



# Speed Management Plan - Technical Assessment

**Prepared for**  
Carterton District Council

**Prepared by**  
Tonkin & Taylor Ltd

**Date**  
June 2024

**Job Number**  
1020397 v3



**Together we create and  
sustain a better world**

[www.tonkintaylor.co.nz](http://www.tonkintaylor.co.nz)

## Document control

Title: Speed Management Plan - Technical Assessment					
Date	Version	Description	Prepared by:	Reviewed by:	Authorised by:
02/06/2023	1.0	Draft for client review	Shu Zhang	Alan Gregory	Chris Perks
16/06/2023	2.0	Local priority roads updated	Shu Zhang	Alan Gregory	Chris Perks
20/06/2023	2.1	Updated roads following client review	Shu Zhang	Alan Gregory	Chris Perks
05/06/2024	3	Updated to reflect consultation feedback	Molly Hoggard	Sam Wilkie	Chris Perks

### Distribution:

Carterton District Council

1 PDF copy

Tonkin & Taylor Ltd (FILE)

1 PDF copy

## Table of contents

<b>1</b>	<b>Background</b>	<b>1</b>
1.1	Speed management reviews	1
1.2	Signs and road marking	2
<b>2</b>	<b>Schools and marae</b>	<b>3</b>
2.1	Carterton School	3
2.2	St Mary's School	5
2.3	Ponatahi Christian School	6
2.4	South End School	8
2.5	Dalefield School	10
2.6	Gladstone School	11
2.7	Carterton Preschool Limited and Carterton Playcentre	13
2.8	Just Us Kids Preschool	13
2.9	Carterton Kindergarten	14
2.10	He Pounamu Early Nurture	15
2.11	Hurunui o Rangi marae	15
<b>3</b>	<b>Other local priority roads in Carterton District</b>	<b>17</b>
3.1	Lincoln Road (between 185m southwest of Victoria Street and Dalefield Road) and Taverner Street	17
3.2	Rutland Road	17
3.3	Hughes Line	18
3.4	Cornwall Road (between SH2 and Hughes Line)	19
3.5	East Taratahi Road (between SH2 and Hughes Line)	19
3.6	Dalefield Road (between SH2 and 175m northwest of Thomas Road) and Hodders Road	20
3.7	Belvedere Road (between Taverner Street and Cobden Road)	21
3.8	Park Road (between 205m southeast of Dixon Street and Rutland Road), Richmond Road (between 50m southeast of Deller Drive and Rutland Road) and Hilton Road (between 25m southeast of Madison Street and Rutland Road)	22
3.9	Chester Road	24
3.10	Norfolk Road (between SH2 and David Lowes Lane) and Waingawa Road	25
3.11	Norman Avenue, Ahumahi Road, and Pakihi Road	25
3.12	Te Whiti Road (between Gladstone Road and 130m northeast of Waipopo Road), Waipopo Road and Brooklands Road	26
3.13	Park Road (between Rutland Road and Carters Line), Moreton Road (between Rutland Road and Carters Line), Johnsons Road, Waitangi Road and Baylys Road	28
<b>4</b>	<b>Changes to proposed speeds following Council Decision</b>	<b>29</b>
4.1	Engagement and consultation	29
4.2	Matarawa Road	30
4.3	Millars Road	31
4.4	Mount Holdsworth Road	31
4.5	Waiohine Gorge Road	32
4.6	Hoeke Road	33
4.7	Unsealed roads	34
<b>5</b>	<b>Applicability</b>	<b>36</b>

## 1 Background

Carterton District Council (the 'Council') and South Wairarapa District Council are developing a Speed Management Plan with a 10-year vision and three-year implementation plan for both districts, as required by the Land Transport Rule: Setting of Speed Limits 2022. The plan includes short-term and long-term road safety goals; speed limit changes for the whole network, and future improvements to roads to support changes in speed limits if and when required.

Tonkin & Taylor Limited (T+T) was engaged by the Council to develop a technical assessment of the roads proposed for speed limit changes as part of the Speed Management Plan. These roads are around schools (including preschools) and marae, and roads with local priority that have been collated to form an implementation plan in the next three years (2024-2027).

Changes to speed limits will be on-going as development in the district continues and to achieve alignment with the Road to Zero Action Plan<sup>1</sup> with respect to speed management. This initial plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

The Speed Management Plan provides the ten-year vision that contains objectives, principles and measures, aligns with the Government Policy Statement and Road to Zero road strategy and adopts the whole of network approach. The Speed Management Plan will be reviewed every three years in alignment with the National Land Transport Programme funding cycle to provide alignment with funding opportunities. The Speed Management Plan will also be reviewed when significant changes in development or funding occur, necessitating a change to the implementation plan.

Due to funding limitations those locations that require physical works will need to be prioritised. The initial filtering process included a number of criteria such as personal or collective risks (medium or above), Infrastructure Risks Rating (medium-high or above) and difference between posted speed limit and Safe and Appropriate Speed (30 km/h or higher). The flowchart of the initial filtering process can be found in Figure 4.1 of the Speed Management Plan. However due to the legislative requirements and public desire for safe speed limits around schools and marae, these locations are prioritised in the first instance along with those local priority roads identified by the Council.

By 2027, Council will be required to have reduced the speed limits in the vicinity of all 14 schools within both districts to a maximum of 30km/hr for urban schools or 60km/hr for rural schools as either variable or permanent. Roads around marae are one of the focuses for safe and appropriate speed to emphasise the site-specific needs on the corridor.

The intention is for the plan to be reviewed every three years in alignment with the National Land Transport Programme funding cycle to provide alignment with funding opportunities. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the implementation plan.

This document sets out the technical assessment undertaken on each of the roads identified for review in 2023. Summary tables of the proposed speed limit changes are available in the Speed Management Plan as Table 6.1 and Table 6.2.

### 1.1 Speed management reviews

Those roads considered as part of the development of the inaugural speed management plan for Carterton District have been identified from the following sources:

- Roads within close proximity of a school.

<sup>1</sup> Road to Zero Action Plan 2020-2022: [https://www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-Action-Plan\\_Final.pdf](https://www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-Action-Plan_Final.pdf)

- Roads with a frontage to a marae.
- Roads with local priority identified by the Council.

Setting safe speed limits around all schools and marae improves actual and perceived safety to encourage and enable more active travel to and from school which is important for healthy communities. It also reduces the risk to tamariki and whānau of being killed or seriously injured while travelling to or from school or participating events at the marae. The Council, as the road controlling authority, has the local knowledge of their road network and these roads are selected as the priority for implementation in the next three years.

Each of the roads / locations identified are listed in Sections 2 and 3, with additional information and their assessment as well as details of any adjacent roads or sections of road that were included in the review. The methodology for the technical assessment can be found in the Interim Speed Management Plan.

## 1.2 Signs and road marking

A speed limit sign must be located on the left-hand side of a road at or near and not more than 20 m from the point on the road where a speed limit changes. Repeater signs are generally used where the speed limit is above 50 km/h and below 100 km/h. The recommended maximum intervals between speed limit signs are:

- 2.0 km when the speed limit is 60 km/h.
- 2.4 km when the speed limit is 70 km/h.
- 2.7 km when the speed limit is 80 km/h.
- 3.0 km when the speed limit is 90 km/h.

Each location will require site specific design but is unlikely to vary significantly to provide a degree of consistency for drivers as they travel throughout the district.

Other supporting infrastructure improvements (e.g., traffic calming and other engineering upgrades) have been identified for specific locations. Where traffic calming is recommended and for rural roads where the mean operating speed is higher than the proposed speed limit, the Waka Kotahi Standard Safety Intervention Toolkit<sup>2</sup> contains reference to detailed industry design resources for interventions that align to the appropriate treatments for Road to Zero funding.

---

<sup>2</sup> The Standard Safety Intervention toolkit provides guidance for road safety practitioners on the effectiveness and value-for-money cost range of proven safety interventions to reduce the number of people killed and seriously injured: <https://www.nzta.govt.nz/resources/standard-safety-intervention-toolkit/>

## 2 Schools and marae

There are six schools, three pre schools and one marae within Carterton District Council area for which the speed limit needs to be lowered to comply with the Land Transport Rule: Setting of Speed Limits 2022. The following sections consider the current use of the roads around each school and marae and proposes speed limits and any other measures to assist with safety and accessibility.

### 2.1 Carterton School

Carterton School is a full primary school (Year 0 – 8) and the access is located at where Dixon Street and Holloway Street intersect. There is a pedestrian crossing and school bus zone near this access on Dixon Street. Footpaths are available on both sides on Dixon Street, Holloway Street and Tyne Street. A footpath is only available on the southwestern wide of Nelson Crescent. Cycling facilities are not available on any of these streets.



Figure 2.1: Carterton School area

The speed information for roads near Carterton School from MegaMaps<sup>3</sup> is shown in Table 2.1.

<sup>3</sup> MegaMaps is a geospatial tool which contains speed management information and guidance for the road network of each road controlling authority. It is owned and managed by the NZTA. <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/>

**Table 2.1: Speed information for roads near Carterton School**

	Dixon Street	Holloway Street	Nelson Crescent	Tyne Street
AM peak mean speed	14 km/h	11 km/h	17 km/h	17 km/h
PM peak mean speed	16 km/h	12 km/h	16 km/h	17 km/h
Mean operating speed	20 km/h	18 km/h	20 km/h	17 km/h
Posted speed limit	50 km/h	50 km/h	50 km/h	50 km/h
Proposed speed limit	30 km/h	30 km/h	30 km/h	30 km/h

To improve the survivability of crashes involving pedestrians and cyclists, an impact speed of 30 km/h or below is considered to be the safe and appropriate speed for vulnerable users. All of these streets around Carterton School have mean operating speeds of 20 km/h or below. The school zone currently has an advisory speed of 40 km/h speed limit when children are present rather than legal speed limit signs in school zones, as shown in Figure 2.2.



