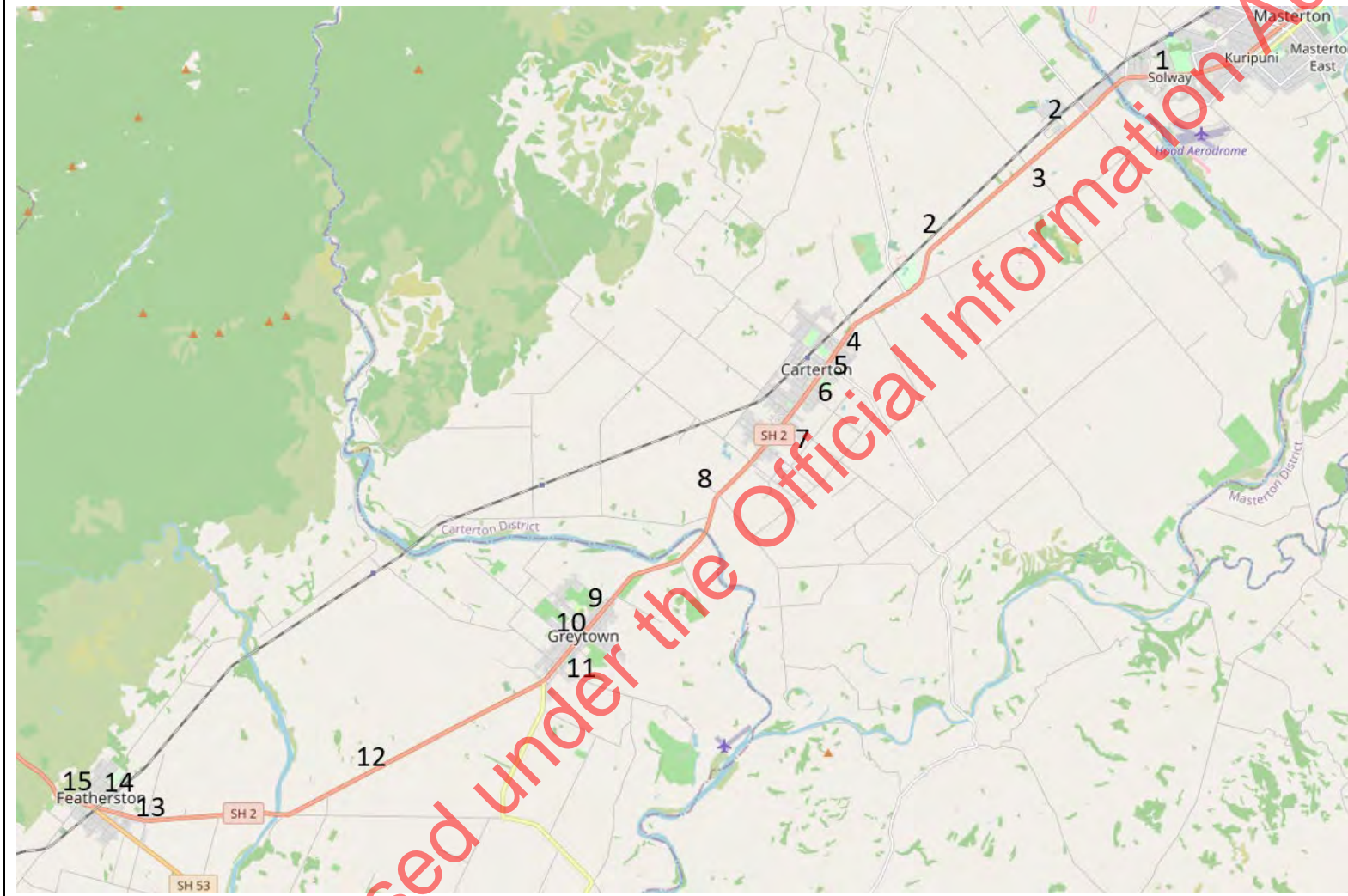
Nothing I am aware of.

Consultation Approval

Out of Scope

4. Map of State Highway Network Section/s being Reviewed

[insert map or maps – please provide references to co-relate to the Summary Table in Item 5]



