

To Mike Pilgrim, James Hughes, Steve James and Andrew Burdett

From Jamie Rowe

Date March 2021

Subject SH2 – Masterton to Featherston – endorsement to go to consultation

Purpose

To set out recent decisions made and achieve the required endorsements to go to consultation on the SH2 corridor between Masterton and Featherston.

Recommendations

- The speed review for SH2 between Masterton and Featherston moves to consultation in an aligned manner with the proposed infrastructure works between Masterton and Carterton.

Context

A post-engagement viability meeting was undertaken on 29th January 2021. Attendees included:

- Mike Pilgrim
- Steve James
- Kirstan O'Donoghue
- Nick Kingstone
- James Hughes
- Tracy Couchman
- Grant Ching
- Jamie Rowe

For most of the corridor, the project team agreed on the approach for speed limits. However, there were two items of contention and these included:

- The future status of passing lanes (south of Carterton)
- Speed limit through Clareville – should this be 80km/h or 70km/h

To achieve a solution for the two items of contention, an additional meeting was organised for 12th February 2021, and attendees included:

- Andrew Burdett
- Glenn Bunting
- Mike Pilgrim
- Wayne Oldfield
- Jamie Rowe

One final meeting was held on 29th March 2021, to specifically discuss the decision on the speed limit through Clareville. Attendees included:

- James Hughes
- Nick Kingstone
- Andrew Burdett
- Mike Pilgrim

Decision

During the meetings outlined above, attendees agreed to the following:

- Passing lanes – 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.
- The speed limit through Clareville will be 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.

As an outcome of these meetings, the updated safe and appropriate speed limits for this corridor have been provided at **Appendix One**, with explanation given for why the proposed speed limits may differ from the assessed safe and appropriate speed limits.

It is noted that an additional meeting was arranged for Wednesday 17th March to confirm threshold locations and the approach for speeds in proximity to a kindergarten. **Appendix One** contains up to date information from this meeting. During this meeting an additional item was raised. Due to the proposal to implement roundabouts, intersection speed zones (ISZ) had previously been removed:

- Wiltons Road / East Taratahi Road
- Norfolk Road / Cornwall Road

However, the removal of the ISZs is only possible if the roundabouts are implemented. Therefore, the ISZs have been reintroduced to the scope as an alternative solution to the roundabouts, if funding cannot be allocated, or is significantly delayed. There is strong confidence that these physical infrastructure works will go ahead, which will remove the requirement for ISZs at these two intersections.

It is noted that following the completion of this paper, and the endorsement to go to consultation, changes were made, to be taken forward for consultation and these are shown at **Appendix Two**. These changes were made at the request of the project team following additional review and completion of the initial stage of the feasibility assessment. The meeting minutes from the feasibility assessment are saved here [Out of Scope](#)

Approvals

It is concluded that sufficient information is available to move to consultation on the SH2 Masterton to Featherston corridor. The internal review form for this corridor is saved here [Out of Scope](#), and this document has been sent to the required signatories who have been requested to provide comment below in Table 1.

Table 1: SH2 Masterton to Featherston – Approval for Consultation

Name	Title	Date	Comments	Endorsed
Andrew Burdett	Speed Management Programme Lead	29/03/21	I support the detail of this report Out of Scope	Endorsed
Mike Pilgrim	Principal Road Safety Advisor, P&S		No context provided in this memo on adjacent reviews, information should be provided prior to approval to ensure reputational risk is managed. Technically review is appropriate	Endorsed
James Hughes	Lead Advisor Safety		Out of Scope	Endorsed
Steve James	Regional Road Safety Engineer	29/03/21	Out of Scope	Endorsed

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APPENDIX ONE – Masterton to Featherston – Updated Proposed Speed Limits - SUPERSEDED

