

MASTERTON TO FEATHERSTON SPEED REVIEW AND INFRASTRUCTURE CONSULTATION FEEDBACK

No	Comments
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| 1 | <p>I support the new roundabouts - all of them. I know many people have questioned the requirement for one at Wilton's Rd / West Taratahi. I am presently working on a proposed 80+ unit country lodge retirement village on Wiltons Rd. That will produce additional traffic for the intersection, many of them elderly drivers.</p> |
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Wiltons Rd will also become the southern entry/exit point for the Waingawa industrial area - where we have just sold another 24 hectares for industrial lots.

I do not support speed reductions, other than in the town centres. What is the point of any speed if it is not enforced? There is presently almost nil enforcement. I'm offering \$1000 as a donation to a charity of your choice if I can't show you a vehicle exceeding 130kph between Masterton and Carterton within any 20 minute time period between 7.30am and 6pm. A lower speed limit would create greater frustration and more dangerous passing.

I often watch the stupidity caused by slow traffic on this road now. In summer it's often harvesters and larger tractors that create traffic tails that cause the frustration. Wider shoulders would help - but also enforcement for vehicles that impede traffic for any unreasonable distance.

There's very little wrong with the road through the Wairarapa. I'm not aware of it ever killing or injuring anyone. But our standard of driving tuition is woeful and as long as we allow parents to pass on their ignorance and attitudes to future drivers little will change. Has anyone at NZTA ever read "Unsafe at any speed" ? It seems doubtful to me.

2

Regarding speed limit reductions.

Reducing the speed limit to 80km on the whole stretch of road from Featherston – Masterton would further exacerbate the clogged nature of this main arterial route up the east coast of the North Island.

The real issue is a lack of planning for growth over the years resulting in dangerous intersections, with some of these now acknowledged and we are told “design work” is underway at Norfolk and Wiltons road to make these very dangerous intersections safer.

Taking traffic, particularly heavy traffic, off the main road would help hugely. Heavy traffic bypasses of Greytown and Carterton should be in planned now with population growth projections for the region heading strongly up over the next decade.

Median barriers are a good idea however given the volume of slow traffic, agricultural machinery etc that has to use this corridor, unless you put in additional passing bays there is a real risk of just creating further road chaos.

I can see that enforced 80km/hr will also lead to greater driver frustration, particularly with the slow/heavy/agri traffic issue this ultimately leads to more poor decision making, risk taking and accidents.

Surely the aim of the roading corridor is to facilitate and support growth in an area, safely yes and efficiently – so that the roading network can handle current and future traffic volumes, supporting the local economy and protecting all road users. Reducing the speed limit is a negative approach – Improving the roads, having more passing lanes, planning bypasses of the major towns main streets, and yes having this in combination with barriers and raised crossings is a much more proactive and positive approach.

3 On the map for Masterton, you have too many speed changes in a short distance; 50, 80, 60, 80, 60, 80. This is far too many for such a relatively short distance.

I believe you should (starting at the northern end)

- extend the proposed 50km/h area to the southern end of the Waingawa River bridge (section 1)

- reduce the proposed 80km/h section 2 to 60 km/h (this is a ridiculously short section to speed up and then slow down)

On the map for Carterton, you should extend section 3 (70 km/h) towards the north to include Clareville.

With the increasing popularity of the café and garden centre at Clareville, turning in & out is very unsafe. The current 100 km/h is too dangerous.

4 I would like to formally oppose the options proposed by NZTA for the Featherston to Masterton section of SH2.

Instead of putting obstacles on SH2 such as roundabouts, why dont NZTA do it properly and put in flyovers as required.

Its time roading in this country was done properly and not on the cheap which only pushes the problem into the future for someone else to sort out.

5

I'd like to provide the following feedback on the SH2 Wairarapa highway improvements.

At the south end of Masterton, the plan proposes a 50km speed limit prior to the Waingawa River bridge, changing to an 80km speed limit for the bridge and a small section of road after the bridge and prior to the Norfolk/Cornwall Rd intersection, at which intersection the speed limit reduces to 60km, going up to 80km again after the intersection.

I feel this is too many speed changes within a short space of road and my preference would be for the 50km speed limit to extend from Masterton to and including the Norfolk/Cornwall Rd intersection, after which the speed limit could change to 80km.

This would eliminate two very short, unnecessary, undesirable and potentially dangerous speed changes within that small area of road and reduce speed limit confusion for motorists.

6

The proposed changes will exacerbate the existing problems on this stretch of SH2. The main issue currently is that traffic is forced to travel through the townships of Carterton and Greytown. This leads to frustration and impatience of through traffic, and hence rash decisions leading to accidents. Due to the density of through traffic, local traffic within these towns has difficulty pulling onto, or crossing, the main road - again leading to rash decisions and accidents.

The only viable way to address the issue is a new road linking the Masterton bypass road (Ngaumutawa) to south of Greytown.

The changes proposed by NZTA will only lead to traffic taking more time to traverse the stretch of road in question. With the proposed 80kmph limit, a car leaving Masterton behind a logging truck will still be behind it at the Featherson side of the Rimutaka hill. In a situation such as this it is likely that a great many vehicles will be behind said logging truck (think 50+). It is highly probable that many of those cars will still be crawling along behind that logging truck into Upper Hutt. This amounts to a 60km trip stuck behind another vehicle. I would suggest that the current levels of frustration and impatience are nothing compared to what will arise (along with a corresponding rise in accidents) should the NZTA's proposals go ahead.

Suggestions (assuming a bypass road will not be forthcoming)

- leave the passing lanes in place ("slow vehicle" lanes are ignored by the vast majority of NZ drivers, leading to overtaking on the inside)
- Keep the speed limit at 100kmph, and do not have centre dividers - thus allowing vehicles to overtake on the straights
- Create underground pedestrian crossings (most necessary in Greytown due to the subterranean intellect of the average pedestrian there - pun intended) thus doing away with the need for traffic to stop/start
- have all of the businesses that have been established through the Clareville area fund remedial work so that the 100kmph limit through this area can continue, albeit in a safer way (due to the fact that the major problem here is people accessing the aforementioned businesses).

7 Transit Coachlines

Items for consideration in relation to the proposal.

1. Bus Stop Infrastructure - Along SH2, between Opaki Road in Masterton and Fitzherbert St in Featherston, there are approximately 39 bus stops/shelters. We are concerned there is no mention in Waka Kotahi's proposal to acknowledge their current location. We are concerned Waka Kotahi has not placed any weight on the safe transport of bus passengers – both urban and school services - in this proposal, nor considered the safe entry and exit of buses into the bus stops nor considered the safe loading and unloading of passengers. With all Councils across NZ looking to improve patronage, this is surprising that bus stops have been excluded. We would welcome the opportunity to meet with Waka Kotahi and outline our suggestions directly on best practise for bus stop locations, but in the first instance urge Waka Kotahi to include this as a key component on the SH2 Wairarapa Highway Improvements proposal.

2. Pedestrians Crossings - Has Waka Kotahi given any thought as to their location to provide easy and safe pedestrian access to bus stops? For example: are the planned pedestrian crossings located in close proximity to a bus stop?

3. Ngaumutawa Road roundabout - We support this roundabout and believe it to be the major priority in this proposal. However, we are concerned about pedestrian safety which is due to a number of reasons. Firstly, traffic flows are predicted to increase near this intersection because of a large-scale industrial development in the pipeline including the inclusion of a new retail outlet. Secondly, it is close to Solway Primary School which experiences peak school traffic times. Whilst a proposed raised pedestrian crossing is planned very slightly to the north of this roundabout, we are concerned about this location as motorists maybe scanning ahead to ensure the safe entry onto the roundabout and miss the pedestrian crossing. This location will also slow traffic considerably, on SH2 especially during peak hours. Transit would like to ask if NZTA has considered building a pedestrian overbridge past the Ngaumutawa Road roundabout across SH2 instead of the raised pedestrian crossing? This would ensure the safe passage of pedestrians, school students and cyclists and enable motorists to concentrate on slowing down ahead of the roundabout, greatly reducing the vehicle versus pedestrian risk.

4. Norfolk Road Roundabout - We support this.

5. Wilton's / East Taratahi round about - It is Transit's view, this round about is not required. We would advocate that all traffic coming out of Wiltons road turn left and head north the short distance to use the Norfolk Road roundabout in order to head south. Signage would be very important here. For traffic wanting to turn right (or north) from East Taratahi Road, they could turn right into Hughes Line and left into the Cornwall Road round about. (NOTE: This would require improved roading on Hughes line including painting a median strip and potentially widening the road as well as improved signage at this intersection). This would also enable Waka Kotahi to keep the passing lane in place south of Masterton and ensure Waka Kotahi could make longer exit lanes and longer on lanes to the main highway."

6. Chester Road - Transit would advocate for improved upgrades to this intersection for safety reasons including ensuring the safe location of the bus shelter, safe space for the loading and unloading of passengers and entry and exit points for buses.

7. Speed Limits - We do not agree that the speed limit should be reduced from 100kmph to 80kmph. We believe the proposed major roundabouts will slow traffic down as a matter of course and that it will add significant travel time for passengers using public transport. Transit delivers public transport services on behalf of Metlink that are run to a timetable set by Greater Wellington Regional Council. Transit believes if this proposal is implemented, GWRC will need to revise all bus timetables in Wairarapa to a) continue to connect with the trains and b) allow for the slower travel times. With regard to the proposed speed limit changes through the townships of Greytown, Featherston, Carterton and south of Masterton, Transit is concerned there will be confusion for motorists adjusting to the three different speed limits. For example, in Carterton it is proposed to go from 80kmph to 70 kmph to 50 kmph to 40 kmph to 50 kmph to 80 kmph. Transit would advocate one speed limit through the main township – whether that be 50kmph or 40kmph – and is supportive of the electronic variable school zone signs.

8. Passing lane south of Masterton - We disagree with the consultation to remove the passing lane south of Masterton. Due to the large number of heavy vehicle trucks using this road, the passing lane will provide smaller vehicles the opportunity to pass and thereby reduce frustration for drivers. There is also no opportunity for slower vehicles to move left and allow other vehicles to pass until south of Carterton.

9. Other a) Transit advocates that all other intersections coming onto the main state highway are compulsory stops. This will reduce the confusion at intersections about who should give way. b) Transit is keen to understand the decision behind Waka Kotahi's data on reducing the speed limit. We understand the goal is to reduce harm, but out of those 488 crashes over nine years, what percentage was speed a contributing factor? Are we targeting the reduction of speed in the right areas? For example if drunk driving or drugs was the contributing factor in the 488 crashes, should more resource be spent on reducing these types of crashes versus speed crashes?

8

This submission starts at the Masterton end and goes through to Featherston.

Ngaumutawa Rd Roundabout - This roundabout should have been constructed years ago and is supported. This needs to be the first roundabout constructed.

Norfolk Rd Roundabout - This roundabout is supported. There has been a fatality here which would be eliminated by the construction of a roundabout. Wilton Rd - The roundabout is not the right solution for this site and is not supported. Roundabouts are only efficient where the traffic on each leg is of similar traffic volumes. In this case virtually no traffic uses Wilton Rd and very little uses East Taratahi Rd while the state highway carries 14000 to 20000 vpd. Having observed this intersection and seen a crash here the current problem is caused by not having a left turn bay into East Taratahi Rd from SH 2. Vehicles turning into East Taratahi Rd from SH 2 especially high sided vehicles or trucks block the view of smaller vehicles travelling from Masterton to Carterton. Drivers pull out of East Taratahi Rd doing a right turn towards Masterton not aware that another vehicle is right behind the larger left turning vehicle and crash. Have seen it happen and seen many close misses. Other drivers agree with what I observed. You could use a seagull intersection but the most efficient and safe solution would be left in and out of both Wilton and East Taratahi Roads. Drivers wanting to turn right out of Wilton need to go left up to the Norfolk Rd roundabout. Traffic wanting to turn right out of East Taratahi Rd can use Hughes line and the left into Cornwall coming out at the Norfolk Rd roundabout. This solution would cost very little and be much safer and very much more efficient from a road user cost perspective.

Cornwall East Taratahi Road Passing Lane - This passing lane must be retained as the truck and trailer units come out from Norman Rd and take time to gather speed. Hence this lane is vital for this purpose. There is no safety concern because of the closeness to East Taratahi Rd as you no longer have a roundabout there. You could relabel it a slow vehicle lane but it must be retained.

Speed Limits - Retain the current speed limit at 100kph on the rural sections as there is no evidence drivers will maintain this speed as the environment does not portray a 80kph type of road given the limited side friction. This would be even more obvious if you had a median barrier. It would be unfortunate if the general public see this as a way of generating fines revenue. If the roads were maintained to the correct standard this speed reduction would certainly not be needed. For instance many of the marker posts are either missing, broken or not cleaned to make them visible. It is a total disgrace that the road surface has been allowed to deteriorate to its current level. As an example the section of SH 2 between Norman Rd and East Taratahi Rd is so slick from excess bitumen it resembles a skating rink. Reducing speed because the road is not maintained is completely unacceptable. Totally opposed to the proposed rural speed reduction

9

rail s or barriers.what the hell where do tractors pull over, traffic gets bottled necked , if you get a flat tyre you can't pull over to change it safely so no more ****in barriers. safety should come first .what the hell do barriers do on the side of the road.that money should get spent on improvements on roading.

pedestrian crossings raised.what the **** how many people get killed ,common scents,where and why isnt it working.if you walk in front of in coming traffic you well get hurt .teach people the rule the diamond rule if driving and in front dont have to stop.but people think it is there right to just keep walking out , head phones dont help .

10 Hi please take into consideration the Wairarapa is an agricultural area therefore this stretch of Highway is used by slower moving machinery.

I have followed a 2 km line of cars from Masterton to Carterton because there was a tractor with a truck following and no one could pass.

You only have to get this combination of caravan or towing a vehicle and this will occur.

Please allow lanes in both directions for slower moving vehicles to use

Also could a variable speed limit be used on this stretch of road that adjusts the speed to suit road/traffic conditions. (Naurunga Gorge Welly)

11 I would point you to Google Maps. You can see that on Saturday mornings Google recommends that motorists detour off Main Street in Greytown and take either West Street, or East Street. North travelling motorists can take West Street without any right turns and south travelling motorists can take East Street without any right hand turns. The probable consequence when you reduce the speed limit permanently on Main Street is that Google Maps will permanently recommend detouring via East and West Streets. As a consequence your speed limit restriction will create two Main Street bypasses, each through residential areas. Your speed limit restriction will therefore reduce the safety of two residential communities.

SH2 does not adequately serve the volume and nature of traffic through the Wairarapa. What is required is a road bypass strategy that runs the length of the Wairarapa valley from south of Featherston to North of Masterton. Anything short of this is a Band-Aid approach, which is just throwing good money after bad. The Wairarapa deserves a Roading Strategy. Anything less is treating the region as second class transport citizens. Already Google says that you can drive faster along the backroads of the Wairarapa from Mikimiki to Featherston.

Distance
Minutes
Per Hour
Speed

46.4	0.62	63.8	0.77	69.9	0.88
37	75.24	46	83.22	53	79.13

Already country roads are being recommended and used as road bypasses. This is endangering the safety of rural communities. Your information pack does not discuss any alternatives to SH2. It does not discuss the number of rural road crashes. It does not discuss the impact on transit times. It does not discuss the fact that Vehicle Navigation systems already recommend residential and rural detours. As a consequence, your proposal lacks evidence and lacks a strategy to provide a cohesive roading plan to safely allow transport to move from one end of the Wairarapa to the other without further endangering residential and rural communities. Please define a Transport Strategy for the Wairarapa. SH2 should be a transport backbone rather than the weakest link.

12

I spent all last night(Sunday) trying to get onto the site so I could write my opinions For the above improvements. The page that I was suppose to use certainly wouldn't open!

I'm totally against spending this money to make this road safer. I think the road is already safe. It's probably one of the straightest pieces of road in our district. I definitely do think we have problems with our drivers and it is a driver issue no knowing the road rules, impatience, no respect for the conditions or their ability.

Probably your design for the roundabouts are adequate but I definitely think there should be only one at Norfolk Road which should be two laned.

As for the pedestrian crossings once again I think it's about education. People think they have the right of way just because they want to cross the road. We were taught look right, left and right again. Some walk, run, bike using phones etc and don't make sure traffic has time to stop.

A lot of our freight comes by road at all hours and most times the road is not busy. It just ridiculous driving at this speed during this time. On the weekend we often drive this road 9.30 – 10.30pm at night I can't imagine why we would want to do 80 if it is not necessary.

All of the speed changes are confusing and we do need passing lanes. What happened to LSZ and driving to the traffic conditions. You are never going to stop the lunatic drivers. The police will just get busier pulling up safe drivers.

Driver education and respect is what we need.

13

I have been trying unsuccessfully to submit to your consultation online several times , initially i tried on Friday evening (17/09/2021) and have been trying at other times since . I wish to propose that the southern turnaround be changed and moved to the corner of Chester Road and a roundabout built instead , there is a significant amount of traffic using this junction , residents/ Hockey players and supporters/ A&P show patrons/ Cemetery patrons , amongst others. There is quite a delay , causing a large amount of frustration amongst drivers trying to access the state highway.

I am also against the proposed speed restriction as i believe that it will cause frustration and a lack of concentration for this stretch of the Highway.

I hope that this can be included in the consultation.

14

Im not happy that they are installing barriers between Carterton and Masterton. There are times in the year when you come across tractors etc going along SH2. How are we going to pass when there is a medium barrier and those amcod barrier.... Are we going to get stuck doing 30k's for a longer period of time.

With the existing amcode barriers the tractor can not pull over. Or what about cars that have broken down or punctures- there isn't places that they can pull over.

1. Masterton-Carterton – seems sensible and recognises the major junctions, number of direct accesses and the settlement of Clareville which should have a lower speed limit. My only suggestions are that through traffic in Masterton on SH2 should possibly be encouraged to use the signposted Heavy Traffic Bypass to reduce car numbers and the road between the two proposed roundabouts west of the Waingawa Bridge should be two lanes westbound in its entirety to allow slow vehicles to be overtaken safely (so slightly extending the passing lane). Maybe a 300m merging lane at the exit from both roundabouts like on the Hawke’s Bay Expressway newer bits.
2. Carterton – again, seems sensible.
3. Carterton-Greytown – 90km/h as a compromise?
4. Greytown – again, sensible.
5. Greytown – Featherston – this section is much better than the Masterton-Greytown rural sections with fewer accesses and much better visibility so not sure why a reduction to 80km/h is suggested. With the Remutaka ascent, it seems foolish to remove passing opportunities – in fact the existing passing lanes should be lengthened to make them safer and also not have a rush to get past slow vehicles on the passing lane at the foot of the climb up the hill. It would be illogical if this section has a lower speed limit than the Remutaka Hill.
6. Featherston – again, sensible.

I am concerned that the leaflet has a ‘one size fits all’ approach and promotes the ideological preferences of the writers and WK/NZTA. The nature of the rural sections between Masterton and Featherston varies considerably and this should be reflected in the speed limits. Removing passing opportunities (few, if any vehicles use ‘slow vehicle lanes’ other than on steep hill ascents) will lead to motorist frustration and possibly risky overtaking manoeuvres.

I have listed some thoughts below. Firstly it is good to be given the opportunity to have a say.

Finally, when the left turn/right turn shambles was reversed back to what it was many years ago, I thought oh good, finally all of the dead wood has finally worked its way out of the system – unfortunately this proposal shows that to be not the case.

Safety on this stretch of road has been debated for a very long time including but nothing has happened.

Many years ago I understand Kevin Fearon and others had to make a contribution toward a roundabout at Norfolk Road – while it is being talked about nothing has eventuated. Well more than ten years ago while travelling south on SH2 at the Norfolk road intersection, there was a curtain side truck stopped in the right turn bay on the SH ready to turn into Norfolk Road. Lucky for me I was in my Toyota Landcruiser heading south and as I drew level with the stopped vehicle a 7.5 tonne Mainfreight truck appeared in my lane as they were turning across the SH and into Cornwall Road. We went head to head – fortunately for me I wrote the truck off and the front of my car was repaired as my chassis had not been bent. Had I been on a motor bike or light weight car I am sure it would have been a call to the Fire Brigade to hose me off the front of the truck.

The road is a shambles and has been like that for a long time. Get some action underway now at this particular site and stop procrastinating with continued delaying tactics or more reviews. I have travelled on the Napier by-pass road and you should maximise the size of the roundabout at JNL to make the traffic flow better.

I agree with comments that I have seen regarding not placing a roundabout at Wilton's Road – use Hughes Line. I do that all of the time now.

The proposed speed reduction from Featherston to Masterton is a shame. Cars are designed to be much safer now. I am sure you have read the notes from a paramedic with 20 years experience on this road – he has not been to a head on the longer straights – I know people spear off into the ditch. Give them a good fine or take their licence for an extended period and give them a lot more education. We should not be designing things for the lowest common denominator – just get idiots off the road. Unfortunately I know this will not happen at present with a police commissioner whom has strong ties to the Labour party and they have stated that they want 30% less people in jail. We should not jail them but there needs to be far greater consequences for idiots.

Let's be clear the speed review appears to have been a tack on to the overall safety review at the last minute without any real facts based evidence to support this – we all know speed can kill but just look at Formula 1 – they crash at 300 kph and walk away – I understand they have better safety features than most cars.

I am concerned at the lack of what I perceive as project management process and facts that have not been presented to the community that you are consulting.

80 kph from Featherston to Masterton will just be a revenue gathering exercise for the traffic portion of the police and nothing more. Whether the limit is 80, 100 or any other number, that will not stop the five young dead at Timaru recently.

Also retro-fitting a flexible median barrier on a road that was not designed for that means that more space will be taken up and it is not clear that further width will be provided to the road along the area where this is fitted. While over wide vehicles can lift

their load over this, there are many situations where this can or will not happen.

Get a simple well thought out road design and then take extra land if required – a cycle lane was provided along Chapel Street in Masterton some years ago and that was provided by painting a green strip along the road, plus white lines either side and stencilling a symbol of a cycle every so after along it. I am sure the road was not designed for this dodgy exercise.

Is this the thin end of the wedge?? If we have 8/0 kph here then we need that over all NZ – the road you are talking about is in my opinion quite good and it is the drivers who are at fault – making things even more idiot proof is not the best long term solution.

In summary, leave the speed limit at 100 kph.

Fit roundabouts but not at Wilton's Road and make them multi lane as others recommend.

With limited room do not fit median barriers – if these are fitted then add a commensurate additional width to the road to allow for the clearances that drivers will allow.

Having now driven over a few raised pedestrian crossings, I am not sure that they are the way forward, at least in their current form. The judder bar effect needs to be before the crossing not at it.

17

Norfolk Rd roundabout could be supplemented by opening Norman Ave. and allowing NE traffic to exit straight to the industrial area to remove congestion at the Juken factory.

I have driven SH2 5 days per week from Greytown to Masterton for the past 9 years. I am well versed in the fact people drive poorly along this road. I have even been diverted multiple times for accidents at the intersection at the Norfolk road junction. I would like to bring up several points and I hope that my opinion is heard and considered.

- * A roundabout at both Norfolk road and Ngaumatawa road are well overdue and are definitely required.

- * The current "flashing alert" at the Wiltons road and E.Taratahi Road seems to work well and if the speed limit is reduced to 80Kmph along the whole road, I see no reason to put an expensive round about at this junction. It is just not busy enough.

- * The junction north of Carterton at Clareville A&P showground is a much better option for a roundabout and a very busy junction. Especially with hockey players and horse floats. I fear for my safety so much at that junction that I turn left and then turn in to the next junction to turn back into the south bound direction to go home after a hockey game.

- * I see no reason to raise all the pedestrian crossings.

- * They can cause more accidents due to driver frustration. Some people speed up after them others do not, causing inconsistency and potential crashes.

- * The impact on the vehicle with regular raised speed bumps, on tyre balancing and tracking. If these are out and not regularly maintained the car may handle poorly on corners and crash.

- * The increased fuel use which is not good for the environment or the road user. The breaking and acceleration away from the speed humps will cause increased fuel usage.

- * Between my house and work I will be faced with 14 raised humps! So I will be driving down west street in Greytown, then I will drive down Hilton road and out the back of Carterton to avoid them. I believe the people who live on the streets parallel to the SH2 will be quite fed up with the speed humps increasing traffic on their streets. Also, this will bring new problems with increased traffic turning on to the SH2 at Kent street and North street.

- * You have not addressed the south end of Greytown at all in the plan. There is a new Doctors super surgery about to open on Bidwell cuttings road. There are no pedestrian footpaths for people to use to walk there. There are no crossings at the south end of the town to cross the SH2. In addition to this there is a large 50+ house subdivision being built on the South west side of Greytown and this will increase the number of children crossing the road at that end of town to go to Kurinui college. As we know teenagers are oblivious to traffic and this will likely end in a tragedy. Also, on Pierce Street shortly there is to be a skate park and playground built. Again, there is no provision for children and caregivers to cross the SH2 from the east side of Greytown over the SH2 to the new park. Someone is going to be seriously injured or die, please re-evaluate and consider something for the South end of Greytown. If you cannot put a roundabout to slow the traffic down as they enter Greytown a pedestrian crossing would be at least something.

- * The reduction in the speed limit to 80kmph, although I understand reducing speed saves lives. Frustrated drivers cause crashes too. For example on Friday I drove at the speed limit and had a car less than 0.25 of a car width behind me. If I had braked he would have crashed into me. Regardless of whether you slow the speed limit down, you can't stop the idiots who don't follow the rules and overtake in 50kmph zones.

- * All the different speed limits around the roundabouts will be confusing. I am in full agreement that something must be done at the Norfolk road and

Ngaumutawa Rd junctions. However, the rest of the plan seems to be a knee jerk reaction without thinking about the road users in general.

19

In response to the proposal to make changes to SHW2 between Masterton and Featherston. The roundabouts YES. Would like to see one at the Chester road SHW2 corner, if this is not possible the speed lowered from North Chester rd south to Carterton

70km/hrs. Pedestrian crossing maybe, would like improved viability e.g. better lighting. Reduced speed Limit. No. Except Norfolk Road North and Chester road south to Carterton. The roads are mainly straight and with some improvements to the road and better signage as other parts of New Zealand has would help. Removal of passing lane NO. A shortening at the south end maybe. Median barriers. Maybe. This will add about 5kms of travel per day for me.

So

Roundabouts YES.

Raised pedestrian crossings Maybe.

Removal of passing lane NO.

Safety barriers Maybe.

Speed reduction NO.

I am based east of Masterton in the South Wairarapa. We travel this stretch of road numerous times a week and during the busy cropping season drive agricultural machinery back and forwards constantly. This stretch of road is the only practical link between our properties so we have a vested interest in it working properly. There are numerous points that I have a view on in the proposal that I think need some more consultation. These are:

- The current speed limits I find very appropriate as a lot of the time when the traffic is busy you cannot go any faster than 80 kph. However, when conditions allow and the traffic is very light or flowing well the 100kph limit is absolutely fine. Also travelling in our agricultural machinery at 40kph people have the ability to pass on the open road if you reduce the speed limit this will become more difficult.
- The passing lanes need to stay and it would be better if there were more as traffic can pass slow moving vehicles safely. If you eliminate them people could stay behind slow traffic at 40kph the whole way to Featherston as people often will not pass holing up everyone behind them making it a more dangerous situation.
- As a regular user of the Ravensdown fertiliser store I find is absolutely absurd that you plan to remove the right hand turning bay outside the store due to the continuous barrier. I believe it would be best to have a break in this which would allow safe movement of traffic into the store.
- Raised pedestrian crossings need to be painted red and minimised
- I agree we need roundabouts but these should be two lanes entering for eg the Hawkes Bay bypass to keep traffic flowing. We also farm a block on East Taratahi Road also exit onto SH2 regularly so have followed the consultation this for a long time now and have voiced my opinion after a few near misses in Agricultural machinery and trucks. There are power poles blocking both south and north visibility and I believe this leads to many accidents on this corner yet I note nothing has been done as a short term fix.

- 21 I welcome the opportunity to provide feedback on Waka Kotahi, NZ Transport Agency's Masterton to Featherston speed review and SH2 improvements proposal.

Items for consideration

- Bus Stops

I work for Transit a transport and tourism company with its head office in Masterton. With Councils and the Government asking the people of NZ to support public transport and to increase patronage, I am very surprised to read there is no mention in this proposal about the current location of bus stops/shelters located along SH2. Why has Waka Kotahi not placed any weight on the safe transport of bus passengers – both urban and school services - in this proposal, nor considered the safe entry and exit of buses into the bus stops nor considered the safe loading and unloading of passengers.

- Pedestrians Crossings

Has Waka Kotahi got an exact height and width formula for these raised pedestrian crossings as my experience driving in a private vehicle is they are inconsistent. One in Carterton is "steeper" than the one in Masterton therefore affecting how a driver approaches the crossing.

Is there any data on the pedestrian crossing currently located across the Waipoua Bridge just to the North of Masterton? Specifically near-misses or fatalities or accidents causing injury? This pedestrian crossing is one of 3 found within a very short distance of each other and located near a large round about, a give way intersection, a road turning, a petrol station and near the First Street shops - in other words, it is located where there is much happening for a driver to concentrate on. I believe it "creeps up" on people as they are scanning ahead to all the aforementioned hazards, and there have been numerous times where heavy braking occurs and I've witnessed several near misses. Can this crossing be moved or taken out altogether with improved signage put in place for pedestrians to walk the short distance south to the next pedestrian crossing so they can access QE Park or improved track design so they can ride/walk under the bridge to access the park?

- Ngaumutawa Road roundabout

I support this roundabout and believe it to be the major priority in this proposal.

In addition, with traffic flows predicted to increase near this intersection because of a large-scale industrial development in the pipeline including the inclusion of a new retail outlet, proximity to Solway Primary School which experiences peak school traffic times; has Waka Kotahi considered building a pedestrian overbridge past the Ngaumutawa Road roundabout across SH2 instead of the proposed raised pedestrian crossing? This would ensure the safe passage of pedestrians, school students and cyclists and enable motorists to concentrate on slowing down ahead of the roundabout, greatly reducing the vehicle versus pedestrian risk.

- Speed Limits

I don't agree that the speed limit should be reduced from 100kmph to 80kmph.

I think the proposed major roundabouts will slow traffic down as a matter of course. With regard to the proposed speed limit changes through the townships of Greytown, Featherston, Carterton and south of Masterton, I am concerned there will be confusion for motorists adjusting to the three different speed limits. For example, in Carterton it is proposed to go from 80kmph to 70 kmph to 50 kmph to 40 kmph to 50 kmph to 80

kmph.

Would Waka Kotahi consider having one speed limit through the main townships – whether that be 50kmph or 40kmph to enable motorists consistency and avoid confusion?

- Passing lane south of Masterton

I disagree with the consultation to remove the passing lane south of Masterton.

Due to the large number of heavy vehicle trucks using this road, the passing lane will provide smaller vehicles the opportunity to pass and thereby reduce frustration for drivers. There is also no opportunity for slower vehicles to move left and allow other vehicles to pass until south of Carterton.

22 Over the last 10 years there have been 4 people killed and 28 people seriously injured.(your figures) Based on these figures, that is 1 person killed every 2.5 years and 2.8 people seriously injured each year. Given that there were 488 crashes speed does not appear to be an issue otherwise the deaths/serious injuries would have been substantially much higher. Therefore I see no need to reduce the speed limit.

With the proposed changes to install flexible barriers - as these will reduce the chance of head on collisions, I see no need in changing the current speed limit from 100 to 80kph.

With the introduction of roundabouts this will also have an effect on traffic flow by reducing the average speeds because vehicles will need to slow to get through the roundabout and then accelerate back to the speed limit.

Thoughts about median barrier and roundabout design

The Southern turnaround has been poorly designed and I wonder if the person who designed this knows anything about road safety. I would have thought that there should be a merge lane for the traffic that has turned, so that they can get up to speed before merging. Given that you have quoted large trucks and agriculture vehicles will use these turnarounds, these vehicles will take longer to get up to the speed limit. I thought you were trying to reduce accidents.

Regarding potential removal of the passing lane between the roundabouts at Norfolk Road and Wiltons Road. If there is a truck that has stopped or slowed at the roundabout, because it would accelerate much slower than most cars, there would be plenty of time for a car to overtake it on a passing lane before the next roundabout, as there is 1.9kms between the roundabouts.

By removing a passing lane, and adding flexible road safety barriers there would be less places to pass. I would have thought that more slow vehicle lanes would have been added to allow vehicles to pass slow moving vehicles safely.

23

I am opposed to the variety of speed limits as show on the proposal. The attention that would be needed to endure that the speeds were being exceeded as they constantly changed would mean that less attention would be spent on actually looking at the road. During the day the speed in towns generally self regulates so there is no need to reduce to 40. 100 speed limit for the open road is acceptable.

Median barriers: I am totally against median barriers. There is no evidence to show that these are required. We live in a rural area and unlike towns have heavy farm machinery and the occasional house move down these roads. If median barriers were installed there would be an increase in frustration and more dangerous overtaking manoeuvres. With median barriers, the tractors that mow the grass at the side of the road would have difficulty moving sufficiently to the left to allow traffic to overtake. With the limited passing lanes and areas at the side of the road there could also be an issue with emergency vehicles passing traffic.

A roundabout should be installed at Norfolk road with an extended merging lane heading south. A merging lane should be provided at East Taratahi to allow traffic to turn safely. Do not remove passing lanes. These are needed. There are people that currently drive at 20 km under the speed limit. Passing lanes give other drivers a chance to overtake them safely.

Having a pedestrian crossing close to a roundabout is counterproductive. You will have trucks and cars backed up to the roundabout and beyond while waiting for children to cross. Why not an overpass for cyclists and pedestrians .

The idea of 40 km with electronic variable school zones around schools before and after school is fine, however stating " It may also operate for 10 minutes at any other time when vehicles are entering or leaving school grounds or there is pedestrian or cycle activity on the road outside the school." Is ridiculous. Why are vehicles leaving schools more important than vehicles leaving any other establishment on the main road. And 10 minutes? We are small communities so there is generally always activity outside the schools.

24

I make this submission as a private individual; although I have in the past, as an urban and transport planning consultant, advised Carterton, Masterton and South Wairarapa District Councils on planning for walking and cycling, including on previous versions of proposed changes to state highway 2 in the Wairarapa. I have longstanding senior experience in planning for walking and cycling since the 1980s, including New Zealand national leadership roles in the early 2000s. I have co-authored official guidance, served on national working parties and won several awards. I support most of the proposals, except for the Wiltons Road/ East Taratahi Road and Norfolk Road/ Cornwall Road roundabouts. These two roundabouts are inherently dangerous for cyclists, through the requirement for cyclists to interact with trucks. Truck slip-stream, swept paths (especially where trailers are involved) and 'blind spots' preventing truck drivers from seeing large areas in front and to the sides of their truck (an issue raised by the Government's 2014 Cycling Safety Panel) invite the prospect of cyclists' deaths or serious injuries at these roundabouts. I understand the reasoning behind inclusion of these roundabout, and their safety advantages for traffic other than cyclists, but call for inclusion of separate paths and underpasses so as to avoid potentially fatal danger to cyclists. Since the roundabouts are being constructed anew, fit-forpurpose paths and underpasses (a specialist design area in itself) could be incorporated in the currently-proposed design without major extra major cost; and the major safety benefits merit the

marginal extra cost. A submission from Carterton District Council highlighting the importance on such roundabouts of separate cycling paths and underpasses, and a similar submission from the inter-District Wairarapa Trails Action Group, both drafted by me, on a previous version of the state highway proposals, seem to have been ignored. The Ngaumutawa Road roundabout situation is different (in various ways) and I support the design of this roundabout subject to adding on-demand pedestrian and cyclist signals to the northern-arm crossing.