Figure 2.2: Example of an advisory school zone speed limit on Dixon Street (Source: Google Maps)

The speed limits for Dixon Street, Nelson Crescent and Tyne Street are proposed to be 30 km/h which aligns with the Safe and Appropriate Speed (SaAS) and enhances the residential nature in the area. The SaAS for Holloway Street is 10 km/h which is the SaAS for Civic Spaces in the ONF category. However, Holloway Street is not a mixed environment and there are multiple speed humps (with an advisory speed of 20 km/h) to reduce the operating speed of the vehicles. Therefore, the speed limit is proposed to be 30 km/h which also provides consistency with the other streets in the area.

The following change is recommended for the streets near Carterton School:

- Lower the speed limit to 30 km/h on Dixon Street, Holloway Street, Nelson Crescent and Tyne Street.
- Install speed limit threshold signs and update other speed limit signs as required, including the legal speed limit sign and consideration of adding warning signs in the school zone, as shown in Figure 2.3.



Figure 2.3: W19-2.1 Warning – symbol illuminated when activated (Kura School) — Permanent warning

## 2.2 St Mary's School

St Mary's School is a full primary school (Year 0 – 8) and the access is located on King Street. Fairbrother Street is not included in the school zone, but this road is a part of the school cycle trail. There is a designated school bus stop outside this access. A pedestrian crossing is available near the intersection of King Street and State Highway 2. Footpaths are available on both sides of King Street and there is no pedestrian crossing facility or cycling facility.

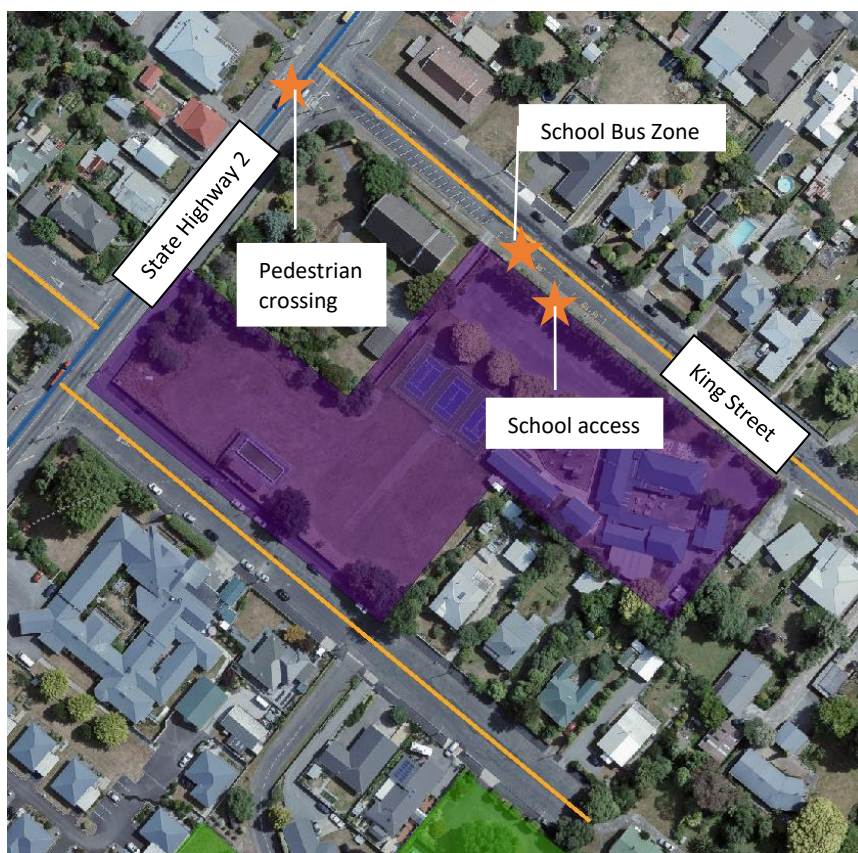


Figure 2.4: St Mary's School area



The speed information for roads near Carterton School from MegaMaps is shown in Table 2.2.

**Table 2.2: Speed information for roads near St Mary’s School**

	King Street	Fairbrother Street
AM peak mean speed	20 km/h	-
PM peak mean speed	25 km/h	-
Mean operating speed	26 km/h	30 km/h
Posted speed limit	50 km/h	50 km/h
Proposed speed limit	30 km/h	30 km/h

To improve the survivability of crashes involving pedestrians and cyclists, an impact speed of 30 km/h or below is considered to be the safe and appropriate speed for vulnerable users. King Street has a mean operating speed of 26 km/h which indicates that half of the vehicles travel above 26 km/h on King Street. The school zone currently has an advisory speed of 40 km/h speed limit when children are present (rather than legal speed limit signs) in school zones. These signs are located on State Highway 2 near Richmond Road.

The speed limit for King Street is proposed to be 30km/h which aligns with the SaAS and enhances the residential nature in the area. The width of King Street is approximately 13.5 metres and there are no formalised crossing points for pedestrians or any traffic calming features to reduce operating speed.

Fairbrother Street meets the criteria of neighbourhood greenways (also known as ‘quiet streets’). Neighbourhood greenways are streets with low volumes of motor traffic travelling at low speeds; this creates a pleasant cycling environment, without requiring specific cycle facilities. Neighbourhood greenways should have motor vehicle volumes of no higher than 1,500-2,000 vehicles/day (and 150-200 vehicles in the peak hour), and vehicle speeds no higher than 30 km/h. Currently, about half of the vehicles are travelling at 30km/h or below on Fairbrother Street. The speed environment on Fairbrother Street should be reviewed for consideration of further traffic calming features to reduce the operating speeds.

The following change is recommended for the streets near St Mary’s School:

- Lower the speed limit to 30 km/h on King Street.
- Install speed limit threshold signs and update other speed limit signs as required, including the legal speed limit sign and consideration of adding warning signs in the school zone, as shown in Figure 2.3.
- Liaise with Waka Kotahi and discuss the replacement of signs on State Highway 2.
- Review pedestrian access near the school entrance on King Street and consider formalising crossing points (e.g., kerb build-outs) to reduce crossing distance and traffic calming features to further reduce the operating speed for pedestrian safety.
- Monitor the operating speed on Fairbrother Street and consider traffic calming features to ensure more vehicles are travelling at the proposed speed limit of 30km/h or lower for a safe cycling environment.

## 2.3 Ponatahi Christian School

Ponatahi Christian School is a composite school which provides primary, intermediate and secondary education. The school zone encompasses Deller Drive and Howard Street, with access located on Howard Street. Fairbrother Street is not included in the school zone, but this road is a part of the school cycle trail. Footpaths are available on both sides of Howard Street, Deller Drive and

Fairbrother Street. There is no pedestrian crossing facility or cycling facility on these roads or State Highway 2.



Figure 2.5: Ponatahi Christian School area

The speed information for roads near Ponatahi Christian School from MegaMaps is shown in Table 2.3.

**Table 2.3: Speed information for roads near Ponatahi Christian School**

	Howard Street	Deller Drive	Fairbrother Street
AM peak mean speed	15 km/h	17 km/h	-
PM peak mean speed	16 km/h	17 km/h	-
Mean operating speed	17 km/h	17 km/h	30 km/h
Posted speed limit	50 km/h	50 km/h	50 km/h
Proposed speed limit	30 km/h	30 km/h	30 km/h

To improve the survivability of crashes involving pedestrians and cyclists, an impact speed of 30 km/h or below is considered to be the safe and appropriate speed for vulnerable users. Howard Street and Deller Drive have a mean operating speed of 17 km/h. The school zone currently has an advisory speed of 40km/h speed limit when children are present rather than the legal speed limit signs in school zones. These signs are located on State Highway 2 near the Richmond Road intersection (240 metres northeast of Howard Street) and Moreton Road intersection (580 metres southwest of Howard Street).

The speed limits for Howard Street and Deller Drive are proposed to be 30 km/h which aligns with the SaAS and enhances the residential nature in the area. The width of Howard Street is approximately 13 metres but there is no formalised crossing point for pedestrians.

Fairbrother Street meets the criteria of neighbourhood greenways (also known as ‘quiet streets’). Neighbourhood greenways are streets with low volumes of motor traffic travelling at low speeds; this creates a pleasant cycling environment, without requiring specific cycle facilities.

Neighbourhood greenways should have motor vehicle volumes of no higher than 1,500-2,000 vehicles/day (and 150-200 vehicles in the peak hour), and vehicle speeds no higher than 30 km/h. Currently, about half of the vehicles are travelling at 30km/h or below on Fairbrother Street. The speed environment on Fairbrother Street shall be review for consideration of further traffic calming features to reduce the operating speeds.

The following change is recommended for the streets near Ponatahi Christian School:

- Lower the speed limit to 30 km/h on Howard Street and Deller Drive.
- Install speed limit threshold signs and update other speed limit signs as required, including the legal speed limit sign and consideration of adding warning signs in the school zone, as shown in Figure 2.3. Consider installing warning signs near the Howard Street intersections as the nearest school zone and pedestrian signs are at least 240 metres away.
- Review the pedestrian access near the school entrance on Howard Street and desirable crossing point on State Highway 2 with Waka Kotahi. Consider formalising crossing points (e.g., kerb build-outs and pedestrian crossing) to reduce crossing distance and traffic calming features for pedestrian safety.
- Monitor the operating speed on Fairbrother Street and consider traffic calming features to ensure more vehicles are travelling at 30 km/h or lower for a pleasant cycling environment.

## 2.4 South End School

South End School is a full primary school (Year 0 – 8). There are two accesses on State Highway 2, one access for pedestrians and the other access for vehicles only. A raised pedestrian crossing is available near the pedestrian access to the school on State Highway 2. The existing school zone also includes Brooklyn Road between State Highway 2 and 95m northwest of State Highway 2. Footpaths are available on both sides of Brooklyn Road but no pedestrian crossing facility or cycling facility.



Figure 2.6: South End School area

The speed information for roads near South End School from MegaMaps is shown in Table 2.4.