5. Technical Assessment Summary Table

Map Section No.	SH	RS / RP		Length (km)	Physical Description of Location [GPS co-ordinates, provide offsets from nearest side road or key landmark and locality, if applicable]	Existing Posted Speed Limit (km/h)	Assessed Safe and Appropriate Operating Speed (SaAS) (km/h)	Top 10% DSI Savings Segment (Y/N)	Predicted DSI Savings [MegaMap]	Mean Operating Speeds [MegaMap]	Proposed Safe and Appropriate Speed limit (Km/h)	Reasons proposed speed limit differs from SaAS
		Start	End									
1	2	883/4.8	883/5.78	0.98	240m east of William Donald Drive to North-eastern end of Waingawa River Bridge (extends the existing 50 km/h section south of Masterton)	70	60	Y	0.01	60-64	60	
2	2	883/5.78	883/14.09	6.86	North-eastern end of Waingawa River Bridge to 250m south-west of Somerset Road	100	80	Y	0.49	85-89	80	
3	2	883/8.4	883/8.77	0.37	175m North of East Taratahi Road to 200m South of East Taratahi Road (Existing intersection speed zone to remain – speed limit reduced)	70	60	Y	Unknown	N/A	60	
4	2	883/14.09	883/14.59	0.5	250m south- west of Somerset Road to 160m North-east of Plimsoll Street	70	60	Y	0.00	65-69	60	
5	2	883/14.59	883/15.43	0.84	160m North-east of Plimsoll Street to Park Street	50	50	Y	0	50-54	50	
6	2	883/15.43	883/16.15	0.72	Park Street to Medical Centre (SCJ recommended location)	50	40	Y	0.00	40-44	40	
7	2	883/16.15	883/18.43	2.28	Medical Centre to South of Portland Street	50	50	Y	0	50-54	50	

7a	2	883/16.20	883/16.98	0.68	School Speed zone (covers 2 schools)	50 (40 advisory)	40 VSL	Y	0	50-54	40 VSL	
8	2	883/18.43	905/1.82	4.67	South of Portland Street to Hupenui Road	100/70	80	Y	0.28	85-89	80	
9	2	905/1.82	905/2.7	0.9	Hupenui Road to Jellicoe Street	70/50	50	Y	0	50-59	50	
10	2	905/2.7	905/3.32	0.62	Jellicoe Street to Church Street	50	40	Y	0.01	45-49	40	
11	2	905/3.32	905/4.5	1.18	Church Street to 80m south-west of Bidwells Cutting Road	50	50	Y	0	50-54	50	
12	2	905/4.5	905/14.44	9.94	80m south-west of Bidwell Cutting Road to 120m west of Boundary Road	100	100	Y	0	90-94	80	
13	2	905/14.44	905/15.19	0.75	120m west of Boundary Road to 45m east of Hickson Street	70/50	50	Y	0.00	60-64	50	
14	2	905/15.19	921/0.08	0.79	45m east of Hickson Street to 20m west of Wakefield Street	50	40	Y	0.01	45-49	40	
15	2	921/0.08	921/0.58	0.50	20m west of Wakefield Street to 400m west of Moore Street	50/70	50	Y	0	65-69	50	

6. Other Projects on Corridor

6.1 Current proposals with pre-implementation funding have been approved for a roundabout at Norfolk Road and 6.7km of median protection and associated works including potential widening and passing lane alterations.

Approximately 2 turnaround facilities included as part of median barrier implementation. The location of these are indicatively north and south of East Taratahi Road, and one at Chester Road. These are to be confirmed during the detailed design stage and will likely require land purchase.

Note the proposed roundabout located at Norfolk Road is intended to act as a turnaround facility to the north (part of a separate SSI application)

5km of roadside barrier at high risk locations with associated widening

- o 2/883/6.5 – 2/883/6.7 Both sides
- o 2/883/7.1 – 2/883/7.9 LHS
- o 2/883/8.3-2/883/10.2 LHS
- o 2/883/11.3 – 2/883/12.9 LHS

There is also a pre-implementation funding application approved for a roundabout at Ngaumutawa Road.

Note there are no physical works proposed midblock south of Carterton towards Featherston apart from signage and markings to compliment the speed limit changes.

7. Supporting Information for the Review

Safe and Appropriate Speed Technical Assessment

Out of Scope

7.1. Background Data for the SH Corridor under Review

7.1.1. Characteristics of the Corridor

ONRC Classification	Regional Strategic
Government Policy Statement (GPS) Top 10%	Yes

[include ONRC Classification, GPS Top 10%

7.1.2. Traffic Volume (AADT) along the Corridor

Count Location	Count Year	AADT	Heavy Commercial vehicles %
Between Masterton and Carterton @ Clareville	2018	13,216	5.5
Between Carterton and Greytown @Sth of Waiohine River Bridge	2018	10,678	5.5
Between Greytown and Featherston @ Sth of Tauherenikau River Bridge	2018	7,185	5.6

[from SHTV – 2014-2018 all regions as at 27 July 2019]

7.1.3. Travel Time Impact along the Corridor

Travel Time Cost (Lower Bound) - Mean Speed to Proposed Speed Limit	Posted speeds in 100 km/h sections are higher than current mean operating speeds
Travel Time Cost (Upper Bound) – Current Speed Limit to Proposed Speed Limit	Additional 65 seconds across 31.5km