1. 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	883/5.966	1.166	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	50	Speed limit of 50km/h as the context does not change. A speed limit of 50km/h allows for future speed related infrastructure works to be implemented if required (raised crossing). The 50km/h speed limit should extend past the bridge given the narrowing effect the bridge presents.
2	2	883/5.966	883/14.09	8.124	North-eastern end of Waingawa River Bridge to 250m south-west of Somerset Road	100	80	Y	0.49	85-89	80	Agreed that this section would be 80km/h following a contentious action meeting with Wayne Oldfield, Glenn Bunting, Mike Pilgrim, Andrew Burdett, and Jamie Rowe.
2a	2	883/6.56	883/6.86	0.3	Norfolk Road and Cornwall Road intersection (new intersection speed zone if no roundabout goes in)	100	80	Y	Unknown	N/A	60	Agreed with 60km/h ISZ – if the roundabout is implemented, then the ISZ will not be required, and a speed limit of 80km/h will be applied.
2b	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	Agreed with 60km/h ISZ – if the roundabout is implemented, then the ISZ will not be required, and a speed limit of 80km/h will be applied.
3	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	Agreed with 60km/h .
4	2	883/14.59	883/15.307	0.717	160m North-east of Plimsoll Street to Park Street	50	50	Y	0	50-54	50	Agreed with 50km/h .
5	2	883/15.307	883/16.099	0.792	Park Street to Medical Centre (SCJ recommended location)	50	40	Y	0.00	40-44	40	Agreed with 40km/h and that the change should start before the roundabout.
6	2	883/16.099	883/18.43	2.331	Medical Centre to South of Portland Street	50	50	Y	0	50-54	50	Agreed with 50km/h .

6a	2	883/16.20	883/16.98	0.78	School Speed zone (covers 2 schools)	50 (40 advisory)	40 VSL	Y	0	50-54	30/50 VSL	Agreed with 50km/h . When the crossing is within hours of operation, the speed will be 30km/h .
7	2	883/18.43	905/1.82	4.666	South of Portland Street to Hupenui Road	100/70	80	Y	0.28	85-89	80	Agree with 80km/h . Passing lanes to be retained but transitioned into a slow vehicle bay with a wide centre line.
8	2	905/1.82	905/2.686	0.866	Hupenui Road to Jellicoe Street	70/50	50	Y	0	50-59	50	Agreed with 50km/h .
9	2	905/2.686	905/3.32	0.634	Jellicoe Street to Church Street	50	40	Y	0.01	45-49	40	Agreed with 40km/h and the threshold is to go before the intersection.
10	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	Agree with 50km/h .
11	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	Agree with 80km/h . Passing lanes to be retained but transitioned into a slow vehicle bay with a wide centre line.
12	2	905/14.44	905/15.539	1.099	120m west of Boundary Road to 45m east of Hickson Street	70/50	50	Y	0.00	60-64	50	Agree with 50km/h .
13	2	905/15.539	921/0.099	0.465	45m east of Hickson Street to 20m west of Wakefield Street	50	40	Y	0.01	45-49	40	Agree with 40km/h .
14	2	921/0.099	921/0.58	0.481	20m west of Wakefield Street to 400m west of Moore Street	50/70	50	Y	0	65-69	50	Agreed with 50km/h .

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APPENDIX TWO – Masterton to Featherston – Speed Limits for Consultation

Section Number	SH2 Masterton to Featherston	RS/RP Start	RS/RP End	Corridor 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	0.916	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 8:25-9am, 255-3:15pm school days	883/16.20	883/16.98	0.78	50 (40 School Zone)	50 (30 or 40 School Zone)
7	50m southwest of Portland Road to 550m north-east of Hupenui Road. Current passing lane becomes a slow vehicle lane with wide centreline.	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	0.620	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 (current 50/100 change point)	905/3.32	905/4.5	1.18	50	50
12	85m southwest of Bidwills Cutting Road to 35m east of Boundary Road. Current passing lanes become slow vehicle lanes with wide centreline.	905/4.5	905/14.44	9.94	100	80
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	0.453	70/50	50

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