**Table 2.4: Speed information for roads near South End School**

	Brooklyn Road between SH2 and 95m northwest of SH2
AM peak mean speed	31 km/h
PM peak mean speed	28 km/h
Mean operating speed	33 km/h
Posted speed limit	50 km/h
Proposed speed limit	30 km/h

To improve the survivability of crashes involving pedestrians and cyclists, an impact speed of 30km/h or below is considered to be the safe and appropriate speed for vulnerable users. Brooklyn Road has a mean operating speed of 33km/h which indicates more than half of the vehicles are travelling at 30 km/h or higher. The school zone currently has an advisory speed of 40km/h speed limit when children are present rather than the legal speed limit signs in school zones. On State Highway 2, these signs are located near the Richmond Road intersection (240 metres northeast of Howard Street) and Moreton Road intersection (580 metres southwest of Howard Street). On Brooklyn Road, the sign is located at 95m northwest of State Highway 2.

The speed limit for Brooklyn Road between SH2 and 95 m northwest of SH2 is proposed to be 30 km/h which aligns with the SaAS and enhances the residential nature in the area. The width of

Brooklyn Road is approximately 9 metres and there are no traffic calming features or cues for a lower speed environment available.

The following change is recommended for the road near South End School:

- Lower the speed limit to 30 km/h on Brooklyn Road.
- Install speed limit threshold signs and update other speed limit signs as required, including the legal speed limit sign and consideration of adding warning signs in the school zone, as shown in Figure 2.3.
- Liaise with Waka Kotahi and discuss the replacement of signs on State Highway 2.
- Review and consider formalising crossing points (e.g., kerb build-outs) to reduce crossing distance and traffic calming features (e.g. speed humps) to reduce the operating speed for pedestrian safety on Brooklyn Road.

## 2.5 Dalefield School

Dalefield School is a full primary school (Year 0 – 8) located at the corner of Dalefield Road and Thomas Road. The school zone also includes Watersons Line. There are accesses on both Dalefield Road and Thomas Road. The school seems to have no on-site parking as cars are parked on Thomas Road. Footpaths, pedestrian crossing facilities and cycling facilities are not available on the roads in the school zone.



Figure 2.7: Dalefield School area

The speed information for roads near Dalefield School from MegaMaps is shown in Table 2.5.

**Table 2.5: Speed information for roads near Dalefield School**

	Dalefield Road between 85m southeast of Thomas Road and 175m northwest of Thomas Road	Watersons Line between Dalefield Road and 95m southwest of Dalefield Road	Thomas Road between Dalefield Road and 200m northeast of Dalefield Road
AM peak mean speed	55-60 km/h	49 km/h	46 km/h
PM peak mean speed	55-57 km/h	49 km/h	46 km/h
Mean operating speed	58-61 km/h	52 km/h	44 km/h
Posted speed limit	100 km/h	100 km/h	100 km/h
Proposed speed limit	60 km/h (30 km/h variable speed limit (VSL))	60 km/h (30 km/h VSL)	60 km/h (30 km/h VSL)

A fatal side-impact crash occurred in 2020 at the intersection of Dalefield Road, Watersons Line and Thomas Road. Even though speed was not identified as a factor to the crash, there is a 10% risk that a person in a safe car will be killed at speed of up to 45–50 km/h in a side impact crash while the risk increases to 80% at the impact speed of 70 km/h<sup>4</sup>. Therefore, there is priority to reduce the speed limit and operating speed at and near this intersection.

The speed limit is proposed to be 60 km/h with variable speed limit of 30 km/h during school pick-up and drop-off times at school terms on these sections of roads. This aligns with the requirements of safe speed limit around school outlined in the Setting of Speed Limit Rule 2022.

The following changes are recommended for roads around Dalefield School:

- Lower the permanent speed limit from 100km/h to 60km/h and Introduce school zone variable speed limit of 30km/h during school drop-ff and pick-up hours at:
  - Dalefield Road between 85m southeast of Thomas Road and 175m northwest of Thomas Road.
  - Watersons Line between Dalefield Road and 95m southwest of Dalefield Road.
  - Thomas Road between Dalefield Road and 200m northeast of Dalefield Road.
- Install speed limit threshold signs and update other speed limit signs as required.
- Consider implementing traffic calming features (e.g., speed humps) to reduce the operating speed on Dalefield Road, particularly at the AM and PM peaks.

## 2.6 Gladstone School

Gladstone School is a full primary school (Year 0 – 8) on Te Whiti Road. The access is located on Fitzherbert Street, a side road of Te Whiti Road. Footpaths, pedestrian crossing facility and cycling facility are not available on the roads near the school. There are warning signs and road marking at both ends of the school zone on Te Whiti Road but there is no lower speed limit applied at the school zone.

<sup>4</sup> Transport for NSW Speed Factsheet: <https://roadsafety.transport.nsw.gov.au/downloads/speed-fact-sheet.pdf>

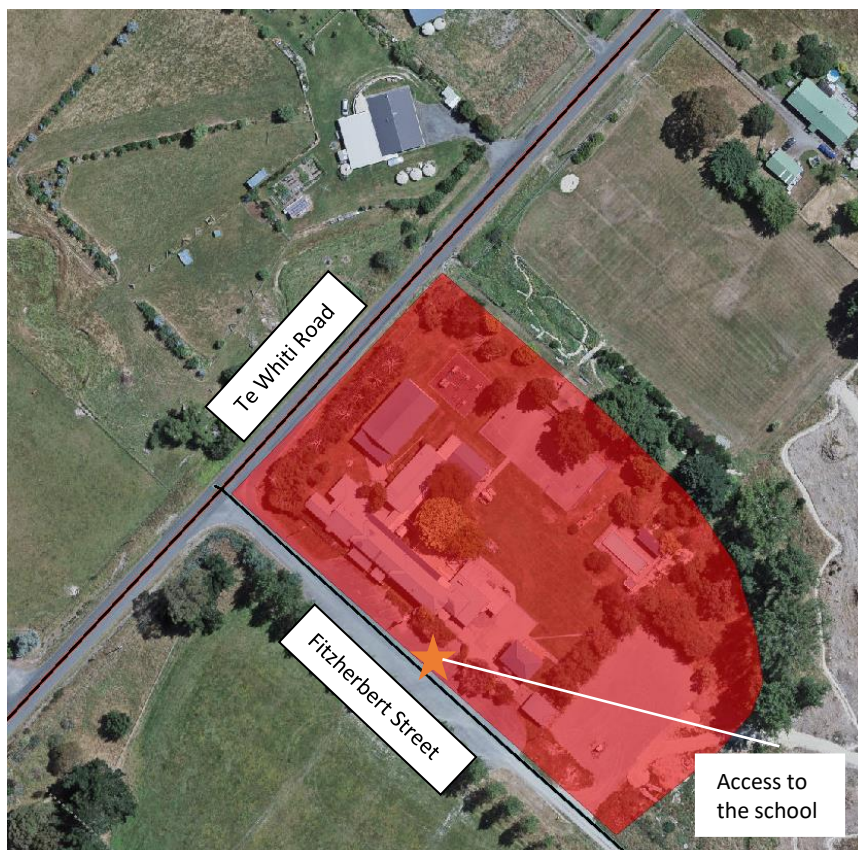


Figure 2.8: Gladstone School area

The speed information for roads near Gladstone School from MegaMaps is shown in Table 2.6.

**Table 2.6: Speed information for roads near Gladstone School**

	Te Whiti Road between 140m southwest of Brooklands Road and 95m southwest of Fitzherbert Street	Fitzherbert Street
AM peak mean speed	80 km/h	36 km/h
PM peak mean speed	83 km/h	36 km/h
Mean operating speed	91 km/h	36 km/h
Posted speed limit	100 km/h	100 km/h
Proposed speed limit	60 km/h (30 km/h VSL)	60 km/h (30 km/h VSL)

Te Whiti Road between 140 m southwest of Brooklands Road and 95 m southwest of Fitzherbert Street is categorised as a Peri-urban Road in the ONF. Megamaps recommends the speed limit to be 60km/h for Peri-urban Road. The speed limit is proposed to be reduced to 60km/h to align with the SaAS as this section of Te Whiti Road does not satisfy the criteria for a higher or lower SaAS. A variable speed limit of 30 km/h shall also be installed and activated during drop-off and pick-up periods. Given the high operating speed at all times of the day, traffic calming features are recommended to reduce the operating speed on Te Whiti Road.

Fitzherbert Street is a side road in this section of Te Whiti Road. It provides access to the carpark where pedestrian activities are expected. The speed limit is proposed to be 30 km/h. Traffic calming features are needed to reduce the operating speed for compliance.

The following changes are recommended for roads around Dalefield School:

- Lower the permanent speed limit from 100 km/h to 60 km/h and introduce school zone variable speed limit of 30 km/h during school drop-off and pick-up hours at:
  - Te Whiti Road between 140 m southwest of Brooklands Road and 95 m southwest of Fitzherbert Street.
  - Fitzherbert Street.
- Install speed limit threshold signs and update other speed limit signs as required.
- Consider implementing traffic calming features to reduce the operating speed and make the environment safer on Te Whiti Road and Fitzherbert Street.

## 2.7 Carterton Preschool Limited and Carterton Playcentre

Carterton Preschool Limited and Carterton Playcentre are located at 188-190 Belvedere Road. The preschool can be accessed from Belvedere Road and Howard Booth Park (driveway for Carterton Holiday Park). Footpaths are available on both sides in this section of Belvedere Road. There is no pedestrian crossing facility or dedicated cycling facility. The existing speed limit is 50 km/h. The section of Belvedere Road between Augustus Street and Taylor Street is categorised as Activity Street in the ONF. The information from MegaMaps is shown in Table 2.7.