[travel time differences taken from MegaMaps]

7.1.4. Crash Data along the Corridor [request to be made to StatisticalAnalysis@nzta.govt.nz]

▪ 10-year Crash Statistics

10-year Period Start	January 2010
10-year Period End	December 2019
Total crashes	488
Total Injuries – All	220
Total Injuries – Fatal	4
Total Injuries – Serious	28
Total Injuries – Minor	188
Out of Scope	

7.2. Other Measures that may be required to support the proposed safe and appropriate speed limit

Map section # (if Any)	SH	RS/RP	Length Km	Measures required (Infrastructure/Education - Behaviour change)
				<p>In the urban areas some additional engineering improvements will be required to support the lower speed such as raised platforms, narrowings, threshold signage and potentially electronic speed indicator devices.</p> <p>The area north of Waingawa bridge will be considered specifically for additional elements that may be required. Also the change points will be detailed as the proposals become more refined.</p> <p>All of the above details will be developed as the proposals are finalised.</p> <p>School zones are being proposed at Carterton South End School and St Marys School, for a distance of 680m. The speeds will drop from 50kph to 30kph, as long as this is backed up with appropriate infrastructure such as raised zebra platforms/traffic calming. Glenn Bunting may approve a 30 km/h variable speed limit, if we can get speeds down to around 40 km/h through infrastructure. If not, then a 40 km/h variable speed limit will be in place. Where necessary we will seek the appropriate approvals from the Waka Kotahi Regulatory Team (Glenn Bunting).</p> <p>All side roads will be appropriately signed for speed changes in liaison with the appropriate local authorities.</p>

7.3. Collaboration with TLAs

Only initial discussions have been held with the TLA's, and this was a few years ago.

7.4. Issues and Risks

Issues and Risks	Mitigation
Infrastructure funding from SSI / SNP	
Timing of corridor works	
Local Road tie in with TLA's	

8. Views of Teams within Transport Services and Responses

8.1. [Recipients to provide feedback within the relevant boxes below. Two week period review period then closed. Speed Review Manager to consider and provide close-out comments following close of review period.]

8.2. OPPP, Transport Services

Name	Mike Pilgrim	Date	
Title	Advisor, OPPP		

Engagement Comments:

Initial comments from 20th August 2019

Section 1 – There is still a significant amount of development on this section with the area north and south of the current change point looking the same. Based on this the speed limit should probably be 50 over this length, this may require some changes to the area immediately north of the Waingawa bridge to support the lower limit. **Noted**

Section 2 - Agree with the proposal, consideration should be given to making the RIAWS on this section a 60km/h limit. **Noted**

Section 4- Agree with proposal but note that change in speed limits need to occur where there is a change in development so some form of threshold treatment will be required at this location. Alternatively, the change point could occur at the existing 70/100 change point which has some road side features.

A further option might be to continue the 80 to RP 14.4 and make this a 50/80 change point. **Noted**

Section 6 – Agree that 40 is appropriate through the town over this length

Section 7 – Agree with proposal

Section 8 – Agree with proposal

Section 9 – Agree with proposed speed limit however the southern extent is not located where the change in development occurs. The change point should be at the current 70/50 change location where the environment changes with kerb and channel or possibly extended to RP1885 where there is a roadside shop and the start of housing. If located at RP1885 works to differentiate the area from the preceding section may be required. **Noted**

Section 9 – Noting comments above agree with proposal

Section 10 - Agree with proposal

Section 11 - Agree with proposal

Section 12 – To the road user this section of highway will look similar to that between Masterton and Carterton and Carterton and Greytown. For consistency consideration should be given to have an 80km/h limit on this portion of highway **Noted**

Section 14 – Agree with proposal, works will be required at the change point to manage speeds this will be particularly important for northbound traffic. **Noted**

Section 15 – Agree with proposal.

Comments August 2020

Section 1 - Comments from above remain

Section 2 - Agree with the proposal. While the proposal to construct the roundabout is noted, consideration should be given to consulting on a RIAWS so that if funding for the roundabout is not available the RIAWS can be installed.

Section 3 - Agree, we should have a good understanding of what type of turn around facilities are being provided in this location so that if needed the layout of the RIAWS can be adapted to for the longer term situation.