- 25** I do not support the 80kmph speed reduction. We do have capacity problems during certain times of the day - for example Mon-Fri 7.30am to 9am approx. Keep 100kmph but as for other roads eg. SH1 Wellington simply have variable speed limits along the highway to reflect congestion. Frustration/ policing or 80kmph at 2am or similar in the morning, open road no traffic normally and only able to travel at slow speed. Too many speed zones and not counting advisory speeds for road corridor design. Hughes Line will become drag strip for boating traffic from SH2. Need to have more passing lanes. No future proof for increased traffic. Cycleway needs separating/ segregation. Norfolk Road and East Taratahi roundabouts need two lanes/ slip lanes. Ngaumatua round-about is okay, but traffic will still stop flowing especially with position of cyclist and foot crossing when at peak times. Need viable traffic lights instead and controlled crossing lights. Don't think median barriers are needed, would prefer more passing lanes. Need more passing lanes due to traffic mix. Pedestrian crossings raised are dangerous as not easily identified and paint fading, especially when towing trailers etc. Need to allow for Wainga Industrial park access - where does this allow for access now and in the future.
-

Waiwanga Industrial Business Group

1. Factors to be considered re speed limit proposed on SH2

Then permanent reduction in the open road speed limit at all times will cause considerable frustration for vehicles that could otherwise safely travel at existing speed limits of upto 100km when appropriate .

We recognise at times of the day and sometimes days of the week will be more congested and we accept a "temporary speed reduction appropriate to the congestion " and this could be achieved by advance notice of flashing light speed limits ..

We also acknowledge the safety aspect of controlled speeds but are equally mindful of the extra time in travel. This point is made when in fact we have alot of the time the highway network can safely operate at the 90/100km per hour speed limits. The extra time incurred by way of charge out labour time will be an unnecessary cost to the end users as well.

We support continued road improvements to enhance safety by way of additional passing lanes and not removing passing lanes

We understand the lower speeds as part of the installation of the proposed roundabouts and generally support those recommended speeds

We also note the growing Wairarapa wide population plus the increase in the various traffic forms and wish to also highlight the growth of the freight numbers plus rail . The Waingawa Industrial Park in particular has simply been ignored with regards to NZTA providing safe and ample access points to and from the SH2 roading network and this particular area is set to be expanded further.

We would seriously question where the growth part of the NZTA strategy is at as it is very clear if safety is the major driver then this aspect needs long term planning and consultation very urgently.

2. Medium barrier and roundabout design comments:

The medium barriers will cause more frustration re slow moving traffic and simply cause unnecessary congestion when vehicles could otherwise pass when safe. More access to pass is what is needed for now and in the future

The roundabouts at Norfolk Road and Wiltons Road need to be two lanes to allow for traffic to flow . If we are constructing roundabouts (finally) we need to be cost effective and ensure the continued vehicle number growth is matching the roading network and in particular the new designed works as we do build in futuristic capabilities

It is also a concern that no access has been indicated as being included by way of Norman Avenue. If the Norfolk Road roundabout is closed due to whatever, then simply put the whole Waingawa Industrial Park will be greatly impacted. However if Norman Avenue were to be opened then it becomes a vital and quicker detour option. However if the medium barrier was in place then that possibility becomes impossible . We suggest keeping the passing lane even at the slower speed limit as is the approach to the next roundabout for Wiltons Road , and have no medium barrier for this purpose as well

Again we accept there are periods of high vehicle volumes but apart from these hours (7.30am to 9.00am) Monday to Friday and again around 2.45pm to 5.30pm on same days then overall traffic can and does move ok.. The other point is simply trying to get onto the network and that does not matter whether it be SH2 or in town.

More consideration as to how we create more safe turning capabilities and opportunities.

27

1. I totally agree with the suggested roundabouts at Ngamautawa Road and Norfolk Road. These are a must for all types of traffic to enter and exit the state highway safely.
2. I do not believe that a roundabout at Wilton's/East Taratahi Roads is necessary. Once the first 2 roundabouts are built, traffic is more likely to use them to access the highway. Both these roads should be made "Left Turn Only" negating the need to cross the traffic.
3. Should a third roundabout be necessary, I'd suggest putting it at Chester Road, which would once again reduce the need for one at Wilton's Road.
4. I disagree with the need for median barriers on all of these roads as the majority of crashes have not been head-on, crossing the centre line. Should the median barrier go ahead, I strongly suggest that the current side barriers be removed so that heavy over-sized and slow agricultural machinery can move out of the flow of traffic and allow others to pass.
5. I disagree with the need for a "jug handle" at the end of the straights. Instead, build a roundabout at Chester Road.
6. Leave passing lanes where they are or better yet build more.
7. I totally disagree with the suggestion to reduce the speed limit to 80kms for the whole Wairarapa. Perhaps graduated speed reductions into the towns would help, but not the whole highway.
8. I'd like to know what consideration has been given to the "pulse" effect of traffic coming off the Remutaka Hill which has a knock-on effect through the whole Wairarapa Valley.

9. I would like to know what consideration has been given to the effect of the Woodville-Palmerston North highway opening. The impact of the closure of the Manawatu Gorge was for Wairarapa to see a doubling of traffic, particularly heavy vehicles, passing through on the way to Wellington (I may be exaggerating but it sure felt like it).

28

Key points:

1. Support Roundabouts -

- * Ngaumutawa Rd / SH2
- * Norfolk Rd / SH2

1. Do not support two of the three raised pedestrian crossings in Greytown - on SH2

* raised crossings at McMaster St and the next one at the butcher when heading north makes little sense as that traffic is already very slow. I'm sure your own research identifies that speed is very slow already?

1. Do not support the reduced 80km/h south of Greytown. It makes far more sense to repair the appalling road surface which NZTA oversees if you want to improve safety
Overall comment:

1. As a daily driver between Greytown and Featherston the quality of the ongoing repairs to poorly surfaced roads is very poor. The stretch outside the cemetery just south of Greytown was built up and resealed earlier this year. Already it has broken up and been patched and now the patches are breaking up. I watch cars moving across the road to avoid potholes. I watch motorbikes trying to avoid them. This ongoing poor quality of NZTA contractors and low budget chip seal continues to place motorists at risk and sits squarely with NZTA. Reducing the speed should not be NZTA's response for failing in its role.

1. NZTA needs to be transparent and advise the public that lower posted speed limits reduce engineering needs and run off areas and will make cost savings to NZTA now and in future years. All motives and benefits need to be laid out.

29 The majority of accidents on the road from Featherston to Masterton, causing serious injury or death, in the last 10 years have been a result of drivers speed and incompetence. The fact that the limit was 100 on the state highway was totally irrelevant to these drivers. Changing the limit to a lower speed will not alter the driving habits of these types of drivers and is just penalising the rest of us who do not speed and drive with care to the conditions.

My concern with the slow vehicle lanes which were previously passing lanes is drivers can be confused and think they are for trucks or towing vehicles. This could result in vehicles unable to reach the speed limit remaining in the main lane faster than traffic being unable to pass. Wairarapa roads have a lot of farm vehicles using them, ie tractors and harvestors. The flexible carriers will mean sensible and able drivers who can pass at 100kmph will not be able to do tis as there will not be enough room to make the pass.

30 I am writing in relation to the proposed changes for SH2 in Wairarapa. As a regular user of SH2 particularly between Carterton and Masterton I do not believe that any of your proposals need to be actioned. What we do need along that stretch in particular is a better road surface especially at Clareville and the north bound passing lane as the tar bleed there is diabolical. Perhaps a different contractor to Fulton Hogan would do a better job, this stretch has been resurfaced a number of times in recent years and always seems to need doing again very quickly. I have travelled on many roads in New Zealand and the Wairarapa surfaces are the worst. (Fulton Hogan in other areas seem to do a good job). Just putting up a slippery when wet sign does not make the road safer, it merely tells drivers to drive a bit slower which they should be doing anyway if they drive to the conditions. I believe that better driver education is paramount and that it would help to reduce the number of accidents significantly. Drivers need to be more patient at the intersections and observe the road conditions and the road rules. I see all too often people pulling out of side roads onto SH2 without looking properly, cutting in front of oncoming vehicles and this goes for the roundabout at the Belvedere Road intersection too, some drivers just enter the roundabout without even looking right for oncoming traffic, and, I believe that will also be the case if you put more roundabouts in.

In your media release it states that a brochure about the proposed changes would be delivered to mailboxes in Wairarapa. I live in RD2 and never received the brochure and I know people in Carterton who didn't either, which is very disappointing. I ended up looking on the website for the information but I wonder how many peoples' opinions may have been missed due to the fact that they didn't receive the information.

I notice on the Ngaumutawa Road roundabout proposal that a pedestrian crossing is shown straight after the roundabout, this in my opinion is a bad move. I have encountered this in the UK and have always questioned why would anyone put a pedestrian crossing by a roundabout?? Roundabouts are designed to keep the traffic flowing so it rather defeats the object if motorists then have to stop for a crossing after they have just exited the roundabout. This causes traffic to back up and thus creates other issues.

If pedestrian crossings are going to be raised, please can there be some consistency in the height of them?? The two in Carterton are different heights and have a different speed limit over them. The Brooklyn Road one does not allow traffic to traverse it without almost stopping whereas the one outside the Doctors (just north of Victoria Street) does allow the traffic to slow and traverse it easily without too much interruption of flow which I believe was the object of it in the first place.

By reducing the speed limit to 80 we could see a lot of traffic building up by the time it reaches Masterton. It is a long stretch from Featherston to Masterton and I don't think that drivers who are delivering goods will be pleased that it will take them longer to do their deliveries due to a reduced limit albeit for trucks by 10kph. We could certainly see traffic queues at the approach to the roundabouts particularly the Ngaumutawa Road intersection.

I would hope that the figures you have quoted for the number of crashes over the last 10 years have been looked at as individual cases for the causes of accidents for this purpose. Whilst 488 is more than anyone would want to have in an area, less than 10% have resulted in death or serious injury in 10 years. Most of the accidents we have in Wairarapa appear to be single vehicle accidents which indicates lack of driver concentration or that the driver was distracted, again coming back to driver education.

I have reservations about the use of barriers down the middle of the road, primarily that if a motorist hits one, it could throw their vehicle into the path of another. In the real world I don't think a vehicle will just come to a standstill after hitting one and motorcyclists won't fair any better as those types of barriers are referred to as cheese graters by them for a reason.

Of course, it would be good if there was an opportunity for the community to be shown how exactly these type of barriers operate and for someone to talk to us in person about the proposals before any are finalised.

31

- * Our view on the 80k change has gone from being negative to positive after we travelled from Featherston to Masterton yesterday – 80k made for a far more relaxing ride, very important in these Covid times. More important in these times of climate change and emissions, we noted our vehicle (Hyundai FIT) ran on ECO between 50 & 90.
- * As you no doubt know, there will be push-back re the change and more speed violations – although in nearly 50 years of frequent travelling up and down the valley, we have usually been impressed with the level of safe driving
- * VERY IMPORTANT : speeds MUST be adjusted consistently at the northern and southern entries of all the towns especially Masterton, Carterton and Featherston. Ie
 - * Masterton: going south – remain at 50 after the new Ngaumatawa roundabout until after Norfolk Rd roundabout
 - * Carterton: going south – to accommodate new businesses and homes at Clareville reduce speed to 60 at Chester Rd
 - * Featherston: reduce speed to 60 at Boundary Rd (new businesses and homes on main road)
- * Passing lanes - we consider the removal of passing lanes to be a retrograde step. HOWEVER, slow traffic lanes as on the Remutakas appear to work very well.
- * Safety barriers – we are concerned at the suggestion that more trees will be removed along SH2 because of the possibility of accidents. Trees are precious storers of carbon which is emitted when chopped!!
- * Please ensure the raised ped crossings are at a consistent height.
- * To make all the proposed changes is obviously going to take some time. Please can the work be organised to minimise traffic disruption as much as possible. In these strange times there is already too much anxiety, frustration and stress.

32

All existing speed limits should remain as they are presently. Particularly in the rural/non built up areas. (Hard to understand why the totally built up area north of Upper Hutt ie Brown Owl has a max speed of 70km when the 2 totally rural areas between the 3 Wairarapa towns would only have a max of 80km. The roundabouts and 'raised' crossings proposed will have the effect of lowering speeds without the need of lower maximums and flashing lights! Most of the small businesses have opening hours of 10am to 4pm. Beyond those hours both Greytown and Carterton have very little Main Street traffic. During weekends the largely Wellington traffic almost slows traffic in town centres to a halt. No need to impose a new 40km speed limit at all - especially for the 12 hours between 6pm and 6am which will needlessly potentially attract a speeding fine for no good reason. 50km works now.

The passing bays south of Greytown should remain as they are. Why would you spend money on changing something that works perfectly well. People get stuck in a 'slow' lane - as on the Rimutakas - and therefore dont use it.

Glad to read the raised crossings will be smoother. The existing one in Carterton is a disaster.

Upgrading the saddle road will reduce a lot of the traffic (particularly from Hawkes Bay) that used to travel through the Gorge to SH1 and Wellington - also logging trucks. When Transmission Gully is completed that will remove the gravel trucks. These large trucks are for me the biggest hazards on the road.

Perhaps more road policing will pick up the few often drug-fuelled individuals and boy

racers that are a lot more prevalent than the previous 27 years I have been travelling in Wairarapa and over the Rimutakas. Yes there are a lot of elderly drivers over here that might not be as focussed as they used to be but they tend to drive slowly to make up for that.

Finally the 6 different speed maximums south of Masterton over such a short distance is totally confusion. As mentioned before, roundabouts I believe will slow traffic anyway. How do the police feel about trying to monitor people's speeds under this regime. A nightmare.

I also agree with the AA's standpoint.

33

Speed limit changes

Proposed speed limits (40K) within Fetherston, Greytown, Carteton and Masterton acceptable.

80K speed limit between the townships not acceptable. It would appear to be a revenue gathering option.

2. Median barrier and roundabouts

Excellent idea

NB. I was unable to reply to the questionnaire online as there was no information other than the email and pdf questionnaire. I found this

34

Speed limit changes between Masterton to Carterton is shown as changing every couple of kilometres - unnecessary - retain usual speed. Keeping speed even will reduce tailing vehicles and allow better speed flow. Changing speeds through towns - is it necessary? Most vehicles are travelling slower through towns anyway as they are watching out for pedestrians. The speed requirements for restrictive license testing needs to have a harsher speed restrictions. Driver education needs to be improved. East Taratahi Road - Right hand turn onto SH2, drivers don't turn correctly and force other traffic to take evasive action. Median barriers will cause problems for emergency vehicles as they will not be able to pass. Forget the roundabout at East Taratahi and Wiltons Road and either make it left turn only or block it off. Passing lanes should be retained to allow for overtaking, reduced tailing, overtaking agricultural vehicles and assisting traffic flow.

35

Road safety is always a big consideration these days. The options you supply are simply creating a confusing up and down limit over very short areas. It simply won't work well for our area.

I recommend we keep the status quo. It is not the speed that is the issue but the poor road designs, implemented previously.

36

Yes to the roundabouts at Ngaumutawa Road and Norfolk/Cornwall Road intersections with adequate provision for cyclists.

No to the roundabout at Wiltons/East Taratahi intersection and the abolition of the southbound passing lane south of that intersection. Most of the small volume of traffic from Wiltons Road heads north and already has a merging lane. Most of the small amount of traffic from East Taratahi Road comes from east of Hughes Line so southbound traffic can easily turn south onto lightly trafficked Hughes Line and join SH2 at Clareville while northbound traffic can follow Hughes Line to Cornwall Road emerging onto SH2 at the new roundabout there. Traffic entering East Taratahi Road can use the existing merge lane from the north - a left turn- or use Hughes Line from the south with the existing turn lane at Clareville. Omitting the Wiltons/ East Taratahi Road means the large volumes of through traffic past that corner aren't slowed by comparatively tiny volumes leaving or joining SH2 there and enables the southbound passing lane to be retained, ideally lengthened.

No to reducing speed limits between Masterton and Featherston as that would lead to congestion with all traffic taking longer to traverse a road with very few curves and no real bends at all. The 100 kmph limit on the Rimutaka Hill Road should definitely be reduced.

Lowering the speed limits between Featherston and Masterton on SH2 is madness. This is a state highway, if its not capable of 100kph then improve it so it is. Having a 80kph for the state highway and then 100kph for roads that come off them which are of a lesser quality is madness too. Make the SH2 a three laned highway from Featherston to Masterton. The accidents have been caused more by inattention or conditions of the road, e.g. sun strike at an intersection. Do we go back to having someone run in front of the vehicle with a white flag. This is something wanted by extremists not by the silent majority. 40kph through towns at busy times is impossible to do 50kph, and at night when there is no traffic having to do 40kph is madness. Build a by pass of all the towns then. In the town where it is 50kph now it should be 70 or 60 kph as you enter and leave the town. It should only be that area where there is a lot of pedestrian traffic crossing the roads e.g. the centre of town that needs to be 40-50 kph for Greytown it would be between Wood st and Jellicoe Streets. Carterton it would be between Victoria St and just north of Belvedere Road. School areas should only be 40kph just before school commences e.g. 8.30 am to 9.15 am then 2.30 pm to 3.30 pm. The rest of the time whatever the normal speed limit is. Wiltons road and East Taratahi Roads needs to be closed off and that traffic come onto SH2 at Norfolk Road where a large roundabout needs to be put in instead of the small one proposed. There is an industrial area in the vicinity and trucks need the double lane roundabouts to keep the flow of traffic moving. Passing lanes being changed to a slow vehicle lane is only a name change because at present vehicles that are not passing e.g. slow vehicles, use the left lane and vehicles that are passing e.g. faster vehicles use the right lane. Raised pedestrian crossings need to be consistent at present some have a sharper rise or are higher than others, which require large trucks to almost stop before crossing, thereby impeding the flow of traffic. The one at the Featherston supermarket is one of the better ones. Medium Barriers down the centre of the road, there needs to be something to accommodate trucks coming and going out of Ravensdown as all the fertilizer has to be trucked in and out of the depot, some 40000 tonnes in and 40000 tonnes out the proposal only adds to the cost with no benefit to safety. When the passing lanes between Masterton and Carterton were put in and although the traffic speed limit was 100kph, many motorists still overtook on the double yellow lines in order to get to their destination. We don't have enough police to police the road rules as it is, and if you lower the speed limits people will become more impatient and hence its not the road error but driver error and education. If the cars could only do 80kph that would be great, but cars in today's world can easily get to 100kph and above. I am not advocating that driving fast is good, but Featherston to Masterton is a relatively straight road which you are going to lower to 80kph whilst the Remutaka Road is 13kms of twists and turns and we will be able to do 100kph on it, not that its possible. Most people drive to the road conditions, if you are slowing the traffic down for cyclist to use the road, then make the berm of the road wider and put them in that lane, then they stay out of the 100kph traffic. After all, there are many electric bikes now being used and many of those can get up to a speed of 50kph +

I unreservedly support the installation of the 3 roundabouts at the intersections of Wiltons Rd, Norfolk Rd and Ngaumutawa Rd with SH2, as they will substantially reduce the severity of any vehicle collisions, which in turn considerably lowers the potential threat of injury or death. 1. The Norfolk Rd roundabout is unquestionably the most urgent safety improvement required from Waka Kotahi's proposed upgrades on SH2 between Masterton & Carterton. It will definitely help reduce the likelihood of accidents at that intersection, enabling the traffic to flow more freely from the busy side roads onto SH2. a. I would like to ask why the Norfolk Rd roundabout has not been designed with twin lanes, allowing for traffic to flow more freely from North – South and vice versa? b. Taking into considering the large industrial area Norfolk Rd services, twin lanes would allow for heavy traffic to move more freely around the roundabout. c. Waingawa Industrial Estate will be increasing in size by around 400% over the next 10-15yrs and there is the potential for larger industrial sites along Cornwall Rd. The proposed improvement to the Norfolk Rd intersection, is closely followed in importance by the Wilton's Rd roundabout and lastly the Ngaumutawa Rd roundabout. a. As mentioned above regarding the Norfolk Rd roundabout, I would like to ask why the Wiltons Rd roundabout has not been designed with twin lanes, allowing for traffic to flow more freely from North – South and vice versa? b. Considering the proposed increase in size of the Waingawa Industrial Estate from Norfolk Rd through to Wiltons Rd between the railway line and SH2, the developer will potentially be looking to provide a new entry/exit onto Wiltons Rd. c. The inherent increase in heavy vehicles utilising a new exit from Waingawa Industrial Estate onto Wiltons Rd, should increase the requirement for a twin lane roundabout onto SH2. Twin lanes will allow for a smoother transition through the roundabout. 3. Knowing the proposed future growth in the Waingawa Industrial Estate, potential for growth in the Cornwall Rd area and huge growth expected in the Wairarapa as a region, this should signal to Waka Kotahi the need for both roundabouts to be future-proofed and increased in size to allow for twin lanes as mentioned above. It makes economic sense to allow for exponential growth, when considering any major roading projects to be completed in the Wairarapa. 4. I do not agree with the need for a Median Barrier to be installed between Carterton & Masterton, which then negates the need for a Southern turnaround, at least until adequate time has elapsed to evaluate the improvements in road safety from the roundabouts being installed. a. Waka Kotahi could be better served by focusing on widening and improving not just the road surface but also look to improve swales, ditches, drains and berms to help protect drivers from the potential dangers, if their vehicle accidentally leaves the road. b. When overtaking cyclists, there must be a minimum clearance of 1.5mtrs between your vehicle and the cyclist. A median barrier will not allow for this to occur on the existing roadway, without motorists running the risk of hitting the median barrier. c. Installing a median barrier will also create major issues for cyclists, as fairly wide agricultural machinery is regularly seen on this stretch of SH2 and they will not have the ability to swing out and pass cyclists, unless the road is widened. d. Median Barriers will also impact motorists being able to overtake slower vehicles, trucks, agricultural machinery and cyclists. 5. I do not agree with any alterations to existing speed limits (apart from leading into and out of the new roundabouts), at least until some of the physical safety improvements have been installed (roundabouts) and an adequate period of time (12-24mths minimum) has been allocated, to assess if the completed infrastructure has led to improvements in driver awareness and overall road safety. a. Lowering speed limits will potentially cause more delays from vehicles travelling even slower than the new limits, which can obviously lead to drivers becoming impatient, and making rash abnormal decisions when considering overtaking manoeuvres. 6. I would also question why Waka Kotahi is so invested in lowering the speed limit to 80kph between Masterton & Featherston, when the Remutaka Pass still has a 100kph speed limit. a. If you remove the accidents that have

occurred at the intersections of Wiltons Rd/East Taratahi Rd/SH2 and Norfolk Rd/Cornwall Rd/SH2, the road between Featherston & Masterton is a fairly safe route to travel, especially compared to the Remutaka Pass, which is often closed or impacted by an accident on a fairly regular basis.

7. I'm also extremely concerned at the installation of several raised platforms in Carterton and how they will improve the safety of pedestrians using the crossings?

a. I agree Carterton needs an additional crossing to the northern end of town, as growth has seen an increase in pedestrians using the North End Dairy.

b. I've been concerned for some time at the danger imposed by the existing raised platform crossing by the Medical Centre and vehicles (including emergency) travelling at speed over the crossing at night. A family relative lives adjacent to the raised platform and the noise from vehicles hitting the platform at speed raises concerns of an accident occurring at some stage.

c. I have looked into NZTA's Pedestrian & Crossing Designs and question the legality of raised platforms being installed on a State Highway outside of the shopping precinct in the centre of town.

d. I would question the legality of the completed height & ramps of the new platform outside South End School. The minimum height of platforms is 75mm, with a maximum allowable height of 100mm. I would suggest the finished height is quite some way above that.

e. Is someone able to provide me with the platform design chosen for Carterton's new raised platforms and the decisions as to why they were chosen?

f. I've attached a picture below, showing a finished platform as shown on your NZTA website. Is the picture a sound reflection of what should be expected?

8. Another thing I would like to request of the committee is, they need to take into serious consideration, the need for a future bypass.

a. Carterton has an extremely narrow corridor between businesses on either side of SH2, running through the centre of town. It is extremely dangerous for shoppers exiting vehicles, when an excessive number of heavy vehicles utilise the road every hour and drive past within a metre of car doors. Elderly & parents of young children have stated for many years, how they dislike using Carterton's High Street carparking due to the ever-present danger from increasing traffic, especially heavy vehicles.

b. Greytown's Main Street is very similar, so removing heavy vehicles would improve road safety in their town as well.

c. I would like to suggest Waka Kotahi thinks about the future safety of our aging communities and looks into the need for a bypass.

d. My suggestion would be the bypass leaves SH2 south of Greytown, passes through Papawai on a new highway, crosses a new bridge over the Waiohine River and connects with Para Rd and onto Carters Line & Bristol Rd. The bypass will then connect to either East Taratahi Rd and the new Wiltons Rd roundabout, or create a new road connecting Bristol Rd with Cornwall Rd and the new Norfolk Rd roundabout.

e. Once the Bypass has crossed the Waiohine River from Carterton, it would need options for the bypass to continue around to the South of Greytown and reconnect with SH2. I have just drawn a straight line but that would more than likely not be practicable.

f. I've attached a map, highlighting my suggested route for a bypass.

I wish to put forward my opinion on the proposed changes to the speed limits and road barriers. I am opposed to these changes.

I would like to see a bypass road for Heavy traffic around Greytown and Carterton. The road between Carterton and Masterton needs to be two lanes each way separated by a decent barrier or grassed/garden area, NOT a Flexible barrier. This would allow for better traffic flow rather than a confusion of speed changes and roundabouts that will add to congestion.

Yes to a large roundabout at SH2/Ngaumutawa Rd.

Yes to separate safe bicycle tracks.

Whoever laid the road seal on Ngaumutawa Road should not be responsible for further road works. It's a total waste of Rate Payers and Tax Payers money. 'Patch ups' are only temporary and in the end only create a bigger mess.

The road between Featherston and Masterton is not fit for purpose due to the increase in population and traffic volumes. This is something the NZTA has neglected to resolve for many, many years. The proposal you have put forward, is ill conceived, ill thought out and obviously the cheap option for you to be looking like you care about motorist's safety and that you are doing something about it.

You also have not provided enough information around the statistics you have used to come to your conclusions for the proposal. What were the contributing causes of the accidents? Were they driver error? Roading conditions? Weather conditions? Medical conditions? What vehicles were involved?

You want to introduce multiple speed limits within short distances, take away 1 passing lane, when there aren't enough already, increase congestion and peoples travel times when wanting to go north of Masterton and south of Featherston.

The issues we already have are slow drivers, reckless over-taking, trucks speeding, lack of passing lanes and far too many driveways and intersections for a highway. Your proposal does not address these issues, it will only compound them.

If you are serious about the safety of road users, you would construct a 4-lane bypass from Featherston to Masterton with feeder roads to/from Greytown and Carterton. Those intersections can be easily controlled if designed the same as the intersections at Whakatiki Street and the City Central turn-off on the Upper Hutt bypass.

This will not only reduce congestion in the towns, it will also increase the safety of pedestrians and residents going about their daily business, make it safer for residents to access their driveways and places of business along the 100km areas between the towns as there will be less traffic on the roads.

A high percentage of road users are freight delivery of every size and type and people going to and from work to the likes of Upper Hutt, Lower Hutt or Wellington, of which I am one. The majority of these users do not have any intention to stop and shop in the

towns on their daily commute with the possible exception of food outlets for coffee and pies etc, if they haven't already got them in their home-towns/cities. If not, they can easily access the towns by the feeder roads or by going directly through the towns.

The bypass would also greatly ease congestion on the weekends and public holidays when the traffic and visitor numbers increase dramatically. Those not wanting to stop will be able to drive straight through to their destination without the frustration of gridlocks, pedestrians and very slow drivers.

An edict should also be issued stating that no trucks are permitted to travel through Masterton, Carterton or Greytown, except for accessing the feeder roads or for deliveries in those towns. Featherston would be the only exception for trucks coming from east lying areas due to the proximity to the start of the bypass road and Remutaka Hill road.

The only part of your proposal I agree with is the roundabouts at Ngaumutawa Road and Norfolk Road with a reduced speed limit. With the lower traffic volumes, the intersection of Wiltons Road (which currently has a reduced 70km speed limit) will become safer and easier for road users to navigate.

I'm particularly interested in the area between Masterton and Carterton as this area has the highest number of changes. It is also the section of road that I cycle on occasion.

Good 1. The speed on bridge into Masterton being dropped to 70km. This is a narrow bridge and 100kmh is too fast. 2. The 3 roundabouts. These are problematic intersections where I have seen drivers taking unnecessary risks. Bad 1. There is no support for cyclists from Featherston to Masterton. 2. The median barrier will increase risk to cyclists and will make the traffic very slow. There is a lot of heavy traffic on this road and, for example, a large tractor will be unable to overtake a cyclist in a safe way. This will both slow the traffic and increase the risk. 3. The roundabouts do not have safe areas for cyclists to navigate the roundabout 4. The 40km areas in Featherston, Greytown and Carterton seem unnecessary. During the day the traffic is going slower than this, and in the evenings/night there is insufficient foot traffic to justify the reduced speed. 5. The removal of the southbound passing lane seems short sighted given there will be no way to overtake south travelling heavy traffic and agricultural machinery. 6. The automated speed zones seem unnecessary given the roundabouts. I find these are a useful temporary measure until proper roading changes have been done. And you're about to do the proper roading changes. 7. The median barrier seems unnecessary given the lack of head on collisions, the fact that the roundabouts will slow traffic down, and the fact it will increase risk to cyclists and other non vehicle road users. Additional Ideas 1. The 100kmh zone in Clareville is dangerous given the cross roads and the businesses there. The 70 zone at the north end of Carterton should be extended to the intersection of SH2 and Chester road. 2. The intersection at the south end of SH2 and Dalefield road is another intersection that is risky. Having a roundabout there would help northbound traffic to reduce speed faster and would enable heavy traffic and motorhomes from the dump and where motorhomes dump their grey and black water to get back onto SH2. 3. The intersection between SH2 and Pembroke Street is busy due to all the supermarket traffic exiting the supermarket carpark on Pembroke Street and then trying to merge onto SH2. This intersection would be greatly improved by a roundabout. 4. The intersection at the south end of Greytown of SH2 and Bidwells Cutting Road is also one that seems risky, but I have not seen drivers taking risks there, so it seems less important than the Dalefield road intersection. That intersection has good visibility for drivers coming from from Bidwells Cutting road onto SH2 so I suspect drivers are less inclined to take risks. 5. There is no mention of a Carterton bypass. One option is a new road from the intersection of of SH2 and Waihakeke road on the south of Greytown to the intersection of Hilton and Rutland road, proceeding down Rutland road, then a new road from the intersection of Rutland and Park roads to the intersection of SH2 and Sutherland road. Changes 1. Two way cycle path from Featherston to Masterton separated from the road. This is particularly important between Carterton and Masterton. And is critical if the median barrier is installed. 2. Modification to the roundabout designs to have safe areas for cyclists. 3. Extension of the southbound and northbound passing lanes between Carterton and Masterton. Or change to slow vehicle lanes with wide centreline. 4. Removal of the zones that automatically change speed. 5. Additional roundabout at the corner of Dalefield road and SH2 at the south of Carterton. 6. Additional roundabout at the corner of Pembroke Street and SH2 in the middle of Carterton (next to the supermarket). 7. Consideration of a Carterton bypass road.

Lowering the speed limits between Featherston and Masterton on SH2 is madness. This is a state highway, if its not capable of 100kph then improve it so it is. Having a 80kph for the state highway and then 100kph for roads that come off them which are of a lesser quality is madness too. The accidents have been caused more by inattention or conditions of the road, e.g. sun strike at an intersection. Do we go back to having someone run in front of the vehicle with a white flag. This is something wanted by extremists not by the silent majority.

40kph through towns at busy times is impossible to do 50kph, and at night when there is no traffic having to do 40kph is madness. Build a by pass of all the towns then.

Wiltons road and East Taratahi Roads needs to be closed off and that traffic come onto SH2 at Norfolk Road where a large roundabout needs to be put in instead of the small one proposed.

The is an industrial area in the vicinity and trucks need the double lane roundabouts to keep the flow of traffic moving.

Passing lanes being changed to a slow vehicle land is only a name change because at present vehicles that are not passing e.g. slow vehicles, use the left land and vehicles that are passing e.g. faster vehicles use the right lane.

Raised pedestrian crossings need to be consistent at present some have a sharper rise or are higher than others, which require large trucks to almost stop before crossing, thereby impeding the flow of traffic. The one at the Featherston supermarket is one of the better ones.

Medium Barriers down the centre of the road, there needs to be something to accommodate trucks coming and going out of Ravensdown as all the fertilizer has to be trucked in and out of the depot, some 40000 tonnes in and 40000 tonnes out the proposal only adds to the cost with no benefit to safety.

When the passing lanes between Masterton and Carterton where put in and although the traffic speed limit was 100kph, many motorist still overtook on the double yellow lines in order to get to their destination. We don't have enough police to police the road rules as it is, and if you lower the speed limits people will become more impatient and hence its not the road error but driver error and education. If the cars could only do 80kph that would be great, but cars in today's world can easily get to 100kph and above. I am not advocating that driving fast is good, but Featherston to Masterton is a relatively straight road which you are going to lower to 80kph whilst the Remutaka Road is 13kms of twists and turns and we will be able to do 100kph on it, not that its possible.