**Table 2.7: Megamaps information for road near Carterton Preschool and Playcentre**

	Belvedere Road between Augustus Street and Taylor Street
Posted speed limit	50 km/h
Mean operating speed	47 km/h
SaAS	30 km/h
Infrastructure Risk Rating	Medium
One Network Framework	Activity Street
Proposed speed limit	50 km/h (30km/h VSL)

MegaMaps indicates that Belvedere Road between Augustus Street and Taylor Street should have a speed limit of 30 km/h. This section of Belvedere Road currently has an operating speed of 47 km/h which indicates low likelihood of compliance with the SaAS of 30 km/h. For consistency with the existing speed limit of 50 km/h on the rest of Belvedere Road, the permanent speed remains at 50 km/h and will be reviewed in the future. A variable speed limit of 30 km/h is recommended during pick-up and drop-off periods for the preschool. Variable speed limit signs and warning signs are recommended to be installed.

## 2.8 Just Us Kids Preschool

Just Us Kids Preschool is located at 36 Victoria Street. The preschool can be accessed from Victoria Street. Footpaths are available on both sides in this section of Victoria Street. There is no pedestrian crossing facility or dedicated cycling facility. The existing speed limit is 50 km/h. The section of Victoria Street between Fisher Place (northeast approach) and Porritt Place is categorised as Local Street in the ONF. The information from MegaMaps is shown in Table 2.8.



**Table 2.8: Megamaps information for road near Just Us Kids Preschool**

	Victoria Street between Fisher Place (northeast approach) and Porritt Place
Posted speed limit	50 km/h
Mean operating speed	36 km/h
SaAS	30 km/h
Infrastructure Risk Rating	Low Medium
One Network Framework	Local Street
Proposed speed limit	30 km/h

MegaMaps indicates that Victoria Street between Fisher Place (northeast approach) and Porritt Place should have a speed limit of 30km/h. This section of Victoria Street currently has an operating speed of 36km/h.

A proposed speed limit of 30 km/h is recommended along Victoria Street between SH2 and Fisher Place (northeast approach) given the proximity of Just Us Kids Preschool to Carterton Kindergarten (approximately 30 m). This aligns with consultation feedback from the businesses and reflects the varied pick-up and drop off times that occur throughout the day.

## 2.9 Carterton Kindergarten

Carterton Kindergarten is located at 3 Victoria Street. The kindergarten can be accessed from Victoria Road. Footpaths are available on both sides in this section of Victoria Street. There is no pedestrian crossing facility or dedicated cycling facility. The existing speed limit is 50 km/h. The section of Victoria Street between Garrison Street and SH2 is categorised as Local Streets in the ONF. The information from MegaMaps is shown in Table 2.9.

**Table 2.9: Megamaps information for road near Carterton Kindergarten**

	Victoria Street between Garrison Street and SH2
Posted speed limit	50 km/h
Mean operating speed	33 km/h
SaAS	30 km/h
Infrastructure Risk Rating	Low Medium
One Network Framework	Local Street
Proposed speed limit	30 km/h

MegaMaps indicates that Victoria Street between Garrison Street and SH2 should have a speed limit of 30 km/h. This section of Victoria Street currently has an operating speed of 33 km/h which indicates high compliance with the SaAS of 30 km/h.

Given the proximity of Carterton Kindergarten to Just Us Kids Preschool (approximately 30 m), a proposed speed limit of 30 km/h is recommended along Victoria Street, extending between SH2 and Fisher Place (northeast approach). This aligns with consultation feedback from the businesses and reflects the varied pick-up and drop off times that occur throughout the day.

## 2.10 He Pounamu Early Nurture

He Pounamu Early Nurture is located at 683 Dalefield Road. The preschool can be accessed from Dalefield Road. Given the surrounding rural environment, there is no pedestrian facility or dedicated cycling facility. The existing speed limit is 100 km/h. This section Dalefield Road is categorised as Stopping Place in the ONF. The information from MegaMaps is shown in Table 2.10.

**Table 2.10: Megamaps information for road near He Pouanmu Early Nurture**

	Dalefield Road between 665 Dalefield Road and 718 Dalefield Road
Posted speed limit	100 km/h
Mean operating speed	52 km/h
SaAS	60 km/h
Infrastructure Risk Rating	Medium
One Network Framework	Stopping Place or Rural Road
Proposed speed limit	80 km/h (30 km/h VSL)

MegaMaps indicates that Dalefield Road between 665 Dalefield Road and 718 Dalefield Road should have a speed limit of 60 km/h. For consistency with the speed limits on the roads near schools and preschools in Carterton District, a variable speed limit of 30 km/h at drop-off and pick-up periods is proposed in this section of Dalefield Road. The permanent speed limit in this section of Dalefield Road is proposed to be 80 km/h.

The following changes are recommended:

- Install speed limit threshold signs and warning signs and update other speed limit signs as required.

## 2.11 Hurunui o Rangi marae

Gladstone Road runs between Te Whiti Road and Carters Line in Carterton District. The Hurunui o Rangi marae is located at 457 Gladstone Road. There is a small sign on the road to identify the marae but there is no advance warning signage or directional signage for the marae.

The information for the road near Hurunui o Rangi marae from MegaMaps is shown in Table 2.11:  
Megamaps information for the road near Hurunui o Rangi marae.

**Table 2.11: Megamaps information for the road near Hurunui o Rangi marae**

	Gladstone Road between Te Whiti Road and 3.4 km northwest of Te Whiti Road
Posted speed limit	100 km/h
Mean operating speed	83-85 km/h
SaAS	60 km/h or 80 km/h
Proposed speed limit	80 km/h (30 km/h VSL)

When tangihanga, poukai or hui are held at the marae, the capacity of marae grounds to hold all parked vehicles is insufficient. There are also a shooting sports club and sports complex on this section of Gladstone Road. Therefore, the demand for parking is likely to overflow onto the road and participants need to walk from their cars to the marae ground which generate high pedestrian activities. Pedestrian facilities are not available on Gladstone Road.

A section of Gladstone Road is classified as Stopping Place with a SaAS of 60 km/h in MegaMaps. However, this section has identical land use (primarily rural) as the other sections of Gladstone Road and the number of pedestrians and cyclists is likely to be very low. Therefore, the speed limit on Gladstone Road between Te Whiti Road and 3.4km northwest of Te Whiti Road is proposed to be 80km/h to align with the SaAS for Rural Connector. A variable speed limit of 30km/h is also proposed between 1.5 km and 3.4 km northwest of Te Whiti Road at the time of events with a manual flip-down sign. A cultural marae sign and a marae warning and supplementary – pedestrians are also recommended, as shown in Figure 2.9.



Figure 2.9: Options of cultural marae sign (left) and W16-11 marae warning and supplementary – pedestrians (right)

### 3 Other local priority roads in Carterton District

#### 3.1 Lincoln Road (between 185m southwest of Victoria Street and Dalefield Road) and Taverner Street

Lincoln Road runs between Dalefield Road and Belvedere Road, parallel to State Highway 2. The information from MegaMaps is shown in Table 3.1: Megamaps information for Lincoln Road (between 185m southwest of Victoria Street and Dalefield Road).

**Table 3.1: Megamaps information for Lincoln Road (between 185m southwest of Victoria Street and Dalefield Road)**

	Lincoln Road (between 185m southwest of Victoria Street and Dalefield Road)
Posted speed limit	70 km/h
Mean operating speed	60 km/h
SaAS	40 km/h
Infrastructure Risk Rating	Medium to Medium High
One Network Framework	Urban Connector
Proposed speed limit	50 km/h

MegaMaps indicates that this section of Lincoln Road should have a speed limit of 40 km/h. This speed limit is recommended due to the SaAS for Urban Connector is 40 km/h. This section of Lincoln Road has an operating speed of 60 km/h which indicates low likelihood of compliance with the SaAS of 40 km/h. However, a speed limit reduction should be considered as the residential area southeast of Lincoln Road intensifies and more pedestrians and cyclists will be present. Therefore, the speed limit is proposed to be 50 km/h which is consistent with the rest of Lincoln Road and enhances the residential nature. Traffic calming features are needed to reduce the operating speed for compliance due to the straight alignment of Lincoln Road.

The following changes are recommended for Lincoln Road between 185 m southwest of Victoria Street and Dalefield Road:

1. Lower the speed limit from 70 km/h to 50 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.
3. Consider implementing traffic calming features to reduce the operating speed.

#### 3.2 Rutland Road

Rutland Road runs between Hilton Road and Park Road, parallel to State Highway 2. The information from MegaMaps is shown in Table 3.2: Megamaps information for Rutland Road.

**Table 3.2: Megamaps information for Rutland Road**

	Rutland Road
Posted speed limit	100 km/h
Mean operating speed	55-58 km/h
SaAS	60 km/h
Infrastructure Risk Rating	Medium
One Network Framework	Rural Connector or Stopping Place
Proposed speed limit	60 km/h

MegaMaps indicates that Rutland Road should have a speed limit of 60 km/h. Rutland Road has an operating speed of 55-58 km/h which indicates the high likelihood of compliance with the SaAS of 60 km/h. Reducing the speed limit to 60 km/h will align better with the mean operating speed.

The following changes are recommended for Rutland Road:

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.

### 3.3 Hughes Line

Hughes Line is a side road of State Highway 2 and terminates at 215 metres northeast of Cornwall Road. The information from MegaMaps is shown in Table 3.3: Megamaps information for Hughes Line.

**Table 3.3: Megamaps information for Hughes Line**

	Hughes Line
Posted speed limit	100 km/h
Mean operating speed	58-60 km/h between SH2 and Cornwall Road 17 km/h between Cornwall Road and the end
SaAS	60 km/h
Infrastructure Risk Rating	Low Medium between SH2 and East Taratahi Road Medium between East Taratahi Road and Cornwall Road High between Cornwall Road and the end
One Network Framework	Peri-urban Road or Rural Road
Proposed speed limit	60 km/h
Council proposed speed limit	80 km/h

MegaMaps indicates that Hughes Line should have a speed limit of 60km/h. Hughes Line has an operating speed of 58-60 km/h (except the section between Cornwall Road and the end). However, the operating speed indicates that at least half of the vehicles are travelling at 60 km/h or higher. The section of Hughes Line between Cornwall Road and the end has a low operating speed of 17 km/h due to the increased number of property accesses. Reducing the speed limit to 60 km/h will align better with the mean operating speed on most of sections of the road. The following changes are recommended for Hughes Line:

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.