Section 4 - Agree

Section 5 - Agree

Section 6 - Agree

Section 7 - Agree

Section 7a - With survivable impact speeds for pedestrians being less than 30km/h we should be looking to have a 30km/h school speed zone. In this case we may need to add an additional sign before the second school to remind drivers of the speed limit given the length of the proposal. This would assist in having speeds around 30km/h

Section 8 – Consideration should be given to removing the 70km/h section from the review, allowing the 70 to be retained. The area is not as developed as would be expected for 60km/h speed limits but is probably too developed to be increased to 80km/h. The flush median and wider shoulders allow for turning movements but also add to the width of the road giving the impression of a higher speed environment

Section 9 - Agree

Section 10 - Agree

Section 11 - Agree

Section 12 - Agree, the Mega Maps version 3 identifies this link as 80km/h and has estimated DSI savings of 0.28 (the current table show DSI savings as 0)

Section 13 – Agree

Section 14 - The start of the 40km/h seems to far out from the area that has a heavy presence of shops etc. The current proposed position does not reflect a change in environment from the area before the proposed change point. Changing to 40km/h may be more appropriate around RP15550

Section 15 - Agree

- **Close-out Responses:**

All comments noted and responses below:

- An ISZ for Norfolk Road in case funding for implementation of a roundabout is not forthcoming is a good idea and agreed.
- Turnaround facilities are important and will be considered in context of the speed limits.
- A 30 km/h school speed zone will be considered in Carterton - this will require infrastructure to get speeds well below 40 km/h and close to 30 km/h, so confirmations is still required that funding for raised safety platforms.
- Section 8 comment re 70 km/h section just north of Greytown is noted and will be considered in further corridor development.
- Location of the the 40 km/h section in Featherston and the possibility to move it closer to the main retail area will be considered in further corridor development – the exact RP (15.55 suggested) will be confirmed

8.3. Safe Network Programme, Project Delivery, Transport Services

(Reflect on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

Name	Michael Brown	Date	
Title	Safe System Lead		

Engagement Comments:

Comments August 2020

In principle, agree with proposal

The following projects are identified in SNP and R2Z from the Pipeline Database:

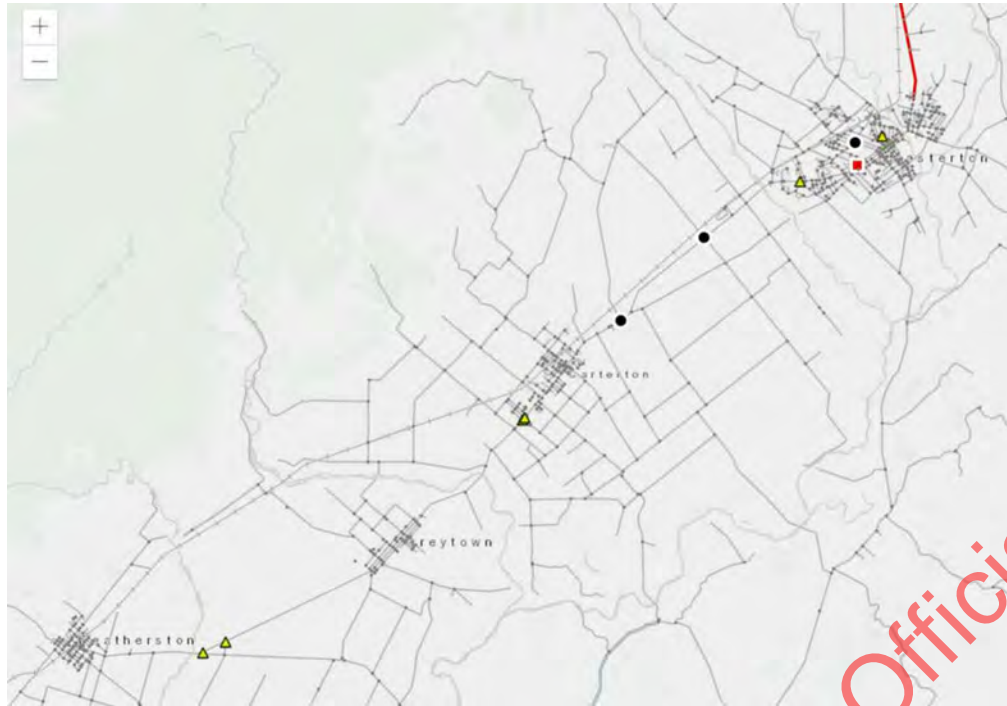
			NLTP
Intersections in FINAL SNP Programme 2021-2024	SH02 & Norfolk Rd	Safe System Transformation: Rural Roundabout	2021-2024
	SH02 Chapel St & Cornwall St	Safer Intersections (LCLR)	2021-2024
	SH02 Ngaumutawa Rd & High St	Safer Intersections (SNP)	
	Various under	11 Safety Management intersections (LCLR)	2021-2024, 2024-2027, 2027-2030

Corridors in FINAL SNP Programme	SH02 Waingawa Riv Br - Somerset Rd	8.3km Safe System Transformation – no treatment identified	2018-2021 Safety Management 2021-2024 System Transformation
----------------------------------	------------------------------------	--	--



Figure 1: Intersections in FINAL SNP Programme & Corridors in FINAL SNP Programme

Intersections in R2Z Draft Programme	SH02 & Gallon Rd	Safe System Transformation: Rural Roundabout	2030+
	SH02 & Chester Rd	Safe System Transformation: Rural Roundabout	2030+
	Unnamed	Safer Intersections	2030+
	Various	5 Safety Management Intersections	2030+
Corridors in R2Z Draft Programme	Not specified	-	2030+



However, if Section 3 (WB) is to be reduced to 60km/h, then in NLTP1 (2021-2024), should SNP median wire rope barrier still be required for this section? Does it still stack up to the SSI? Needs to confirm.