Most people drive to the road conditions, if you are slowing the traffic down for cyclist to use the road, then make the berm of the road wider and put them in that lane, then they stay out of the 100kph traffic. After all, there are many electric bikes now being used and many of those can get up to a speed of 50kph +

43

I wish to record my objection to the planned speed reduction on the rural sections of state highway 2 in the Wairarapa
If the roads were maintained and upgraded the problems with road factors would disappear
Opposed

44

1. Reduce the speed limit through Clareville to 70km/hr. This makes it safer for slow traffic (cyclists) and to cross the street.
2. Add cycle paths (lanes) through Clareville (Carterton to Hughes Line). Preferably on both sides. This makes it safer for cyclists to get to the Showgrounds and further. Add traffic islands to make crossing the road safer.
3. Create a safe way for cyclists to cross the road at Hughes Line. Hughes Line could become a safer alternative to get to Masterton. The proposed changes to SH2 from Clareville to Masterton makes the road very dangerous for cyclists.
4. Have one speed limit from Masterton Waingawa bridge to Wiltons Rd of 70km/h. 60k on the roundabouts is silly as they should be made so that a higher speed is not reasonable. Changing from 70 to 80 to 60 to 80 to 60 to 80 is ridiculous over such a short stretch of road.
5. Create separate cycle paths and crossings to the roundabouts at Norfolk road and Ngaumutawa Road (possibly Wiltons Road too). Having cyclists using the roundabout itself together with cars and trucks is extremely dangerous. Remember Hughes Line and Cornwall Road may be an alternative for cyclists to avoid SH2.
6. Add cycling paths between Norfolk Road and Ngaumutawa Road. For safety.
7. Decrease the speed limit in the CBDs to 30km/h.
8. Keep the 100km/h between Greytown and Featherston with variable speed limits at important intersections (Tauherenikau, No 1 line) including turn-off lanes. SH2 is meant for through traffic which benefits from higher speed limits. Do not reduce it as a blanket rule, please.
9. Make the raised pedestrian crossings more visible, especially when it's raining and dark. Personally I almost missed the new one in Carterton when I was riding my scooter. Crossing it at 50km/h would likely cause severe injury.
10. Add a safe way for cyclists to cross the Beef Creek and Mangatarere Stream between Carterton and Greytown. These bridges are so narrow that cyclist need to drive over the car lanes where cars go at 100k. Extremely dangerous especially now it's getting busier and busier. Possibly a clip-on on both sides will help. It would be even better if cyclists could be diverted via Kuratawhiti Road and Matarawa Road crossing the Waiohine River and Mangatarere Stream via new bridges.

More radical ideas to make things even safer are:

- a. Connect Ngaumutawa Road to Wainvava industrial area along the railway line and through the industrial area to SH2 (make it the bypass).
- b. Connect Hughes Line to South Road (at least for cyclists).

45

As addition to the feedback I already provided I want to add the following items and clarifications. In general there doesn't seem to be much consideration for slow traffic (cyclists, scooters).

1. Reduce the speed limit through Clareville to 70km/hr. This makes it safer for slow traffic (cyclists) and to cross the street.
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More radical ideas to make things even safer are:

- a. Connect Ngaumutawa Road to Wainvava industrial area along the railway line and through the industrial area to SH2 (make it the bypass).
- b. Connect Hughes Line to South Road (at least for cyclists).

46

Can see the reason for 80kmph from Masterton to Greytown but do not support the reduced speed limit from Greytown to Featherston. Support the Ngaumatua roundabout, support Norfolk roundabout - but needs to be two laned. Do not support the jug handle at Clareville. Do support roundabout at Chester Road. Do not support a median barrier through Clareville. Wiltons Road roundabout needs two laned entry on SH2 for smoother flow.

47

I regularly drive this road and do not see any reason to change the speed of which is driven between Carterton and Featherston, this will only create annoyance in impatient drivers and for those who have nothing wrong with the road! This seems very unfair and illogical!

48 Submission

49

Attached for your consideration is the text of a submission made to SWDC on Wednesday 15th September. This submission was in support of footpath, pedestrian and vehicle access improvements to the Five Rivers Hospital Development on Bidwill's Cutting Road, and to draw attention to what is considered to be an important omission from these proposals.

The submission sought to outline the risks to traffic approaching Greytown on SH2 from the south, and seeking to turn right into Biwill's Cutting Road. In particular the risk of a head on crash with traffic exiting Greytown, either on SH2 or turning into Bidwill's Cutting Road. The speed of traffic into Bidwill's Cutting Road was a factor in the placement of a pedestrian crossing in Bidwill's Cutting Road and is referred to in the SWDC report seeking approval of the proposals and funding required to cover these proposals.

Another risk to right turning traffic exists from the possibility of being hit from behind while waiting to turn or in the process of turning. A RIGHT TURNING BAY ON SH2 PLUS RELOCATION OF THE 50 KMPH SIGN FURTHER TO THE SOUTH WAS SUGGESTED AS IMPROVEMENTS TO MAKE THIS SITUATION SAFER.

As the submission noted there is local support for a ROUNDABOUT at this junction based on the noticeable increases in both traffic volumes and speed at this junction. Considerable land use changes in areas surrounding this location including the presence of KURANUI COLLEGE are noted in the submission.

It was suggested to SWDC that an urgent appraisal of the need for a roundabout at this junction should be undertaken - including representations to NZTA as well as active engagement with the Greytown Community Board and all stakeholders and Ward citizens.

50

I have no problems with the proposals for the town centres but on the outer limits I see no real reason to change from 100kmph to 80kmph on very good roads.

I do not agree with the need for a Median Barrier to be installed between Carterton & Masterton. I am a motorcycle engineer by trade and have spent my whole life in the NZ Motor Trade and the motorcycle industry. I own over 50 motorcycles and classic cars, and I ride several times a week. I am 60 years old and have been riding road motorcycles for 44 years, and have never had an accident. I don't consider myself 'lucky', rather very experienced, careful and attentive. There are so many potentially dangerous situations on our roads now – tourists, inexperienced drivers, cellphones, pets, trucks, and so on. In order to stay alive, we motorcyclists too regularly are forced to take evasive action to avoid harm. Sometimes that involves crossing the centreline, dangerous in itself of course, but in fact safer than being taken out on your own side of the road through no fault of your own. Fixed median barriers remove that option completely which I don't support. I'm not getting into the debate around median barriers – safer or not (they are not IMO), just to say that median barriers are just another potential weapon against motorcyclists, so please don't install them here. I do not support reduction of existing speed limits (apart from leading into and out of the new roundabouts), at least until the physical safety improvements have been installed (roundabouts), and an adequate period of time (12-24mths minimum) allowed to assess if the completed infrastructure has led to improvements in driver awareness and overall road safety. Reducing speed limits only increases driver frustration unless extra passing lanes are provided. I believe that NZ authorities (Waka Kotahi, Police, govt etc) fixation with speed being the single issue to address re road safety, is ignorant and overlooks all the other causes of accidents and injury. Particularlry when its only speed over the posted limit that attracts attention. Driving slower than the speed limit in my opinion, causes as many accidents from frustration, recklessness, and road rage. Take a longer look at slow drivers, tourists unfamiliar with our roads, conditions, vehicles, laws and their own ability, trucks, vehicles towing, and vehicles incapable of moderate speeds. I would question why Waka Kotahi is considering lowering the speed limit to 80kph between Masterton & Featherston, when the Remutaka Pass still has a 100kph speed limit? I don't believe Carterton needs a bypass yet. Congestion is not at a level that should trigger a bypass option, and the negative impact on businesses and CBD would far outweigh perceived benefits of bypassing Carterton. Travellers and tourists want to experience provincial NZ life and communities, not pass them by. Business have invested huge sums to position themselves alongside SH2 to attract customers, relocating the road only weakens businesses sustainability and incentivises moving to where the traffic is bypassed to. I do support the Carterton District Council submission regarding speed limits within Carterton community boundary where SH2 passes through the town. I also encourage Waka Kotahi staff to continue to engage with CDC staff on these matters, so that Council can ensure the public are fully aware of any plans/design/works are programmed.

52 Carterton District Council

Carterton District Council (CDC) is supportive of all safety improvements, especially within the District's ever-increasingly busy State Highway. In particular, CDC see the potential of a roundabout at the intersection of Norfolk Road and SH2 as imperative and the greatest area of safety gain for the District. Council would also like explore the possibility of an additional pedestrian crossing over SH2 toward the northern end of the residential section of the town (around Kent Street). Council accept that greater speeds increase both the likelihood of crashes and the severity of crashes when they happen. Council also recognise that a small reduction in speed can make a big difference in life safety, especially when cyclists or pedestrians are involved. However, we consider that the focus on speed reductions should come after, or at least in conjunction with, physical safety improvements. Once physical safety improvements have been implemented, we would be in a better place to evaluate the effects those changes have had and what further changes may be needed. Council is not against speed reductions and strongly endorse these changes around schools and town centres. Council would support a continuation of the 50Kmph speed controls heading north out of the town region up to Somerset Road and 70Kmph to the existing overtaking lane. However, the balance does need to be made within a predominant rural environment that has a heavy reliance on road transport for its economic survival. Council would like to see the safety improvements made for the intermediary parts of the state highway prior to any speed reduction in these parts.

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54 Regarding the proposed changes to the SH 2, I wish to comment on the following two issues. I am 66 years old and have lived in the Wairarapa since 2004, firstly in Carterton, and then in Masterton. So I have used the highway a lot for my business. The following are based on my observations during this period.

1. The high frequency of crashes happen at intersections so the proposed roundabouts make 100% sense.
2. The nature of the traffic patterns is that you cant exceed 100 KMPH as the volume of traffic prohibits it, the lack of passing opportunities due to this volume means you have to go with the flow. This is borne out by the local Road Safety Officer quoting in a letter in the Times Age on the 15th September that the mean speed is 85 KMPH. Lowering the speed will only make that slower again.
3. What is being proposed for the SH 2 is to reduce serious injuries to people due to speed. I have seen a lot of issues with drivers getting frustrated with slow vehicles, driving slowly 80-90 KMPH and drivers taking risks to overtake. I think this will be worse with a lower speed. If this is the case then you should apply the same to Wellington Motorways as on last Saturday the 11th I was driving on it, two people died in accidents. Having seen the motorcyclist wrapped around the median barrier as I passed the accident scene I felt whoever decided to use that system caused his death. This proves there is no cure to eliminate all deaths, even when trying to help.
4. The lack of policing on this road is appalling if you are serious about reducing risk. How do I know this? Because I have a radar detector in my car and being a daily user of the highway I am always looking. Speed camera vans are often deployed as a deterrent, but really there is little other enforcement. When you go to Australia for instance you know you will get caught. Here you are just damn unlucky if you get caught. The extra cost is nil as we already have the cars and police employed.

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55 Ridiculous. STOP working on roads accommodating more cars. Put on more public transport & reduce traffic reducing the need for reducing travel times.

56 Thank you for the opportunity to provide comment. My input is that the sh2 roading between Masterton and Featherston is in great condition, visibility is good along most of the highway, with yellow lines when and where it is not, and with an opportunity for drivers to pass slower drivers in the designated passing lanes. We are only talking 10 to 15 minutes between the towns, Featherston, Carterton and Masterton. Changing speed limits will not change the behaviour of impatient drivers. Have you actually analysed the crashes you quote and know how many were speed related? Drunk driving, police chases, tired people inadvertently crossing the median strip, wind, which is very prevalent along that stretch of road causing a car to cross the line, old people, and there are lots in the area, losing their focus ? Lowering the speed limit will not change any of these issues or behaviours/situations. Lowering the speed limit will only make the impatient people more so. It's a damn good stretch of road, and the current speed limit is fine . However where/when you have to go from 100kms into a 50/70km speed limit in the space of 30 seconds is ludicrous. The signs should be further out of town to ensure people have adequate opportunity to get down to the appropriate town speed limit.

In terms of more roundabouts, analyse your crash figures at the existing ones?? Then see if it makes sense to introduce more?

- 57** We ask you to slow down the traffic to 30-40 all the way through Greytown. Speed cameras will help, not the ones in the vans, the properly speed cameras at the beginning and the end of the town. These are heritage houses on the main street, as are many in Carterton and Masterton.

During the night the trucks start up at around 3 am in then morning, they speed through making it sound like an earth quark. We feel that you are not taking the childcare into account that is beyond the proposed reduced speed limit of wood street or the fact that children cross the main road to cross the meet their friends and the elderly people in these towns. I have seen this many times where someone nearly gets knocked over.

What the town needs is a bypass for heavy trucks, of course the council will say no because they will worry about the income to the town, more than worry if someone will get knocked over. We have insulated our walls and retrofitted double glazing units into the sash windows of our house, but can still hear the heavy traffic. We openly invite you to come to my house to hear the traffic roar through. If we cant have a bypass then please slow the traffic down to 30 or 40 KM right through. Thinks about human life rather than the dollar to the town. If you slow down the traffic then maybe we could have both. This is a no brainer, please do the right thing to save lives.

- 58** Leave the speed limit as it, or upgrade the road as in fix the pot holes.

- 59** Modern cars can do 120k safely. No need to reduce speed to 80k. Instead of pedestrian crossings over a state highway it would be more logical to build underpasses but I guess that pedestrian crossings are cheaper even if it means frustration for motorists who are then likely to speed and crash. Think outside the box. Put in under passes and leave the roads for cars

- 60** Most people drive to the conditions. A few drive far too fast, but take no notice of any speed limit. Keep speed limit as is. Keep passing lanes so cars can safely overtake tractors going at 30kmph. If speed on main road is too slow drivers will just go onto back roads which are not as safe. Roundabout at Norfolk Road and Ngamatua Road are good ideas. Roundabout at Taratahi Road is not needed. Median barriers prevent cars overtaking tractors going at 30kmph.

61

Close the entrances to SH2 at Wilton Road and East Taratahi Road and bring traffic onto Norfolk Road and Cormwell Road respectively. Move 50kmph signs to Ngamatua Road roundabout. 70kmph to Cormwell/ Norfolk Road roundabout. 100kmph to Hughes Line and 70kmph to North end of Carterton 50kmph. Rest of speed limits stay the same. Slowing speeds bunches the traffic up, making accidents much more likely. Don't have so many different speed zones and maybe a limited speed zone between roundabouts. I believe two roundabouts are sufficient. If there needs to be a barrier make it down the middle of the road on the Waingawa straight after the roundabout at Norfolk Road, finishing at the end of the straight. The money saved on the third roundabout and turnaround area could be used to make Waingawa Straight two laned both ways.

62

Modern cars can do 120k safely. No need to reduce speed to 80k. Instead of pedestrian crossings over a state highway it would be more logical to build underpasses but I guess that pedestrian crossings are cheaper even if it means frustration for motorists who are then likely to speed and crash. Think outside the box. Put in under passes and leave the roads for cars

63

Having looked at the proposed speed review for the Wairarapa I'd like to give the following feedback:

- * I support the change of speeds within the town areas, eg 70 down to 50 and 50 down to 30, these make sense due to increased traffic and people.
 - * I do not support the proposed reduction from 100 to 80 for the open roads. This will lead to frustration for many drivers and those who currently go over the limits anyway will still do so.
 - * A better idea is to improve the quality of the roads so they are safer at 100km.
-

Having lived on SH2, just south of the centre of Greytown for the past 46 years, I am very aware of the considerable increase in traffic of all kinds now using this Highway. For most of these years I have been closely involved in the Accidents and Emergencies that have occurred in this area. In addition I have had to travel up and down this part of SH2 throughout the past 46 years and see the absolute need now to improve the safety of those using this stretch of road.

I see SH2 between Masterton and Featherston as comprising 3 distinct areas. Each with its own problems.

I do not see that imposing an 80K Limit on the open road between Masterton and Featherston would in itself solve our present problems or dangers.

(1)Between Masterton and Carterton

This needs a Speed restriction to 90K as far as Clareville.

The Danger points are the Taratahi intersection and the JNL intersection and both urgently need full sized Roundabouts, and Masterton's southern 70K speed limit should be extended to the JNL Roundabout.

There is a real need for an extended Slow Lane provision in both directions for slow heavy Agricultural vehicles which frequently use this part of the Highway.

The 70K speed restriction north of Carterton should be extended North to include Clareville.

The Carterton north 50K limit should be extended past the Taratahi Hotel corner.

(2) Between Carterton and Greytown

There should be a 90 K speed restriction.

(3) Between Greytown and Featherston

Retain the 100 K speed limit, but there should be a 70 K speed limit south of Greytown to the Cemetery entrance point.

Ideally there should be a northbound Slow lane north of the Lake Ferry intersection extending towards Greytown, and a South bound Slow lane provided south of the South Featherston intersection.

I wish to submit on the proposed Wairarapa roading changes. I have broken my submission down into the various areas of concern. I have also added a map below to show my suggested changes.

Deaths.

When comparing the Featherston to Masterton section of SH2 against the River Road (Upper Hutt) section, there is a significant difference in the number of deaths for each location. Wairarapa having 4 deaths in the last 10 years, with a correspondingly small number of deaths in the years prior, yet since building River Road there has been over 50 deaths. Of the Wairarapa deaths, it would appear that only 1 of these may have been avoided with the proposed changes.

Speed limit changes.

The changes that are being made appear to be inherently dangerous for a driver due to the continual variation in speed limits. Given the anomaly from the usual 50/70/100 limits across New Zealand, a driver in Wairarapa will now need to constantly be checking for road signs for a change in speed whilst the surrounds have not visually changed, namely the reduction to 40 in parts of central Featherston, Carterton, Greytown, and more confusingly, the yo-yo ing between Wiltons Road and William Donald Drive from 80 to 60 to 80 to 60 to 80 to 50. Drivers will be distracted having to take their eyes off the road to look at the speedometer to ensure they are not speeding. Having a variable fluctuation in speed will cause frustration and cause dangerous overtaking manoeuvres of vehicles with drivers that are scared to drive at or near the limit, no matter what that limit is.

The inherent characteristic of a State Highway is to have a smooth flow of traffic. To achieve this constant speeds, as it currently is, should be maintained.

While there may be a desire to mandate 40kph through the CBD of each town, this speed is generally not necessary outside of business hours. During the daytime traffic naturally slows.

Median barriers.

There is no evidence that a median barrier is required given the history of head-on crashes. The funding for a median barrier should instead be diverted to roadside improvements to allow for a wider shoulder, and a further set back of obstacles such as power poles. A median barrier will reduce the space available to pass the likes of the farm machinery which regularly traverse SH2 going from farm to farm. This will lead to greater frustration and dangerous overtaking manoeuvres from those impatient drivers.

Rondabouts.

Only two roundabouts are required – Ngaumutawa Road and Norfolk Road. Indicated on the map as black circles.

SH2 access – Masterton.

Wilton Road should be redesigned to allow entry into from the south, and exit north only. Similarly East Taratahi Road should be redesigned to allow exit southbound only, and entry from the north only. Vehicles needing to access SH2 in alternate directions (ie, by crossing the centre line) can access SH2 more safely by using Cornwall Road/Norfolk Roads to the north (a roundabout), or Hughes Line/Chester Road to the south. Indicated on the map as red X's.

Passing lanes.

Passing lanes need to be increased. The current passing lane south of Cornwall rd could be extended to start from the Norfolk Rd roundabout. The current passing lane near Clareville could be extended northwards towards Cornwall Rd. An additional northbound passing lane needs to be installed from the 70kph zone north of Greytown. This will reduce traffic build up and hence remove frustration as the last passing lane was outside of Featherston and the next passing lane is not until north of Carterton. The

southbound passing lane south of Greytown should be extended further south, with a new northbound passing lane created north of No1 Line to meet the extended southbound passing lane. Lastly a further southbound passing lane created from the start of the existing northbound passing lane ending before camp road. These are indicated on the map with arrows in the appropriate locations.

In closing I implore Waka Kotahi to seriously review the proposed changes by taking into account the residents preferences, not the wishes of someone sitting in Wellington who does not have to drive these roads daily. The roads are inherently safe. All roads will have crashes from distracted drivers or badly maintained vehicles, no matter what changes are implemented.

66

I don't believe that lowering the speed limit on SH2 Masterton / Featherston will reduce injury or death for road users travelling North/South in the Wairarapa.

I Would Like to voice my objection to this proposal.

The travel through Greytown and Carterton already serves to slow traffic down. Reducing the open road speed will only cause frustration amongst drivers and therefore cause a more hazardous drive.

I think the figures given (4 deaths, 28 injured) as reason for the change are inaccurate as they do not state a time period and are not a true portrayal of the facts. I believe making this change will push people to speed through the secondary roads in order to make up time. These secondary roads -East Taratahi, Ponatahi, Carters Line and Chester Road are more likely to become accident spots should this change be made.

I therefore request you DO NOT drop the speed limit on SH2 Featherston- Masterton - Featherston

67 Wings Over Wairarapa Community Trust

The wings Trust believes the speed limit changes will be detrimental to the event for the following reasons: confusion around limits which change frequently. Perception it will extend travel times and therefore discourage attendance. Cause frustration amongst the 25,000 visitors to the region, potentially causing dangerous driving and accidents. Without a significantly improved public transport system for the Wairarapa (and Wings) we believe this is a risk. Median Barriers are an excellent idea to reduce head on crashes, as are other infrastructure such as widening roads and off cycle facilities. The wings trust supports these. The roundabouts proposed will have a detrimental effect to visitors for the same reasons as the speed changes.

68 I've played this game of "consultations" plenty of times with plenty of different govt agencies and am well aware that the game is played in a deceptive manner whereby if you oppose 99% of something and state your support for 1% of the proposal it is heralded as being in support of the plan.
So here's my feedback

I oppose everything in your plan.

It will not save lives.

It will not bring anything positive whatsoever.

It will further stymie the region and destroy a highway route.

Build a bypass of all townships similar to that south of Levin to Wellington.

69

I do not believe that lowering the speed limit will save injury or death for road users travelling north-south-north in the Wairarapa.

The journey through Greytown and Carterton already slows the journey down, to restrict the speed on the open road will increase frustration and introduce more hazardous driving habits.

The stated "facts" 4 deaths, 28 injured" does not include over what time these incidences occurred. 1 year? 2, 3, 4? It appears misleading and a red herring in trying to push through this legislation.

I fear that secondary roads (East Taratahi, Ponatahi, Carter's Line, Martinborough-Masterton, Chester Road) etc will become speedways as people attempt to traverse the district more quickly. These roads have less visibility and way more opportunity for serious accidents. Stock on roads, slow moving machinery, flooding, trees down and slips.

PLEASE DO NOT DROP THE SPEED ON SH2
FEATHERSTONE-MASTERTON-FEATHERSTONE

70

I don't believe speed reductions are necessary over most of this section of SH2, I drive Greytown/Masterton for work and the 100k zones are fine.

The stretch north of Carterton through Clareville would be better at 70k, the area is built up and during winter the sunstrike (especially with the poor quality shiny road surface) is severe.

The location section labelled '8' north of greytown, currently a 70k zone but I see the current mean speeds are 85-89 which is no surprise to me as its where I live and there's been at least 4 power pole and/or fences driven into in the 7 years I've lived here, I'd like this to be a 50k zone but I'm biased I guess :)

Yes to median barriers and roundabouts, get on with building them.

71

if you put the flexible barrier down the centre all the way then you effectively are making it a tunnel which causes different problems.

It would be better to have widen the road, have a double yellow lined centre which gives options, especially emergency vehicles which ned to pass, and stops people from risky passing with a 80km speed between Masterton and Carterton.

72

Propose:

1) Scrap the complete centre barrier and only have at strategic points:

Clareville Rest area corner, making left entry and left exit only

A section 50 meters up to SH2 Southern turnaround

At section of 50 meters at SH2/WiltonsRd/East Taratahi Road making it left in left out only and not allowing through crossing SH2 from Wiltons Road to East Taratahi - this would replace the planned roundabout at this offset intersection.

The main reasoning about not having the Flexible road barriers the whole length is there needs to be safety consideration for this areas high wind risks, especially for cyclists and motor cycles. Those Medium barriers make the roads narrower, which makes any cyclists at further risk, people do push bike along SH2 still, as well motor cyclists and also vehicles which break down with i.e having a flat tire would make changing it considerably more dangerous than it is at present.

2) Between East Taratahi and SH2 Southern turnaround- further to when people have a vehicle break down, question where are they meant to safely park off road? We propose a 1/4 lane widening of the road on each side of SH2 between East Taratahi/Wiltons Roads south to the SH2 Southern turnaround would help considerably.

3) Dropping the speed between Masterton and Carterton, then Carterton to Greytown to 80km is a good idea, But, we think that between Greytown and Featherston it would better kept to 100km, as it has very long strait stretches and could lead to much more driver fatigue if journey was made longer.

The above amendments would make "Our SH2 road" safer for all drivers, as well as more cost effective. It would also mean businesses can still have entry and exit which

will not impact on these businesses I.E Ravensdown Fertiliser for one.

4) A wider reaching consideration to other connecting roads I.E Hughes Line, Frances Line, will need some widening to make them more safe as they feed traffic to SH2 Southern turnaround and Cornwall/Norfolk/SH2 Road Roundabout.

There is a lot to consider and a much to think about as any change has an impact not only on drivers, but also the potential impact this construction will have on those who reside and have businesses along this stretch of road.

The potential impact to those who reside on the concerned area needs consideration. Changes to access to and from property's will have impacts to daily commutes, essential services and emergency services. Such as the barrier will stop the northbound local emergency services access to my property which currently is unrestricted.

Emergency services are often seen crossing over the centre line to pass traffic as there is currently a lack of sealed roading to pull safely over to, so with the proposed barrier, there will need to be adequate room for emergency services to pass both cars and trucks. Restriction to emergency services has its own set of risks that needs further consideration.

Business's who also rely on their current access to State Highway 2 to trade, will also need to have confidence in the project and will not be catastrophically detrimental to their business. Clear contingency plans will be need to be communicated to those concerned. This will act to invoke confidence in the project and ensure that local business's are not being suffocated by a lack of access caused by this project.

This is even more relevant with the current climate as COVID-19, as it is a very unpredictable influence which could stall the project or furlong the expected completion of this project.

- 73** I live in Carterton north end of Hughes line and use the Cornwall Rd and Norfolk Rd intersection and its been getting MORE and MORE difficult to cross safely I have nearly had accidents and seen some. Reducing the speed limits are not the problem because weather conditions play a major problem and that is not the drivers fault. Drivers just have to learn to drive to the conditions. The three intersections are something that can be made safe by changing them to roundabouts. So I WISH you can just get on with the ROUNDABOUTS PLEASE.

74

Driver Training is lacking and the biggest cause of accidents .

With lack of keeping up with the road code and inattention on the road another big problem!

Try riding a Motorcycle !!

75

I object to all these changes . 90% of these roads are straight!!! What a joke. I feel people in the Wellington are making decisions about roads they don't even drive on. Prices will increase across the board. Builders electricians plumbers everything Because of travel times. It will be a backwards step. For the wairarapa in general. . Why not alter the roads that need altering. Like adding Roundabouts. Where required so people don't have to take risks while driving. There are lots of roads around New Zealand that are 10 times more dangerous ..if you drive. To the speed limit. These roads are safe 90% of these roads are. Straight. As i said. People living in the wairarapa will end up on tv. and protesting. this . Proposal I would be interested in how many of these crashes were because people were traveling over the speed limit. And . If they were that is something. You will not change. By lowering the speed limit.

76

The proposed speed limits make no sense at all. We either accept that we have an open road speed limit of 100km/h or we throw all that out the window and reduce the open road speed limit to 80km/h everywhere in order that the Police can ticket more people and gain more funds. We have much safer cars than 20 years ago and the open road speed limit has been 100km/h for a lot longer than that. This insidious attempt to slow traffic to a crawl everywhere is highly unproductive and will simply make criminals out of normal law abiding citizens. It's easy to haul out the old "speed kills" or "the higher the speed, the bigger the mess" lines, but the reality is that New Zealand has a relatively low open road speed limit of 100km/h. At the same time, most vehicles produced during the last 10 years have been designed to safely travel at speeds much higher than 100km/h. The Spire Report quite clearly noted that there is no justification for lower speed limits on SH2 through the Wairarapa. The only sensible suggestions are to:

1. Extend the 70km/h zone to just South of the Norfolk Road intersection, South of Masterton.
2. Extend the 70km/h zone to just North of the Chester Road intersection, North of Carterton.

Your proposal to have sections of State Highway 2, outside towns, to be 60km/h and 80km/h is idiotic. Question 2: I'll deal with this question separately, 2A for median barriers and 2B for roundabouts, 2C for anything else. 2A Median Barriers - The Median Barriers is a particularly bad and nasty idea. With our relatively narrow roads, the median barriers will simply force motorists and trucks to drive closer to the side of the road thereby endangering anyone who had to pull over for a flat tyre or because of a mechanical fault in their vehicle or any cyclist or other slow moving traffic. With the ability to overtake being removed, it will mean long, long lines of traffic slowed to a crawl behind tractors or other slow moving motor vehicles. Next, the completely incorrect statement in your submission document: "Some people think the steel ropes are not safe for a rider. Studies have shown this isn't correct. In fact it's the opposite. Barriers can reduce the number of motorcyclists killed and injured on our roads by 50 percent.* You can read more about flexible road safety barriers here: nzta.govt.nz/flexible-barriers What about motorcyclists? *Carlsson, A. (2009). Evaluation of 2+1 roads with cable barrier. Final report. VTI rapport 636A 4 3 8" All this is complete nonsense as the report deals with 2+1 roads in Europe. It will, of course, be fantastic if the NZTA builds roads properly and build 2+1 roads, but the reality is that NZTA does not build 2+1 roads and nowhere in this proposal is it proposed to supply 2+1 roads. 2+1 roads have a single lane going one way, with the central wire rope located within a 1.2m wide zone. To the one side, outside that 1.2m zone, is a 3.75m wide lane and, outside that, a 0.9m – 1.5m wide sealed area. To the other side of the central 1.2m area are two 3.25m wide to 3.5m wide lanes, again with a 0.9 - .5m wide salad area to the side. This means that 2+1 roads are between 13 m and 15m wide, depending on jurisdiction. The

NZTA is attempting to use the 2+1 road data to support their argument for narrow 1+1 roads. See <https://www.hindawi.com/journals/ace/2018/2705716/> and <https://www.diva-portal.org/smash/get/diva2:670552/FULLTEXT01.pdf> Next, there's the argument that wire rope barriers are "safe" for motorcyclists. This is only true IF the road design otherwise allows greater separation from the barrier and that is not what is proposed here. In fact, there's little evidence to propose that wire rope barriers are, in fact, safer for motorcyclists, as motorcyclists generally avoid roads with wire rope barriers and, instead, pick other roads, thereby skewing the statistics. See <https://smarter-usa.org/wp-content/uploads/2018/11/2005-The-Influence-of-Wire-Rope-Barriers-on-Motorcyclists.pdf> Then there's this report that perpetuates the myth that wire rope barriers are safe for motorcyclists: <https://nzta.govt.nz/assets/Roads-and-Rail/docs/Report-to-the-Minister-of-Transport-on-median-barriers.pdf> What the NZTA fails to realise is that, by adding a central rope barrier, they may be reducing one risk (dangerous overtaking) but they are increasing risk elsewhere. All of a sudden, woe betide the poor person who has a breakdown or the tourist cyclist. The following sketch shows a typical SH2 situation with side barriers between Masterton and Carterton: As can be seen, the moment you introduce a broken down car or a cyclist into the equation, the added central barrier becomes a deathtrap for those road users. The situation is even worse if the breakdown is a truck or tractor in which case the road becomes virtually impassible. There are other stretches of road where the tar seal segment is narrower and where there are no side barriers. Without substantially increasing the sealed road (which is difficult due to drainage ditches and other impediments) the situation is not improved. The following shows a section of road between Masterton and Greytown: As can be seen, even though the broken down vehicle can be pulled off the roadway onto the verge, the situation is only marginally improved and not at all improved for the cyclist. This is simply an example of NZTA's car-centric approach to road safety causing increased risks for other road users.

2B Roundabouts - NZTA has been pontificating about a roundabout at the ST2 Norfolk Road intersection for almost as long as I've lived in the Wairarapa. (18 years) For at least the last 10 years, this has been seriously considered and included in discussions for, for instance, the Waingawa Industrial Estate Resource Consent. A roundabout is long, long overdue at that intersection. That intersection now sees around 11,000 Estimated Traffic AADT. Since that time, it's become clear that a roundabout at the Ngaumutawa Road intersection makes a lot of sense too. That intersection also carries around 11,000 Estimated Traffic AADT. But, I would argue that a roundabout at the East Taratahi Road / SH2 / Wiltons Road intersection makes less sense as side traffic from/to Wiltons Road and from/to East Taratahi Road is only 80 and 585 Estimated Traffic AADT respectively, while Norfolk Road is 2,666 and Ngaumutawa Road is 4,000. What would make a whole lot more sense would be to forgo the strange "Turnaround facility" at Clareville and, instead, build a roundabout at the Chester Road / SH2 intersection which would make a perfectly good "turnaround facility" and will also add much safety at the Clareville showgrounds turnoff. That intersection carries nearly 11,000 Estimated Traffic AADT while Chester Road carries over 1,000. The roundabout designs proposed do not appear to show sharrows which will make sense considering that cyclists need to exit Masterton to the South and most (local) cyclists will turn off at Norfolk Road, while many international tourists seem to continue South on SH2, probably because they are unaware of other (safer) alternatives. The proposed "shared pathway" at the Ngaumutawa Road intersection will be suitable for pedestrians and school children but is not at all suitable to more serious road cyclists trying to enter town from the South / exit town to the South. That proposed "shared pathway" crosses over the entrances to several trucking yards making it a hazard in itself. Truck drivers will likely be concentrating on vehicular road traffic and will pay scant attention to a child on a "shared pathway". As a regular road cyclist, I'd rather take my chances on the road, as I do when crossing the Waingawa river bridge as the

“shared pathway” is a veritable obstacle course for cyclists, often covered in (large) road debris and glass. 2C Other issues - Passing lane: With so few places to overtake it beggars belief that NZTA intends removing the passing lane South of Masterton. (Southbound lane) It happens to be the only place, before the South end of Carterton, where one can overtake slow moving traffic. Imagine being stuck behind a tractor all the way from Masterton to beyond Carterton. Pedestrian crossings: Masterton’s “Heavy Vehicle Bypass” routes heavy vehicle traffic off SH2 and onto Ngaumutawa Road. There is not one pedestrian crossing over more than 2km of Ngaumutawa Road. None near churches, numerous shops, old age housing or other civic facilities and none outside Solway School.

77

I wish to put my vote in favour of all the new Masterton to Featherston proposals - especially the lowering of the speed limit. I feel this is necessary to safeguard the community.

Being a kiwi born and bred who has just returned from 10 years living in the UK, I am reminded of how many of the young people especially own cars far too powerful for them to control safely. They still sadly seem to have an overinflated sense of their own driving abilities. This was not an obvious issue in the UK as over there car insurance is compulsory and young people are limited in what size car engine they can buy and drive. They also pay so much for car insurance that many opt for the black box option where their speed is registered on said box, and if they drive sensibly they are rewarded with reduced insurance premiums. This approach gives them more time to gain driving experience in a safe manner.

What a shame we do not have something similar over here.

78

Please accept the following submission regarding the proposed lowering of the speed limit on SH2 between Masterton and Featherston.

I strongly support the plan to build roundabouts at Ngaumutawa Rd and Norfolk Rd intersections, with moderate support for another at East Taratahi although traffic entering SH2 at this intersection could divert to the Norfolk Rd roundabout. These are the danger points where most of the accidents occur. Roundabouts would automatically regulate speeds here, improve access, reduce frustration levels and vastly improve safety. With these roundabouts in place there would be no need to reduce the open road speed limit. Lower speed limits and reduced opportunities to pass slow traffic will inevitably increase driver frustration and the likelihood of more rather than fewer crashes. The Masterton rail hub for log transport will not prevent increased numbers of heavy truck and trailer units from using this part of SH2 so more passing bays, with the retention of the 100kph limit would improve overall safety far more than a lower overall speed limit. The proposed lower speed limit in conjunction with a median barrier of the wire rope/cheese cutter style increases the likelihood of more motorcyclist fatalities as frustrated car drivers push motorcyclists into the ropes.

Your own NZTA statistics do not support the idea that speed is the main cause of accidents, fatal or non fatal on this stretch of highway.