3. Monitor the operating speed on Hughes Line and consider the addition of traffic calming features or speed limit repeater signs.

Following consultation and their hearings process, Council propose that the speed limit on this section be 80 km/h. To support this the above recommendations 2 and 3 apply.

### 3.4 Cornwall Road (between SH2 and Hughes Line)

Cornwall Road runs southeast between State Highway 2 and Waingawa River. The information from MegaMaps is shown in Table 3.4: Megamaps information for Cornwall Road (between SH2 and Hughes Line).

**Table 3.4: Megamaps information for Cornwall Road (between SH2 and Hughes Line)**

	Cornwall Road between SH2 and Hughes Line
Posted speed limit	100 km/h
Mean operating speed	54 km/h
SaAS	60 km/h
Infrastructure Risk Rating	Medium
One Network Framework	Rural Connector
Proposed speed limit	60 km/h
Council proposed speed limit	80 km/h

MegaMaps indicates that Cornwall Road (between SH2 and Hughes Line) should have a speed limit of 60 km/h. Cornwall Road (between SH2 and Hughes Line) has an operating speed of 54 km/h which indicates the high likelihood of compliance with the SaAS of 60 km/h. Reducing the speed limit to 60 km/h will be consistent with the proposed speed limit on Hughes Line and align better with the mean operating speed.

The following changes are recommended for Cornwall Road (between SH2 and Hughes Line):

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.

Following consultation and their hearings process, Council propose that the speed limit on this section be 80 km/h. To support this the above recommendation 2 applies.

### 3.5 East Taratahi Road (between SH2 and Hughes Line)

East Taratahi Road runs southeast between State Highway 2 and Dakins Road. Dakins Road and Woodlands North Road are side roads off East Taratahi Road. The information from MegaMaps is shown in Table 3.5: Megamaps information for East Taratahi Road between SH2 and Hughes Line.

**Table 3.5: Megamaps information for East Taratahi Road between SH2 and Hughes Line**

	East Taratahi Road between SH2 and Hughes Line
Posted speed limit	100 km/h
Mean operating speed	84 km/h
SaAS	60 km/h
Infrastructure Risk Rating	Medium
One Network Framework	Rural Connector
Proposed speed limit	60 km/h
Council proposed speed limit	80 km/h

East Taratahi Road (between SH2 and Hughes Line) has a high operating speed of 84 km/h which indicates low likelihood of compliance with the SaAS of 60 km/h. The higher operating speed is likely caused by the straight road alignment, marked centreline and edge marker posts, and lack of cues for a low-speed environment. Reducing the speed limit to 60 km/h will be consistent with the proposed speed limit on Hughes Line and Cornwall Road but traffic calming features are needed to reduce the operating speed.

The following changes are recommended:

1. Lower the speed limit on East Taratahi Road (between SH2 and Hughes Line) from 100km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.
3. Consider implementing traffic calming features to reduce the operating speed on East Taratahi Road.

Following consultation and their hearings process, Council propose that the speed limit on this section be 80 km/h. To support this the above recommendations 2 and 3 apply.

### **3.6 Dalefield Road (between SH2 and 175m northwest of Thomas Road) and Hoddors Road**

Dalefield Road runs northwest between State Highway 2 and Kaipaitangata Valley. Hoddors Road is a side road of Dalefield Road, located at 800 m northwest of Lincoln Road. The information from MegaMaps is shown in Table 3.6.

**Table 3.6: Megamaps information for Dalefield Road (between SH2 and 85m southeast of Thomas Road) and Hodders Road**

	Dalefield Road between SH2 and 100m northwest of Lincoln Road	Dalefield Road between 100m northwest of Lincoln Road and 85m southeast of Thomas Road	Hodders Road
Posted speed limit	70 km/h	100 km/h	100 km/h
Mean operating speed	58 km/h	56 km/h	30 km/h
SaAS	30 km/h or 60 km/h	80 km/h	60 km/h
Infrastructure Risk Rating	Medium or Medium High	Medium	Medium
One Network Framework	Activity Street or Peri-urban Road	Rural Connector	Rural Road
Proposed speed limit	50 km/h	80 km/h	60 km/h

Dalefield Road between SH2 and 100 m northwest of Lincoln Road is categorised as an Activity Street in the ONF (a 100 m section northwest of Lincoln Road is categorised as Peri-urban Road). Megamaps recommends the speed limit to be 30 km/h (for the Activity Street section) or 60 km/h (for the Peri-urban Road section). The operating speed on Lincoln Road of 58km/h is much higher than the recommended speed limit of 30 km/h and this indicates low likelihood of compliance. Therefore, the speed limit is recommended to be 50 km/h which is consistent with the proposed speed limit on Lincoln Road and aligns better with operating speed. However, traffic calming features are needed to reduce the operating speed.

Dalefield Road between 100 m northwest of Lincoln Road and 85 m southeast of Thomas Road is categorised as Rural Connector in the ONF. Megamaps recommends the speed limit to be 80 km/h. The mean operating speed on this section of Dalefield Road is 56 km/h and this indicates the high likelihood of compliance. Therefore, the speed limit is recommended to be the SaAS of 80 km/h on this section of road.

Hodders Road is categorised as Rural Road in the ONF. Megamaps recommends the speed limit to be 60 km/h. Most parts of Hodders Road have marked centrelines and the operating speed is 30km/h. The speed limit is recommended to align with the SaAS of 60 km/h.

The following changes are recommended:

1. Lower the speed limit from 70 km/h to 50 km/h on Dalefield Road between SH2 and 100 m northwest of Lincoln Road.
2. Lower the speed limit from 100 km/h to 80 km/h on Dalefield Road between 100 m northwest of Lincoln Road and 85 m southeast of Thomas Road.
3. Lower the speed limit from 100 km/h to 60 km/h on Hodders Road.
4. Install speed limit threshold signs and update other speed limit signs as required.
5. Consider implementing traffic calming features to reduce the operating speed on Dalefield Road between SH2 and 100 m northwest of Lincoln Road.

### 3.7 Belvedere Road (between Taverner Street and Cobden Road)

Belvedere Road runs northwest between State Highway 2 and Hinau Gully Road. The information from MegaMaps is shown in Table 3.7: Megamaps information for Belvedere Road (between 85m northwest of Taverner Street and Cobden Road).



**Table 3.7: Megamaps information for Belvedere Road (between 85m northwest of Taverner Street and Cobden Road)**

	Belvedere Road (between Taverner Street and the bridge 500m northwest of Connollys Line)	Belvedere Road (between the bridge 500m northwest of Connollys Line and Cobden Road)
Posted speed limit	70 km/h	100 km/h
Mean operating speed	63km/h	71 km/h
SaAS	40 km/h	60 km/h
Infrastructure Risk Rating	Medium	Medium
One Network Framework	Urban Connector, Activity Streets or Peri-urban Roads	Rural Connector
Proposed speed limit	50 km/h	80km/h

Belvedere Road between Taverner Street and 500 m northwest of Connollys Line at the bridge is categorised as Urban Connector in the ONF (a 40 m section is categorised as Activity Street). Megamaps recommends the speed limit to be 30 km/h (for the Activity Street section) and 40 km/h (for the Urban Connector section). Sparks Park is the key destination that attracts pedestrians on this section of Belvedere Road. However, the operating speed on Belvedere Road is much higher than the recommended speed limit of 30 km/h or 40 km/h and this indicates low likelihood of compliance. Therefore, the speed limit is recommended to be 50 km/h which is consistent with the existing speed limit on Lincoln Road and Taverner Street. However, traffic calming features are needed to reduce the operating speed.

Between Connollys Line and Mannings Road, Belvedere Road is classified as a Rural Connector. Megamaps recommends the speed limit to be 60 km/h. The operating speed of this section of Belvedere road is 71 km/h. The speed limit is proposed to be 80 km/h to provide a transitional section between the 100 km/h limit and the proposed 50 km/h limit.

The following changes are recommended:

1. Lower the speed limit from 70 km/h to 50 km/h on Belvedere Road (between Taverner Street and 500m northwest of Connollys Line).
2. Lower the speed limit from 100 km/h to 80 km/h on Belvedere Road (between 500 m northwest of Connollys Line and Cobden Road).
3. Install speed limit threshold signs and update other speed limit signs as required.
4. Review the ONF category for the short 40 metres section and update the category to align with the rest of this section.
5. Consider implementing traffic calming features to reduce the operating speed on Belvedere Road (between 85 m northwest of Taverner Street and Cobden Road).

### **3.8 Park Road (between 205m southeast of Dixon Street and Rutland Road), Richmond Road (between 50m southeast of Deller Drive and Rutland Road) and Hilton Road (between 25m southeast of Madison Street and Rutland Road)**

Park Road runs southeast between State Highway 2 and Carters Line. Richmond Road and Hilton Road are both parallel to Park Road and run between State Highway 2 and Marshall Road. The information for these roads from MegaMaps is shown in Table 3.8: Megamaps information for Park Road (between 205m southeast of Dixon Street and Rutland Road), Richmond Road (between

50m southeast of Deller Drive and Rutland Road) and Hilton Road (between 25m southeast of Madison Street and Rutland Road).

**Table 3.8: Megamaps information for Park Road (between 205m southeast of Dixon Street and Rutland Road), Richmond Road (between 50m southeast of Deller Drive and Rutland Road) and Hilton Road (between 25m southeast of Madison Street and Rutland Road)**

	Park Road (between 207m southeast of Dixon Street and Rutland Road)	Richmond Road (between 50m southeast of Deller Drive and Rutland Road)	Hilton Road (between 25m southeast of Madison Street and Rutland Road)
Posted speed limit	100 km/h	70 km/h	100 km/h
Mean operating speed	80 km/h	42 km/h	34-40 km/h
SaAS	60 km/h	40 km/h	60 km/h
Infrastructure Risk Rating	Low Medium	Medium	Medium High
One Network Framework	Peri-urban Road	Urban Connector	Peri-urban Road or Rural Connector
Proposed speed limit	50 km/h	50 km/h	50 km/h

Park Road between 205 m southeast of Dixon Street and Rutland Road is categorised as Peri-urban Road in the ONF. Megamaps recommends the speed limit to be 60 km/h for Peri-urban Road. However, this section of Park Road meets the criteria for a lower SaAS of 50 km/h as there are more than 10 property accesses per kilometre. Reducing the speed limit to 50 km/h is also consistent with the proposed speed limit on Rutland Road. Given the higher operating speed of 80 km/h, traffic calming features are needed to reduce the operating speed and ensure compliance.