Close-out Responses: All comments noted and list of projects is useful for upcoming coordination workshop.

2030+ R2Z projects will not impact the speed programme at this stage – details of projects to be sourced for future reference.

Section 3 will be an intersection speed zone if LILLO speed zone will be removed.

8.4. Manager, System Management, Transport Services

(Reflect on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

Name	Mark Owen	Date	
Title	System Manager, Wellington		

Engagement Comments:

Previous Comment from 28th June 2019

This proposal will require further consideration; however my overarching comments are:

1. Can we progress some of the 'quick wins' ie speed limits that are obvious need to be changed and we have strong community support (esp peri-urban approached to towns)

The SNP leadership prefers to not split corridors, however, this will be considered on a location by location basis and may be feasible under certain circumstances.

2. What is the SMG recommendation for these peri-urban areas – do we have nationally consistent view about buffer zones in these peri-urban areas? (ie 60km/hr speed zones on the urban fringe before the 50/40km/hr speed limits start)

The SAAS will indicate if these 'buffer' 70km/h speed limits are to be 60km/h or 80km/h. It will be agreed on a case by case basis if the environment can support a suggested 60km/h or 80km/h speed limit. In cases where it is not deemed appropriate to raise the speed limit the 70km/h will remain.

3. What is the planned treatment/changes to passing lanes? (my suggestion is if the speed is less than 100km/hr, we could consider changing the priority to Slow Vehicle Bays, especially in the lower traffic volume areas, where capacity is not an issue – the may help to minimise excessive speeds during overtaking)

To be actioned during review.

Comments August 2020

I still maintain that we should be considering this corridor is two phases. While the intent is the medium term goal, we have some quick wins that we should be progressing ahead of the whole corridor, knowing that feedback may present some strong opposing views, while the short term changes are relatively straightforward and likely to be supported by the community.

For example:

SH 2 - **North of Ngaumutawa Rd to south of Norman Ave** – should change asap, has been through engagement as part of M2C early engagement >18mths ago, so should now go straight to consultation on the proposed new speed limits. This is also necessary to conform the design criteria for M2C and is pressingly urgent, given the temporary closure of Norma Ave.

SH 2 – **South of Norman Ave to Carterton** – as this is within the M2C project length, any proposal needs to be done jointly

SH 2 – **Featherston township** (both north and south entrances to the township) require changes to reflect development – should be relatively straightforward

By tackling these two section of SH 2 first, we could get some early wins and make changes to improve safety, which the engagement/consultation progresses on the remaining length of SH 2, which has complexities as it will need to be done jointly with CDC & SWDC and any proposed changes will need to consider how the existing passing lanes are to be treated

Close-out Responses: Early wins will be considered where appropriate and undertaken as agreed – final decision will be undertaken by the SNP Speed Programme Manager.

Released under the Official Information Act 1982

8.5. Journey Manager, System Optimisation, Transport Services

(Focus on what they know about the corridor and how the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

Name	Neil Beckett	Date	
Title	Journey Manager		

Engagement Comments:

Initial comments from June 2019

1. I would be interested in seeing where this section sits in the priority list for speed limit changes in the region, or even nationally, to demonstrate we are focussing on where the biggest need is first. This is within the Government Policy Statement (GPS) Top 10%
2. A breakdown in numbers of the various crash types and Fatal and serious incidents, would be good. This has been actioned
3. Please add a paragraph on the completed and planned communications and engagement with customers and stakeholder groups. This should be standard for each section completed, so would become a standard paragraph. Noted
4. A standard comment on the signing of local road connections would be good. Noted
5. I will check to confirm if it's my signature which is needed, but I'm keen to provide the feedback.
6. One concern from our customers would be the impact on their travel time. A quick assessment of this would be useful as part of these documents. The focus is rightly safety, but we should ensure we understand the customer impacts, to support customer communication. This has been actioned
7. Will there be any physical changes to sections where 80kmph (or other SAAS changes) would feel slow and thus compliance would be an issue. If the SAAS changes recommend 80km/h consideration will be given on infrastructure works to compliment this on a corridor by corridor basis. For this corridor no additional infrastructure is being proposed between midblock south of Carterton towards Featherston apart from signage and markings to compliment the speed limit changes

Comments August 2020

I think the traffic volumes around Norfolk road are a lot higher than indicated in this report. Around Waingawa River Bridge, System management have been doing special counts as part of the regional traffic monitoring contract. I think it's closer to 20,000.