PLEASE LEAVE THE SPEED LIMIT AS IT IS, BUILD THE ROUNDABOUTS AND FOCUS ON IMPROVING OTHER ASPECTS OF THE HIGHWAY.

- 79 We object to the removal of the right hand turn bay into the Ravensdown site on SH2. Our company have over 900 truck and trailer units delivering fertiliser tpo this site annually all coming from the northern direction which we have done for 40 years. Over this extended period I do not recall any major incidents at the turn in bay. The concept of travelling another 10km further south to the turnaround will add 9000km annually to the deliveries and \$1000's of extra cost to our business. We don't believe that a median barrier to replace the turn in bay is necessary to prevent collisions as the turn in bay is necessary to prevent collisions as the turn in bay and lanes provide plenty of width seperation between vehicles currently. The Ravensdown fertiliser store is a major distribution hub for the regions farming sector resulting in considerable traffic movements in and out of the site any impediments creating like installing a median barrier to replace the turn in bay that has functioned successfully for decades is a negative move.
-

80 I disagree with the change of speed to 80 kph. That is just “dumbing” people down. Driver education should be to the fore with particular attention to cameras on round-a-bouts and trouble spots. Signs telling people there is CCTV in operation will wake a few up.

Deaths have halved from the previous 10 years, so why blame speed?.

I see no logical reason why long straight sections of road between Featherston and Greytown should have speeds restricted.

Even the AA agree that speed is not the issue.

I believe roads should be engineered to provide safer roads. The roads need to be brought up to specification. For too long, there's been under-investment in our roading infrastructure, and [lowering speeds] just seems to be the cheapest way to do anything about it.

"3 Strikes and you are out" should be the norm for repeat drunk driving. Not 6 convictions before someone dies.

I disagree with round-a-bouts unless they are big enough and fit for purpose ... historically NZ roading engineers have made roundabouts far too small. (Causing serious roll over accidents)

Median barriers would create all sorts of problems to farm and lifestyle block driveways. Widening the road, reducing poles and fences too close to the road, and redesigning the camber on some corners would help immensely.

The top 5 factors in fatal/serious crashes appear to be general lack of concentration, this needs policing with more police presence with cameras and signage to the effect.

In short, I vote "NO" to dropping the speed limit to 80kph.

In the following I have set out my submission on the proposed changes to SH2 between Masterton and Featherston which are described on the Waka Kotahi web site.

Speed review

Sections refer to those listed on the web site.

Section 1: I have no particular view on the proposal. This assumes the start point is the existing 50 to 70 change point.

Section 2 from Waingawa Bridge to Somerset Road: I am reluctant to support the move to 80 in this section as it could lead to poor passing decisions through frustration (particularly if associated with the removal of the southbound passing lane) and widespread non-compliance especially when the road is clear with few vehicles present.

Section 2a: I do not support the tiered speed limit at this proposed roundabout through the use of an electronic Intersection Speed Zone but instead support a roundabout at the Norfolk Road intersection. Further comment below under roundabouts.

Section 2b: I support the tiered speed limit at this intersection through the use of an electronic Intersection Speed Zone. However, this support relates to the Wiltons Road intersection being retained and not converted to a roundabout. Further comment below under roundabouts.

Sections 3, 4, 5, 6 and 6a: I have no particular view on the proposal. This assumes the school zone at section 6a is controlled by electronic signage.

Section 7: I am reluctant to support the move to 80 in this section as it could lead to poor passing decisions through frustration and widespread non-compliance especially when the road is clear with few vehicles present.

Sections 8, 9, 10 and 11: I have no particular view on the proposal.

Section 12: I am reluctant to support the move to 80 in this section as it could lead to poor passing decisions through frustration and widespread non-compliance especially when the road is clear with few vehicles present.

Sections 13, 14 and 15: I have no particular view on the proposal.

Pedestrian Crossings

Recently installed raised platform pedestrian crossings are an improvement over previous versions leading me to, albeit reluctantly, support their installation. However, these need to be well highlighted so they stand out at times of poor visibility, especially during rain with "slick" reflective roads and poor lighting.

Roundabouts

SH2/Ngaumutawa Rd roundabout: I fully support the installation of this proposed roundabout. It should have been installed years ago.

SH2/Norfolk Rd roundabout: I fully support the installation of this proposed roundabout.

Again, it should have been installed years ago.

SH2/Wiltons Rd/E Taratahi Rd roundabout: I do NOT support the installation of this proposed roundabout. I am happy with the existing ISZ. Furthermore, it is premature to make a decision at this intersection until the Norfolk Road roundabout is installed as the resulting change in traffic flow patterns is likely to reduce traffic volumes at the Wilton road intersection. For instance traffic that currently travels down East Taratahi Road is likely to use Hughes Line and Cornwall Road then turn at the Norfolk Road roundabout when heading to Masterton. Similarly, traffic is likely to use Chester Road, then Norfolk Road and the roundabout when travelling to Masterton.

In support of the above, a significant change to traffic flow was observed in the roads east of Carterton when the Park Road SH2 roundabout was installed. (Personal communication, C Wright ex CEO Carterton District Council.)

Barriers and passing lane

I cannot support median barriers between Masterton and Carterton unless there is significant widening of the road, retention of the southbound passing lane and access to private driveways. With slow drivers, including but not limited to agricultural vehicles, there needs to be ample provision for such vehicles to move over to let faster vehicles pass. The Road Code states; "If you are travelling slower than the speed limit and there are vehicles following you, you must: keep as close to the left side of the road as possible; pull over as soon as it is safe to let following vehicles pass."

SH2 southern turnaround

I have little understanding of the purpose behind this proposal but assume is to let vehicles turn where they cannot directly access driveways because of the proposed median barrier. All I can say is that if this need is a consequence of the median barrier then in terms of climate change it increases carbon dioxide emissions for this stretch of highway.

In summary, it is my submission that the only proposed changes that must proceed are installation of the Ngaumutawa Road and Norfolk Road roundabouts. Changes to speed limits within Carterton, Greytown and Featherston, specifically sections 5, 6a, 10 and 14 are supported. All other proposed changes are not supported.

By way of a final note, there has been an analysis of crash statistics, this being used to support the proposed improvements but there does not appear to have been an evaluation of the impact of the changes on vehicle carbon emissions.

82

As an AA Councillor I am often approached by people wanting to discuss roading issues, and this particular speed review issue has been no exception. I can honestly report that I have received no comments in support of the open road limit being reduced from 100km/h to 80km/h. So, to be clear, I am saying that I am opposed to reducing the open road speed limit throughout SH2 - However I do believe that the proposed roundabouts will do the job of naturally reducing speeds on the Masterton to Clareville section.

With regard to the other speed limits throughout the towns, thresholds and around schools, I am in favour of all the reductions that have been proposed

I am also in favour of the median barriers as they should eliminate the possibility of a head-on crash

For this project to work properly, and for the sake of keeping faith with the people of the Wairarapa who have responded so well to all previous requests for input, feedback now tells us that it would be essential the roundabouts are done first, before any changes are made to the open road speed limit

83

Rangitane o Wairarapa: Iwi Mandated Authority

My details are below, I am doing this on behalf of Rangitane o Wairarapa Inc: Mandated Iwi Authority.

Roundabouts:

SH2 and Ngaumutawa Road: not sure if this is a good idea than using traffic lights? There are businesses and residential housing whom

would have a long wait to join the traffic flow, real concerns with congestion during peak hours.

SH2 and Norfolk Road: support this roundabout.

Wilton Road and East Taratahi Road: against this roundabout being put in? Hughes Line is a safer way to go as this links with SH2

(south) and Cornwall Road (north) onto SH2/Norfolk Road roundabout. Wilton road to be retain for traffic

heading north (would be good if CDC can extend Ahumahi road to Wilton road?)

Passing Lane to STAY.

From Solway Garage to the Norfolk road roundabout 50kmh, pass Norfolk road speeds to increase to 100kmh to Hughes Line speed reduce 80-70kmh, reduced again to 50kmh before the bend by the old Taratahi Hotel, leaving Carterton towards Greytown 80kmh then reduce speed before reaching the old vegetable/fruit shops(SH2) to 50kmh, leaving Greytown speed increased to a 100kmh and reduced before you get to the bend into Featherston township, 50kmh.

SH2 needs to be in better condition than what it is, to narrow, uneven surfaces and there are no marking for cyclist,

Speeds should not be the main reason for accidents, it is the people that drives the vehicle that needs to pay attention, be more educated, alert/aware of the dangers while driving. A vehicle cannot drive itself (in the near future it will)

When taking a child/family member to Wellington hospital it cause drivers to speed up

(panicking/worrying)

Slowing the speed down only frustrate driver which causes accidents/road rage.

84

- 1 I agree with the proposed roundabouts at Ngaumutawa and Norfolk Roads.
- 2 I disagree with the roundabout at East Taratahi / Wiltons Roads. I feel it would be better to stop East Taratahi Rd at Hughes Line and divert traffic to the Norfolk Rd roundabout. I feel that having 3 roundabouts within a short distance would create peak traffic tailbacks as far as Carterton.
- 3 I disagree with the Turnaround at Clareville. I feel that a better outcome would be achieved by putting a roundabout at the Chester Rd intersection. This intersection is very busy with the Clareville Sports Centre and showgrounds. Anyone who regularly attends hockey at Clareville knows it is very difficult to turn into or out of Chester Rd from SH2. A roundabout here would also negate the need for the turnaround area.
- 4 Speed review.

The Masterton to Featherston section of SH2 is not a bad road, and compares favourably with the rest of SH2 up the east side of the North Island, in fact it probably has less crashes than the Hawkes Bay section. Bad drivers/driving cause crashes, and some drivers will never change.

Leave all speed limits as they are. Reducing to 80 Kmph would make it virtually impossible to overtake given the amount of clear road that would be required for such

manoeuvres, and could lead frustrated drivers taking dangerous risks. On the Masterton to Carterton section, I think that during peak times, it will be almost impossible to do 80 Kmph as I suspect there will be tailbacks as far as Carterton.

85

This submission is in response to the Masterton to Featherston brochure that was sent outlining your plans for the stretch of road between Masterton and Carterton. In your plan you have road safety barriers the entire length of the roadway and the closing of the right-hand turn bay into Ravensdown. Any vehicles wanting to enter Ravensdown will need to continue down the road to the turnaround area and backtrack to Ravensdown. Any vehicles wanting to head south after leaving Ravensdown will have to head north to the roundabout and backtrack as well. I have some concerns about closing the right-turn bay that trucks currently use to access the Ravensdown site and feel this will be detrimental to not only staff and transporters but also farmers who come to the store. In the last year there were 1000 inward truck movements bringing in product to the store of which all came from the north. The distance to the turnaround is approximately 10km from the site, 5k there and 5k back. At 1000 trucks per year having to travel that extra 10km just to get to the Ravensdown store, that is an extra 10,000 km a year that these trucks need to travel. Not only will this add extra cost to the transporters, but it will also mean more wear and tear on that particular stretch of road. This Ravensdown store despatches approximately 32,000 tons of fertiliser per year. If we were to take an average load of 6.4 tons, that's 4978 vehicle movements in and out of the site. As we cater for farmers from Eketahuna to the south Wairarapa, and roughly half come from north that's another 2489 trucks and farm vehicles that will have to travel the 10km to turnaround and come back to the store. The other 2489 will need to travel to the roundabout to be able to head back south. I, along with several operators and Ravensdown shareholders, feel it makes more sense to put in a turn in bay at the entrance to the store. Also, a bay for south bound vehicles would also make more sense than vehicles having to turn left, go to the roundabout to head south again. As the speed is set to change to 80km/h outside the store entrance then this must also help to ensure the vehicles turning into and out of the driveway will find it a lot safer and easier to cut across the lane without disrupting traffic. Over the 15 years I have been working at this store there has never been an accident from trucks pulling out of or into the gateway. That is not to say it won't happen but surely with the speed limit reduced and a barrier it

is going to make it a lot safer. I hope you will give this submission some serious thought as I and other affected parties are hoping you will reconsider your current plan.

86

The idea of slowing things down is ridiculous, leave things mostly how they are, my only suggestions would be a roundabout at norfolk road and ngamutawa, or build a bypass road to featherston.

It takes long enough as it is to get too and from the towns, and most crashes come down to lack of driving skill, not the roads themselves, the govt should implement defensive

87

1. The various speed changes seem confusing and lack consistency – I certainly agree that parts of the road are congested and becoming dangerous but the number of speed changes proposed is likely to lead to increased driver frustration.

2. I believe 80k limit will be difficult to police and a 90K speed limit would be more acceptable in most places – with the increased use of electronic speed change signs as needed

3. As a frequent daily traveller one of the biggest frustrations for me is the speed of large trucks – especially truck and trailers who more often than not are travelling in excess of 95K. Changing the passing lanes to slow vehicle lanes I don't believe will address this issue - these large trucks will continue to travel the maximum speed or more without pulling over. Even going the speed limit – regardless of what that limit is when you are forced to follow these large trucks for some distances it is high concentration driving and can become very tiring – at least with retaining a sensible speed limit with passing lanes there is some chance of getting past them.

4. The slower speed restrictions in the town centres do make sense but has there been thought given on the “bypass streets” more traffic will look at travelling down these streets which are not necessarily built for larger volumes of traffic.

5. I am surprised that the 70K limit isn't extended through Clareville to me that would be an obvious reduced speed area that needs to be addressed

6. I agree with the roundabouts – they will help to reduce speed in themselves and I agree to the removal of the passing lanes between the two roundabouts

Overall the biggest issue in my view is that this road is not up to standard to carry the large volumes of traffic it does – especially the large trucks – for instance on my way home each night from Upper Hutt it is not uncommon to see up to 9 or 10 logging trucks

alone on the roads between Upper Hutt and Masterton, and the speeds they travel. The surface of the road between Carterton and Featherston in particular is quite bad in places and is in dire need of a major upgrade. Tinkering with speed limits seems to me to be a way of avoiding the real solution which is a major upgrade of the whole route. Then there is the whole question of the road between Featherston and Upper Hutt – what are the future plans for that part of the road? Having a speed limit of 100K on the Remutaka Hill is absolutely ridiculous – that is definitely one stretch of road that absolutely needs to be reduced to an 80K speed limit!

As a regular commuter I feel as if I am caught between a rock and a hard place – if the train service – which I know is being upgraded – was of a better standard, consistent and more regular service and carrying capacity I would not hesitate to use it instead of driving each day – but at the moment I, along with many other drivers, are not encouraged to do so – it feels a bit chicken and eggish really.

88

To whom it may concern,

I would like to see the Speed limits for the Wairarapa stay as they are.

The Deaths mentioned as reasoning for speed reduction were Caused by drunk drivers (x2)? Truck driver going to sleep...A Psychotic Driver . To my knowledge, not one of these accidents were caused by excess Speed on the open road.

By reducing the Speed limits, increased travel time & congested roads will result, Especially during peak times such as people going to & from work & parents Collecting children. Impatience & frustration would be the result, which in turn Would create accidents. Just look at what happened up North in Auckland when speed limits were reduced, the accident rates doubled.

No way do we need speed reductions here in the Wairarapa.

Can your organisation get NOTHING right?

You release news media statements saying that the NZ Transport Agency is extending the consultation for proposed new speed limits and safety improvements for State Highway 2 (SH2) in Wairarapa by three weeks, to ensure that everyone in the community has the ability to make a submission.

Yet any information on how to make a submission is kept well away from the public or well hidden.

I had to do a Google search and a lot of ferreting around to find a pdf that very cleverly sidelined comment on speed reduction plans, by saying "Are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 2?"

Note the use of the word "other" in what appears to be a blatant attempt to put people off giving their opinion on the proposal.

Maybe one should put into "other", the fact that the NZTA claims that a drop to an 80kph speed limit will reduce the fatalities by 20% (but only in the not-too-common head-on collisions, of course) yet, if that is a valid justification for the speed limit drop, the speed limit should be reduced to 50kph where the life savings will be much, much greater.

The whole plan to make SH2 "safer" overlooks the fact that the crashes mostly occur because New Zealand's second level highway is not fit for purpose.

But it's cheaper to drop the speed limit than fix the road, isn't it?

So please stop making sermons about speed drops increasing safety when the actual reason for the crash problem is an lack of expenditure on the part of the government/NZTA.

But, of course, you are quite willing to waste money with a roundabout at Taratahi East Rd/SH3 when the cheaper and BETTER option would be to divert East Taratahi East Rd along Huges Line North and Cornwall Rd to come out at the new Norfolk Rd/SH2 roundabout.

This will stop a huge amount of carbon emissions being needlessly poured into the atmosphere to make Climate Change worse.

Climate Change is here. Forget the old ways of doing things. The Climate Change Era is a new era calling for new decision-making.

90 Tuesday, 14 September 2021

In addition to my submission sent below last week, I wish to comment further on a cycling safety matter that may or may not fall within the scope of this submission process.

Unlike Carterton and Greytown, Featherston (where I live) has a wide hatched/painted median strip down the middle of SH2, which has the effect of forcing vehicle traffic to the left and very close to parked cars. This provides zero protection for cyclists and in fact endangers them, as cyclists need to do quite the opposite: travel some distance clear of parked vehicles to avoid being 'car-doored'. The latter is more possible / feels safer where there is no central median.

Why is this design deployed in Featherston but not the other towns?

Wed, 8 Sep 2021

I wish to strongly support all the improvements proposed for SH2 in the Wairarapa, including the speed limits.

There will be a lot of populist objection to reducing the open road speed limit from 100 to 80 km/h, if the comments in any relevant Facebook page or post is any indication. I'd strongly encourage NZTA to consider just how much 'benefit' from the current 100km/h limit will be lost by the reduction, as in my view this will be very little.

Drivers' perception of a 100km/h limit is that they get to where they need to a lot quicker, but in reality the time saving is in the order of minutes, partly because so much of the journey is already interrupted by lower limits passing through towns. Decisions about speed limits should be based on the evidence, not perceived benefits expressed by those who are still captured by the still-prevailing 'car culture' that dominates in New Zealand. That evidence should also include the role of transport in reducing carbon emissions, as transport is one of the fastest still-rising sources of carbon in New Zealand.

Personally I also find a lower speed limit more relaxing, so there are stress and mental health benefits from the proposed reduction.

My only proviso is that the addition of roundabouts does not make it more difficult for the increasing number of cycles that appear to be using SH2, particularly since the advent of e-bikes. Roundabouts are not amenable to the vastly different speeds between cars and cycles. I'd be interested in what approaches NZTA have to address this. The recent addition of 40km/h warning signs before narrow bridges is a good start, but I suspect more will be needed.

- 91 As a Mother/Grandmother of a large family in Featherston I would do anything to ensure the safety of my family.

However, after reviewing the data and discussing it at length within our whanau we see the proposal of dropping the speed limit just a “swing in the dark” to placate a political target that would only ensure more frustration and place unnecessary restriction when connecting our communities in the Wairarapa.

As a family who actually uses SH2 daily for schooling, work (at various locations), sport and contact with friends and family we have experienced absolutely no issues with speed in our many years in South Wairarapa. It must be noted that our State Highway 2 has an extremely easy driving terrain giving traffic ample ability to flow easily. If we thought this change would actually make a difference and improve our lives we would be all for it, sadly we believe the opposite would occur.

Our most common frustration and concern is actually slow traffic that often is moving at less than 80km/hr! This causes unnecessary restrictions to traffic flow on a road that is a State Highway (not a back country road). That situation is more likely to bring about poor decision making which is more likely to cause an accident.

Our suggestion to improve safety would be more passing lanes so Rural contractors and slow traffic can less impact a State Highway that is only getting busier as our region grows.

Please do not let political point scoring override the actual needs of the real people who live and love the Wairarapa.

Many of us have discussed the details below and this is my personal submission.

State Highway 2 from Masterton to Featherston has seen 4 Fatal and 28 Major accidents.

This Submission starts with changes from Masterton.

Ngaumutawa Rd Roundabout: This is the best solution for this intersection, but the design needs to include 2 lanes on and off in each direction to keep traffic flowing. (This needs to be the first roundabout to be put in as it is long overdue) Traffic builds up unnecessarily and causes driver frustration. It is the bypass that truck and trailer units and many smaller vehicles use to avoid going through the town centre and they don't need holdups.

Waingawa Bridge to Norfolk Road should be the medium speed (70 or 80kph) No Right turn into Higgins Yard as turning traffic can use the new Norfolk Rd roundabout to then enter Left into Higgins yard - also Left turn only out of Higgins as they can use the Ngaumutawa roundabout to turn to travel south. Start 2 lanes south at Higgins entrance.

Norfolk Rd Roundabout: Everybody agrees that this is best solution. There has been 1 Fatal accident here so putting in a roundabout would have reduced the death toll by 25%. Once again roundabouts to be designed 2 lanes in the north and south directions. The south bound from here to be 2 lanes (removing mobile weigh station) and linking with original passing lanes. (This needs to be the second of only 2 roundabouts required)

Median Barrier: NO medium barrier - official information states that out of 18 objects hit in major accidents on this entire road, 6 fences, 4 poles, 3 trees, 1 drain, 1 parked car, 1 guide/guard rail and as all these are 100% on the outside of the road a medium barrier will not help at all.

Wiltons Rd: NO roundabout - the object of a roundabout is to have even flow from all directions, and this is not the case here as minimal traffic enters SH2 via Wiltons/East Taratahi Roads compared to the continual & far greater traffic flow on SH2 Change the current setup by having left turns only off both Wiltons and East Taratahi Rds. There is also enough room to have a second lane for those turning left into each of these roads. The local traffic that would normally use this intersection can be re diverted to the Norfolk Road roundabout to make for safer crossing.

Speed 100kph from Norfolk to Clareville with no Medium barrier for reasons already given above.

A second Fatality happened in this area and was believed to be because of the passing lane finishing. Ironically the NZTA plan is to retain this passing lane.

Hughes line: Reduce speed back to that Nationwide medium speed to Carterton and a Flush medium from here to help turning traffic.

No to the Clareville Jug handle turn around: This would be to service about 3 properties because of the medium barrier blocking turning. 100m down the road is the Hughesline intersection where a safer turn around can be negotiated.

Cycles: Not mentioned but they should use the safer alternative Cornwall Rd and Hughesline.

Carterton: Town speed limit remains at 50kph which most of the time will mean the average speed is more like 37kph. Therefore, why should traffic be penalized in off peak times particularly those transporting goods to and from the Wairarapa, plus other commuters.

Raised Pedestrian Crossings: NO, if the object is to slow traffic then call it that. Pedestrians need to wait to check if the oncoming vehicle/s are going to give way before taking their life in their hands. The damage to the road is constantly being repaired when vehicles exit off the raised bump, the noise of truck exhaust brakes and shaking of resident's houses when they thud down off bump will only cause more issues. There should be barriers that pedestrians stand behind on either side of the road before crossing, that should trigger them to look for oncoming cars. Like some of those that exist along Marine Parade in Napier.

Passing lane after Carterton: To stay and speed to be 100kmp, with new left lane into Waihakeke Rd.

Third Fatality: Occurred between Waiohine Bridge and Ahikouka Rd, frustrated driver passing because of no more passing lanes until after Featherston. Another place for a Passing Lane after Carterton would be on straights before Greytown.

Greytown: Town speed limit 50 kph, anyone that drives this road knows that they are only able to do around 25kph in the middle of town. Leave as is.

Greytown to Featherston: 100kph and look for another opportunity for a south bound passing lane.

Fourth Fatality - Occurred at the Tauherenikau Racecourse. A truck driver fell asleep and crossed centreline killing an oncoming driver. NZTA have no plan to change this part of the road.

NZTA have a habit of requesting feedback from locals but continue to ignore constructive changes/improvements that locals have put forward. Let's hope more consideration is adopted by NZTA from here on in.

93

I am emailing to submit my opinion for the speed review.

I agree that a roundabout at Ngaumutawa and Norfolk Road would make such a difference with the traffic flow and reduce a lot of the accidents at those intersections. I also think that the speed should be 70km from the North end of Carterton until after Chester Road.

I do not believe the speed should be decreased from 100km to 80km though. The biggest problem area is Norfolk Road and a roundabout will help.

94

I would like to provide feedback on the speed review proposal from Greytown to Masterton.

I do not believe the speed limit needs reducing having driven that road for almost 10 years. I do believe a roundabout is necessary at the Ngaumutawa junction, this is a dreadful junction and I have witnessed many near miss events here and been subjected to driver pressure to pull out when turning right. A roundabout at Norfolk Road is probably the only solution, however the slip road to merge onto the highway from Norfolk Road is too short, traffic should merge into traffic at the same speed and this is not possible at this slip road. I have actually witnessed the highway traffic stop to allow vehicles to join the main highway! this should never happen. The trucks coming and going from JNL to Higgins are also a problem and could do with their own road between the two sites.

I am not convinced reducing the speed at several locations to 60 will achieve much, those that speed will still do so. Reducing to 80 will just frustrate drivers.

The honest fact is there is very poor driving on our roads, headlights not on in poor conditions, driving too close to the car in front happens a lot. Poor judgment and pressure to other motorists at intersections.

I do not see how reducing the speed limits we currently have by 20k will address the issues.

I do agree with the two roundabouts mentioned above, however I do not think the Wilton road intersection needs a roundabout since the 70k sign that alerts you to traffic was introduced. What is a shame is that this is not a cross road making it easier for those travelling to and from Wilton Road to East Taratahi where I have witnessed that dangerous 'dog leg' manoeuvre, however I imagine this was designed to again try and prevent accidents.

Whatever you decide please be sure it won't increase driver frustrations, lead to long queues at the roundabouts during peak and holiday times.

95

I'd be delighted for you to reduce the speed limit on SH2. It can be terrifying sometimes - the locals do not drive for the conditions at all! (we're new to living in the Wairarapa and hate driving to Masterton because the drivers are so scary at times)

Making it easier to turn right onto SH2 when driving from Martinborough direction to Masterton would be good - it's a risky business!

Central reservation like the one on SH1 between Pukerua Bay and Paekakariki might be a good idea.

Slow drivers are not the problem in my view, it is the impatient tailgaters who drive aggressively and overtake inappropriately.

More power to your efforts to make NZ roads safer.

96 I'm emailing to formally object to any speed changes on SH2 between Featherston and Masterton. I commute from Masterton to Greytown daily and back again for the past three years and I have never had any problems.

Adding speed limits will make my daily commute longer, I'll also need to leave at least ten minutes earlier.

One thing that the NZTA haven't considered is with this proposal is driver fatigue, as you are forcing drivers to drive slower and for longer periods of time, on what already is a very boring road.

The NZTA also don't take into account the Nana drivers, ie there are a number of drivers where if the speed limit is 100kmh, they will do 90kmh. If the speed limit is 80kmh, they in turn will go slower than the speed limit doing 70kmh. This in turn create further frustrations to an already long commute. I unfortunately come across these drivers most days, and they should be taken just as seriously as the speeding driver.

In the past 10 years, 4 out of five of the accidents which I have done research on (the 5th one, I can't find info about) these have been the result of really stupid decision making on behalf of the driver, and none of the NZTA speed changes here would have stopped any if these deaths.

For example:

1. The vicar killed in Carterton, was killed by a man speeding on the wrong side of the road resulting in death, the man causing this death has since been diagnosed as clinically insane.
2. Death caused by truck crashing into car, the truck driver fell asleep at the wheel.
3. The other two that I know of were killed by drunk drivers.

So my concern here is that the NZTA are partly basing their analysis on people making stupid decisions, these deaths aren't caused by speed, yes speed may be a contributing factor but ultimately all of these deaths were caused by people who shouldn't be on the road, because they were either, drunk, over tired or insane.

My biggest concern with this decision, which I've already used, but would like to end with is ultimately you're increasing the commute time by over 20 minutes from Masterton to Featherston, if you are doing this commute twice a day, that's an increased driving time of 40 minutes per day.

My question to the NZTA which I'd like them to seriously consider and answer is. 'Is driver fatigue a contributing factor in road crashes? If so, will adding substantially more time to a drivers commute create more fatigue and could it result in even more accidents?

If the answer to that is yes, then the answer to your proposal is a very clear no!

97

I totally oppose the reduction in speed for SH2 between Masterton and Featherston. In comparison to SH1 there does not seem to be the traffic volume. I travel to the Hutt Valley frequently and the traffic flow is orderly within the 100k speed limit. The passing lanes at the exit of towns allows traffic to pass the slower moving vehicles safely. By reducing the speed limit there is the potential for frustration to set in therefore drivers may take more risk in passing. I have in the 10 years of living in the Wairarapa been

impressed with the courteous manner of drivers over here.

98

I do not agree wholly with the speed changes set out by NZTA. I believe that there are many other factors that we can address first before changing the speed limit to these areas.

I understand this is part of the 'Road to Zero' strategy; and if the target is to reduce deaths and serious injuries by creating a safe system 'that makes the safety of people a priority' then there are many ways to do this before you address the speed limit, which is only one factor of some crashes.

One of, if not the highest reason for crashes is the ability to see (poor observation) and to know what to do in these situations. Therefore I believe there should be more opportunities for education in these areas. It should be compulsory to sit a defensive driving course, and have more information widely shared about certain situations depending on the areas. There could be rule in place to make sure there are no trees on certain corners and have automatic lights in certain areas of the road to help with visibility.

The second biggest factor to crashes would be alcohol - what is being done in this regard? We have rules and guidelines but are they getting enforced if alcohol is the second biggest reason there are crashes?

Going back to making safety of people a priority, surely you can spend the money on teaching people how to drive correctly, making sure they give way and stop when they need to. Are their cars safe enough too? Are the people fatigued? These are things you need to address at the same time if you are wanting to change the speed limits.

I agree with the roundabouts and the safety barriers, these would help along with widening the roads. Roundabouts automatically make you slow down anyway, so there will be less speed naturally.

The south bound passing lane between Norfolk road and Wiltons road could stay, and could stay safely if there is a median barrier and of course, people know how to drive. This part of the road is very busy with trucks and they could use both roundabouts with ease, but there should be a space for southbound traffic to pass safely otherwise I'm sure a lot of the public will get annoyed or impatient - and that's when mistakes happen.

The median speed from Sections 1-2 is about 80kms anyway - if you change to 80kms the whole way, there will be more fatigue, more angry drivers and more speeding (over the limit) when it's quiet. Of course in busy times people go the speed the car in front is going so changing the speed limit won't do much in these areas apart from angering people.

I'm sure just from conversations about these proposed changes that people are more aware while driving on these roads, or driving in general, and being more sensible.

99

Roundabouts at key intersections are imperative, to this I agree.

Reducing open road speed out of towns is unnecessary.

The 5 main factors 20/21 from you for fatal/serious accidents published in the local paper Times Age 11/9/21,

would not be affected in any way as they are all examples of NZ poor driver skills.

Therefore I am against this proposal.

I also have 3 issues to raise with NZTA;

A complete lack of promotional information to reach out through the most effective media (TV) for skills required for competent driving.

A time limit, then cancellation on ' Provisional Driving Licences'

Making it illegal for 'Tinted Windows between A and B pillars' on all vehicles, factory manufacturer tints only.

My lawful passage in front of a vehicle waiting at an intersection with all round tinted windows is at risk because I can not see the driver or whether they have seen me, if I can not see them safe passage is a 50/50 chance.

This is but only 'One' of the skills taught when I was learning to drive.

10

0 Much of what is being proposed are good improvements. However I disagree with the speed reductions from East Taratahi Road to the Claireville bend, for the current 100kph section between Carterton and Greytown and the current 100kph section between Greytown and Featherston. A reduction to 80kph is overly cautious. Those roads are of good quality, are straight and well maintained. I think the current speed limit is appropriate. If a speed reduction MUST be made on those areas a 10kph reduction would be more appropriate and less frustrating than a 20kph reduction. Those sections are also sparsely traveled at night and don't need any speed reduction after 7pm.

10

I would just like to add to the discussion for the Speed Review.

1

1. Speed when entering Greytown from the South (Featherston end) be reduced to 70 klms to allow families and friends to exit the Cemetery, allow residents to exit their driveways without the risk of being killed.

2. Exit speed from Greytown going south to Featherston reduced 70klms to allow people into the Cemetery and residents to enter their driveways. At present everyone sees the 100klms sign and puts their foot down and often start overtaking before the passing lane, this increases the hazard of entering SH2 as you are not always expecting to see cars coming towards you on your side of the road if you are going into Greytown.

3. Consider a roundabout at the intersection of SH2 and Papawai/Humphries street as when all the new homes go ahead in Tararua Junction and other subdivisions they all need to be at this particular intersection.

10

2 I agree that all recommended speed reductions be implemented as shown on the interactive maps on your website.

10

3 Re the proposed SH2 highway changes;
I agree with the roundabouts.

The number of raised pedestrian crossings is over the top and they are too big. A low rumble strip before a crossing creates driver awareness without testing the suspension. I don't agree with the speed changes. 80 kph is too slow and unnecessary. Other highways with high traffic flows and high accident rates are not reduced to 80, eg Bethlehem to Katikati and Thames turnoff to Bombay. They have sections of 90kph. If you are going to have wire barriers down the centre of the road why do you need to slow traffic to 80? All the Hawkes Bay highways manage at 100. A slow vehicle lane between Norfolk Rd and Hughs Line should be retained. It seems to me that Wairarapa is once again being treated as a testing ground for reform. (as they did with closing schools)

10

4 Firstly thank you for the enormous amount of work that has gone into this consultation and thank you for the opportunity for the public to comment on the proposals. Having had a good look at the proposals and read the newspaper information these are my thoughts:

Keep things as standard and simple as you can.

I would like to see standardised speeds. 100 k open road with 70 K down to 50 K on roundabout entries on the Open Highway sections.

I think the proposed roundabouts are a great idea but traffic needs to be slowed coming into all roundabouts so cars can enter the roundabouts smoothly. Education is needed about giving way into roundabouts to traffic can merge continuously and indicator use.

Raised pedestrian crossings in towns great as it slows the 50 K traffic down to 30 K without having to regulate it.

Maintaining good roads with double lanes where possible or regular passing lanes to avoid frustration.

- 10 When I first read about this consultation I thought "here we go again, more crazy from
5 NZTA" and I wasn't disappointed.

The first problem is that as usual NZTA quote bulk data without the information we need to see if it is relevant - "Four people were killed and 28 people were seriously injured".

So tell us where each occurred, a short paragraph on the circumstances, direction of vehicles etc. Were they clustered around specific intersections or locations? How can we comment usefully without that information. Worse, is NZTA even tracking this and making its proposals based on this info? We can't tell, they didn't give us the information.

So we are forced to general feedback...

Speeds:

As a general principle, SH speed limits should not be lowered unless there is a specific issue it would address. I drive the section of SH2 frequently. Mostly it is straight, offers no special hazards beyond the slowly increasing traffic levels. No change is required. The first exception would be the short sections of retail Greytown and Carterton which, especially in weekends, are high hazard areas, lots of cars parking/leaving, doors opening, people road crossing everywhere. A 30 km/hr limit would make sense for these short sections.

The next possible exception would be the straight section Carterton to Clareville. Lots of cafes, nurseries intersections pose a higher level of hazard, though outside of business/weekend tourism hours there is still little need for a speed limit drop. An old-fashioned "Limited Speed Zone" would be the answer if people obeyed them.