Richmond Road between 50 m southeast of Deller Drive and Rutland Road is categorised as Urban Connector in the ONF. Megamaps recommends the speed limit to be 40 km/h for Peri-urban Road. The mean operating speed is 42 km/h which indicates the low likelihood of compliance. In order to be consistent with the proposed speed limit reduction on Rutland Road and Park Road and receive high level of compliance, the proposed speed limit on Richmond Road (between 50 m southeast of Deller Drive and Rutland Road) is 50 km/h.

Hilton Road between 25 m southeast of Madison Street and Rutland Road is categorised as Peri-urban Road or Rural Connector in the ONF. Megamaps recommends the speed limit to be 60 km/h for Peri-urban Road. However, this section of Hilton Road meets the criteria for a lower SaAS of 50km/h as there are more than 10 property accesses per kilometre<sup>5</sup>. For the section of Hilton Road categorised as Rural Connector, the speed limit is proposed to be 50 km/h to better align with the operating speed and be consistent with the proposed speed limit on the rest of Hilton Road and Rutland Road. The mean operating speed on this section of Hilton Road is 34-40 km/h which indicates the high likelihood of compliance.

The following changes are recommended:

<sup>5</sup> Access density refers to the frequency of accessways (driveways or intersections) on a road or street section. The definition is from Waka Kotahi Speed Management Guide Road to Zero Edition: <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf>

1. Lower the speed limit from 100 km/h to 50 km/h on Richmond Road (between 50 m southeast of Deller Drive and Rutland Road).
2. Lower the speed limit from 70 km/h to 50 km/h on Richmond Road (between 50 m southeast of Deller Drive and Rutland Road).
3. Lower the speed limit from 100km/h to 50km/h on Hilton Road (between 25m southeast of Madison Street and Rutland Road).
4. Install speed limit threshold signs and update other speed limit signs as required.
5. Consider implementing traffic calming features to reduce the operating speed on Park Road (between 205m southeast of Dixon Street and Rutland Road).

### 3.9 Chester Road

Chester Road runs between State Highway 2 and Norfolk Road. The information from MegaMaps is shown in Table 3.9: Megamaps information for Chester Road.

**Table 3.9: Megamaps information for Chester Road**

	Chester Road between SH2 and RP 1.6km
Posted speed limit	100 km/h
Mean operating speed	68 km/h (south of 121 Chester Road) 73 km/h (north of 121 Chester Road)
SaAS	60 km/h
Infrastructure Risk Rating	Medium
One Network Framework	Stopping Place and Rural Connectors
Proposed speed limit	80 km/h
Council proposed speed limit	60 km/h

Chester Road is categorised as Stopping Place, Rural Connector or Peri-urban Road in the ONF at various sections. Megamaps recommends the speed limit to be 60 km/h on the entire Chester Road. However, the operating speed on Chester Road is much higher than the recommended speed limit of 60 km/h and this indicates a low likelihood of compliance. Therefore, the speed limit is proposed to be 80km/h which is consistent with the existing speed limit on State Highway 2. The operating speed indicates that more than half of the vehicles are travelling at 80 km/h or higher on parts of Chester Road. Traffic calming features are recommended to reduce the operating speed and achieve better compliance.

The following change is recommended for Chester Road:

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.
3. Consider implementing traffic calming features to reduce the operating speed on Chester Road.

Following consultation and their hearings process, Council propose that the speed limit on this section be 60 km/h. To support this the above recommendations 2 and 3 apply.

### 3.10 Norfolk Road (between SH2 and David Lowes Lane) and Waingawa Road

Norfolk Road runs between State Highway 2 and Blakes Road in Mount Holdsworth. Waingawa Road is a side road of Norfolk Road. The information from MegaMaps is shown in Table 3.10: Megamaps information for Norfolk Road (between SH2 and David Lowes Lane) and Waingawa Road.

**Table 3.10: Megamaps information for Norfolk Road (between SH2 and David Lowes Lane) and Waingawa Road**

	Norfolk Road (between SH2 and Rail Crossing)	Norfolk Road (between Rail Crossing and David Lowes Lane)	Waingawa Road
Posted speed limit	100 km/h	100kmh	100 km/h
Mean operating speed	67 km/h	67 km/h	49 km/h
SaAS	60 km/h	60 km/h	60 km/h
Infrastructure Risk Rating	Medium	Medium	Medium
One Network Framework	Stopping Place	Stopping Place Peri-urban Road	Stopping Place
Proposed speed limit	60 km/h	80km/h	60 km/h

Norfolk Road between SH2 and David Lowes Lane is categorised as Stopping Place in the ONF. Megamaps recommends the speed limit to be 60 km/h in this section of Norfolk Road. However, the mean operating speed is higher than the recommended speed limit of 60 km/h and this indicates a low likelihood of compliance.

It is acknowledged that the proposed 60 km/h speed limit between SH2 and the rail crossing is less than the minimum road length required as per the Land Transport Rule: Setting of Speed Limits 2022. However, this is adjacent to Waingawa Road and is a proposed limit following Council consultation and decision. The alternative recommendation is to extend the proposed 60 km/h on Norfolk Road northwards to David Lowes Lane to meet the minimum road length.

The following changes are recommended:

1. Lower the speed limit from 100 km/h to 60 km/h on Norfolk Road between SH2 and the rail crossing
2. Lower the speed limit from 100 km/h to 80 km/h on Norfolk Road between the rail crossing and David Lowes Lane
3. Lower the speed limit from 100 km/h to 60 km/h on Waingawa Road
4. Install speed limit threshold signs and update other speed limit signs as required.

### 3.11 Norman Avenue, Ahumahi Road, and Pakihi Road

On 27 January 2023, Waka Kotahi reduced the speed limit on State Highway 2 between Masterton and Featherston. The open road 100 km/h sections were reduced to 80 km/h. Norman Avenue is one of the side roads of State Highway 2 (intersection with State Highway 2 is not available currently) and the current speed limit is 100 km/h. Ahumahi Road and Pakihi are connected to

Norman Avenue. The information from MegaMaps is shown in Table 3.11: Megamaps information for Norman Avenue, Ahumahi Road and Pakihi Road.

**Table 3.11: Megamaps information for Norman Avenue, Ahumahi Road and Pakihi Road**

	Norman Avenue	Ahumahi Road	Pakihi Road
Posted speed limit	100 km/h	100 km/h	100 km/h
Mean operating speed	27 km/h	34 km/h	26 km/h
SaAS	60 km/h	60 km/h	60 km/h
Infrastructure Risk Rating	Medium	Medium High	Medium High
One Network Framework	Stopping Place	Stopping Place	Stopping Place
Proposed speed limit	60 km/h	50 km/h	50 km/h

The surrounding land use on these roads are primarily industrial. All these roads are categorised as stopping place and Megamaps recommends the speed limit to be 60 km/h. For consistency, the proposed speed limit for Norman Avenue is 60 km/h which is the same as Waingawa Road (as discussed in Section 3.10). Both roads share similar characteristics, such as marked centreline and have relatively narrow widths (5.5-6.8 m). All the other roads do not have marked centrelines but have widths of 9.5-10 m. The speed limits for Ahumahi Road and Pakihi Road are proposed to be 50km/h. Given the low operating speeds on all the roads, the likelihood of compliance is high.

The following changes are recommended:

1. Lower the speed limit from 100 km/h to 60 km/h on Norman Avenue.
2. Lower the speed limit from 100 km/h to 50 km/h on Ahumahi Road and Pakihi Road.
3. Install speed limit threshold signs and update other speed limit signs as required.

### **3.12 Te Whiti Road (between Gladstone Road and 130m northeast of Waipopo Road), Waipopo Road and Brooklands Road**

Section 2.6 has proposed to change the speed limit on Te Whiti Road and Fitzherbert Street in the Gladstone School Zone. This section proposes to change the speed limit on Te Whiti Road north and south of the school zone, on Waipoapoa Road and Brooklands Road. This is provide consistency with the proposed speed limit around Gladstone School.

The information from MegaMaps is shown in Table 3.12: Megamaps information for Te Whiti Road (between Gladstone Road and the northern end of Tauweru River Bridge), Brooklands Road and Waipoapoa Road.

**Table 3.12: Megamaps information for Te Whiti Road (between Gladstone Road and the northern end of Tauweru River Bridge), Brooklands Road and Waipoapoa Road**

	Te Whiti Road (between Gladstone Road and RP 0.847 km)	Te Whiti Road (Brooklands Road to northern end of Tauweru River Bridge)	Brooklands Road	Waipoapoa Road
Posted speed limit	100 km/h	100 km/h	100 km/h	100 km/h
Mean operating speed	73-86 km/h	86 km/h	23 km/h	26 km/h
SaAS	60 km/h or 80km/h	60 km/h	60 km/h	60 km/h
Infrastructure Risk Rating	Medium High or High	Medium High	Medium	Medium High
One Network Framework	Stopping Place (between Gladstone Road – 50m northeast of Admiral Road) Rural Connectors	Peri-Urban Road Rural Connectors	Rural Road	Rural Road
Proposed speed limit	60 km/h	60 km/h	30 km/h	30 km/h
Council proposed speed limit	80 km/h	80 km/h	30 km/h	30 km/h

Te Whiti Road (between Gladstone Road and 0.847 km north) is categorised as Stopping Place or Rural Connector in the ONF at various sections. Megamaps recommends the speed limit to be 60 km/h or 80 km/h in this section of Te Whiti Road. The section of Te Whiti Road with a SaAS of 80 km/h has an Infrastructure Risk Rating of 1.76 which is close to the criteria of 1.8 for a lower speed limit of 60 km/h. Therefore, the speed limit is proposed to be 60 km/h which is consistent with the proposed speed limit on Gladstone Road.