Please ensure Heavy Haulage Association are consulted with early in the design process to get their input, so they are not just provided the finalised design without chance to comment.

Referring to my comment no.8 above. I think the main area where compliance would be compromised, without changes to the lane layout, is the section 2, especially the long wide current passing lane section.

Close-out Responses: All comments noted.

Traffic volumes have been checked and confirmed as correct in table 7.1.2 above.

Heavy Haulage will be part of the external engagement and consultation processes.

The passing lanes mentioned above are proposed to be removed as part of the Masterton to Carterton improvements to provide adequate seal width for the median barrier and reduce costs and land-take. Localised widening along the corridor will allow for passing opportunities around slower agricultural machinery

8.6. Regional RMA Planner, System Design, Transport Services

(Focus on what they know about the corridor and how this impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

Name	s 9(2)(a)	Date	24 th August 2020
Title	Senior Planner / Principal Planner (Consultant)		

Engagement Comments:

Comments August 2020

- Section 1** – surrounding land zoning is residential to the south (from approximately Solway Cres, the north side is industrial on both sides west of this and commercial to the north of the SH between William Donald Drive and the Solway Park. Therefore, this is currently representative of a transitional zone between these uses. In addition most access in this area is not direct to the state highway so it reads as a higher speed zone than an urban area. The section is not limited access road so is managed in accordance with district plan land use provisions. There is existing industrial and commercial development pressure around Ngaumutawa Road intersection, some of the properties only have access to the state highway.
- Section 2** - Zoning is generally rural, but there is a lot of side friction due to accessways and development pressure from commercial activities. Section is managed as Limited Access Road (LAR), speed limit change proposed would not alter LAR status.
- The speed limit change could put pressure on state highway access requests because there are many small underlying parcels of land about Clareville that could request as of right, under LAR, an access to the state highway. A lower speed limit would make this scenario safer but not necessarily desirable, the eventual outcomes could be the need to lower the speed still further through Clareville. Consideration may need to be given to development of local paper roads to increase vehicle movements to side roads whilst improving local road intersections with SH2.
- Section 3** – Sections is LAR, rural land use zoning. General threshold for managing LAR is 70km/h. Reduction of speed limit may have perverse outcome of encouraging land use development centered around this intersection which is not in accordance with LAR or District Zoning.
- Section 4-** Most of this section is currently managed as LAR (to urban boundary north of Plimsoll Street). As above the 60km/g proposal drops below the standard threshold for managing LAR and is likely to encourage additional development. While some non-rural development is occurring outside the urban boundary of Carterton this is not consistent with the Carterton District Council growth plans and should not be encouraged.
- Where small property titles have historically existed however, some accesses must be provided.



Section 5 – no change so no comment.

Section 6 – No specific planning comment for this section, managed as well-established urban centre.

Section 7 and 7a – no specific planning comment.

Section 8 – District zoning is rural. Northern section of this segment has limited side friction from accessways, with less development pressure. Southern (70km/h) section of this has existing commercial development and more side friction (accessways). Increasing speed at this section should only be done taking into consideration any required changes to the accessways of existing activities to allow them to operate safely in the higher posted speed limit (despite median speed, these would have been assessed against access standards from 70km/h). Section is LAR, proposed change would not alter administration of LAR.

Section 9 – Extension of 50km/h zone to the north (shown on zoning map by blue arrow) does not match underlying zoning but does (in part) match actual surrounding land use (where residential development has extended into the rural zone). Possibility requires discussion with Council on whether they have plans to rezone the land. Would need to understand their growth aspirations. Section below is currently LAR, reduction in speed limit would limit ability to enforce LAR through undeveloped portion (circled in blue on aerial map).



Section 10 - No specific planning comment for this section, managed as well-established urban centre.

Section 11 - no change so no comment.

Section 12 – Surrounding zoning is rural and land use reflects this. Limited side friction and less development pressure than areas further north. Is managed as LAR and could continue to do so at 80km/h. However, if the sections has been assessed as having a safe and appropriate speed of 80km/h why is it proposed to be reduced?

Section 13 – proposed speed reduction aligns with underlying residential zoning and existing land use and existing boundary of LAR. Would need to take care not to increase development pressure along the corridor heading east with a new transitional speed zone.

Section 14 – No specific planning comment for this section, managed as well-established urban centre.