The final exception would be those intersections where the detailed accident data we weren't given justifies changes like a lower speed limit, roundabouts, islands. We can guess SH2/East Taratahi Rd intersection is one of these by the current variable speed limit, but like I said - no data is provided.

Roundabouts:

I'm puzzled by the locations. In the absence of data from NZTA I can only go by my driving experience which would tell me the following.

A roundabout at SH2/East Taratahi Rd intersection is probably justified.

SH2/Ngaumatawa no, traffic levels don't seem to support this.

SH2/Norfolk, no, traffic levels don't seem to support this.

SH2/Martinborough-Greytown road (Bidwills Cutting Rd) is not mentioned, yet this is a high traffic connecting road meets SH2 at a point where SH2 traffic has just been told to slow to 50 km/hr but mostly hasn't, where cyclists are trying to cross SH2 going to/from the Greytown rail trail, and where a dogleg in SH2 restricts visibility. I just don't understand NZTA's concept of safety. A roundabout with special cyclists provision IS required here.

Median Barriers:

Safety is so important to NZTA but saving a buck counts more. Cable barriers are cheap, and by limiting motorcycle-meets-trees or worse, cars coming the other way, there is evidence they reduce motorcyclist fatal accidents.

But there is also evidence that compared to a solid barrier, cable barriers cause avoidable severe injuries to motorcyclists. If cable barriers are used they should be covered by a hard plastic layer.

NZTA propose the cheapest, nastiest solution. Not acceptable, NZTA.

Raised pedestrian crossings:

These are already being installed and I assume (no data provided) they do the job. But they are the opposite of "green" (brake/accelerate promoters), and a real pain for drivers. Would it have been better to put raised islands around the crossing first and monitor the effect of these before installing so many raised crossings?

10

6

I submit that using the same criteria for the entire country as has been used for the section of S.H. 2 under consideration, the highways in the entire country should be reduced to 80 kph.

There cannot be many State Highways in the country that have not had fatalities on them and it is a fairly safe assumption the some sections of S.H 1 will have had more than this section of S.H. 2.

Reducing the speed limit will not achieve the desired effect. The new limit will be basically ignored just look at the 30kph speed limit in Masterton town centre. That is broken every day.

Implementation of this speed limit will result in more policemen on that section of the road issuing tickets for drivers who are driving safely but have, probably inadvertently, exceeded the speed limit. Those police men will be subject to abuse of all types and in reality should be working to keep crime off the streets and the public safe.

What is required is a change in driver attitude and that is what you should be concentrating on for the entire country.

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1. Are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 2? (See table within this document on proposed speed limits.)

I am not in favour of a blanket reduction in speed on the State Highway 2, however there are certainly areas which are dangerous at the current (100kph) limit. Where a fatal or serious accident has occurred (for example, outside my front gate), there should be consideration for remedial restrictions. I would like to see a 'no overtaking' restriction on the straight stretch 1500m north of Greytown. All speed restrictions should be on a case-by-case basis.

2. What are your thoughts about our median barrier and roundabout design? Is there anything else we need to know before we apply for construction funding?

I am a motorcycle instructor. All barriers should be 'armco' or equivalent. The cable design fatal for motorcyclists who come in contact with the steel hawser.

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I can see no reason to change the speed limits.

The road would be improved immensely if the roundabouts at Norfolk and Ngamatawa Roads were put on fast track.

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I have previously emailed my objections to the roundabouts proposed for SH2 south of Masterton, now I am writing about the proposed speed review.

I live down the East Taratahi Road and have become accustomed to the LSZ lights and 70km limit at the SH2 intersection and feel that, over the years, this has made a difference to safety at the intersection of East Taratahi and SH2. (Certainly no roundabout needed there).

However I see no advantage in lowering the speed limit from 100km/hr on the open road between Masterton and Featherston, except for the Clareville stretch where I agree there should be a speed limit of 80kms.

Apart from the obvious speed limits through Carterton and Greytown, which I have no objection to, the rest of the highway is wide, mostly straight and with excellent visibility. I think drivers will become very annoyed with an 80km limit imposed on the open road all the way to Featherston and this in itself will lead to impatience, frustration and risk-taking - all of these the cause of many accidents.

So, in short, I would like to see:

100kms Norfolk Road to Clareville with LSZ at East Taratahi/Wiltons Rd

80kms Chester Road to Carterton

70 and 50/40 through Carterton

100kms Dalefield Road to Greytown

70 and 50/40kms through Greytown

11

0 How many of the deats were speed related?

The last death in Carterton was a nutcase on drugs Def not normal local driving about. Why should the general public be punished for something criminals etc do? Like that repeat drunk driver Gavin Hawthorn who killed people more than once and been to prison for.

I have noticed a lot of crashes ie in Solway are in a 50k area on a straight piece of road. So it's not speed but not paying attention

11

1 Sorry if I missed it from the information posted on fb I hope there is going to be a round about at Norfolk Rd?

(I see on map it's 2a but my phone didn't show other than its 50k)

11

2 When I'm driving because I'm constantly looking out for what the other cars are doing in front of me (I tend to drive with the flow of traffic). Im worried that I will miss a change in speed zone. Something else to worry about.

11

3 Looking at the many new speed zones between Carterton and Masterton, with the tractors you encounter and the older drivers (who tend to drive at 70 anyway) I can see it's going to be a constant 50 ks all the way. Going to be totally frustrating.... Normally I'm a patient driver But...

11

4 I have read your proposal for "improvements" along the state highway 2 from Featherston to Masterton, and I feel that the decisions put forward are missing some of the key issues on our road.

As somebody who has lived in Featherston for 18 years, and been traveling back and forth to Masterton along SH2 every single week for school, work, and socializing, I feel I have a pretty good grasp of what does and does not create a safety issue on our road.

A big issue that your "review" fails to mention is the shocking road surface along the majority of the road. Every time there is resurfacing, it's always the same cheap and nasty rough stone over a feeble thin layer of bitumen, and on the first hot day it just peels up leaving a dangerous uneven surface. Look at what happened to the stretch between Featherston and Greytown at the start of this year. This is simply unacceptable.

Other busy sections of SH2 are sealed with smooth asphalt, such as basically all of SH2 from Wellington to Upper Hutt. This provides a far more grippy and therefore safer road surface for emergency braking, not to mention it's more durable against heavy traffic which considering the volume of heavy goods vehicles that travel through our area, is an important factor.

This is where you should be spending our money, on making the existing road safe to travel at the existing speed limit, not punishing the people who use this road every day by lowering the speed limits without fixing the most dangerous aspect of the road, whilst at the same time causing longer journey times and further frustration in drivers. I thought the whole point of waka kotahi was to get the country moving, not slow it down. Why would we want to take a step backwards?

There are parts of your report I agree with, the built up residential areas such as Featherston, Greytown, and Carterton should have lower speed limits to be safer for pedestrians, and the introduction of roundabouts at the south end of Masterton is long overdue for what is likely the most congested part of the road in the Wairarapa. However median safety barriers and removing overtaking lanes are a dangerous proposition, as you're simply going to see more drivers attempting dangerous overtakes in more dangerous areas.

In summary, the Wairarapa is a rapidly growing place. In the time I've lived here I've seen the traffic on the road double and then double again, and it's not going to stop growing as people move from other places to our great region. The answer to providing a safer road for all users of SH2 is not to throttle the road, strangling the flow of traffic and creating further frustration in drivers who are already rushing to get places, but instead in making the road we have safe to travel at 100kmh, create wider lanes, dual carriageways, better lighting, safer stopping areas, fixed position speed cameras to stop people exceeding that 100kmh limit, and most importantly, a safe road surface!

I hope somebody in your agency has the sense to listen to what the people who live in this region are telling you, as we are the ones who pay for it, and more importantly live with it.

11 This Submission starts with changes from Masterton. Ngaumutawa Rd Roundabout: This
5 is the best solution for this intersection, but the design needs to include 2 lanes on and off in each direction to keep traffic flowing. (This needs to be the first roundabout to be put in as it is long overdue) Traffic builds up unnecessarily and causes driver frustration. It is the bypass that truck and trailer units and many smaller vehicles use to avoid going through the town centre and they don't need holdups. Waingawa Bridge to Norfolk Road should be the medium speed (70 or 80kph) No Right turn into Higgins Yard as turning traffic can use the new Norfolk Rd roundabout to then enter Left into Higgins yard - also Left turn only out of Higgins as they can use the Ngaumutawa roundabout to turn to travel south. Start 2 lanes south at Higgins entrance. Norfolk Rd Roundabout: Everybody agrees that this is best solution. There has been 1 Fatal accident here so putting in a roundabout would have reduced the death toll by 25%. Once again roundabouts to be designed 2 lanes in the north and south directions. The south bound from here to be 2 lanes (removing mobile weigh station) and linking with original passing lanes. (This needs to be the second of only 2 roundabouts required) Median Barrier: NO medium barrier - official information states that out of 18 objects hit in major accidents on this entire road, 6 fences, 4 poles, 3 trees, 1 drain, 1 parked car, 1 guide/guard rail and as all these are 100% on the outside of the road a medium barrier will not help at all. These medium barriers will also hinder emergency service vehicles as frequently traffic doesn't see/hear emergency vehicles and don't get out of the way, at least now they can overtake in the opposite lane when it is safe. We also have a lot of tractors and slow-moving machinery between Carterton and Masterton which are already difficult to overtake and will; be impossible to overtake realistically slowing traffic on SH2 to 40- 50km/h and adding significant delays and frustration. NOT a sensible idea. Wiltons Rd: NO roundabout - the object of a roundabout is to have even flow from all directions, and this is not the case here as minimal traffic enters SH2 via Wiltons/East Taratahi Roads compared to the continual & far greater traffic flow on SH2 Change the current setup by having left turns only off both Wiltons and East Taratahi Rds. There is also enough room to have a second lane for those turning left into each of these roads. The local traffic that would normally use this intersection can be re diverted to the Norfolk Road roundabout to make for safer crossing. Speed 100kph from Norfolk to Clareville with no Medium barrier for reasons already given above. A second Fatality happened in this area and was believed to be because of the passing lane finishing. Ironically the NZTA plan is to retain this passing lane. Hughes line: Reduce speed back to that Nationwide medium speed to Carterton and a Flush medium from here to help turning traffic. No to the Clareville Jug handle turn around: This would be to service about 3 properties because of the medium barrier blocking turning. 100m down the road is the Hughesline intersection where a safer turn around can be negotiated. Cycles: Not mentioned but they should use the safer alternative Cornwall Rd and Hughesline. Carterton: Town speed limit remains at 50kph which most of the time will mean the average speed is more like 37kph. Therefore, why should traffic be penalized in off peak times particularly those transporting goods to and from the Wairarapa, plus other commuters. Raised Pedestrian Crossings: NO, if the object is to slow traffic then call it that. Pedestrians need to wait to check if the oncoming vehicle/s are going to give way before taking their life in their hands. The damage to the road is constantly being repaired when vehicles exit off the raised bump, the noise of truck exhaust brakes and shaking of resident's houses when they thud down off bump will only cause more issues. There should be barriers that pedestrians stand behind on either side of the road before crossing, that should trigger them to look for oncoming cars. Like some of those that exist along Marine Parade in Napier. Passing lane after Carterton: To stay and speed to be 100kmp, with new left lane into Waihakeke Rd. Third Fatality: Occurred between Waiohine Bridge and Ahikouka Rd, frustrated driver passing because of no more passing lanes until after Featherston. Another place for a Passing Lane after Carterton would be on straights before Greytown.

Greytown: Town speed limit 50 kph, anyone that drives this road knows that they are only able to do around 25kph in the middle of town. Leave as is. Greytown to Featherston: 100kph and look for another opportunity for a south bound passing lane. Fourth Fatality - Occurred at the Tauherenikau Racecourse. A truck driver fell asleep and crossed centreline killing an oncoming driver. NZTA have no plan to change this part of the road. NZTA have a habit of requesting feedback from locals but continue to ignore constructive changes/improvements that locals have put forward. Let's hope more consideration is adopted by NZTA from here on in. Has any consideration been made of fixing the SH2 and maintaining it to an acceptable standard which allows vehicles to travel at 100kph safely? It appears in the last 20 years our vehicles have all gotten safer and our roads more dangerous.

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6

A four lane express way from Featherston to Masterton following the railway would be a far better solution with feeder roads coming into the back of each town removing the heavy traffic from the state highway and giving commuters to and from Wellington a safer smoother drive. SH2 is so out of date, sure some safety improvement will work in the short term but wouldn't the money be better spent on a purpose built road.

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Hello. You have not convinced me this is a particularly dangerous stretch of road. As a family we do the trip from Masterton to Wellington regularly. It is usually a straightforward trip but often done under time constraint to the airport or ferry. Often there are unexpected holdups such as logging trucks on the Rimutaka Hill. Reducing the speed limits will only increase driver frustration and as a result cause more accidents. I want to register my strong opposition to any changes such you are outlining, to the existing speed limits on State Highway 2 between Masterton and Featherston.

11

8 1. I don't support changing the speed limits to what is current for the areas Featherston to Masterton.....I believe more accidents will occur through Driver frustrations about the change from 100 to 80km, especially with changes to Passing lanes being proposed; people will take risks

2. I support all other changes being proposed

11

9 I would like more information on the crashes on SH2 in this area you stated that there were 488 crashes on this road

Can you please elaborate on the causes of the crashes

ie excessive speed , Alcohol poor decisions by the driver ie reckless driving, or frustration

Because no matter what you put in place people that act recklessly will not change the situation so will the changes make a difference

I agree with making better access to the SH from the main side roads as this does cause frustrations

Lowering the speed limit will only make the drive longer creating more frustration and will lead to more poor decisions

12

0 As a regular commuter from Masterton to Wellington, my submission is as follows -

1. I do not support the reduction of current 100km/h zones on SH2 to below 100 km/h. I feel that the case for reducing the average speed of traffic on this road has been done without considering the root causes appropriately. The reason that I say this, is that there is no evidence that the root cause of the listed accidents (which are being promoted as the reason for change) are related to speed specifically, and are being addressed.

Without a defined and triaged root cause (or causes) for all these accidents, how does the risk assessment deliver a set of mitigations that are not targeted to the issues at hand? Reduction of the speed limits are unlikely to improve issues such as drink-driving, unsafe vehicles and unsafe driving behaviors. Whereas mitigations may have been made as part of the risk assessment supporting the management of change for this project, these are not visible to us, as the public, and it does appear that the simple reduction of speed limits is a crude means to address complex underlying issues (I acknowledge that whilst everyone trundling around at very low speeds will lower fatalities as an inevitable consequence).

It is acknowledged that, overall, worldwide studies and research support that speed reduction will result in reduced highway fatalities, and as a corrective action to a demonstrated case where the speeds that vehicles are travelling directly leads to excessive fatalities, is acceptable. All I ask is that the root causes be properly identified and addressed on our roads first in terms of preventive actions targeting the root causes - reducing speed limits do not address those who have no intention of obeying them in the first place. The sheer frustration of trying to commute to Wellington at third world speeds would need to be justified by a more robust safety case than has been presented here, in my opinion.

2. In support of point #1, I feel that the reduction of speed limits at this time will increase congestion and increase travel times to the overall disappointment and disadvantage of

the Wairarapa community and a retrograde step for the development of our community. At a time when our rail services are undergoing essential maintenance work and the rail service is at reduced capacity, strangling the road network in the name of a poorly-proven safety case (see point 1 above) seems badly timed. I would ask that consideration should be given to holding off some of the changes until the rail network has been improved to allow reasonable commute to/from Wellington.

3. On the plus side, I might purchase a Morris Minor as a vehicle more suited to travel around the Wairarapa than my modern car - although, I'd have to hold it back and restrain myself, even it, with a tailwind, is capable of the heady speed of 73 miles per hour. Perhaps Queen Victoria was right - maybe speeds of above 40 miles per hour could result in insanity?!

12

- 1 I wish to strongly support all the improvements proposed for SH2 in the Wairarapa, including the speed limits.

There will be a lot of populist objection to reducing the open road speed limit from 100 to 80 km/h, if the comments in any relevant Facebook page or post is any indication. I'd strongly encourage NZTA to consider just how much 'benefit' from the current 100km/h limit will be lost by the reduction, as in my view this will be very little.

Drivers' perception of a 100km/h limit is that they get to where they need to a lot quicker, but in reality the time saving is in the order of minutes, partly because so much of the journey is already interrupted by lower limits passing through towns. Decisions about speed limits should be based on the evidence, not perceived benefits expressed by those who are still captured by the still-prevailing 'car culture' that dominates in New Zealand. That evidence should also include the role of transport in reducing carbon emissions, as transport is one of the fastest still-rising sources of carbon in New Zealand.

Personally I also find a lower speed limit more relaxing, so there are stress and mental health benefits from the proposed reduction.

My only proviso is that the addition of roundabouts does not make it more difficult for the increasing number of cycles that appear to be using SH2, particularly since the advent of e-bikes. Roundabouts are not amenable to the vastly different speeds between cars and cycles. I'd be interested in what approaches NZTA have to address

this. The recent addition of 40km/h warning signs before narrow bridges is a good start, but I suspect more will be needed.

- 12** State Highway 2 from Masterton to Featherston has seen 4 Fatal and 28 Major accidents.
2 This Submission starts with changes from Masterton.

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Flush medium from here to help turning traffic.

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Fourth Fatality - Occurred at the Tauherenikau Racecourse. A truck driver fell asleep and crossed centreline killing an oncoming driver. NZTA have no plan to change this part of the road.

12

- 3 I AGREE with some of the proposed changes, which I do not add comment on, with the additional comment that we really do need roundabouts at

SH2 /Norfolk Road/Cornwall Road and
SH2/ Ngmatawa Road

I disagree with the proposed reductions from the national speed limit of 100 km/h to 80 km/h at the following points

2. this is a largely straight piece of road with good visibility and only 1 passing lane in each direction

There are other factors than speed that cause accidents here: exposure to wind in the southern stretch or just simply poor driving or driving at excess speed.

Frankly, if you are not capable of driving on this road at 100 km/h you should not be driving, which is why our local driving test circuit travels along this stretch of road.

The 80km/h proposal should apply from 2a northwards to proposal 1

This IS an accident blackspot, due to the intersection. It needs a roundabout.

2b. How many accidents occur here? This is a ridiculous proposal for a State Highway for a single rural intersection.

I have similar comments about proposal 7 and 12. the latter piece of road particularly is like a runway, you could land planes on it.

Why on earth does it need a lower speed limit? It should be a dual carriageway.

Just for the record, I take pride in my driving and have licence classes 5 & 6 in both NZ and UK.

The problem on SH2 is not the speed limit, it is the poor access at some points, as above, and poor observation skills and courtesy by some drivers.

12

4 The proposal to reduce the speed on SH2 from Featherston to Masterton is, frankly, bizarre.

This can hardly be called a deadly stretch of road given that there have been four deaths in a ten-year period.

While any death on the road is senseless this proposal as a response is completely out of proportion. Almost any section of State Highway One has a far higher incidence of fatalities than this and the Auckland Motorway would have to be shut down if this was to be adopted as the norm. It seems rather more an attempt to cover up the fact that Waka Kotahi has made a very poor job of improving what isn't a bad road but could be considerably better and a snow job to make it appear that you are doing something while doing very little of substance.

Road Improvements

At the very least, providing some lighting on the road for night driving and adding at least one more lane would make it considerably safer. It isn't clear that speed was the factor in the fatalities. At least one of them was caused by a truck driver falling asleep it is unlikely he was speeding at the time.

This road is the lifeline of the region and the only access to the whole of the East coast from the South. To slow the traffic flow here to urban speeds on perfectly straight clear highways for over 35 km will hinder business, farming, reduce tourism and create enormous frustration to the 20,000 or more vehicles that use this route every day. I would hazard a guess that it won't reduce fatalities either, most of which seem to be caused by distractions and inattention.

It could be argued that creating an alternative route for heavy transport and through traffic would be a far better alternative and/or simply improving the existing road. Even without the improvement, the road is still fine for normal highway driving speeds of 100km/h.

Roundabouts

A roundabout at the East Taratahi road is not necessary if there is also one at the Norfolk Road/ Cornwall Rd. East Taratahi could be left turn only and remove the need for more speed restrictions.

I'm not a traffic engineer but surely you would be trying to even out the speeds and reduce the need to drive in spurts; I understood your mantra was to keep the traffic flowing not bunch it up. This is an issue when you have a major highway that is carrying an eclectic variety of traffic including large logging trucks, agricultural carriers and domestic traffic. The bottleneck of Carterton and Greytown are bad enough on busy days without slowing the entire route to a crawl.

While I support the creation of one roundabout and, if you must, the "cheese cutter" barriers which I consider another cheap alternative to proper highway creation, I cannot and do not support the reduction of the 100km/h speed limit to 80km/h.

12

- 5 I wanted to submit some feedback regarding the proposed speed review between Masterton and Featherston.

The part in particular that I would strongly oppose is the reduction of the 100km/h zones between the towns to 80km/h. As someone who commutes to work in Wellington via car this would add a considerable amount of time to an already long commute. Also it would add time when driving between Wairarapa town for leisure, making inter-town travel less appealing.

I don't see the reason to reduce the speed in these 100km rural areas between towns.

I strongly feel this proposed speed reduction is unnecessary and would not bring about any benefit to the people of the Wairarapa.

12

- 6 I'm writing to let you know I strongly oppose the proposed 80km speed limit on the current 100km limit areas between Masterton and Featherston.

I completely agree with your reduced speed limits within the actual towns, and encourage this for the safety of our residents, but on the open road between the towns an 80km speed limit is incredibly slow.

As I'm sure you know, the Wairarapa is a feeder area for Wellington city, and high numbers of residents (including myself) commute regularly into Wellington for work, and to see friends and family.

While I appreciate that public transport is a preferable option for commuting, I personally work in Porirua, so catching the train is not an option for me. But for those who it is, I know you will find many who find the service lacking (not to mention expensive). and therefore are forced to drive.

Adding to an already long and winding road over the Hill, with a frustratingly slow trip once you get over here, is just unnecessary.

As Wellington housing becomes more and more untenable for residents, more will be looking to the Wairarapa as an alternative. In order to see our region flourish, we should be working to make this option more appealing, not less. Please don't make living here even more difficult for commuters than it already is.

The road in between the towns is big and open with farmland on either side for the most part, and only occasional houses.

Setting an 80km speed limit on an open state highway like this just doesn't make sense.

I urge you to reconsider and know my fellow commuters and residents will agree.

12

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NZTA have a habit of requesting feedback from locals but continue to ignore constructive changes/improvements that locals have put forward. Let's hope more consideration is adopted by NZTA from here on in.

12

8 SH2 / Ngaumutawa Road Roundabout

The following are not clearly shown in the plan:

Are southbound vehicles able to turn into the industrial area on the western side of SH2 or are they expected to travel south 1km to Norfolk Rd roundabout and use it to head north back to industrial park access?

Same for Buchanan place. Will you be able to turn right out of Buchanan place to head North?

SH2/Norfolk Rd/Cornwall Rd roundabout

Why is this roundabout not double laned at least for SH2 on and off. Surely if traffic in and out of Norfolk Rd does not warrant it now it soon will with the growth from the inland logging port and forecast growth in the industrial area off Norman Ave. There will also be increased residential traffic as Norfolk Rd and the surrounding area west of the main road continues to be developed for lifestyle blocks.

This roundabout has been asked for for the past 15 plus years and when finally built it needs to cater for more than historic traffic loads.

SH2/Wiltons Rd/East Taratahi Rd Roundabout

Why have two roundabouts when one could do. East Taratahi road is the busier side road handling Masterton/Martinborough traffic. Martinborough traffic could be redirected at Hughs line onto Cornwall Rd. Reconstruction of these roads would result in less interruption to road users during construction and negate a need for three roundabouts in close proximity.

Wiltons road has relatively little traffic and could be catered for with a larger turning bay for southbound traffic turning into Wiltons Rd and a merging lane for vehicles turning south from Wiltons Rd.

Reality is roundabouts while good at keeping traffic moving they do create bottle-necks. Why create three bottle-necks when you need only create two

Flexible Road Barriers

Are you allowing for the agricultural tractor usage on SH2? If barriers are installed they will make it impossible to pass wide tractors/implements with out widening the lanes or side of the road. Widening the lanes/road does not appear as a solution in the document.

Frequently tractors will travel in convoy so you have more than one to pass at a time or spaced apart where you manage to pass one only to catch up to the next one. Flexible barriers will prevent any passing and increase driver frustration levels.

Worst case, consider a wide tractor unable to pass a cyclist with traffic banked up behind it unable to pass. On paper you may calculate that the tractor can pass but at 50km both tractors and towed implements sway and bounce over the road.

Raised Pedestrian Crossings

Have traffic islands to narrow lanes down been considered to slow traffic? Running a business with two trucks frequently traveling through Carterton and Greytown slowing down to crawl over these speed humps with related gear changes up and down is frustrating and must get annoying for locals having to listen to trucks do this all day.

Proposed speed limits

With the exception of Clairville (Chester Rd/SH2 south to zone 3) why do we need a speed change from 100 to 80km in zones 2,7,12, and 100/70 to 60 in zone 2b?

2b speed reduction is negated by rerouting East Taratahi Rd traffic to Cornwall Rd.

These SH2 Wairarapa road sections are generally straight with easy curves unlike SH2 north of Tauranga where the speed limit is 90 on windy undulating and sometimes narrow roads.

If the flexible barriers make the roads so much safer why the need to drastically decrease the speed limit?

Are the lanes not wide enough to cater for the speed?

Will erecting the flexible barriers make the lanes too narrow to allow 100km?

Have the roads not been maintained to cater for the year on year increase in traffic?

Placing these speed limits on SH2 will influence drivers to utilise Waihakeke Rd/Para Rd/Carters Ln/East Taratahi Rd, or Hughs Ln/ Cornwall Rd to bypass the slower speed limits and these drivers will probably exceed the 100km speed limit. These roads are not built to take an increase in high speed usage. This is a reality and I can think of at least two past young employees who would do this.

12

9 I note in the proposals that the speed limit in area 3 of the Carterton map (240m southwest of Somerset Road to 205m southwest of Andersons Line) is to remain at 70. I believe this to be excessive in light of the increasing amount of semi urban activity in this area. Further, motorists approaching Carterton from the North come round a significant bend in the highway at 70 kph to an area with roads and driveways leading off left and right. It would be safer for all if this zone was a 50 zone. It would help life in Clareville and be safer for residents and motorists approaching Carterton.

13

0 I believe the speed limits at the north and south entrances to Featherston should be reduced to 50kph as proposed in the SH2 Wairarapa Highway Improvements plan.

I live at the intersection of Fitzherbert Street and Boundary Road at the northern entrance and believe reducing the speed limit there from 70kph to 50kph will vastly improve the safety of that stretch of road. Because of the bend of Fitzherbert Street/SH2 at the intersection it has poor visibility. Having traffic travelling more slowly will give people crossing into Fitzherbert Street more time to react to approaching traffic.

The stretch of road that is currently 70kph now has lots of houses as well as churches now, which makes it more suitable to have a lower speed limit. There are also bus stops at the corner of Fitzherbert Street and Boundary Roads that are dangerous because of

the higher speed limit. I was on a bus that was only inches from being clipped by a truck one time, for instance.

- 13** I strongly object to the speed changes as follows: Change from 100kmph to 80kmph
- 1** from Portland Road to Hupenui Road and from Bidwells Cutting Road to Boundary Road. As long as these roads are properly maintained, these straights are fit for a limit of 100kmph. Reducing to 80kmph will create frustraion for drivers and lead to risk taking manouvers. A roundabout is needed at the intersection of Main Street, Greytown and Humphries Papawai Roiad - difficult to exit onto Main Street with existing petrol station.

- 13**
- 2** You claim 488 crashes on this road area over 2010 - 2019 period. In order that I might make an informed submission on your proposal to adjust speed in various parts of SH2 can you please advise for each of the 488 crashes as follows;

- * the time, day, date (dd/mm/yy)
- * the official road speed limit at the accident site
- * the prevailing road condition
- * the location
- * the type(s) of each vehicle involved and including any pedestrian(s), cyclists, scooter, motorcycles, tractors.
- * age, injuries sustained including fatal injuries.
- * cause of accident and any resulting proven traffic offence

Thank you in anticipation

13

- 3 I think the 2 roundabouts are a great idea
Those intersections are dangerous, and I always slow down as I come up to them as you never know what people are going to do

That is if the roundabouts keep traffic flowing. You don't want to build a substandard roundabout that just causes more congestion that then irritates drivers
It will then just cause more accidents from people doing stupid things. I have seen a lot of stupid things done by drivers stick behind slow people
If that happened, you would then force people to go down Hughes Line
That already has people whipping down there fast trying to beat traffic
Would get even worse if the roundabouts held people up

Taking away the passing lane is a stupid idea
There are very few places to pass as it is between Masterton and Featherston
I travel to Wellington for work 3 days a week
And I have lost track of the number of times I have been fuming behind a slow driver or trucks
Some instances I have not been able to even pass the slow vehicle that has held us up from Featherston by the time I get home in Masterton!

Slow traffic is a bigger issue
I have seen people do stupid things because of it. There needs to be more signage asking slow vehicles to look behind and pull over if they are holding up people
Even on the hill too. I am quite happy for people to go slow, but they need to be more conscious of the people behind them. Signs asking drivers to look behind and if they are holding people up pull over
Have seen those signs in other parts of the country

Putting in medium barriers will only increase the issue of slow traffic
With only 2 passing lanes (most of the time the slow person speeds up on them!)
between Masterton and Featherston there is very few places where you can pass

Please spend a few days driving this route and see what its like. Don't just make decisions based on people who don't drive the road regularly
Don't punish the regular drivers who are just trying to get to work by making it worse for them behind slow people

I don't mind about the reducing the speed in towns most of the time you can't do the speed limit anyway
Though it looks very confusing and probably catch a lot of people out. And probably isn't necessary

13 State Highway 2 from Masterton to Featherston has seen 4 Fatal and 28 Major accidents.

4

This Submission starts with changes from Masterton.

Ngaumutawa Rd Roundabout: This is the best solution for this intersection, but the design needs to include 2 lanes on and off in each direction to keep traffic flowing. Traffic builds up unnecessarily and causes driver frustration. It is the bypass that truck and trailer units and many smaller vehicles use to avoid going through the Town Centre and they don't need holdups.

Waingawa Bridge to Norfolk Road should be the medium speed (70 or 80kph). No Right turn into Higgins Yard as turning traffic can use the new Norfolk Rd roundabout to then enter Left into Higgins yard - also Left turn only out of Higgins as they can use the Ngaumutawa roundabout to turn to travel south. Start 2 lanes south at Higgins entrance.

Norfolk Rd Roundabout: I agree with this suggested solution, however I propose that the roundabout needs to be designed with 2 lanes for both the north and south directions.

Medium Barrier: I am in favour of the proposed medium barrier.

Wiltons Rd: I fully support the need to improve this junction and the best and safest long term solution is the roundabout. This junction is becoming increasingly busy as more lifestyle and rural residential development occurs in both East Taratahi and West Taratahi. I would not like to see this roundabout used by heavy goods traffic in the event that the Waingawa industrial area is extended. All road traffic from the Waingawa industrial area and any expansion, should be routed through Norfolk Road.

Speed 100kph from Wiltons Road roundabout to Clareville with a Medium barrier as proposed.

No to the Clareville Jug handle turn around: This proposal will still require traffic to cross both carriageways, so just moves a danger point to a different location on SH 2. I would prefer to see a fourth roundabout constructed at the Hughes Line junction. This is another dangerous, high speed junction. A roundabout would provide a safe turnaround for traffic and it would also aid in slowing traffic heading south prior to the start of the Clareville area, where there are busy commercial premises that result in significant traffic turning off and onto SH 2.

Carterton: Town speed limit remains at 50kph which most of the time will mean the average speed is more like 37kph. Therefore, why should traffic be penalized in off peak times particularly those transporting goods to and from the Wairarapa, plus other commuters.

Passing lane after Carterton: To stay and the speed to be 100kph, with new left lane into Waihakeke Rd and an improved access lane onto SH 2 on the south side of Waihakeke junction.

Greytown: Town speed limit 50kph, anyone that drives this road knows that they are only able to do around 25kph in the middle of town. Leave as is.

Greytown to Featherston: 100kph and look for opportunities for extending existing passing lanes.

In general I support the improvements proposed for SH 2, but believe that with some additional minor changes as outlined in this submission, an even safer road can be delivered.

13

- 5 Submission Roundabouts and Safety Barriers - these will be critiqued by many others, so I will leave well alone apart from two areas; Ngaumutawa Road/SH 2 roundabout – this lacks a ‘free left turn’ bay exiting Ngaumutawa Road to travel north toward Masterton. This is an essential element to keep traffic safely moving from this intersection out of Ngaumutawa Rd and thus allowing southbound traffic the maximum opportunity to also clear the intersection without having to que. East Taratahi/Wilton’s Road roundabout – has consideration been made to modification to the Hughes Line/East Taratahi intersection and encourage traffic to Cornwall Road and that subsequent new SH2 roundabout? and then delete the roundabout at East Taratahi/SH2. Perhaps make this East Taratahi/SH2 intersection a ‘no right turn/left turn only’ deal. I suspect there is very little traffic exiting Wilton’s Road to travel south to be a major factor either. Speed proposals – I have concerns regard both the ‘open road’ speed and the frequency/number of speeds. 80kph ‘open road’ speed – “the greater the speed the bigger the mess” is undeniable. But I fear this 80kph is a ‘bridge too far’ and hope you’ve not suggested it intending to eventually compromise back to 90kph or something to get buy in of this. I’d have no issue if you were proposing huge stretches of 80kph elsewhere in the country, but you do not appear to be, and in fact you have recently being proposing areas of increase to 110kph in selected areas. NZ drivers are creatures of habit and as we know often drive in an auto pilot trance, particularly when commuting, which this SH2 section is for many. To limit everyone to 80kph whilst still allowing us to travel at 100kph everywhere else in the region (and country) is expecting too much. As example some drivers I believe will just depart SH2 northbound at Clareville into Hughes Line for the fun of it so they can charge up to East Taratahi or Cornwall Roads rather than wrestle along SH2 at 80kph. This was a regular practice before the passing lane went in. If this is some bizarre 80kph ‘trial’ then shame on you. If you have proposals to implement elsewhere in NZ then table it now and be up front so we can appreciate your across the country efforts. Otherwise I fail to identify why SH2 is that different from SH53, or Lake Ferry Road, or Masterton-Castle Point Road, etc., where we can immediately increase our speed by 25% and go faster? Alternately, why do we not dump the 100kph completely and make 90kph the open road speed for all Wairarapa Roads (maybe all NZ in fact). HMV’s and vehicles towing trailers are 90kph. Many camper vans fit this group whether by rule or attitude. You know frustration is a big element in our NZ driving psyche so if every road user had the same limitations surely we would all just happily cruise along together. Sadly I fear your 80kph will just add to the ‘psyche’ issue as it is staggeringly slower than our comfort at 100kph. Please split the difference and make it 90kph everywhere. Road markings – has consideration been made to large mid-lane road markings? I have observed on some roads around the country the use of a large ‘70kph’ or similar on the road mid-lane. This is fantastic, especially if you are unfamiliar with the area and have just driven into town, missed the speed change sign and think ‘gosh, this must be a slower speed’, then boom, it is written on the road for you. Magic. Can it be considered that at for all these myriad of speed changes you propose it is written on the road at the change (adjacent to the speed signs), and then more importantly perhaps 100 or so metres into the new zone to reinforce the change. Maybe also this should be a NZ wide initiative. Minimal cost and from my policing days when folk often said “oh, I didn’t see the sign” it suggests it is too easily missed.
-

13 This Submission starts with changes from Masterton. Ngaumutawa Rd Roundabout: This
6 is the best solution for this intersection, but the design needs to include 2 lanes on and
off in each direction to keep traffic flowing. Traffic builds up unnecessarily and causes
driver frustration. It is the bypass that truck and trailer units and many smaller vehicles
use to avoid going through the Town Centre and they don't need holdups. Waingawa
Bridge to Norfolk Road should be the medium speed (70 or 80kph). No Right turn into
Higgins Yard as turning traffic can use the new Norfolk Rd roundabout to then enter Left
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Roundabout: Everybody agrees that this is the best solution. The roundabout should be
designed with 2 lanes in the north and south directions. The south bound from here to
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Medium Barrier: I am in favour of the proposed medium barrier. Wiltons Rd: I fully agree
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roundabout as planned. This junction is becoming increasingly busy as more lifestyle and
rural residential development occurs in both East Taratahi and West Taratahi. I would
not like to see this roundabout used by heavy goods traffic in the event that the
Waingawa industrial area is extended. All road traffic from the Waingawa industrial area
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passing lanes. In general I support the improvements proposed for SH 2, but believe that
with some additional minor changes as outlined in this submission, an even safer road
can be delivered.