North of the School Zone between Brooklands Road and the northern end of Tauweru River Bridge the ONF categorises this section as a Peri-Urban Road or a Rural Connector. Megamaps recommends a speed limit of 60 km/h.

The SaAS is 60 km/h for both of the side roads. However, given the speed limit on the main road is proposed to be 80 km/h and the low operating speed on the side roads, the proposed speed limits are 30 km/h on both side roads.

The following changes are recommended:

1. Lower the speed limit from 100 km/h to 60 km/h on Te Whiti Road (between Gladstone Road and RP 0.847 km).
2. Lower the speed limit from 100 km/h to 30 km/h on Brooklands Road and Waipoapoa Road.
3. Install speed limit threshold signs and update other speed limit signs as required.
4. Consider implementing traffic calming features to reduce the operating speed on Te Whiti Road (between Gladstone Road and 130 m northeast of Waipoapoa Road).

Following consultation and their hearings process, Council propose that the speed limit on Te Whiti Road (between Gladstone Road and RP 0.847 km and between Brooklands Road to northern end of Tauweru River Bridge) be 80 km/h. To support this the above recommendations 3 and 4 apply.

### 3.13 Park Road (between Rutland Road and Carters Line), Moreton Road (between Rutland Road and Carters Line), Johnsons Road, Waitangi Road and Baylys Road

Park Road runs southeast between State Highway 2 and Carters Line. Moreton Road runs southeast between State Highway 2 and Carters Line. Johnsons Road and Waitangi Road are side roads of Moreton Road. Baylys Road has access from both Waitangi Road and Para Road. The speed limit on Para Road will be reviewed in the future. The information for these roads from MegaMaps is shown in Table 3.13.

**Table 3.13: Megamaps information for Park Road (between Rutland Road and Carters Line), Moreton Road (between Rutland Road and Carters Line), Johnsons Road, Waitangi Road and Baylys Road**

	Park Road (between Rutland Road and Carters Line)	Moreton Road (between Rutland Road and Carters Line)	Johnsons Road	Waitangi Road	Baylys Road
Posted speed limit	100 km/h	100 km/h	100 km/h	100 km/h	100 km/h
Mean operating speed	80-81 km/h	88 km/h	39 km/h	52 km/h	52 km/h
SaAS	60 km/h	60 km/h	60 km/h	60 km/h	60km/h
Infrastructure Risk Rating	Low Medium	Medium	Medium	Medium or Medium High	Medium
One Network Framework	Peri-urban Road	Rural Connector	Rural Road	Rural Road	Rural Road
Proposed speed limit	80 km/h	80 km/h	60 km/h	60 km/h	60 km/h

Park Road between Rutland Road and Carters Line is categorised as Peri-urban Road in the ONF. Megamaps recommends the speed limit to be 60 km/h for Peri-urban Road. However, this section of Park Road has higher mean operating speed due to the surrounding rural land use and lack of cue for lower speed. Reducing the speed limit to 80 km/h will better align with the mean operating speed and proposed speed limit of 80 km/h on Carters Line. Traffic calming features may be needed to reduce the operating speed and ensure compliance.

Moreton Road between Rutland Road and Carters Line is categorised as Rural Connector in the ONF. Megamaps recommends the speed limit to be 60 km/h for Rural Connector. The mean operating speed is 88 km/h which indicates the low likelihood of compliance if changing the speed limit to 60 km/h. In order to be consistent with the proposed speed limit reduction on Park Road (parallel to Moreton Road) and Carters Line, the speed limit is proposed to be 80 km/h. Traffic calming features are needed to reduce the operating speed and ensure compliance. There is a short 150 m section northwest of Rutland Road where the posted speed limit is 100 km/h. The speed limit in this short section will become 50 km/h to align with the approach on Park Road by relocating the speed limit threshold sign to southeast of Rutland Road on Moreton Road.

Johnsons Road and Waitangi Road are side roads of Moreton Road. The speed limits on these roads are proposed to be 60 km/h to align with the proposed speed limit change on Moreton Road and the SaAS. Baylys Road connects Waitangi Road and Para Road. The speed limit on Baylys Road is proposed to be reduced to 60 km/h for consistency with Waitangi Road and future review of Para Road.

The following changes are recommended:

1. Lower the speed limit from 100 km/h to 80 km/h on Park Road (between Rutland Road and Carters Line), Moreton Road (between Rutland Road and Carters Line).
2. Lower the speed limit from 100 km/h to 60 km/h on Johnsons Road, Waitangi Road and Baylys Road.
3. Install speed limit threshold signs and update other speed limit signs as required. Relocate the speed limit threshold sign from its existing location (150 metres northwest of Rutland Road) to southeast of Rutland Road
4. Consider implementing traffic calming features to reduce the operating speed on Park Road (between Rutland Road and Carters Line), Moreton Road (between Rutland Road and Carters Line).

## **4 Changes to proposed speeds following Council Decision**

### **4.1 Engagement and consultation**

Changing a speed limit is a legal process that includes a formal consultation step. Consultation on the draft CDC Speed Management Plan was undertaken between 23 June and 23 July 2023<sup>6</sup>.

Representatives from Hurunui O Rangi attended both the council workshops and meetings when the plan was endorsed. Mana whenua were also contacted for feedback on the proposed plan, but they did not offer any formal remarks.

A summary of consultation submission trends is included below. This shows public support for the proposed speeds around schools, early childhood education centres and marae. These have been considered when setting the proposed speed limits.

---

<sup>6</sup> [Speed-review-consultation\\_June-2023-100h.pdf \(cdc.govt.nz\)](#)



**Table 4.1: Summary of consultation feedback**

Proposal	Result
Councils' proposed approach and principles around Schools	81.52% in support
Council's proposed approach and principles around Early Childhood Education Centres	82.13% in support
Councils' proposed approach and principles around marae	66.83% in support
Councils' proposed approach to the high priority roads.	62.23% in opposition

Source: [Agenda of Hearings Committee meeting - Wednesday, 20 September 2023 \(infocouncil.biz\)](#), accessed May 2024

Through the submissions and oral hearings, the community identified additional roads for reduced speed limits. The Council, as the road controlling authority with local knowledge of their road network, approved these changes on 25 October 2023<sup>7</sup>. Analysis of these additional roads are included in the sections below.

## 4.2 Matarawa Road

Matarawa Road runs east to west between State Highway 2 and Moffats Road. The information for Matarawa Road is shown in Table 4.2.

**Table 4.2: Megamaps information for Matarawa Road**

	Matarawa Road
Posted speed limit	100 km/h
Mean operating speed	59 km/h (east of Moffats Rd) 38 km/h (Moffats Rd – 569 Matarawa Rd) 17 km/h (west of 569 Matarawa Rd)
SaAS	60 km/h
Infrastructure Risk Rating	Low-Medium
One Network Framework	Rural connector (east of Moffats Rd)  Rural Roads (west of Moffats RD)
Proposed speed limit	60 km/h
Council agreed proposed speed limit	80 km/h

Matarawa Road between SH and Moffats Road is categorised as a Rural Connector in the ONF before turning into a Rural Road west of Moffats Road. Megamaps recommends the speed limit to be 60 km/h. The operating speeds indicates that vehicles currently travel at 60 km/h or less. The operating speed decreasing westwards along Matarawa Road is likely caused by the road becoming an unsealed and unmarked, single carriageway. A proposed speed limit of 60 km/h would have a high likelihood of compliance.

<sup>7</sup> [Agenda of Ordinary Council meeting - Wednesday, 25 October 2023 \(infocouncil.biz\)](#) accessed May 2024

The following change is recommended for Matarawa Road:

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.

Council have decided that the speed limit on this section be 80 km/h following consultation and their hearings process. To support this the above recommendation 2 applies.

### 4.3 Millars Road

Millars Road runs southeast connecting Ponatahi at Ponatahi Road with Longbush via Longbush Road. The information for Millars Road is shown in Table 4.3.

**Table 4.3: Megamaps information for Millars Road**

	Millars Road
Posted speed limit	100 km/h
Mean operating speed	39 km/h
SaAS	60 km/h
Infrastructure Risk Rating	Low Medium
One Network Framework	Rural Road
Proposed speed limit	60 km/h
Council proposed speed limit	80 km/h

Millars Road is categorised as a Rural Road in the ONF. Megamaps recommends the speed limit to be 60 km/h. The operating speed is less than 40 km/h which shows a high likelihood of compliance. This is likely due the narrow single carriageway alignment of Millars Road. A proposed speed limit of 60 km/h would have a high likelihood of compliance.

The following change is recommended for Millars Road:

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.

Council have decided that the speed limit on this section be 80 km/h following consultation and their hearings process. To support this the above recommendation 2 applies.

### 4.4 Mount Holdsworth Road

Mount Holdsworth runs east to west adjacent to the Te Whakatūrākau Stream from Norfolk Road. The Megamaps information for Mount Holdsworth Road is shown in Table 4.4.

**Table 4.4: Megamaps information for Mount Holdsworth Road**

	Mount Holdsworth Road
Posted speed limit	100 km/h
Mean operating speed	61 km/h (east of 386 Mt Holdsworth Road) 34 km/h (west of 386 Mt Holdsworth Road)
SaAS	60 km/h
Infrastructure Risk Rating	Medium-High (east of 386 Mt Holdsworth Road) High (west of 386 Mt Holdsworth Road)
One Network Framework	Rural Connector and Peri-urban Road
Proposed speed limit	60 km/h
Council Proposed speed limit	80 km/h

Mount Holdsworth Road between Norfolk Road and 386 Mount Holdsworth Road is categorised as a Rural Connector in the ONF. To the west of 386 Mt Holdsworth Road the road is classified as Peri Urban. Megamaps recommends the speed limit to be 60 km/h. The operating speeds indicates that vehicles currently travel at 61 km/h or less. The operating speed decreasing westwards along Mount Holdsworth Road is likely caused by the road becoming unmarked and narrower.