Section 15 – Residential zoning extends to north west of Hart Street. LAR managed up to Moore Street. The proposed change here seems minimal, but would reduce length of LAR provision slightly, this this is consistent with the residential zoning.

Overall comments:

- There is a clear link between land use developments with access to the state highway and the need for lower speeds. This is evident in the speed management assessment referenced above. Lowering of any speed limit will invite increased development access pressure.
- Currently the District Plan policy and rule framework, which governs whether land uses can establish, would not be able to temper development approvals in the proposed 80km - 60km speed locations. This will mean that until there are stronger policies and rules in the District Plan there will be increased land use access pressure and approvals in any road section with a lowered speed limit.
- Consultation should be undertaken with the Transport Agency strategic planners (System Planning) and the District Councils to understand the urban growth aspirations particularly at the edges of towns and in relation to changes with transitional speed zones, to ensure land use policies allowing development to align with state highway outcomes, and to avoid the perverse outcomes of continued development along the corridor. State Highway 2 has suffered from cumulative, incremental development along the corridor and we should be working with local councils to avoid the continuation of this.

- The Wairarapa Combined District Plan is in its infancy of a review, although as the Council's control this review the timing of it is out of our hands. If necessary, Waka Kotahi should consider a private plan change to promote stronger land use and transport policies and rules that work together to achieve the outcomes Waka Kotahi seeks for the state highway through the Wairarapa. Without changes in this regulatory document perverse outcomes are a probability. Once the safe and appropriate speed limits have been confirmed, a forensic analysis should be carried out on probable land use access outcomes in order to establish what changes to the District Plan would be necessary to avoid continued cumulative development along the corridor, particularly at peri-urban and speed threshold change locations.
- The speed management assessment included a section Paierau Road to Cashmere Oaks Drive (8.79km length section north of Masterton). This was proposed to be lowered from 100km to 80km, and lower still to 50km if the consented Retirement Village developed. Why has this road section not included given the development pressures here?
- Under section 7.4 Issues and Risks, an addition could be 'additional land use and access pressure' where speeds are lowered.

Close-out Responses: All comments noted.

8.7. Design Portfolio 4, Inter-Regional Journeys

(Focus on what they know about the corridor and how this impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

Name	Michelle Te Wharau	Date	21 August 2020
Title	Principal Safety Engineer		

Engagement Comments:

Comments regarding original PBC supplied by Eddie Anand (Eddie Anand <Eddie.Anand@lgwm.nz>)

The Agency completed SH2 Te Marua to Masterton PBC in 2016. The link to the PBC is [HERE](#). The PBC set the long term planning for this corridor. The M2C SSBC was one of the identified SSBC within he recommended programme.

The PBC prosed a priority speed limit reduction for the Masterton to Carterton and Rimutaka Hill sections in the short term (2016-2021) followed by the Carterton to Featherston Section (2022-2026) but emphasised that infrastructure improvements (infrastructure, rumble strips, widening) must also be completed to achieve the 40% to 60% reduction in DSIs. The PBC proposal also include associated education and enforcement actions.

Regards
Eddie

Comments August 2020

Engagement and communications will need to be careful consideration given the stop/start nature of the programme for this corridor. (Comment from Michelle Te Wharau)

Feedback on technical aspects to be supplied by others.

Close-out Responses: Comments noted – C and E is key to the communication with the community and stakeholders for this corridor.

8.8. Area Programme Manager, Transport Services

(Focus on what they know about the corridor and how this impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

Name	Simon de Wit	Date	
Title			
Engagement Comments:			
Comments August 2020			
Close-out Responses:			

Released under the Official Information Act 1982

9. Summary of Views from Interested Teams - Themes and Response

[Speed Review Manager details what is considered as an outcome of this engagement. Complete Section 9 and include revised speed map if any.]

- a) General support for proposals – some detailed comments to be investigated but speed proposals generally accepted
- b) Team is keen for early wins if possible – this will be investigated particularly during a coordination workshop on the 10th of September
- c) Comms and engagement will be key as to how this corridor is communicated to stakeholders and the community – the C and E plan will require checking before moving to the next stages. It is important that the C and E plans for speed and any infrastructure works are aligned
- d) Under section 7.4 Issues and Risks, an addition could be 'additional land use and access pressure' where speeds are lowered.
- e) Section 1 if reduced to 50km/h will require some infrastructure changes to the area immediately north of the Waingawa bridge to support the lower limit