13 The Integral Group Ltd

7

I travel this route on the way to Wellington 2 or 3 times a week. In the past I have come from Martinborough heading towards Wellington and I have found the Masterton to Featherston drive tedious enough without slowing down the open road any more. The perfect world would include by-passes around Greytown and Carterton, but I realise that will never happen. If I drive from Masterton to Martinborough I normally go the back route to avoid the towns.

The speed limits are fine at 100kph in the open road. The only exception is the straight from the Taratahi Hotel to Chester Road. This should be 80kph and in fact most of the time that is what the traffic gets along there at.

Yes, get on and do the three proposed roundabouts. This is where the dangerous spots are, I know as I come out of Ngaumutawa Rd daily and it can be dangerous.

Also, if you are coming from Cornwall Road to head north on SH2 this is really a scary intersection.

These two intersections have been talked about for years and if safety really is the concern, then they should have been done long ago. But, now is better than never.

I drive about 35,000 km per year, so I see a lot of roads and feel reasonably placed to comment.

Please don't reduce the speed limit on the open roads between Masterton and Featherston.

13

8

That's crazy how many speed limits do you need on 1 stretch of road.

How about a big round about at Norfolk road intersection and have no right hand turns coming out of east taratahi road make them come over to cormall road. And right out of wiltons road can go to Clairville or have a merging lane.

I don't agree with 80k on the open road 100k is fine its a simple piece or road if the weather's bad drive to the conditions. The ones doing 80k are probably the problem holding up traffic and then someone does something stupid trying to pass when they shouldn't.

13

9

As an ex Ministry of works senior roading supervisor SH2 Remutaka summit to Woodville including SH 52 & 53.

I am not in favour of reducing the actual open road speed on SH2, however I believe there is a need to reduce speed at approaches to each side of towns ,say in two stages from 100km to 70km then to 50km.

Also I believe there is room for the installation of additional overtaking lanes through out the district to enable slower moving vehicles to be passed safely.

14 I wish to express my support for these proposals.

0

Designing these sorts of changes requires a level of technical understanding regarding traffic flows etc, which I don't have, but which I'm confident NZTA does have.

I entirely support the concern which drives these plans - the reduction of our truly horrible road toll. I think the high rate of deaths and injury has become normalized in people's minds. We need to step back, recognize clearly this terrible toll in human suffering, and do something about it.

14 We are commenting on the proposals and would like to support the 3 roundabout suggestions, especially Ngaumutawa road to SH2 which we have seen major traffic jams backing up down Ngaumutawa Road past Solway Primary School.

1

We are writing to disagree with the proposed speed changes on the open road between towns in the Wairarapa. From the proposed roundabout at Wiltons Road to the existing 70kph restriction coming into Carterton should stay at 100kph. The road is mainly straight and with good visibility. Reducing the speed is going to cause more frustration to travellers especially when caught behind slow traffic who like to travel under the speed limit no matter what it is, and with a proposal to put in median barriers preventing overtaking going North to South. The same applies between Greytown to Featherston, mainly straight roads with clear visibility.

14 I see you're asking for feedback regarding SH2 between Featherston and Masterton. I see talk on putting barriers, raised crossings, roundabouts and reducing speeds etc

2

The biggest problem I see is the poor quality of the road surface itself. Less than two months ago there was a reseal job just south of Greytown that has been patched up due to pot holes. This further patch up hasn't lasted a month and potholes have come back and are dangerous. I have had a cracked windscreen due to this as well. Heading northbound between Carterton and Masterton the water sits on the road due to no camber. This makes vehicles aquaplane.

My suggestion is to perform audits on the roads that contractors have done and have more emphasis on providing a suitable and safe road surface.

14 Please confirm that this email will be considered my formal submission on the Wairarapa state highway 2 speed review.

3

I submit that lowering the speed limit is a ludicrous idea and is totally without merit. I was a professional fireman for 20 years and attended hundreds if not thousands of accidents so I feel I do know what I'm talking about.
Stop wasting time effort and money on stupid ideas
I for one will not recognize any lower speed limit on this road

14 I am all in favour of the proposed changes.

4

I am in favour of the median barrier.

I am definitely in favour of reducing the speed limit. I find the argument that slower driver cause crashes utterly spurious. It is impatience that causes crashes.

I prefer roundabouts to traffic lights, BUT there are also strong arguments for using 'peak hour traffic lights at some of those roundabouts.

Special and greater accommodation should be made for cyclists.

Never ever have traffic merging IN from the right as on SH1 near the police college, Porirua or SH2 near Hutt.

The top priority should be to remove vehicles from the roads. Greater effort should be made to remove the logging trucks from this part of SH2. The logs should be travelling by train.

More frequent trains to Wellington.

14

5 I am not alone in expressing concern at the changes to SH2 proposed by LTNZ. To me many of the proposals appear to lack practical sense and appear to try and solve issues which either don't exist or have little significance. We are all facing unparalleled times. Money is in short supply. We need to stick to elimination of unnecessary expense and make sure that what is done has real benefit, adds to future-proofing and meets user needs, locals and visitors.

State Highway 2 from Masterton to Featherston has seen 4 Fatal and 28 Major accidents.

My Submission starts with changes from Masterton.

ROUNDABOUT - Ngaumutawa Road: This is a good solution, and it is important because Ngaumutawa Road serves as a town by-pass and services industrial businesses throughout its length. Traffic volume necessitates 2 x lanes in both directions, to keep traffic flowing. To me it is a no brainer, the roundabout is well overdue and needs to be designed and built to meet existing and future traffic needs. We don't need a "Western Hutt Road" which was not fit for purpose on day one, and presumably needed to be re-engineered at considerable cost

ACCESS TO HIGGINS – South of Waingawa Bridge: No Right turn into Higgins Yard, as turning traffic can use the new ROUNDABOUT at Norfolk Road. Speed limit 70 -80kph. LH turn only exiting Higgins yard. Vehicles wanting to head South from Higgins, can do so at the ROUNDABOUT at Ngaumutawa Road.

ROUNDABOUT - Norfolk Road: This is a best solution, as there has been 1 Fatal accident here. This roundabout to be designed 2 lanes in the north and south directions. Of all the proposed changes, both ROUNDABOUTS, Ngaumutawa and Norfolk are the things which will have the greatest value and are essential, but they need to be designed and built to meet current traffic requirements.

MEDIUM BARRIER: NO medium barrier needed - official information states that out of 18

objects hit, on this entire road, comprised of 6 fences, 4 poles, 3 trees, 1 drain, 1 parked car, 1 guide/guard rail. None of which would have been affected if a medium Barrier had been in place.

ROUNDBABOUT - Wiltons Road & East Taratahi Road: It is hard to see the logic of this proposal. Clearly, Wilton and East Taratahi Roads have little traffic. It is not needed and the solution is simple. No exit on the State Highway 2 for either of these roads. Traffic from both Eastern and Western sides of SH2 can Enter/Exit via the two-lane ROUNDBABOUT at Norfolk Road. SH2 between Norfolk Road and Carterton is an "open road", 100kph highway, why would you put a major hazard halfway down it?

SPEED LIMITS: Lets keep it simple: The overwhelming majority of the speed limits are a guide to a maximum safe speed determined by vehicle traffic, pedestrians and weather conditions. We don't need more than 3 x speed limits. Clearly if there is a lot of traffic in Carterton around school pick-up times, 30 kph cannot be achieved. However, at many times during day/night 50 kph is reasonable and safe. The idiot, boy racer mentality, is a very small minority. In any case if they don't take notice of speed limits now, what makes you think that lowering the speed limits will achieve anything. You cannot legislate against idiots, but common sense should prevail. My recommendation is 3 maximum speed limits for the Wairarapa. Open Road - 100, Limited Speed Zone - either 70 or 80 and Residential /Shopping – 50.

JUG HANDLE TURNAROUND - Clareville. No not required, as it would only service less than a handful of properties. It also appears to deviate from normal NZTA policy to limit access/ hold-ups on to and off State Highways, not add more.

CYCLES: Where there are good safe alternative roads these should be used, example: Cornwall Road and Hughes Line.

RAISED PEDESTRIAN CROSSINGS: I would like to see the science behind this recent innovation. To my mind as a driver, it doesn't do anything, except put another hazard in the roadway. Pedestrian Crossings are in low speed rating areas, like outside schools, in the middle of town etc. A typical pedestrian crossing is visible, is well signed, is not inhibited by parked vehicles and has no raised roadway. Let's spend money on things that are truly needed and have practical value. To me it falls into the category of road painting as happened in Martinborough, a colossal waste of taxpayers funds. I hope that NZTA will take notice of local input. We use these roads daily, we want to stay, but less is often more. I believe that locals who make submissions will not be critical for the sake of criticism, but are passionate to convey thoughts on experience and solutions which are practical and cost effective.

14 Ngaumutawa Rd Roundabout: I agree that a roundabout is the best solution for this intersection, with a design to include 2 lanes on and off in each direction to keep traffic flowing. Currently, traffic builds up unnecessarily and causes driver frustration. It is an essential bypass road that truck and trailer units use to avoid going through Masterton Town Centre and they don't need delays.

6 Waingawa Bridge to Norfolk Road I think this stretch should be 70 kph with no right turn into Higgins Yard as turning traffic can use the new Norfolk Rd roundabout to then enter Left into Higgins yard - also left turn only out of Higgins as they can use the Ngaumutawa roundabout to turn to travel south. Start 2 lanes south at Higgins entrance.

Norfolk Rd Roundabout: Everybody agrees that this is best solution. Once again roundabouts to be designed 2 lanes in the north and south directions. The southbound from here to be 2 lanes (removing mobile weigh station) and linking with original passing lanes.

Medium Barrier: NO medium barrier - official information states that out of 18 objects hit in major accidents on this entire road, 6 fences, 4 poles, 3 trees, 1 drain, 1 parked car, 1 guide/guard rail and as all these are 100% on the outside of the road a medium barrier will not help at all.

Wiltons Rd:NO roundabout- the object of a roundabout is to have even flow from all directions, and this is not the case here as minimal traffic enters SH2 via Wilton's/East Taratahi Roads compared to the continual & far greater traffic flow on SH2. Change the current setup by having left turns only off both Wilton's Rd and East Taratahi Rd. There is also enough room to have a second lane for those turning left into each of these roads. The local traffic that would normally use this intersection can be rediverted to the Norfolk Road roundabout to make for safer crossing.

Speed 100 kph from Norfolk to Clareville with no Medium barrier for reasons already given above.

Hughes line: Reduce speed back to that Nationwide medium speed to Carterton and a Flush medium from here to help turning traffic.

No to the Clareville Jug handle turn around: This would be to service about 3 properties because of the medium barrier blocking turning. 100m down the road is the Hughes line intersection where a safer turn around can be negotiated.

Carterton:Town speed limit remains at 50 kph which most of the time will mean the average speed is more like 40 kph. Therefore, why should traffic be penalized in off peak times particularly those transporting goods to and from the Wairarapa, plus other commuters.

Raised Pedestrian Crossings: NO, if the object is to slow traffic then call it that. Pedestrians need to wait to check if the oncoming vehicle/s are going to give way before taking their life in their hands. The damage to the road is constantly being repaired when vehicles exit off the raised bump, the noise of truck exhaust brakes and shaking of resident's houses when they thud down off bump will only cause more issues. There should be barriers that pedestrians stand behind on either side of the road before crossing, that should trigger them to look for oncoming cars. Like some of those that exist along Marine Parade in Napier.

Passing lane after Carterton: To stay and speed to be 100 kph, with new left lane into Waihakeke Rd.

Greytown:Town speed limit 50 kph, anyone that drives this road knows that they are only able to do around 30 kph in the middle of town. Leave as is.

Greytown to Featherston: 100 kph and look for another opportunity for a southbound passing lane.

14

- 7 I drive this road regularly. I drive the Masterton / Carterton section of the road every day usually during the rush hour.

General observations

This road as part of the state highway network. My observation is that the road doesn't appear to be the less safe than any other piece of the state highway network that is not designated as a motorway or expressway. The proposed safety works will only make the road more safe without the need necessarily to make the road slower.

Greytown Featherston.

To have the section of the road at 80 km/h is ridiculous. It will only encourage speeding and revenue taking by enforcement officers.

The Greytown Featherston section of state highway to is virtually straight with only one gentle corner. To have a speed designation of 80 km an hour will only cause frustration and inattentiveness to drivers. Frankly, if the proposed 80 km/h is the only "safe" speed available then the whole State Highway network other than motorways and expressways should have the same speed limit applied. Clearly that would be entirely unacceptable to road users both domestic and commercial and if it is unacceptable on State Highway one network then it does not make it any less unacceptable on State Highway 2.

Speed limits generally

The proposal seems to follow the Australian model of having multiple speed limits over short distances. This does nothing for road safety. It adds confusion and frustration to drivers.

Speed limits specifically

Norfolk Road Cornwall Road intersection is reasonably congested and if the safe speed limit is 60 km/h then this speed limit from William Donald drive should be 60 km/h

Norfolk Road to Wilton's road 90 km/h. If roundabouts are to be put in place then the exit speed should be not delayed for two or 300 m once through the roundabout.

Wilton's Road to Carterton - 90 km/h again there are plenty of occasions (particularly in the evenings) when you are nearly the only car on the road! 80 km/h is just too slow for such a straight road . The roundabouts will naturally slow traffic at the appropriate locations.

The entrance to Carterton from the north should be 60 km/h reducing the 50 km/h at the existing signs

Carterton town centre - there is no reason to make that 40 km/h. The flow of traffic at peak time is barely over 20 km/h and bumper-to-bumper. 50 km/h is more than adequate.

Portland Road to Greytown again should be 100 km/h. There is plenty of visibility in the road and bridges are of reasonable width. The current cycle warnings are sufficient

Greytown centre-same as Carterton I see no need for a 40 km/h restriction.

Greytown Featherston you have my comments that any speed under 100 km/h is not going to improve safety but will add to the frustration of drivers which will lead to inattentiveness and frankly cannot be justified having regard to the circumstances of the rest of the state highway network.

Proposed roundabouts

In relation to the proposed roundabouts I have no problem. Norfolk Road should have been done years ago when the industrial subdivision was completed there. 4 deaths I think would have been prevented by that work being done then! Near misses are common. At Wilton's road the current set up with the intersection is confusing and very rarely do drivers adhere to the illuminated speed limits. A roundabout will be safer. Also, an improved entrance to Hughes line will improve road safety. Approach speed of 60kph are acceptable

Road safety barriers

I question the need for these if the speed limits are going to be reduced on the Masterton-Greytown stretch. Roadside barriers funnel the traffic and pose a real risk to cyclists and motorcyclists. I queried a need for essential barrier at the speed limit is reduced to 90 km/h or as proposed 80 km/h

Conclusion.

Roads are not made safe just by lowering the speed limit. Whilst it is cheap and convenient to do this the reality is that motor vehicles even electric ones, are designed to travel at speeds which provide a reasonable level of efficiency and timeliness to any trip. Adding a further 10 minutes to a trip between Featherston and Masterton is not going to win f public support and will only be a revenue source and will take up valuable police time and enforcement for little benefit.

The reality is that roads need to be maintained and improved as the technology that uses those roads improves. If the model of reducing speed is followed through yes it would be safer if we all walked to our destinations! If we didn't use the state highway for motor vehicles it would also be safer but both solutions defy the reality of the situation.

- 14** 1. Leave at 70kmph or 60kmph. 2. Agree at 80kmph. 2a. Agree at 80kmph. 2b. Agree at
8 80kmph. 3. Agree at 70kmph. 4. Agree at 50kmph. 5. Leave at 50kmph no change. 6.
Agree 50kmph. 6a. Change only during school attendance hours. 7. No change stay
100kmph. 8. Agree 70kmph. 9. Agree 50kmph. 10. Agree at 40kmph. 11. Agree at
50kmph. 12. Leave at 100kmph. 13. Leave at 60kmph. 14. Agree at 40kmph. 15. Agree
50kmph.

- 14** Please note I have spoken to numerous people who feel very much the same as myself and believe they will be putting in a similar submission.
- 9** State Highway 2 from Masterton to Featherston has seen 4 Fatal and 28 Major accidents. This Submission starts with changes from Masterton.
- Ngaumutawa Rd Roundabout: This is the best solution for this intersection, but the design needs to include 2 lanes on and off in each direction to keep traffic flowing. (This needs to be the first roundabout to be put in as it is long overdue) Traffic builds up unnecessarily and causes driver frustration. It is the bypass that truck and trailer units and many smaller vehicles use to avoid going through the Town Centre and they don't need holdups.
- Waingawa Bridge to Norfolk Road should be the medium speed (70 or 80kph) No Right turn into Higgins Yard as turning traffic can use the new Norfolk Rd roundabout to then enter Left into Higgins yard - also Left turn only out of Higgins as they can use the Ngaumutawa roundabout to turn to travel south. Start 2 lanes south at Higgins entrance.
- Norfolk Rd Roundabout: Everybody agrees that this is best solution. There has been 1 Fatal accident here so putting in a roundabout would have reduced the death toll by 25%. Once again roundabouts to be designed 2 lanes in the north and south directions. The south bound from here to be 2 lanes (removing mobile weigh station) and linking with original passing lanes. (This needs to be the second of only 2 roundabouts required)
- Medium Barrier: NO medium barrier - official information states that out of 18 objects hit in major accidents on this entire road, 6 fences, 4 poles, 3 trees, 1 drain, 1 parked car, 1 guide/guard rail and as all these are 100% on the outside of the road a medium barrier will not help at all.
- Wiltons Rd: NO roundabout - the object of a roundabout is to have even flow from all directions, and this is not the case here as minimal traffic enters SH2 via Wilton's/East Taratahi Roads compared to the continual & far greater traffic flow on SH2
- Change the current setup by having left turns only off both Wilton's and East Taratahi Rds. There is also enough room to have a second lane for those turning left into each of these roads. The local traffic that would normally use this intersection can be re diverted to the Norfolk Road roundabout to make for safer crossing.
- Speed 100kph from Norfolk to Clareville with no Medium barrier for reasons already given above.
- A second Fatality happened in this area and was believed to be because of the passing lane finishing. Ironically the NZTA plan is to retain this passing lane.
- Hughes line: Reduce speed back to that Nationwide medium speed to Carterton and a Flush medium from here to help turning traffic.
- No to the Clareville Jug handle turn around: This would be to service about 3 properties because of the medium barrier blocking turning. 100m down the road is the Hughes line intersection where a safer turn around can be negotiated.
- Cycles: Not mentioned but they should use the safer alternative Cornwall Rd and Hughes line.
- Carterton: Town speed limit remains at 50kph which most of the time will mean the average speed is more like 37kph. Therefore, why should traffic be penalized in off peak times particularly those transporting goods to and from the Wairarapa, plus other commuters.
- Raised Pedestrian Crossings: NO, if the object is to slow traffic then call it that. Pedestrians need to wait to check if the oncoming vehicle/s are going to give way before taking their life in their hands. The damage to the road is constantly being repaired when vehicles exit off the raised bump, the noise of truck exhaust brakes and shaking of resident's houses when they thud down off bump will only cause more issues. There should be barriers that pedestrians stand behind on either side of the road before crossing, that should trigger them to look for oncoming cars. Like some of those that exist along Marine Parade in Napier.

Passing lane after Carterton: To stay and speed to be 100kmp, with new left lane into Waihakeke Rd.

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Greytown to Featherston: 100kph and look for another opportunity for a south bound passing lane.

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Wilton's Rd: Roundabout- the object of a roundabout is to have even flow from all directions, and when the Waingawa Industrial area expands through to Wilton's Road this will be necessary. This should be planned, but is not necessary in the short term

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A lot of this was planned about 20 years ago, but never implemented – ie the 3 Roundabouts

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15

2 I would like to voice my opinion on the proposed speed limit change from Featherston to Masterton.

As a long term resident I do not believe speed reduction will cause any good to the already congested traffic along the highway. Please include this as a firm no.

Work smarter, not harder.

15

3 I have three teenage sons. The Holdsworth road, sh2 Cornwall road roundabout is a necessity. I've only been here three years and have seen three near death incidents of multiple people. Most involve logging trucks The thing that scares me the most is that intersection.

Please complete this project in full. One mistake here should not cost my sons their lives.

Stay the course, it's the right thing to do.

- 15 These proposals seem crazy. By all means reduce speed to 40 or 50 in towns, but if you
4 have the speed limit jumping up and down every few hundred metres then drivers will just be focused on their speedometer and not on the road and what is going on around them. That will create far more danger than the status quo. Speed limits need to be easy and intuitive. Drivers need to be able to take a best guess at what the speed probably is, if they have missed a sign, and they cannot do that if speed limits are changing too frequently and to unusual limits.

Furthermore, what are you planning for evenings, when SH2 is empty and people can travel safely at 50km/hr in towns or 100km/hr outside town? Having a 30km school zone limit is pointless outside school hours.

I see no good reason to reduce speed limits from 100km between Featherston/Greytown, Greytown/ Carterton or Carterton/Masterton. The places where reduced speed (perhaps to 70) are needed are:

- Clareville,
- that spot where there is currently a flashing temporary reduction to 70 at times (because nobody knows what to do there) and
- Norfolk Road outside Masterton.

Elsewhere change isn't needed.

May I suggest that rather than having speed limits jumping up and down like yoyos, you instead invest in perhaps 100-200 smaller repeater signs, reminding drivers what the speed limit is perhaps once every km or 1/2 km. That is what is regularly seen in the UK, and it is such a great idea. One of the key problems with speed here in NZ is that drivers are only given one sign when the limit changes, so if you blink & miss it, you can be speeding without realising it and without any further opportunity to be told. It would be a useful (and comparatively cheap) trial that the Wairarapa could do to see whether repeaters make a difference here, that could then be rolled out across NZ if successful.

Finally, I would point out that risk is being created by the lack of overtaking lanes between Featherston and Masterton. I believe there is only one overtaking lane in 37 kilometres! The situation is better on the other side of the road (Masterton to Featherston) because there are more overtaking lanes. But frustration at being trapped behind a slow vehicle is one of the major causes of traffic collisions. We need at least one or two more official places to overtake in the Featherston to Masterton direction.

On an unrelated point, perhaps you could let the appropriate person know that coming into Martinborough on Lake Ferry Road/Jellicoe St, the 50km speed limit sign on the left is completely obscured by a shrub a few metres earlier.

I trust this feedback is useful.

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15 Thanks for the opportunity to make a submission on the proposed changes to SH2
6 between Masterton and Featherston.

I support the proposal to place roundabouts at the SH2 intersections with Ngaumutawa, Norfolk and East Taratahi Roads. Increased traffic volumes have made these long overdue and they should be built without further delay.

I support the installation of median barriers wherever practicable.

I support the installation of raised pedestrian crossings as proposed.

I oppose the removal of the passing lane between Norfolk and East Taratahi Roads. This provides a perfectly safe opportunity for passing slow-moving traffic, including heavy trucks that have pulled out from the Waingawa industrial area and are slow to reach highway speed. I drive this route regularly and have yet to see a near-miss. A far better case can be made for removing the southbound passing lane part-way up the northern side of the Remutaka Hill, which is dangerously short and frequently leaves overtaking vehicles with no room to pull back in.

I also oppose the reduction of the open-road speed limit between Masterton and Featherston. I fail to see what possible case could be made for requiring vehicles on a wide, flat, and predominantly straight road to slow to 80kph. It would inevitably cause

impatience and frustration, which in themselves create risk, and it would invite non-compliance. I note that while NZTA cites the number of serious crashes on this stretch, it doesn't say how many were due to speeding.

15 AA Wairarapa submission

7

The AA is a representative organisation that acts as a voice for our Member's to authorities on transport issues, and also a long-time advocate for improving road safety. We acknowledge the strong commitment and effort from Waka Kotahi to reduce deaths and injuries on our roads and it is particularly pleasing that this proposal includes some engineering upgrades alongside speed reviews. A major focus for the AA when considering possible speed reductions is whether the new limits fit with the nature and purpose of the road, will make sense to drivers and have good public support. Our responses to the proposal is broken up into specific sections of the route below: Speed reductions within the towns - We support the reduction of speed limits within the towns. Member feedback is that the number of pedestrian crossings being raised seems excessive. We suggest that a sensible way forward would be to raise the school crossings and those with the highest pedestrian use initially. Monitoring could then be done for a length of time to assess whether there is a need for more beyond that. Featherston to Greytown - This section has only two minor corners on it and the straight and wide nature of the road means a speed limit below 100km/h will not make sense to many drivers and therefore be likely to have poor compliance. A driver likely falling asleep in 2019 is the only fatal on this section in a decade. There has also only been one serious injury crash in a decade and the low crash rate means this section of the highway is not in the top 10% of high-risk roads identified by the Mega Maps tool. The crash rate does not make a case for a speed limit reduction and such a change will lack credibility with many users of the road, therefore we do not support a reduced speed on this section. Greytown to Carterton - Only around half of this section is in the top 10% of high-risk roads identified by Mega Maps. The section between Greytown and the Waiohine river bridge. This portion of the route has had one fatal and three serious crashes over the last decade. It is also the only section between Masterton and Featherston not to have a passing lane. The remainder of this section of the highway has had no fatal or serious crashes in the last decade. It is noted that the Fulton Hogan aggregate depot is located between the Waiohine Bridge and the Mangatere Stream bridge. This quarry has seen large increases in heavy traffic volumes due to the need for aggregate for infrastructure projects. There has been no increase in crashes even with this large increase in heavy traffic volume. The crash history does not appear to give strong justification for lowering the speed limit in this section. Therefore, we do not support a reduced speed on this section. Masterton to Carterton - This is the most critical section of the speed review; its entire length is identified as being in the top 10% in Mega Maps. Most crashes, fatal and serious are at the sites of the proposed new roundabouts. We believe the roundabouts should be prioritized ahead of reduced speeds. This is due to their ability to reduce the average speed along the road from Masterton to Carterton by simply being installed. The

AA, its members, and other transport groups have advocated for roundabouts for well over a decade. The installation of a median barrier along with the roundabouts would address most, if not all, of the safety concerns raised by Mega Maps, therefore we believe the appropriate speed would remain 100km/h. Median Barrier - Installation will ensure almost no head on crashes. The AA would be concerned if the installation of a barrier forced drivers closer to the edge of the road and closer to the power poles, the hazard they pose should be mitigated as part of any improvements. If the rope median barrier is to be installed then the turning bays into Ravensdown fertilizer depot should be retained with a break in the rope barrier. The design already has provision for a wider road area that can be utilized for the Saddlery to get to their house. The AA would suggest making the barrier length shorter by approx. 200m. There would be scope to change the drive way of the two of the affected land owners on the Ravensdown side, so that the entry/exit is via the Ravensdown entrance. This would eliminate the need for the southern turnaround. Roundabouts - All roundabouts have been well thought through but we have some concerns. SH2/Ngaumutawa Road - The pedestrian crossing needs to be moved closer to Solway Crescent. There is no pathway where it is shown crossing the road. The Tullochs side has far less vehicles turning into the industrial site. There is a truck fuel stop on the other side along with numerous businesses. We see it as safer for children to walk along to the Gateway Motor Inn and then cross. We also question the purpose of the raised table. Young school children may mistake it for a crossing. We recommend this is removed from the plan. SH2/Norfolk Road - Look at double lanes entry/exit for all four roads. SH2/Wiltons Road/E Taratahi - This is scheduled to be built first but is the least needed in the AA's view. An alternative possibility could be making the intersection a left-turn-in, left-turn-out access only with no roundabout. Martinborough/Gladstone traffic could be redirected to Cornwall Road.

- 15 I am writing up my thoughts on the proposed safety initiatives. In particular, the
8 proposed speed restrictions between Featherston and Masterton.

I have a private vehicle and a motorcycle and travel this route daily when commuting to work in Masterton. I have no issue with the proposed speeds within the town boundaries, as it is not likely you can go any faster than 40 though the town centres anyway. I do not accept the proposal to lower the speeds outside the town boundaries, however.

SH2 is the main arterial route through the Wairarapa. As such, if it is felt that it can not maintain highway speeds, that is the issue that needs to be addressed, not lowering the speed.

The highway from Featherston to Greytown, in particular, has no issues for a 100 Kph speed. The surface is good, it has clear visibility, straight lines and there are few entries onto it. The visibility at intersections onto the highway have good visibility in both directions.

The highway between Clareville and the Ravensdown fertiliser plant is a concern. It was resurfaced and was getting ripped apart by traffic within 24 hours. The surface is very slippery in the wet and has major tar bleed in the summer. The tar bleed in the bend at Hughes line is a major concern. I have witnessed a rider not used to the road conditions almost lose control in the bend, when he slid in the tar. I contacted the Wairarapa Road Safety Council and asked them to contact the appropriate authorities to have the road looked into, citing what I had witnessed. To their credit, the roading authority scraped the road to clear the tar bleed within a day or two but it is still a hazard when wet. Any work to remedy the road condition in this area seems to be piecemeal and just gets patched. Apparently putting up a sign to tell us the road is slippery in the wet is the answer, instead of addressing the road condition itself.

The passing lane area heading south at Waingawa is also in bad condition, with tar near the surface and is quite slippery in the wet.

Being a daily commuter on SH2 each day, I would suggest that the cause of most accidents would be driver distraction not speed. Every day without fail, I see drivers on their cell phones. Many often drift all over the road before looking up and realising they are off course. Often I will beep my horn when they drift toward the centre line. The current fines for using cell phones when driving is woefully inadequate and will be unlikely to change behaviours in this regard. Increasing the fine to something like \$1,000 or \$1,500 would have a huge impact. More policing of this event will have a bigger impact than lowering the speeds. Police on motorcycles would have a clear advantage in identifying these infractions.

My next point is in regards to the use of the flexible median barrier. The proposed site for this is in the Waingawa area, that has armco barriers on the roadside. As a motorcyclist, the armco and a now a median barrier on a narrow road would now give me no escape route, should I need to take evasive action. Hitting either barrier will not have a good outcome for me. The armco is only a single barrier which pushes the bike and rider underneath and into the metal posts. This should be armco to ground level, to stop us going underneath it. The use of this double system was trialled on the Coromandel Loop and my understanding is that it was a successful trial and is also being implemented on the Remutaka Hill. Why is the double barrier system not adopted on all new installations and put in place on existing single barrier systems, when maintenance

on them is carried out? The top of the armco barriers has the retaining posts proud of the top of the barrier siding. Sliding across the top of these would not be pleasant. The barrier should not have any of the posts proud of the top siding when they are installed. On the other side, with the installation of the flexible median, I now get tangled in the wire barrier and most likely high-sided into oncoming traffic. There would now be very little room for any escape.

One of the common themes in your proposal is that mistakes are inevitable. Why is nothing being done to address that issue; driver error? As a motorcyclist, I do rider training at least once every year. This is to refresh my knowledge, road-craft skills and better prepare me for when things go bad. This training has saved me from a serious accident on a number of occasions. In all incidences, it was car drivers in error. Predominantly, they appeared not to have seen me, even though my bike is lit up like the Starship Enterprise. Riding a motorcycle has almost given me a sixth sense and I often anticipate that the driver will do something dumb and I am already prepared.

Why is there no driver training for car drivers, similar to what we have for motorcyclists? What are the stats on motorcycle accidents for those they have attended training courses and those that have not? I would guess that it favours rider training as a way to reduce accidents. I am sure the ACC sponsored courses would no longer be running in their current format, if they weren't producing results. There should be years of data for this now, as I have attended these training course for many years. The issue of driver training has been raised by a number of prominent people; including Greg Murphy and Arron Slight. I see driver training as a vital tool to reducing accidents. The ride for ever training that myself and all of my motorcycling friends do each year has made us all safer, more road aware riders. These skills also transfer to our car driving.

In closing, I don't think the open road speed needs to change. I believe SH2, apart from a couple of areas north of Carterton, is safely travelled at 100 Kph. Those areas mentioned, need to be addressed to have a better road surface. As a state highway, it should be capable of open road speeds. If not, the road needs to be fixed to support that speed. Reducing speeds on open roads that people have travelled safely for years is not the answer.