The following change is recommended for Mount Holdsworth Road:

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required

Council have decided that the speed limit on this section be 80 km/h following consultation and their hearings process. To support this the above recommendation 2 applies.

#### **4.5 Waiohine Gorge Road**

Waiohine Gorge Road connects Moffats Road with Waiohine Camping Ground. It connects several rural properties along its western extent, before running north to south following the Waiohine river.

The Megamaps information for Mount Holdsworth Road is shown in Table 4.5.

**Table 4.5: Megamaps information for Waiohine Gorge Road**

	Waiohine Gorge Road
Posted speed limit	100 km/h
Mean operating speed	49 km/h (east of 217 Waiohine Gorge Road) 34 km/h (west of 217 Waiohine Gorge Road)
SaAS	80 km/h (east of 217 Waiohine Gorge Road) 60 km/h (west of 217 Waiohine Gorge Road)
Infrastructure Risk Rating	Medium-High (east of 217 Waiohine Gorge Road) High (west of 217 Waiohine Gorge)
One Network Framework	Rural Connector
Proposed speed limit	60 km/h
Council proposed speed limit	80 km/h

Waiohine Gorge Road is categorised as a Rural Connector in the ONF. Megamaps recommends the speed limit of 80 km/h to the east of 217 Waiohine Road due to the road's straight alignment. The recommended speed limit to the east of 217 Waiohine Road is 60 km/h. The operating speed on Waiohine Gorge Road indicates a high likelihood of compliance.

The following change is recommended for Waiohine Gorge Road:

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required.

Council have decided that the speed limit on this section be 80 km/h following consultation and their hearings process. To support this the above recommendation 2 applies.

## 4.6 Hoeke Road

Hoeke Road is a dead-end road that runs north to south, connecting Belvedere Road with several rural properties.

The Megamaps information for Hoeke Road is shown in Table 4.6.

**Table 4.6: Megamaps information for Hoeke Road**

	Hoeke Road
Posted speed limit	100 km/h
Mean operating speed	32 km/h
SaAS	60 km/h
Infrastructure Risk Rating	Medium-High
One Network Framework	Rural Road
Proposed speed limit	60 km/h
Council proposed speed limit	80 km/h

Hoeke Road is categorised as a Rural Connector in the ONF for its full length. Megamaps recommends the speed limit to be 60 km/h on the entire of Hoeke Road. The operating speed is much lower than this likely due to the road being unsealed and providing access to residential properties only.

The following change is recommended for Hoeke Road:

1. Lower the speed limit from 100 km/h to 60 km/h.
2. Install speed limit threshold signs and update other speed limit signs as required

Council have decided that the speed limit on this section be 80 km/h following consultation and their hearings process. To support this the above recommendation 2 applies.

## 4.7 Unsealed roads

Following community consultation it is proposed that all unsealed roads (identified by the National Road Centreline Dataset<sup>8</sup>) in the Carterton District that meet the minimum length requirement<sup>9</sup> are reduced to 80 km/h speed limits. Where an unsealed road has sections of sealed road (or vice versa) a sense check has been completed and the lower of the two speed limits is proposed e.g., XXX The impacted roads are listed in the table below.

It is recommended that speed limit threshold signs be installed as required. Considering that the majority of these roads have closed ends, it is anticipated that signage will primarily be needed only at the entrances of the unsealed roads.

<sup>8</sup> Derived from: [National Road Centreline Road Controlling Authority data | National Road Centreline Road Controlling Authority data | Waka Kotahi open data \(arcgis.com\)](#), accessed May 2024

<sup>9</sup> [The setting of speed limits rule 2022, NZ Transport Agency Waka Kotahi](#), accessed: May 2024.

**Table 4.7: Unsealed roads with a proposed 80km/h speed limit**

Unsealed roads		
Admiral Station Road	Flat Point Road	Portland Road
Arcus Road	Foreman Jury Road	Puketiro Road
Barley Flat Road	Forest Glen Road	Rocky Hill Road
Belvedere Road	Gladstone A Road - Private	Ruakiwi Road
Bismark Road	Glenburn Road	Short Road
Black Bridge Road	Hilton Road	Te Awa Road
Blakes Road	Hinau Gully Road	Te Wharau Road
Buchanan Road	Hughes Line	Tea Creek Road
Camerons Road	Kaiwhata Road	Tiffin Road
Clifton Grove Road	Mahupuku Road	Udy Street
Craigie Lea Road	Mangatarere Valley Road	Udys Road - Unformed
Dakins Road	Marshall Road	Woodlands Road
Dalefield Road	Mclennans Road	Waihakeke Road
Driscoll Road	Moffats Road	Waimana Road
Eringa Road	Perrys Road	
Fitzherbert Street	Perrys Road (Sth)	

Note: Source: National Road Centreline Dataset

## 5 Applicability

We have been engaged by our client South Wairarapa District Council to complete this report. The report has been prepared for use by both South Wairarapa District Council and Carterton District Council with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than South Wairarapa District Council and Carterton District Council, without our prior written agreement.

We understand and agree that this report will be used by Carterton District Council in undertaking its regulatory functions in connection with the speed limit changes in Carterton District.

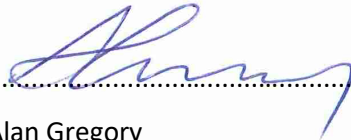
Tonkin & Taylor Ltd  
Environmental and Engineering Consultants

Report prepared by:




.....  
Molly Hoggard  
Transport Planner

Report reviewed by:



.....  
Alan Gregory  
Principal Transport Planner

Authorised for Tonkin & Taylor Ltd by:



.....  
Chris Perks  
Sector Director - Transport

\\ttgroup.local\corporate\Hamilton\Projects\1020397\IssuedDocuments\CDC SMP Technical Report\_v3\_2024.docx

# Appendix A Methodology for filtering the roads and road sections

The selection of other roads consists of two sources, local knowledge and filtered roads based on criteria. A list of roads with local priority is obtained from the engineer at both SWDC and CDC. These roads are reviewed for compliance likelihood and public acceptance with additional measures identified to ensure compliance and acceptance. All other roads will be filtered based on the following criteria to identify the roads with the highest risks:

- Personal or Collective Risk: medium or above.
- Infrastructure Risk Rating: medium-high or above.
- Difference between the posted speed limit and SaAS more than 30km/h (inclusive).

Figure Appendix A.1 shows the entire process for assessing the proposed speed limit changes in Carterton and South Wairarapa.

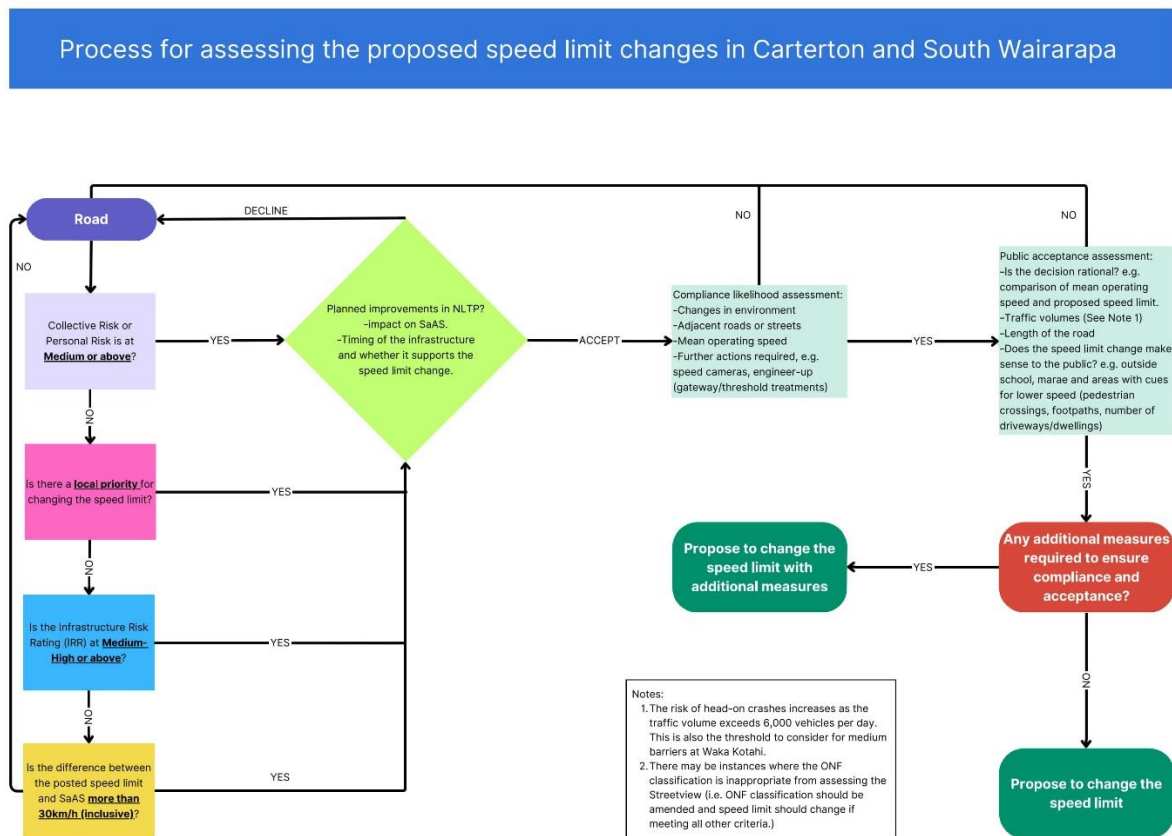


Figure Appendix A.1: Flowchart for assessing the proposed speed limit changes

For this technical assessment, the selected roads and road sections have been identified from the following sources:

- Roads within close proximity of a school.
- Roads with a frontage to a marae.
- Roads with local priority identified by the Council.



