

RCA:

Waka Kotahi - SH2 Masterton to Featherston

Meeting Date:

02.12.2022

	Brian Nijman	Iain McAuley	Anna Bray Sharpin	Dulcie Tauri
Comments from general discussion on Speed Management Plan content and presentation	The proposals consist of: a) a 50 km/h permanent speed on the southern urban approach to Masterton (currently 70 km/h permanent) b) 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). c) 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). d) permanent 80 km/h permanent speed limits in the intervening rural sections of State highway between the townships; and e) extending the existing 50 km/h permanent speed limit north and south of the Featherston urban area (thereby subsuming the existing 70 km/h permanent speed limits in the peri-urban areas).	All three proposals refer to a "framework", which was apparently endorsed by the Waka Kotahi Board earlier this year. The problem is that it does not align with the official framework set out in the speed management guide. They are still using mean operating speed as one of the decision-making criteria. I think this needs to be escalated, otherwise the Director is going to be making some very critical comments on all the SH plans coming through. This was consulted on under the old rule and they note the need to engage with Maori under the new rule. However, our feedback should indicate that it is up to Mairi to determine how they are impacted. These documents note that the proposals do not run through areas sensitive to Maori, which I don't think is for Transport Services to judge. Putting the "framework" aside, Transport Services general approach to urban speed limits does not align with the new approach outlined in the guide and MegaMaps. This is evident in their interim SH SMP too. It would be helpful if all subsequent proposals from Transport Services mention what the SAAS is.		
Comments regarding Māori engagement [What/How Māori engagement has taken place and any identified outcomes]				
Comments on implementation (sequencing, prioritisation, categorisation and targets)				
Comments from technical assessment (safety infrastructure, variable speed signs etc.)				
Comments on specific proposals relating to speed management around schools	Support the 30 km/h VSL in Carterton			
Comments regarding speed limit changes proposed that are different to Safe and Appropriate Speed?				
Comments re. other discussion on Speed Management Plans: comments/feedback, Examples of good practice, Opportunities for improvement (to be signalled to other RCAs developing their plans) etc				
Feedback to RCA:	Seek clarification as to the speed limit proposals between of the proposed 50 km/h zone south of Masterton and Carteron, as these are at odds with what was to be consulted on as summarised on p.20 of the Speed Limit Review and the current road environment between Masterton and Carterton	The proposed new 80km/h limits between Masterton and Featherston align with the SAAS The proposed 50km/h limit on the southern outskirts of Masterton does not align with SAAS, which is 40km/h. Carterton, Greytown and Featherston urban roads were included in the initial consultation, but these have been parked. None of these urban proposals align with the SAAS. They are proposing 50s and 40s, when the SAAS is 40 and 30. We should feed this back.		
Recommendations to Director:	1. Support the proposed speed limits, as outlined above, however: 2. Seek clarification as to the speed limit proposals between of the proposed 50 km/h zone south of Masterton and Carteron, as these are at odds with what was to be consulted on as summarised on p.20 of the Speed Limit Review and the current road environment between Masterton and Carterton			
Summary:		The proposals all align with the SAAS apart from the 60km/h limit proposed outside Shannon and the 50km/h proposal outside Masterton. These were developed under the old Rule, where the SAAS may have been different, so I don't think we have grounds to ask for an explanation.		
Time taken:				

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