15 The AA is a representative organisation that acts as a voice for our Member's to
9 authorities on transport issues, and also a long-time advocate for improving road safety. We acknowledge the strong commitment and effort from Waka Kotahi to reduce deaths and injuries on our roads and it is particularly pleasing that this proposal includes some engineering upgrades alongside speed reviews. A major focus for the AA when considering possible speed reductions is whether the new limits fit with the nature and purpose of the road, will make sense to drivers and have good public support. Our responses to the proposal is broken up into specific sections of the route below: Speed reductions within the towns - We support the reduction of speed limits within the towns. Member feedback is that the number of pedestrian crossings being raised seems excessive. We suggest that a sensible way forward would be to raise the school crossings and those with the highest pedestrian use initially. Monitoring could then be done for a length of time to assess whether there is a need for more beyond that. Featherston to Greytown - This section has only two minor corners on it and the straight and wide nature of the road means a speed limit below 100km/h will not make sense to many drivers and therefore be likely to have poor compliance. A driver likely falling asleep in 2019 is the only fatal on this section in a decade. There has also only been one serious injury crash in a decade and the low crash rate means this section of the highway is not in the top 10% of high-risk roads identified by the Mega Maps tool. The crash rate does not make a case for a speed limit reduction and such a change will lack credibility with many users of the road, therefore we do not support a reduced speed on this section. Greytown to Carterton - Only around half of this section is in the top 10% of high-risk roads identified by Mega Maps. The section between Greytown and the Waiohine river bridge. This portion of the route has had one fatal and three serious crashes over the last decade. It is also the only section between Masterton and Featherston not to have a passing lane. The remainder of this section of the highway has had no fatal or serious crashes in the last decade. It is noted that the Fulton Hogan aggregate depot is located between the Waiohine Bridge and the Mangatere Stream bridge. This quarry has seen large increases in heavy traffic volumes due to the need for aggregate for infrastructure projects. There has been no increase in crashes even with this large increase in heavy traffic volume. The crash history does not appear to give strong justification for lowering the speed limit in this section. Therefore, we do not support a reduced speed on this section. Masterton to Carterton - This is the most critical section of the speed review; its entire length is identified as being in the top 10% in Mega Maps. Most crashes, fatal and serious are at the sites of the proposed new roundabouts. We believe the roundabouts should be prioritized ahead of reduced speeds. This is due to their ability to reduce the average speed along the road from Masterton to Carterton by simply being installed. The AA, its members, and other transport groups have advocated for roundabouts for well over a decade. The installation of a median barrier along with the roundabouts would address most, if not all, of the safety concerns raised by Mega Maps, therefore we believe the appropriate speed would remain 100km/h. Median Barrier - Installation will ensure almost no head on crashes. The AA would be concerned if the installation of a barrier forced drivers closer to the edge of the road and closer to the power poles, the hazard they pose should be mitigated as part of any improvements. If the rope median barrier is to be installed then the turning bays into Ravensdown fertilizer depot should be retained with a break in the rope barrier. The design already has provision for a wider road area that can be utilized for the Saddlery to get to their house. The AA would suggest making the barrier length shorter by approx. 200m. There would be scope to change the drive way of the two of the affected land owners on the Ravensdown side, so that the entry/exit is via the Ravensdown entrance. This would eliminate the need for the southern turnaround. Roundabouts - All roundabouts have been well thought through but we have some concerns. SH2/Ngaumutawa Road - The pedestrian crossing needs to be moved closer to Solway Crescent. There is no pathway where it is shown

crossing the road. The Tullochs side has far less vehicles turning into the industrial site. There is a truck fuel stop on the other side along with numerous businesses. We see it as safer for children to walk along to the Gateway Motor Inn and then cross. We also question the purpose of the raised table. Young school children may mistake it for a crossing. We recommend this is removed from the plan. SH2/Norfolk Road - Look at double lanes entry/exit for all four roads. SH2/Wiltons Road/E Taratahi - This is scheduled to be built first but is the least needed in the AA's view. An alternative possibility could be making the intersection a left-turn-in, left-turn-out access only with no roundabout. Martinborough/Gladstone traffic could be redirected to Cornwall Road.

16

0 Solution

Install HIGH speed bumps 50 metres from intersection on all side roads that enter SH2 so the traffic entering a MAIN HIGHWAY has to crawl up to intersection instead of rushing up to intersection

Accidents are caused by impatience

Restricting Main Highways You will increase the the accident rate

The road from Masterton to Carterton has a very high vehicular volume most are in a hurry to either get to work or get home. It's purely a time factor

Speed restrictions cause frustration and a BREEDING GROUND for accidents

Thank you for reading My view This is backed up with 50 years driving experience

- 1 We commend the goal of making Wairarapa roading safer for the community, and thank you for the opportunity to contribute. In particular, the proposed roundabout at Ngaumutawa Road and Norfolk Roads are highly welcomed. We do not support the blanket reduction of all 100 km zones to 80 km as we don't believe it is necessary, given the traffic flow and safety upgrades that are proposed. A zero death goal is admirable, however is this achievable when road deaths are also caused by medical events and questionable behaviour already well outside the speed limit/rules. These events will continue regardless of the rules and law. How many of the injury and death statistics are related to vehicles travelling within the law and limits? We would like to make the following suggestions...
1. Reduce the speed limit through the shopping areas of Greytown, Featherston and Carterton to 30 km (not the proposed 40 km)
 2. Reduce the number of raised pedestrian crossings in those 30 km areas. Those that service schools or facilities regularly accessed by elderly should be retained, but additional raised crossings should not be necessary with a 30 km limit. Raised crossings have a high environmental and wear and tear impact on trucks, particularly those carrying livestock (such as horse trucks). Perhaps reassessing some of these as controlled crossings with traffic lights would be more appropriate in some instances.
 3. Reduce the number of changes to the speed limit in the section between Ngaumutawa Road and Wiltons Road. We suggest the number of changes could be somewhat confusing and lead to non-compliance with road users. (Coming south from Masterton) Would reducing the current 70 km change at Solway to 60 km right through to the Norfolk Road roundabout, and then moving to 100 km and retaining the full benefit of the existing passing lane be possible (see proposal for Wiltons Road below)? This seems to be the traffic flow currently. We certainly agree with reducing it through Ngaumutawa Road intersection and Norfolk road, and see little value in increasing it just for the bridge between. This could also remove the need for the raised table going North into Ngaumutawa Road roundabout (which we see as suboptimal for heavy vehicles).
 4. Remove the SH2 entry (from Nth) into Norwoods on the corner of Ngaumutawa Road. Even before the Roundabout is built. It is dangerous as it is with trucks (in particular) using the centre turn lane and traffic cutting into it to use for Norwoods entry. They could use the Ngaumutawa Road entry with more safety. I've witnessed several near misses in this location.
 5. Consider bringing the 70 km area coming south into Carterton back to at least Chester Road (which is difficult to turn right out of, particularly in a heavy vehicle, and has periods of high use during Showgrounds events) - or even back to the Southern Turnaround.
 6. What are your thoughts about our median barrier and roundabout design. Is there anything else we need to know before we apply for construction funding?
 7. Consider removing the East Taratahi Road roundabout and redirecting traffic as per suggestion below. We suggest this could be a safer option, perhaps will reduce cost, and reduce the amount of entry points onto SH2.
 8. Consider placing a roundabout at the SH2 / Humphries Street intersection in South Greytown. This intersection has a hugely increased volume of traffic, with another large subdivision underway and adding to the volume of traffic. A huge volume of local traffic crosses this each day to take children to schools on the east side. Addition of a roundabout at this location could also present the opportunity to divert all North Bound traffic off SH2 and along West Street. This could assist with making the pedestrian area of Greytown safer. An alternative to this suggestion would be to place a roundabout at Bidwells Cutting / SH2 intersection, and open up Pierce/South Street - using this to divert Northbound traffic left into South Street and along West Street. This could take pressure off the Humphries Street intersection and provide access to the large new subdivision. A new park is to be built along Pierce Street between West and Cotter Streets, so this may, in fact, have another benefit. However, this is close to the College and many students cross

at the Pierce/South Street / Wakelin Street location (shown with pink dots which would need to be taken into consideration.

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2 Thank you for the opportunity to have my input. I hope this email will be read.

My concern if the speed limit drops on SH2 from 100 kmph to 80 kmph is that people will use the 100 kmph Council rural roads to travel between towns. I have asked a number of people "if the speed limit is dropped to 80 kmph on the State Highway, what route will you take to get to Masterton" most said an alternate route. This will put an extra strain on Councils rural roads (are NZTA going to assist Councils in paying to repair the rural roads?) and does not address the speed on these roads at all. I see your reasoning is about safety on the roads, how can it be safer if there are more vehicles travelling in rural residential areas which have more housing and schools.

If going from Greytown to Masterton, the traffic on Gladstone Road and Te whiti Road will increase considerable. There is a school at Gladstone where traffic speed past at 100 kmph. Carterton District Council are not interested in dropping the speed limit past the school. Te whiti road has had a huge increase in subdivisions in recent years. It will be increasingly dangerous for residents to travel to and from their homes on these rural roads.

As a Government department, please consider the safety of ALL road users and not just those along a State Highway. We are all one.

The roundabouts are a fantastic idea and we'll overdue, thank you for this. I am unsure

about the barriers.

The raised crossing are also a fantastic idea, they certainly slow down the traffic as they have proven in Carterton.

16

3 We would like to make the following submission:

- Roundabouts are a great idea, all three in suggested locations

- Can the two roundabouts at Cornwall Road and East Taratahi Road factor in for two lanes when leaving the roundabout for 100m-200m on SH2, north and south, for slow travelling transport to move to the left hand land and usual speed transport to move to the right lane to pass. They use this system in Hastings, as we travel with a caravan we can pull into the left hand lane to let others pass, the same would be used by tractors, agricultural vehicles, which are travelling much slower than the rest of the traffic.

I was travelling behind a tractor between Carterton and Greytown, we were doing approx. 50kms and there was a queue of approx. 20 vehicles behind the tractor, luckily he found somewhere that he could pull over on to the berm to allow traffic to pass safely. If there isn't safe passing places, drivers get impatient and pass where it can be less than ideal putting other drivers at risk. If we could have some safe passing places like wider berms it would be safer for all traffic. (slow vehicle passing lanes?).

We have many months of agricultural vehicles travelling between towns, this should be taken into consideration.

- With the two roundabouts and safe passing berms we would like the speed limit to remain at 100km between all the towns, most accidents happen at the two dangerous intersections so our accident rate will reduce accordingly. Travelling at 80km for 40kms between Masterton and Featherston with two towns in between will be tedious and again leads to people making impulsive passing maneuvers. The exceptions being reducing the speed to 80kms between Masterton and the first roundabout on Cornwall Road, and lowering the speed limit to 80kms in the Clareville area, this is a built up area and is busy.

We would be one of the only districts that can travel at 80kms throughout, we don't hear of many accidents between Carterton and Featherston, it is mainly the two major

intersections between Masterton and East Taratahi Road and with new roundabouts this would reduce judgement errors.

Things like driver tiredness/distraction should be through constant re-educating, as for other roads in NZ, rather than reducing our speed limit between our towns.

Once you leave Featherston you are allowed to travel at 100kms, over the Rimutakas, doesn't make sense to reduce the speed limit on our straight roads, and have a higher road speed on a much more dangerous Rimutaka pass.

At the very least can you put in the three roundabouts, see how this impacts our accident rates and then address the speed limits between East Taratahi Road and Featherston a year after the roundabouts are completed?

Can I also suggest a raised crossing at Ngaumutawa Road (heavy traffic bypass) in front of Solway Primary School to help reduce traffic speed in front of the school and keep our children safe.

While on the subject of roading it would be great if you would consider passing lanes, slow vehicle passing lanes, between Masterton and Woodville, there is not one on this stretch of road. When travelling with a caravan you are very aware of traffic behind you and not being able to pull over for them to pass safely. It would be great if our roads had passing areas at regular intervals so the need to pass would be no longer necessary.

Can you please acknowledge that you have received and read this submission, many thanks.

16

4

Please keep the speed limit 100km between Featherston and Greytown. This is a safe stretch of road made unsafe by dangerous drivers. Put speed cameras in. Clareville should be 80km.

Liking the roundabouts between Carterton and Masterton.

Not sure what the turnaround thing is at Clareville or what problem it is trying to solve?

16 Firstly, good on you for looking at traffic safety.

5

However I'm not a fan of several proposed speed changes and some issues come to mind:

1.

As a regular commuter to Wellington and back to Carterton, I wish to state that a speed limit of 80km on SH2 is not acceptable, especially between Greytown and Featherston.

Fix the roads instead. Two lanes each way with a median barrier up the middle instead. There is plenty of room each side (apart from the Tauheranikau bridge area) so it should be a straight forward project. With the projected increased population of this area over the next 20 years you will be moving to future-proof traffic flow. Carterton Council has just approved over 400 new sections on the east of the town. Speed limits are a band-aid only.

Modern cars are quite capable of travelling at 100km safely, it's the fool behind wheel which are often the causative factor in crashes. Of the stated fatalities over the last ten years, how many were caused by medical issues, eg heart attack?

Another cause often struck are drivers going way too slowly or erratically driving say 80-100km. It soon gets tiring and I have seen drivers overtake in stupid places/timeframes. We dont need them driving 60-80km!

2. Speed limits exiting Masterton to Carterton

How many changes are NZTA planning over a few kilometres? Do you really expect drivers to yo-yo 50-80-60-80-60kms? Crazy! My suggestion is to make it 50km from Masterton boundary to Cornwall/Norfolk. Then carry on as per the norm with the restrictions already in place through the East Taratahi intersection which appears to work well (?) then back to 100km from south of the intersection to Somerset Rd at Carterton, at which point it drops to 50km? Keep it simple!

3. Carterton

Trying to drive onto our main street from side roads is just dangerous and frustrating. This is a very rural area with many logging (and other) trucks and the occasional tractor on the roads. For them to travel through the town centres is just congestive and irritating to other drivers. Please consider ring roads asap. The impact of growth on our 'small town living' (which is what attracted me in the first place), is resulting in unappealing city-living congestion. Never mind trying to utilise the parallel parking throughout town when there is a line of traffic right behind you.

If a ring road for all heavy traffic not needing to stop in town were to be directed (south-bound) East Taratahi – Para Rd – Waihakeke Rd – SH2 some corners would need alteration and sections widened. Also corner widening at the SH2 junction would be necessary for the turning trucks and allowing for safe drop-off of school students. But at least it would relieve some traffic through Carterton.

As for the roundabouts – about time!! Good to see.

16

6

I'm writing in full support of SH2 improvements thru the Wairarapa especially speed limit reductions.

16

- 7 I travel Masterton central to Carterton and back every day for work and where I agree with the roundabouts as see these essential I do not agree with the speed limit bring reduced to 70/80 or the passing lane being removed. I believe that the passing lane could stay in place but be shorter still giving the opportunity to pass. There are often vehicles on the road in the mornings (tractors and trucks) that the passing lane is beneficial in helping not back log the traffic.

With regards to the speed limit reduction, maybe to 90 but lower is ridiculous. Working in carterton I am 15 minutes from my kids if something happens, home to get out again with activities in time. My daughter often has hockey games at 4pm, hockey wairarapa would need to make these later upsetting there entire schedule as kids won't make on time. We have people leave work at 530 to make deliveries or pick up kids from daycare prior to 6, work will have to allow these people to leave early costing business money. I also believe that the speed limit being to low would cause more accidents of frustration or boredom.

- 16 While the introduction of median barriers and new roundabouts, plus the upgrade of a number of pedestrian crossings, are all positives for the region and for safety on SH2, I have to add my voice to the number of others dissatisfied with the decision to lower the speed limit instead of carrying out improvements and upgrades to the road between the four towns.

The state of SH2 is disappointing. As one of the two arteries feeding the capital, and gateway to considerable tourism and other offers the North Island has, there is an obvious need for this major road to be of a standard one would expect to be of international levels for commercial and private travel.

It is not. The work done to the road last year which was ruined by a hot spell literally melting it, has not been fixed to any level one would consider above temporary. The bulk of the road is single lane in both directions. Dropping the speed limit instead of fixing these issues is a massive cop-out. This is going to slow down traffic flow, and – especially in the bottleneck that locals know Carterton to be – will cause issues to commerce ad its timeliness for delivery.

I live in Featherston, work out of Masterton, and my job requires I drive a vehicle on the roads of the region daily. The roads need to be repaired and widened. What you have given is not a solution to the actual problems, and is only going to result in more inconvenience for the people of this region. Lazy and not an answer.

16

9 Over the last 30 years we have used this highway 2 often - so we want to contribute to the feedback - consultation process. We acknowledge there are issues and as the Wairarapa is becoming more popular - the traffic has greatly increased - which has created more hazards.

1. The long term goal should be a bypass - the trucks and heavy traffic have no alternative route - carrying food, logs, Motorhomes etc. My parents counted 17 logging trucks just one morning going over Remutaka's to Masterton the other day. The bypass from Masterton to just south of Mikimiki (near MtBruce) is brilliant!!

2. We need to think of the trucks , emergency vehicles etc that go through these areas during off peak periods - evenings, nights, early morning!! Please do not put any more raised crossings in or Raised Tables - they are very uncomfortable for everyone!!! Think of ambulance drivers, Fireengines, Trucks, Vehicles towing - where else do you see this on a State highway???? The other night we drove back in the dark - not a soul around - and we have this stupid raised crossing to slow down for - creating more noise from breaking.

2. We visit Norfolk Rd often - so lets start there - There are 2 many speeds proposed in a short distance - 4 speeds in about less than 2km . The drivers will be so busy watching their speed as they adjust their speed they won't be watching the road. And we are worried that police will be there to give people a ticket for going slightly over the speed limit as they adjust. Sometimes people miss the sign when there's a change in speed - We often tow a loaded trailer or caravan so changing speeds is not practical for such a short distance - we would go steady!!

Better to make it one speed through the whole area - 50, 60, or 70 - people are going to have to slow down to give way at a roundabout if a new one is put in. We often go through there and there is no cross traffic, so a roundabout needs to be easy to see across - so you can give way easily. It also needs to be wide, 2 lanes so one can turn left and one can carry on through.

3. All new roundabouts need a clear view - flat - no raised gardens that grow up and you can't see the traffic coming over the other side. The trucks and big vehicles can then carry on if the way is clear - especially during off peak times!!!! Double lanes for emerging traffic.

I have seen some big roundabouts where you can't see far - and they are frightening - I have been driving for 40 yrs - so spare a thought for our new drivers!!!

4. Too many unrealistic changes near Norfolk Rd turnoff will drive more traffic coming from the South down Chester Rd, which the resident's won't be happy about.

5. Carterton is busy - And you already have traffic slowing measure there att Beleverdere Rd - The roundabout slows the traffic down - during the day it is so busy you are usually driving at 40 km or less - so no need to change the speed - it will just be a nuisance for after hrs drivers - trucks etc when hardly anyone around - shops shut etc. Remember these people are just trying to get food to our supermarkets, items to and from ports - and keep our economy going. Being a truck driver is a stressful job - don't make it worse for them - 50km is ok!!!

6. School Zone - yes make it 30 or 40 during school drop off and school pick times only - other places have that with an electronic sign!!

7. Featherson & Greytown - just keep the whole area 50 - your chart says mean speeds are 45-49 and when it is busy we crawl along about 30!! anyway. People come to visit for relaxation but some people live there too - so make it pleasant for everyone. Slowing the traffic down doesn't always work because people get frustrated and do silly things - trying to pass - ducking down back streets etc.

8. I know you had a death in Carteron outside a shop - maybe you should make more parking areas so people walk safely to the shops from there. I think part of the traffic problem is people park on main Highway 2 - getting in and out of cars - with old people and children, and some just walk out onto the road to cross the road - wherever they want. It annoys the drivers. It is narrow too. If you put some barriers up from post to post outside the shops and people can only cross the road on the crossings - NOT RAISED - people will have to think about their actions more. The crossings you have are great - stopping to let people cross slows the traffic down too.

9. A median barrier is a good idea - but I think we do need to put in the best ones for everyone including motorcyclists - A day ride from Wgtn to Masterton is very popular and numbers will only grow over the years ahead, as more people settle in the Wairarapa. People travel to Wgtn for work and pleasure too, often on a motorcycle.

17 I would like to make a submission on your suggested improvements to SH2 between
0 Featherston and Masterton.

The road between Featherston and Masterton is pretty much a straight road with maybe three or four bends to contend with in the 100kph sections. It has limited passing lanes and they all have double yellow lines preventing traffic in the single lane from passing regardless of the level of oncoming traffic.

Choke points (bottlenecks) on this section of the road include:

- * Cars entering and exiting the supermarket in Featherston
- * The Humphries Street intersection in Greytown (for vehicles entering SH2)
- * The McMaster Street intersection with SH2 made complicated by the pedestrian crossing
- * The excessively 'humped' pedestrian crossing in Carterton slows traffic down to very low speeds
- * The roundabout in Carterton (size related I think)
- * The two intersections you have identified at East Taratahi Road and Ngamutu Road (for vehicles entering SH2)

Two points you have made on your website and obviously used as reasons for the suggested improvements include:

- * Speed increases both the likelihood of crashes and the severity of crashes when they happen. A small reduction in speed can make a big difference, especially when cyclists or pedestrians are involved.
- * There's been a high number of crashes on this section of SH2, between January 2010 and December 2019 there were 488 crashes. Four people were killed and 28 people were seriously injured.

The first point is a gross generalisation in terms of the likelihood of crashes being speed dependent and the reference to cyclists and pedestrians. The 100kph sections of SH2 in question are pretty much straight roads and pedestrians and cyclists are practically non-existent. You are likely aware of both the positives as well as the negatives in reducing speed limits on roads that motorists would regard as safe to travel at 100kph.

The second point may well be true but there is no indication as to the causes of the accidents, who was involved (drivers/cars/trucks/cyclists/pedestrians) or whether they occurred on the open road or in restricted speed areas.

So.....in terms of reducing the speed limit I would say you have a vague problem definition, do not have rigorous facts to support your suggestions and have not taken into account the negatives of reducing the speed limit on what is basically a straight road. I would suggest reducing the speed limit from 100kph to 80kph is flawed in its reasoning.

In terms of some of your other suggestions I am generally supportive (for example

additional roundabouts) but would like to make a comment with respect to pedestrian crossings and the 'humped nature' of the 'upgraded' crossings. Pedestrian crossings generally occur in 50kph areas but I would question why it is that the entrance and exit to the raised area are such that traffic is reduced to 15kph in the Carterton example. If that is the speed you think traffic should cross pedestrian crossings on SH2 then you have achieved that. I would have thought you might have considered a more optimal speed you want traffic crossing a pedestrian crossing and designed the entrance and exit accordingly.

While the 'Road to Zero' is a laudable goal most of us don't want to live in a Nanny State and have the State wrap us in cotton wool. Improving safety on our roads will never eliminate risk and it is naive to think it can be so. We are all our own risk managers and make risk based decisions all of our lives. While the State is expected to be heavily involved in risk management where one persons decisions may impact on others, there are areas where personal responsibility must prevail. Improving traffic flow must be an important goal for your agency and the Road to Zero must not prejudice that objective. Slowing traffic down needlessly is bad management.

- 17** I think that the proposed improvements shown in the plan on the NZTA website are
1 excellent although more should be done generally to improve the safety of pedestrians and cyclists.

On a related subject, I live on Loop Line outside of Masterton and travel regularly to and from Masterton on the bypass that runs along Paierau Road and Akura Road. I can never understand why the bend in the road over the Waipoua River bridge is signposted for an advisory speed of 85 km/hour. This is a tight, narrow bend with a concealed entrance. When travelling in either direction, I always cross my fingers as I enter the bend at 70 km/hour and hope that there will not be logging truck or other heavy goods vehicle on my side of the road on the narrow bridge. Travelling over the bridge at any speed above 70 kms/hour in either direction feels very unsafe and I have a late model vehicle with good handling characteristics. There is very little margin for error if 2 oncoming vehicles both enter the bend at 85 km/hour and one strays over the centre lines on the bridge. There is no significant hard shoulder on the narrow bridge to use in such an emergency.

Because of the large volume of traffic with many HGVs, my suggestion would be to have an 80 km/hour speed limit along the entire length of the bypass along Akura-Paierau Road until it meets SH2 between Opaki and Mikimiki and have an advisory speed limit on the bend over the Waipoua River bridge of 70 km/hour.

Hopefully the NZTA and our local and regional councils have a joint plan to build walking/cycling tracks throughout the Wairarapa region.

17

2 I am totally against this change. All it's going to do is increase the traffic on ponatahi road as it will be quicker, which has severely worse conditions which will just cause more crashes. All that needs to be done is to follow Australia's road conditioning and get proper roads rather than cheap surfaces that are ruined the day after installation. Spend more money once and it will solve the future dilemmas. Find out what the problem is rather than lowering speed limits so you don't have to put in the effort. From being in the industry all of the crashes I have responded to are due to distracted drivers. Think of other ways to stop this by enforcing the law that's already there. Add mobile phone cameras, average speed cameras, better lighting.

17

3 I travel to Masterton frequently and see no problem with the current open road speed limits. The road is mostly very straight with good visibility and, apart from in the towns, with very low density housing. I also believe that the accidents rate on the open road areas is comparatively low compared to that of other regions. A reduction of the speed to 80kmph would cause frustration for many drivers. I doubt a change would improve the accident rate. There is merit in considering a lower speed from East Taratahi Road to Masterton due to the number of vehicles turning off and onto SH2 in this area, particularly large trucks.

17

4 Logging trucks are allowed 90kmph on the open road. An 80kmph limit will cause congestion. Truck drivers need to deliver haulage and a reduction of 10kmph could cause financial loss. I visit Wairarapa usually at least once a week to help with college sports, purchase fruit and veges and visit family north of Masterton. If I had to travel at 80kmph on the open road I will cease to go there unless necessary. The motoway from Featherston to Masterton is the straightest and most even surfaced highway in this part of the country. Accidents are caused by driver faults, not road faults.

17

5 I submit the following:

- * I agree with the roundabouts at Ngaumutawa and Norfolk Roads
- * There need not be one at Wiltons/East Taratahi Road, as those coming from the east can easily go to the Norfolk Road roundabout
- * A left turn out of each of these roads is OK
- * 80kph speed limit through Clareville from Chester Road
- * No median barriers anywhere; they are deathly brutal on motorcyclists!!!!
- * They might be cheap but are inhumane; if you want barriers (not a bad idea in themselves), use proper concrete ones!
- * All rural parts to be retained at 100kph
- * After all, how many accidents happen in the 100kmh areas away from intersections?
- * Keep the rural passing lanes as they are
- * Pedestrian crossings as you propose

17 Masterton Ratepayers and Residents Association submission

6

Reducing speed limits is not the panacea to reducing accidents. Yes, the higher the speed the more risk of death if you crash. However, there are many other things that cause accidents, such as poor road condition, mobile phones, worn tyres, dirty windows, kids distracting drivers, mental health issues and so on. The focus on speed reduction in our opinion is misguided especially in the less population dense areas between towns. The Wairarapa regions population is growing considerably annually. The increase in traffic, exacerbated by the proposed reduced speeds will lead to gridlock, bottlenecks, and more mistakes by frustrated drivers, and believe any speed reduction could be mitigated by either a dual carriageway, passing lanes, bypasses, and free left turns at roundabouts.

- There are too many variations in speed limits proposed, we suggest the following to be acceptable 80, 60, 50, 40 to reduce confusion for drivers.
- We do not support the proposal to lift the speed limit to 80 from the Norfolk Rd roundabout to the Waingawa River bridge – being MDC town boundary - as the distance of this stretch of road is only 750 to 800 metres. The speed limit from the Norfolk Road Roundabout to the Ngaumutawa Rd roundabout should drop to 50kph from the Norfolk Roundabout to the Ngaumutawa road roundabout. There should be a feeder/merge lane from the Norfolk Rd roundabout to some distance past the entry to the Higgins Contractors/BakerAg subdivision to allow traffic to merge on to the main highway prior to the bridge.
- Roundabouts need to be wide enough to facilitate traffic entering from multiple points
- The roundabout at Norfolk Road should have a second exit [free left turn] lane from Norfolk Road into SHW2 which would then merge into the SHW2 traffic exiting from the roundabout as the current layout offers. There is considerable heavy traffic exiting Norfolk Road heading north that should not be held up waiting to get into the roundabout and when it does enter such a roundabout it would be at very slow speeds so creating traffic flow issues and potential for accidents.
- The section of SHW2 between Masterton & Carterton is effectively a commuter route between the two towns and carries an increasing traffic flow. We do not support the removal of the northbound and southbound passing lanes south of Norfolk Rd – even with an 80kph speed limit there is a justification for a passing lane between Carterton and Masterton.
- Reducing the speed and places to overtake will cause a slow line of traffic from Masterton all the way to Greytown. There are lots of commercial trucks, vans and commuters who use this road regularly, we believe there is scope for additional passing lanes or dual carraways or bypasses to move traffic.
- We support any median barrier which will reduce the opportunity for head-on incidents. However Further consideration must be given to

'Flexible road safety barriers' as they pose a far greater risk of loss of life for motor cyclists as opposed to a wider solid barrier

- 17** This Association is the national representative organisation for specialised transport operators that move large indivisible freight items that are overdimension and overweight. The Association has been advocating for our industry for over 50 years and we have a wide range of experience in ensuring that the roading system in NZ is fit for the purpose of transporting large loads around the country. While the number of these large loads may be small as a proportion of the total traffic that uses the roading network, the ability to transport oversize loads is a necessity as these loads are often key to infrastructure projects, are used in important industries (such as commercial or civil construction), or are pre-fabricated items that are being transported to the final location. In addition, the use of recycled houses and buildings contributes to the nation's houses stock, while new homes are able to be delivered straight to site, and classrooms can be delivered for when schools need to expand to cater for increasing roles. The Association advocates for the maintenance and preservation of current oversize routes. In many places around NZ there is only one haul route suitable for oversize loads, and it is crucial that these routes are retained and where possible envelope clearances are improved.
- 7** 1. Requirements for Routes for Oversize in Wairarapa The routes to and through the Wairarapa is along SH2 to destinations in the Wairarapa or through the areas to points north and south. While the access from Wellington does have the Remutaka Hill, this is no barrier to oversize loads (including houses being relocated) and this is the primary route for loads. For that reason, it is crucial that SH2 from Featherston to Masterton is retained as an oversize route. We have concerns that the safety works proposed on SH2 will restrict the widths of oversize loads that can be transported on this route with the current width of the road and the median barrier to be installed from Carterton north. In addition, the roundabouts have to be designed to be suitable specifically for oversize transporters. Examples of oversize loads that are transported along SH2 for clients include: - relocatable classrooms for schools, - houses that are being recycled onto a new site, - new pre-fabricated homes that are being transported to their final location, - prefabricated construction units or alike – such as wind-farm components, - large forestry equipment that have to be transported for tree processing teams. Therefore it is crucial to maintain these oversize freight routes when considering the design of these safety improvements. In general the dimension envelope that this

Association seeks for SH2 is as follows: The envelope needs to be provided between any “hard” road-side or overhead restriction that includes light poles, power poles, cut banks, signage and trees or vegetation.

Centre Road Median Barrier

The proposal identified that a median barrier between Carterton and Masterton is to be installed. This median barrier must be designed with the transport of oversize loads in mind. This includes having suitable overall width so that wide overside loads can travel on their own side of the barrier, and not have to overhang it. The minimum cross-section that we need is pictured as follows: The crucial dimensions are: Overall 9.5m from the centre road median to any roadside restriction – be this a lightpole, powerpole, sign or tree. This way loads up to 9.5m in width can travel on their own side of the median. For loads wider than this, then they will have to overhang the barrier into the opposing lane, and the load pilots will need to manage the traffic coming in the opposite direction. From the centre median, to the edge of the road pavement, the width of 6.5m allows the transporter to travel hard over against the edge barrier and reduce the amount that the wide loads will overhang the barrier. Loads up to 11.0m in width can travel without special engineering permission, our design requirement listed above will allow 85% of loads to travel on their own side of the barrier safely, so this is our rationale for this design.

Roundabouts

There are three roundabouts proposed for SH2, and it is crucial that they are designed for larger transporters to travel from the side roads – and not just straight through on the State Highway through the roundabout. This is due to the fact that transporters need to travel in/out of Norfolk Road from SH2, and to access the heavy traffic bypass on Ngaumutawa Road, both north and south bound. In addition, we point out that the types of heavy trucks that the swept path needs to include are larger than shown in RTS-18, and HPMV vehicles. The two vehicles that we need modelled are a 4 rows of eight transport and 2 rows load divider, as well as a 3.1m wide transporter with an 11m load being moved. There are attached to the submission the swept path dimensions for the two main types of vehicles that are utilised in our industry. The swept path will indicate how the roundabout needs to be designed to accommodate oversize transporters, but likely features that will need to be included are:

- A mountable collar of up to 2m width around the inside of the roundabout, no more than 80mm in height. Any lip on edge of the collar needs to be no more than 20mm in height. The roundabouts are noted as mountable roundabouts, but the cross section would need to be scrutinised to ensure that heavy haulage transporters can mount over them.
- Location of signs and lightpoles back from the edge of the roundabout (lightpoles to be 1.5m to 3.0m back from the kerb depending on the swept path requirements).
- At least 7.5m from the edge of any islands on the approaches to any width restricting element such as a lightpole – or the large blue directional signs. This applies both on the entrance to, and the exit from the roundabouts (especially where only one traffic lane is provided).

Any give-way roundabout signage (R2-3) can be designed to be removeable and installed in sockets. The same socket mounting to be provided for any Keep Left RG17 signs on centre islands.

SH2/Ngaumutawa Road Roundabout

In addition to the general requirements above, the crossing point/speed tables with median islands need specific design to cater for oversize as follows:

- The speed table to be no more than 80mm in height above the road surface so that heavy haulage transporters with low ground clearance do not scrape on the surface of the table
- The islands need to provide 7.5m on each side of the islands to any lightpole or other restriction as pictured:
- If there are belisha style signs that need to be installed then we prefer that these also provide the 7.5m width, or are in sockets so that they can be easily removed and replaced.
- Any pedestrian/cycle hand rails on the median island need to be less than 1.0m in height above the road surface – or easily removeable in sockets. The cross section of the fully mountable island must be no more than 100mm above the road surface to allow heavy haulage transporters to mount over the roundabout.

Pedestrian Crossing Upgrades

The consultation states that there are a total of 21 pedestrian crossings that are being

considered for upgrade on the SH2 route. For raised crossings, these will need to be designed to ensure that they are suitable for oversize loads, including:

- A height of no more than 80mm, this is due to the fact that oversize transporters often travel at a height of 100mm (which is the minimum ground clearance permitted in the VDAM Rule).
- The slope and exit need to be gentle, and those with a 2.5m access and 3.5m exit are suitable.
- No centre islands - Lightpoles and signage needs to be back from the edge of the road, so that there is 11.5m clear width between them. We do not prefer lightpoles/signage that are demountable.

Speed Consultation From an oversize load perspective we would prefer to keep the open road speed at 100 km/h in the areas between the various Wairarapa towns – rather than the 80km/h primarily proposed. These are the sections 2, 7, and 12. The reason for this is most oversize loads travel at off-peak times, when there is less traffic on the road. It is more efficient for freight to travel at this time, and for the off-peak travel speed to be restricted to the same as for peak travel will mean unnecessary delays. Is there a legal way to have speed limits between say 7pm at night to 5am in the morning with higher speed restrictions? The other option could be for these sections to have speed limits of 90km/h, closer to the current normal travelling speed, and also the same max speed as trucks, so that there is no difference between heavy and light vehicles max speeds. This would lead to less overtaking manoeuvres being undertaken compared to the current 100 km/h limit. If there is an outcome from this consultation is that there are speed changes, then any new threshold speed signage needs to be designed in compliance with the Associations' Design Specification, which requires 11.5m width gap between the signs to allow oversize loads to travel between them, or that the signs are located at least 7.5m from a median barrier or centre islands (9.5m is preferred).

- 17 Before getting into my feedback on the proposed changes I would like to provide some
8 feedback on your communications. The booklet outlining the proposed changes on the Masterton to Featherston State Highway and seeking feedback via submissions I was given by someone living in Petone who received it in their letterbox. I have anecdotally checked with people I know in the Wairarapa and have not found anyone who has received this booklet in their letterbox. Someone else I know in Upper Hutt has also received this booklet.

I am unimpressed people in the Hutt Valley have received this booklet in their letterbox while I and other family and friends I have checked with, have not. I think you have failed in your communications to ensure people most affected received these booklets while people who don't even live here did.