10. Technical Assessment Summary Table

Map Section No.	SH	RS / RP		Length (km)	Physical Description of Location	Existing Posted Speed Limit (km/h)	Assessed Safe and Appropriate Operating Speed (SaAS) (km/h)	Top 10% DSI Savings Segment (Y/N)	Predicted DSI Savings [MegaMap]	Mean Operating Speeds [MegaMap]	Proposed Safe and Appropriate Speed limit (Km/h)	Reasons proposed speed limit differs from SaAS
		Start	End									
1	2	883/4.8	883/5.716	0.916	260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	70	60	Y	0.02	60-64	50	Full descriptions are saved in the approval's memo → Out of Scope And the Feasibility Assessment meeting minutes → Out of Scope
2	2	883/5.716	883/14.09	8.37	64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 220m southwest of Somerset Road	100	80	Y	0.72	85-89	80	
2a	2	883/6.550	883/6.920	0.37	150m northeast of the Norfolk Road / Cornwall Road intersection to 220m southwest of the Norfolk Road / Cornwall Road intersection	100	80	Y	Unknown	N/A	80/60	
2b	2	883/8.407	883/8.790	0.38	175m north of East Taratahi Road to 200m south of East Taratahi Road	100 (70 ISZ)	60	Y	Unknown	N/A	80/60	
3	2	883/14.09	883/14.59	0.50	240m southwest of Somerset Road to 205m southwest of Andersons Line	70	60	Y	0.00	65-69	70	
4	2	883/14.59	883/15.287	0.70	205m southwest of Andersons Line to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout	50	50	Y	0.00	50-54	50	
5	2	883/15.287	883/16.099	0.80	130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 10m south of Seddon Street	50	40	Y	0.01	40-44	40	
6	2	883/16.099	883/18.43	2.33	10m south of Seddon Street to 50m southwest of	50	50	Y	0.00	50-54	50	

Released under the Official Information Act 1982

10. Technical Assessment Summary Table

Map Section No.	SH	RS / RP		Length (km)	Physical Description of Location	Existing Posted Speed Limit (km/h)	Assessed Safe and Appropriate Operating Speed (SaAS) (km/h)	Top 10% DSI Savings Segment (Y/N)	Predicted DSI Savings [MegaMap]	Mean Operating Speeds [MegaMap]	Proposed Safe and Appropriate Speed limit (Km/h)	Reasons proposed speed limit differs from SaAS
		Start	End									
					Portland Road (current 50/100 change point)							
6a	2	883/16.20	883/16.98	0.78	40m north of Richmond Road to 70m northeast of Moreton Road 8:25-9am, 255-3:15pm school days	50 (40 School Zone)	40 VSL	Y	0	50-54	50 (30 or 40 School Zone)	
7	2	883/18.43	905/1.260	4.10	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	Y	0.34	85-89	80	
8	2	905/1.260	905/2.051	0.79	550m north-east of Hupenui Road to 50m north-east of North Street	70	50	Y	0.00	Unknown	70	
9	2	905/2.051	905/2.670	0.620	50m north-east of North Street to 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection	50	50	Y	0.00	50-59	50	
10	2	905/2.670	905/3.32	0.65	40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to the SH2 / Wood Street / Church Street intersection	50	40	Y	0.01	45-49	40	
11	2	905/3.32	905/4.5	1.18	SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road (current 50/100 change point)	50	50	Y	0.00	50-54	50	
12	2	905/4.5	905/14.44	9.94	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	Y	0.31	90-94	80	
13	2	905/14.44	905/15.539	1.10	35m east of Boundary Road to 45m west of the SH2 /	70/50	50	Y	0.01	60-64	50	

Released under the Official Information Act 1982

10. Technical Assessment Summary Table

Map Section No.	SH	RS / RP		Length (km)	Physical Description of Location	Existing Posted Speed Limit (km/h)	Assessed Safe and Appropriate Operating Speed (SaAS) (km/h)	Top 10% DSI Savings Segment (Y/N)	Predicted DSI Savings [MegaMap]	Mean Operating Speeds [MegaMap]	Proposed Safe and Appropriate Speed limit (Km/h)	Reasons proposed speed limit differs from SaAS
		Start	End									
					Birdwood Street / Lyon Street intersection							
14	2	905/15.539	921/0.099	0.46	45m west of the SH2 / Birdwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection	50	40	Y	0.01	45-49	40	
15	2	921/0.099	921/0.552	0.453	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	70/50	50	Y	0	65-69	50	

*[Note: DSI Savings are assessed from the MegaMap Editor Tool.]

Released under the Official Information Act 1982

11. Approval for Consultation [Approver to provide comments within the relevant box below and attached signature]			
Name	Graham O'Connell	Date	
Title	Portfolio Manager, Design Portfolio 5, System Performance, System Design, Transport Services	Signature	
<p>NOTE: The full story for how the table in section 10 was derived is saved here → Out of Scope It is recommended that this paper is read before deciding to approve the corridor to go to consultation or not.</p> <p>Comments:</p>			

Released under the Official Information Act 1982