I live here and drive these roads regularly. Having the maximum speed between Featherston and Masterton as 80km/h is in my mind complete overkill and will make travelling between towns unnecessarily tedious. I also think this will cause traffic to have less gaps and make it more dangerous to turn on to the State Highway from side roads. The only section I would like to see be 80 km/h is the Clareville section past Chester Road, the A&P showgrounds, Clareville Bakery and the Clareville Garden Centre.

I think your proposed maximum 80 km/h speed changes will make the traffic worse and the Wairarapa less liveable.

I find these roads wide and comfortable to drive on and even when I am a cyclist, I am not afraid. To give you context about me, I am a very cautious person.

The other thing I find baffling is that you do not propose to lower the limit from 70km to 50 km going past South Wairarapa Vets just north of Carterton.

The vet has recently moved to this new location and I think this is an accident waiting to happen. We take our pets here and getting in and out is quite difficult. I expect one of these days someone is going to get hit here, most likely some old Dear taking her beloved Fluffy to the vet.

The other speed zone I think you have wrong is the few hundred metres of 80 km/h zone you have proposed between the south end of Masterton and the proposed roundabout at Norfolk road. This should be 60km/h. Why would you make the speed limit faster for such a short distance?

I think the roundabouts are an excellent idea and fully approve of these at the proposed locations.

Feedback in general on roads in the Wairarapa region

I read in the newspaper recently that you consider the 110 year old Waihenga bridge just outside of Martinborough fine for another 20 years. I think this bridge needs urgent replacing and is not fit for purpose.

While officially two-lane, I think it is more like a one and a half lane bridge. You have to be careful not to go onto the bridge if a truck or tractor is on it. If I was cycling across this bridge I would be terrified for my life.

- 17 Question 1 - Not supportive of speed changes - upper crap
9 Question 2 - Not supportive of infrastructure improvements - upper crap
- 18 Question 2 - Supportive of the Wairarapa road works and the infrastructure changes. Not
0 happy about the current state of Ferguson Drive in Upper Hutt, from Silverstream to Pine Street Avenue. Please improve the condition of this road immediately.
Question 1 - Supportive of the Wairarapa road works and speed change
- 18 Question 1 - Multi speed areas are stupid, and there shouldn't be so many speed
1 changes in so little distance. Open road should be 100kmph, towns should be 50kmph.
Question 2 - Median barriers are dangerous and shouldn't be used. Support current roundabout design proposed.
- 18 Question 1 - Leave speed limits as is
2 Question 2 - No median barriers
- 18 Question 1 - Expected that the proposed speed reduction means that it would take over
3 an hour to get from Featherston to Masterton, and that people would rather go over the hill to Upper Hutt than go into Masterton to do shopping. Traffic also exacerbated by the train not going, and the bus replacement is horrible.
Question 2 - No comment
- 18 Question 1 - A news article submitted that details an article where 12 people where
4 against the speed change and one was for. Not supportive of the proposed speed change.
Question 2 - No comment
- 18 Question 1 - If speeds are lowered on SH2 through Greytown, alternative routes through
5 residential streets to avoid traffic on SH2 in the centre of Greytown will be used more, which is not a good thing.
Question 2 - No comment
- 18 Question 1 - The accident statistics do not justify lowering the speed limits to 80kmph.
6 Question 2 - Median barriers are not justified as the road is straight and in reasonable condition. Roundabout improvements would aid traffic movement and is a positive upgrade.
- 18 Question 1 - Not supportive of the proposed speed change to 80kmph on SH2. There will
7 be a lot of extra time for transporting goods and commuting time.
Question 2 - No reason to have median barriers on a straight road. Support proposed roundabouts. Strongly object to raised pedestrian crossings on SH2 as they are unnecessary and potentially damaging to vehicles. The prosperity of Wairarapa is built on cars and trucks, not pedestrians and bicycles. Bypasses for Carterton and Greytown should be prioritized.
- 18 Question 1 - Is of the opinion that changing the speed is the cheapest option and that is
8 not good enough, NZTA doesn't really care about road users and not all of the facts in the information sheet are true which makes NZTA liars.
Question 2 - Against median barriers as they harm motorcycle riders
- 18 Question 1 - Is of the opinion that the number of fatal crashes on the route does not
9 justify the drop in speed, as when you try and work it out using the statistics provided it is such a small proportion of trips on the road that result in crashes. Speed shouldn't be

dropped unless it is justified.

Question 2 - No comment

- 19** Question 1 - Does not support the lowering of the speed limit on the state highways
0 from 100kmph to 80kmph. Don't rename passing lanes to slow vehicle lanes. Is of the opinion that people will move to travelling on rural roads of poorer quality so they can travel at 100kmph instead of going on the state highway.
Question 2 - Close Wiltons and East Taratahi Roads and make people travel to SH2 and Norfolk where there should be a two laned roundabout installed. Median barriers are dangerous on single laned highways, as people get stuck behind the slowest moving vehicle unable to pass
- 19** Question 1 - Supportive of the Speed changes.
1 Question 2 - Supportive of the proposed infrastructure improvements
- 19** Question 1 - No comment
2 Question 2 - Supportive of the proposed improvements.
- 19** Question 1 - Wants to know what the plan is for improving travel times under the new speed limit, as the road is slow under the current limit, let alone with a lower speed.
3 Question 2 - Concerned about having enough space to pass slow agricultural vehicles if needed with median barriers in place. Worried about the whole state highway having to go the speed of a tractor along the state highway.
- 19** Question 1 - Police should be doing more work enforcing the speed limit, and there
4 should be a bypass for all of the towns going up towards the Hawkes Bay. Changing the speed limit is a waste of money and won't do anything to help improve the safety of our roads.
Question 2 - Build a better road, a bypass up through the Hawkes Bay instead of trying to improve this one.
- 19** Question 1 -
5 Area 2A: Improve on and off ramp traffic, eg speed up/ slow down lane
Area 2B: Improve on and off ramp traffic, eg speed up/ slow down lane
Area 7: Keep passing lane, concept of a slow vehicle lane doesn't work
Area 12: Keep passing lane, concept of a slow vehicle lane doesn't work
Question 2 -
Remove all raised crossings
Install raised traffic lights
Median and side barriers are a good idea.
There should be no roundabouts on state highways outside of urban areas.
- 19** Question 1 - Supportive of speed changes
6 Question 2 - Supportive of proposed changes
- 19** Question 1 - The proposed changes place the blame on human error, but I think the
7 reason for crashes is a lack of investment in infrastructure. The answer is build a larger, safer road to move the increase in people through, where public transport is consistent and the transport system can support the population growth within an area.

19 Question 1 - Supportive of the speed changes but not of the change from 100kmph to
8 80kmph on the long straight stretches of SH2. Improving the condition of the road should be the focus on these areas, not reducing the speed.
Question 2 - Agree with median barriers on high risk section of SH2. Agree with roundabouts at Ngaumatua Rd and Norfolk Road, unsure about the necessity at Wiltons/ East Taratahi Road. Supportive of pedestrian crossings

19 Question 1 - We need better skilled drivers, lower speed limits is not the answer.
9 Question 2 - Support median barriers but rope barriers are no good.

20 Question 1 -
0 Area 1: Go to 60kmph not 50kmph
Area 2: To 80kmph please
Area 2A: To 80kmph please
Area 2B: To 80kmph please
Area 3: To 60kmph not 70kmph
Area 4,5,6 and 6A: To 40kmph please
Area 7 and 8: To 80kmph please
Area 9,10 and 11: To 40kmph please
Area 12: To 80kmph please
Area 13: To 60kmph please

40kmph for high density shopping/ town centre places, 60kmph for intermediate areas and 80kmph for two laned open roads. Reserve 100kmph for open roads with passing lanes only.

Question 2 - All roundabouts need to be flat and safe to run over at low speeds, and must be a strong concrete roading surface.

20 Question 1 - Boundary Road/ SH2 intersection speed required is 50kmph as there is a
1 new subdivision going in. Harrison Dt/ Boundary St intersection dangerous. Vision low, contour of intersection needs improving and speed lower is supported
Question 2 - No Comment

20 Question 1 - Supportive of the speed changes, but would like a bypass option to be on
2 the cards for the future.
Question 2 - No comment

20 Question 1 - Very concerned about the increases in journey time that lowering the speed
3 will have on trips around the towns and between them and Wellington City. Wants the increases in journey time to have a large weighting when considering the impact of the speed change.
Question 2 - Very concerned about the increases in journey time that roundabouts and intersection upgrades will have on trips around the towns and between them and Wellington City.

20 Question 1 - Speed limit should be kept at 100kmph, 80kmph would be too tedious.
4 Question 2 - Median barriers being installed from Featherston to Greytown would be good.

20 Question 1 - Not supportive of the proposed speed change, as they don't believe that it
5 will make it safer. More passing lanes and median barriers would make it safer, as would widening the road for cyclists. Lowering speed is just going to increase driver frustration and encourage unsafe passing.

Question 2 - Supportive of center median barriers, and new roundabouts are necessary to keep traffic moving safely.

- 20** Question 1 - Please leave the speed at 100kmph. Why not put in a bypass road as it would illuminate issues and be good for heavy traffic flow. Put the welcome to Featherston signs back.
6 Question 2 - Median barriers are dangerous for motorbikes. Roundabouts are a good option.
- 20** Question 1 - If speeds are changed, daily users speeds will stay the same, so speeds need to be clearly signposted. Variable speed zones work well for the city motorway, continue what works.
7 Question 2 - Not supportive of roundabouts as they will cause delays in traffic. If they are going to be put in, need to be designed as open roundabouts so the turns aren't very sharp.
- 20** Question 1 - The road doesn't need to be made any slower, as it is already a long trip to Wellington for work. Improve the condition of the road instead of lowering speed. There should also be a passing lane in each direction between the towns.
8 Question 2 - Proposed roundabout, median barriers and raised roundabouts are a good idea. proposal to remove passing lane south of Masterton leading to East Taratahi roundabout is not a good idea.
- 20** Question 1 - Reducing the speed limit is not a good idea as it will bring more aggression and impatience on the road. Get rid of the passing lane going into Masterton, never made sense passing into a 70kmph zone. Need more speed cameras, and accidents are caused by careless driving, not speed.
9 Question 2 - Yes to all median barriers, they save lives. Roundabout at Norfolk for sure, Wilton, not needed. Pedestrian crossings are fine, pedestrians just need educating
- 21** Question 1 - Supportive of speed changes, and there needs to be more cameras installed.
0 Question 2 - Supportive of median barriers and roundabouts.
- 21**
1 Question 1 - Lowering the speed on a long straight road is not the solution! A higher speed limit with more passing lanes would be better. Accidents happen due to driver inattention and lack of skill - more driver education is the answer. 80kmph from Greytown to Featherston is ridiculous. Question 2 - Median barrier are good, means we don't have to lower the speed limit. Sort out the intersection by JNL, its really dangerous.
- 21** Question 1 - Road should be four-laned and it is a horrible idea to eliminate the passing lane between Norfolk Road and Wiltons Road.
2 Question 2 - no comment
- 21** Question 1 - Not supportive of lowering the speed limit on a state highway to 80kmph.
3 Point 5 to 40kmph isn't a good idea either as it is too many speed changes in a short period of time.
Question 2 - Median barriers and roundabouts are a good idea.
-

- 21** Question 1 - The road doesn't need to be made any slower, as it is already a long trip to Wellington for work. Improve the condition of the road instead of lowering speed. There should also be a passing lane in each direction between the towns.
4 Question 2 - Proposed roundabout, median barriers and raised roundabouts are a good idea. proposal to remove passing lane south of Masterton leading to East Taratahi roundabout is not a good idea.
- 21** Question 1 - Supports speed changes apart from point 12 and 13, the existing speeds there are appropriate. Reductions in speed there will only increase driver frustration.
5 Question 2 - Support roundabouts and median barriers.
- 21** Question 1 - Dropping the speed to 80kmph on a state highway is an over-reaction and shouldn't be done.
6 Question 2 - No problems with the proposed changes, looks good.
- 21** Question 1 - Consistent speed is important, as it is confusing if there are too many changes. If dropping it to 40kmph, drop it to 40 all the way. More road speed signs needed
7 Question 2 - Good stuff
- 21** Question 1 - Please consider a 70kmph zone at the south end of Geytown on SH2 from Bidwell Cutting Road out to proposed 80kmph zone to Featherston. Retain 100kmph limit from Greytown to Featherston and retain passing lane south to Greytown.
8 Question 2 - No comment
- 21** Question 1 - Masterton: Agree with suggested. Carterton: Retain area 6A to 5 at 40kmph. Greytown: Retain Area 10 at 50kmph. Featherston: Retain area 14 at 50kmph. Motorists are used to consistent speed and too many changes will only confuse people and not change bad habits.
9 Question 2 - Roundabouts need mountable islands for longer vehicles to get around. Agree with removing passing lane from Cornwall to Taratahi. Pedestrian crossings must be visible to motorists.
- 22** Question 1 - taking away passing lanes and turning them into slow vehicle lanes doesn't work. Removing them as passing lanes will only increase driver frustration. Some speed restrictions are appropriate for rush hours but a lot are too conservative I think
0 Question 2 - Great ideas!
- 22** Question 1 - Build a bypass if you are going to slow the speed down. Speeds are fine as they are.
1 Question 2 - Don't take away passing lanes, but median barriers are fine.
- 22** Question 1 - Open road speed should be increase to 115 to 120kmph on straight sections of road with electronic warning signs reminding vehicles to keep their distance. Electronic enforcement should be the standard ad vehicles should be able to pass.
2 Question 2 - The new roundabout at Totara Street will be a hazard for eastern bound traffic. There is inadequate space between the kerb and the roundabout on the eastern side.
- 22** Question 1 - Don't change the limit, 80kmph is silly on a state highway. The proposed speeds within town boundaries are reasonable.
3 Question 2 - Supportive of barriers and roundabouts.

22 Question 1 - Speed doesn't need to be reduced as the drivers who speed will go that fast
4 whatever the speed limit is. We need more driver training, so people are more considerate on the road. Tougher penalties and car power restrictions for the first few years of driving are needed too.

Question 2 - Roundabouts are a great idea as they keep traffic flowing. Drivers need to be educated on the use of indicators on roundabouts.

22 Question 1 - No comment

5 Question 2 - Akatarawa Road roundabout - lights preferable here.

22 Question 1 - No comment

6 Question 2 - With housing development happening in Carterton a new pedestrian crossing is needed at Kent Street on SH2 for people crossing from public transport.

22 Question 1 - The trip from Featherston to Masterton is slow enough as it, and reducing
7 the open road speed will only increase driver frustration, road rage and risk taking. We should look to maintain the road enough to increase the speed to 110 or maintain the current speed limit and police the roads more.

Question 2 - Questioning if median barriers are actually safer as you can't avoid something in front of you and emergency vehicles will have a hard time getting through.

22 Question 1 - Changes are good. New speed limits need to be clearly signposted. More
8 signs along the route in general would be good. Needs to be some way of ensuring trucks keep to the limit, as a lot of them overtake other cars.

Question 2 - Median Barriers are a great idea and should be all along our highways. Supportive of raised pedestrian crossings too.

22 Question 1 - Speed limits are fine as is. Would like signage at the bottom of the
9 Remutaka Hill advising people to stay left in their lane due to a large number of heavy vehicles using the road.

Question 2 - Support roundabout at Ngaumatua Road, Norfolk staged after Ngaumatua.

23 Question 1 - Don't change the speed, take the logging trucks off the road.

0 Question 2 - Don't like speed/ median barriers.

23 Question 1 - Changing speed limits is a good idea, increases safety and good planning for
1 the future.

Question 2 - Roundabout and median barrier design looks good.

23 It is likely that the speed change will have a negative effect on ambulance services within
2 the district, as they main ambulance hub is located in Masterton. There is thought about installing roundabouts along the route which I would support. Support further passing lanes as well. He is the chief medical officer at Wairarapa Hospital, and his main concern is the high risk of preventable deaths that could occur due to the increase in travel time from the decrease in speeds on the road.

23 Question 1 - Lowering the speed limits will not help and it will only cause traffic
3 congestion, driver frustration, and time efficiencies for users. Improve the infrastructure, don't reduce the speeds.

Question 2 - Agree that we need roundabouts, but they need to be two-laned roundabouts. No need for median barriers as that would mean people couldn't pass.

23 Question 1 - Consider a bypass. The constant speed changes are ridiculous - needs to be
4 more consistent. Double lane passing bays need to be installed in the flat area from Featherston to Masterton.

Question 2 - Roundabout on highway will be dangerous and cause more accidents through lack of giving way and slow start offs. Median barriers don't allow overtaking and just slow traffic down to follow the slowest car.

23 Question 1 - Don't alter the speed limit down when the average speed is 85-89kmoh.
5 Use pedestrian lights at crossings so they don't frustrate drivers. Train pedestrians that they don't step on the crossing when there is a car already there

Question 2 - A hole in the median barrier for turning right out of the Ravensdown Store on SH2, would prevent twist -trucking. Traffic is fine in the current set up without roundabouts, why not two lane the one at Ngaumutawa and SH2 to future proof it.

23 Question 1 - Supportive of speed change.

6 Question 2 - Place speed bumps before raised crossings to slow drivers down before reaching the crossing.

23 Question 1 - Too many speed changes in too short a distance. 100kmph speed limit is
7 good for the open road, and 50 is fine through towns

Question 2 - No problems with roundabouts or pedestrian crossings, and median barriers are fine where needed. Drivers need educating on how to use roundabouts as well.

23 Question 1 - Supportive of lowering the speed limit, but aware that in doing so will cause
8 more congestion so other measures need to be taken to mitigate. The number of cars on our roads is the big problem that needs to be addressed

Question 2 - supportive of proposal, but please keep pedestrian crossings away from blind corners, or corners in general.

23 Question 1 -

9 Area 2a: Improve on and off ramp traffic, ie speed up/slow down lane.

Area 2b: Improve on and off ramp traffic, ie speed up/slow down lane.

Area 7: Keep passing lane, concept of slow vehicle lane doesn't work.

Area 12: Keep passing lane, concept of slow vehicle lane doesn't work.

Question 2 - Remove all raised crossings

Install modern traffic lights at least 2 per town - these will also allow for safe pedestrian crossings.

Median barriers are safe as long as there are no metal ropes, and no roundabouts on state highways outside of urban areas.

24 Question 1 - Against speed reduction, roads should be better maintained to allow a
0 100kmph limit. Lowering the open road speed limit will only lead to longer travel times and more frustration for drivers. Removing passing lanes is not a good idea either. Invest more in road maintenance instead.

Question 2 - Agree with installation of roundabouts at major intersections and lowering of speeds approaching those intersections. Median barriers cause more congestion and frustration and could hamper the efficiency of emergency services if one side of the road is blocked.

24 Question 1 - No comment

1 Question 2 - Roundabout at base of Norfolk Road and Ngaumatawa Road should be given top funding priority. At both intersections almost impossible to turn right, especially due to high use of the road by heavy vehicles. Doesn't like median barriers, and they shouldn't have the same funding priority as the roundabouts.

- 24 Question 1 - Keep speed at 100kmph at all times were possible. No raised pedestrian crossings between Greytown and Featherston. Median strips i the middles of the roads are great as you only have to look one way when turning right. The road could be narrowed at the side to make crossings more visible,
2 Question 2 - Likes the roundabouts, especially the one at East Taratahi Road and SH2 intersection, this one should be built first. Dont like side barriers as machinery cant clean under them, and nowhere to pull over for breakdowns.
- 24 Question 1 - Passing lanes at point 7 and point 12 need to be retained for passing heavy vehicles prior to the Remutaka Hill. It is unreasonable to expect smaller vehicles who can travel at higher speeds to be stuck behind haulage trucks. The speed should not be 80kmph, 90 would be okay.
3 Question 2 - No comment
- 24 Question 1 - Don't dumb the speed limits down to the lowest common denominator!
4 Leaves normal drivers very frustrated. snail speeds cause frustration and lack of concentration.
Question 2 - No real opinion, but there are already too many pedestrian crossings on the main road.
- 24 Question 1 - Totally in favor of the speed limit reduction proposed as it is right outside my driveway. Please ring me to keep me informed as I don't have an email address.
5 Question 2 - no comment
- 24 Question 1 - No comment
6 Question 2 - No comment
- 24 Question 1 - Too many speed changes within a short distance is confusing and creates uncertainty. Choose a low speed zone and a high speed zone and sign the areas accordingly instead. Compliance will improve the more drivers understand the speed limits.
7 Question 2 - Solid median barriers are safer for everybody. Make sure the roundabouts are as large as possible as small roundabouts impede traffic flow.
- 24 Question 1 - There are too many speed changes in a short distance in the current proposal. Very confusing for drivers. The roundabouts are going to cause issues with drivers and so are the 'improved' pedestrian crossings.
8 Question 2 - Too many roundabouts in current proposal.
- 24 Question 1 - Happy with new speed limit proposal heading into Featherston as it is difficult to pull out of Watt Street. Lowering State Highway limits to 80kmph overall would cause more congestion and impatience meaning more risky overtaking. More passing lanes is the answer to that, and improve condition of the State Highway as well.
9 Question 2 - No comment
- 25 Question 1 - Supportive of more speed cameras being installed in all areas.
0 Question 2 - Good ideas - need a permanent checkpoint for drunk drivers.
- 25 Question 1 - Supportive of a lower speed limit.
1 Question 2 - Supportive of a pedestrian crossing and roundabouts being put in.
- 25 Question 1 - No comment
2 Question 2 - Perfect proposal

- 25 Question 1 - Need better indication of speed limit, as drivers spend time looking for speed
3 sins instead of looking at the road.
Question 2 - Need a roundabout or lights at intersection of Akata Road and SH2 in Upper Hutt.
- 25 Question 1 - Make everyone take driving lessons with a proper driving school. Educating
4 drivers properly is key to making the roads safer.
Question 2 - No comment
- 25 Question 1 - Supportive of speed change, and just wants it implemented. From
5 Masterton to East Taratahi Road speed could be 90kmph. From East Taratahi Road to Somerset Road speed could be 100kmph. From Portland Road to Hurenuui Road speed could also be 100kmph. From Bidwells Cutting Road to Boundary Road speed could be 100kmph. Remove the median barrier south of Norman Ave.
Question 2 - Roundabout design looks good.
- 25 Question 1 - No comment
6 Question 2 - Supportive of median barriers and roundabouts.
- 25 Question 1 - Supportive of the reduced speed limits, but they will have to be heavily
7 monitored.
Question 2 - Median barriers are a waste of money. Roundabouts are fine as long as they are large enough to allow for big trucks to go through them as well.
- 25 Question 1 - no speed changes needed.
8 Question 2 - Supportive of roundabouts, median barriers and raised pedestrian crossings.
- 25 Question 1 - Don't agree with reducing speed from 100kmph to 80kmph on the main
9 stretch of highway, the road condition needs to be improved instead.
Question 2 - Don't care about roundabouts and don't think median barriers are needed. Raised pedestrian crossings are a good idea.
- 26 Question 1 - Supportive of the proposal
0 Question 2 - Supportive of the proposal
- 26 Question 1 - Disagree with the proposed speed limit changes from 100kmph to 80kmph
1 as those pieces of road have good visibility and are relatively straight.
Question 2 - Roundabouts are a good idea and lower speed around those will be needed. Median barriers are ridiculous as this is a rural area with agricultural vehicles and slow traffic.
- 26 Question 1 - Speed limit should be 50kmph continued to Pinehaven. Trucks often park
2 over our driveway despite yellow lines, very annoying. Continued yellow lines would be good from North Street to the Big Apple.
Question 2 - Hopefully the improvements work and reduce accidents.
- 26 Question 1 - Proposal is good in terms of safety, but will cause a lot of driver frustration
3 and not enable growth in the region. Need a bypass instead.
Question 2 - Same comment as above.
- 26 Question 1 - Speed limits in town should be 50kmph and open road speed limits should
4 be 100kmph. Too many speed changes is confusing and a waste of money.

Question 2 - Roadworks and speed will not stop crashes, only drivers can do that. People need to respect others more.

- 26** Question 1 - Agree with 50kph change in Featherston North End and would reduce speed to 80kph in section 8. All areas with roundabouts, agree with speed reduction. All 80kph areas which are currently 100kph should stay at 100kph. Don't think we need 40kph in towns. Roundabout 1 and 2A, there is no point in the small speed increase so just keep at 60kph.
Question 2 - Ngaumatua roundabout needs to consider entry onto Buchanan Place (total of 4 entries). Don't agree with median barriers or removal of passing lanes but additional pull over bays would be great (not as a replacement to passing lanes though).
- 26** Question 1 - If there was any more daytimes disruptions on the road, working and commuting in the Wairarapa would become untenable.
Question 2 - No comment
- 26** Question 1 - More enforcement of the speed limits are needed on the roads, regardless of what the speed limit is.
Question 2 - Agree with median barriers and roundabouts. Wants a car width strip on each side of the highway for vehicles to pull off safely if they need to.
- 26** Question 1 - Too many speed limit changes in too short of a distance.
8 Question 2 - Not supportive of raised pedestrian crossings - appropriate for side roads, not for State Highways. Rural road roundabouts cost a lot to install, traffic lights would be better. Speed bumps are not used as a traffic calming method on State Highways. Pedestrian safety should be improved by provision of overhead pedestrian bridges. Median barriers - there is not enough information provided to be in support or not, but they are unsafe for two wheeled vehicles. Median barriers restrict emergency services. Roundabouts in high speed areas are not as good as traffic lights with reducing speed and controlling traffic flows.
- 26** Question 1 - Take away to 100kph sign where Boundary Road crosses Revans Street to go into Murphys Lane. Traffic from three directions is too dangerous.
Question 2 - No comment
- 27** Question 1 - Don't remove passing lanes and don't reduce speed. This will only eliminate any opportunity to pass prior to Remutaka Hill, which will increase risk taking and congestion on the hill. Proposal will only increase risk taking and driver frustration.
Question 2 - Infrastructure upgrades are a waste of money and time, build a bypass instead. No elevated pedestrian crossings as it will only increase congestion in the towns.
- 27** Question 1 - Revans Street Featherston speed limit is rarely kept to even in the school zone. Wakefield Street to Underhill Road should be 70kph especially with the quarry and proposed cycle lanes. Speed limit from Clareville to Carterton should be 70kph. Retain status quo from Clareville to Masterton with roundabouts and keep passing lanes.
Question 2 - Median barriers are not necessary if passing lanes are kept.
- 27** Question 1 - Point 3: Proposed that the current speed of 70kph be reduced to 50kph and extended from Kent Street to Somerset Road, due to the bend in the road being dangerous. Also dangerous for people entering and exiting the vets clinic to be going straight into a 70kph zone. Proposed Maximum of 80kph between Bidwells Cutting and Boundary Roads in Greytown is unnecessary, all it will do is slow traffic down.
Question 2 - No comment

- 27 Question 1 - A bypass into the east coast needs to be constructed. Even more vital when
3 removing passing lanes and creating further delays in transit times, along with the lack of functioning alternative routes.
Question 2 - Median barriers are good, roundabouts are a lazy solution to keep traffic flowing when a bypass is actually needed.
- 27 Question 1 - There is nothing wrong with the speeds being the way they are, drivers
4 being dangerous is the main cause for accidents. More permanent speed cameras would be better. Featherston: Move the 50kmph and 70kmph zones out further. Greytown: Needs a 70kmph area approaching from the south. Masterton: 70kmph from Wangawa to the bridge and 50kmph from the bridge to Masterton central.
Question 2 - No supportive of median barriers unless the road is two laned on each side.
- 27 Question 1 - Include speed sensors/ speed displays that tell each car how fast they are
5 going, helps drivers. A Featherston to Masterton bypass would be great.
Question 2 - Median barriers would be great on all river bridges as the bridges are quite skinny. Roundabouts are great, just need to be large enough to keep traffic moving.
- 27 Question 1 - Masterton: Variability in speed limit is confusing, would be better to drop to
6 either 60kmph or 80kmph from Masterton to Carterton.
Carterton: Drop to 80-50-70kmph instead of 50-40-50kmph. Only drop to really low speeds around schools.
Greytown: Don't keep at 50kmph all the way through, should be 80kmph at point 8.
Featherston: 50kmph from point 15 through point 13.
Question 2 - Supportive of median barriers.
- 27 Question 1 - Supportive of lower speeds, but not on the straight bits of road.
7 Question 2 - Beware of the industrial area south of Masterton as logging and stock trucks use the road daily.
- 27 Question 1 - The speed needs to be consistent otherwise there needs to be more signage
8 put up to inform people what the speed in a certain area is. Speed also needs to be easily understood by foreigners as well. Question 2 - Roundabouts are good as long as drivers use them as they are designed, to keep traffic moving. If not, then traffic build ups lead to driver frustration more than anything. Median barriers (flexible) are a great idea.
- 27 Question 1 - Agree with proposed speed changes. need a walkway on the side of the
9 road where all the new house are going in along SH2 up to Boundary Road, as it is unsafe to push a pram along the side of the road.
Question 2 - No comment
- 28 Please keep the 100km zones as they are, with more passing lanes. Without rails at side
0 or centre, so there is room for farm machines to pull over.
Your postal address should be available in newspapers for those without, or uncomfortable with computers.

28

1 1/ Speed Changes:

80kph on open roads: Really!! Most of these roads are very straight – why reduce the open road speed to 80kph? Is this just a chance to get more revenue with speeding tickets as I can see no other reason for reducing the open road speeds. I have never seen any dangerous driving apart from those far exceeding the present limit and passing in stupid places – reducing the speed further will not fix this and more likely to make it worse.

40kph in the centre of towns: I can see the rationale on paper but it would not have stopped the drugged-up driver who killed someone in Carterton. During business hours it is very rarely possible to even do 40 kph there but reducing the speed to 40 out of business hours also makes no sense. Instead perhaps you could put in the school-type signs so the speed is 40kph at busy times (business hours) but 50 kph out of those hours.

2/ Roundabouts: Brilliant if we actually get one at Ngaumutawa Rd at last – long overdue. And I gather those who use Norfolk Road would really appreciate one, especially those huge trucks. However 3 in a row is a bit over the top – and expensive. Instead I suggest closing off East Taratahi Rd to traffic turning right – there are parallel side roads to take them north or south.

3/ Raised Pedestrian Crossings: These are a real hazard for commercial vehicles – trucks and vans. And just one more things to distract us from looking out for pedestrians as some people treat them as a stop sign and others proceed carefully but not at snails' pace. I find you have to be very vigilant in watching the vehicle/s in front to see what they are doing as some stop very suddenly – so it is very easy to miss seeing that person stepping out from behind the power pole! Is the real purpose to slow the traffic to way below 50 kph through the towns as we negotiate the raised crossings? Waste of money.

28

2

I fully support the proposed reduction in speed from 100kph to 80kph on SH2 between Masterton and Featherston .

I support this change for two reasons. 1. It will make it safer for cyclists to use this road. Cyclists should be able to use SH2 because it is the quickest and most direct route between the towns

2. It will reduce the speed differential between cars, trucks, tractors, and other slow vehicles. Frequently this road is used by tractors and farm equipment which travel at about 50kph. When cars are trying to pass them it creates many dangerous situations. This danger would be reduced if cars and trucks were travelling at 80kph.

No. I think the median barrier and roundabout design looks great.

28

3

firstly, I am against the wholesale lowering of the speed limit through the Wairarapa valley, there are without doubt sections of the road that need review and speed limits lowered, eg. north of Carterton past the cafe and garden centre, there is a greater need of roundabouts at the junction of East Taratahi road, Mt Holdsworth road and on the Tumu timber corner, dual carriageway between Carterton and Masterton would help with peak traffic flows in the morning and evening, having driven this road a lot, back and forward to Wellington, from the mid 60's I feel able to add constructive comment, currently the large amount of traffic on this piece of road is self monitoring, it is difficult to speed and difficult to pass, reduced speed limits will not fix the problem of poor drivers and driving, slower speeds will lead to poorer driver attention and more distraction, people tend to be less focused at lower speed levels, having driven in Australia it is really frustrating to deal with ever changing speed limits, as most modern cars have speedos that are calibrated up to 5 ks faster than they are actually doing you are going to see the slow drivers going even slower , common sense needs to come in when considering this region and our access to Wellington, even now you have to allow 2 hours to get to the airport, eg. Remutaka hill road posted at 100 ks yet double yellow lined all the way apart from passing lanes , commonsense, ? any lengthening of the journey time will only add to driver frustration, hope few comments are helpful

28

4

I am concerned that the proposed adjustments to SH@ are not being based on sufficient evidence. It is mentioned that there were 488 crashes on the road over a 10 year period. How many of these accidents were caused by the road design? How many had other aggravating factors, such as mobile phone use while driving, fatigue, or the driver being under the influence of drink and drugs? How many of the 488 accidents that were caused would have been prevented by the proposed changes? Humans are fallible beings, so there will always be road accidents. How does this number compare to similar stretches of road throughout New Zealand? I am supportive of making things safer when there is an issue, however the proposal that has been put forward does not make it clear what the underlying problem is, and until that is determined then spending taxpayer money on changes should be postponed. If the evidence for the changes is there, will it be published to support public understanding of the issue? If not, why not?

Regarding the speed reviews, the majority of SH2 is long and straight, relatively easy driving compared to much of the rest of the country. How is a speed of 80km/h justified, when the limit of 100km/h over the Remutaka Hill will remain? As will the 100km/h limit in other parts of SH2, such as the majority of the road from Upper Hutt to Wellington, despite it having multiple traffic lights and turn offs/joining lanes?

Looking at the roundabouts and barriers, who is the proposed turning facility north of Carterton designed to assist? What problem is it solving? How much is the cost of that part of the project? Since there will be a roundabout 1 minute further up the road, is it really justified?

28

5

Don't lower the speed limit - it will only increase travel times and frustrate more drivers. The road is fine at 100kmph so lets just leave it there. SH2 into Wellington is our lifeline to get in and out of the Wairarapa. The roundabouts are only going to cause disruption and delays, and all the centre barriers are going to do is cause delays due to not being

able to pass the agricultural vehicles going really slow. I don;t support any of the proposed improvements.

28

6 I am a Featherston resident and am very much in favour of lower speed limits within our town. We have a lot of young families - especially now that we're getting more housing refugees from Wellington - and many residential streets with footpaths only on one side. I would like to suggest that the lower 40km speed limit be extended further throughout the residential areas if possible.

28

7 Cars are being made safer all the time and it is harder and harder to get a drivers license. I fear this is another case of a few poor drivers ruining it for the majority. When I started driving 40 years ago, the open road speed limit was 80kmph then a few years later it increased to 100kmph. With all the advances in road design, car design and rules around competency of drivers. I fully expected the speed limits to go up in my lifetime so this just does not make sense. These are straight roads and by in large flat. What the contributing factors to the safety concerns that have prompted such a recommendation because I bet the bulk of it was driver error on a straight road. Why should the majority of decent drivers be penailsed by the few who will still make mistakes at half the current speed limit. This is a state highway and there will be those that are incapable to drive it safely but that is life. The median barrier is overkill on a straight piece of road. A complete waste of capital to cater to a small fringe of incompetant drivers. The roundabouts are spot on and I appluad this but don't drop the passing lane. The one south of Carterton is short but effective for competant drivers dont 'lets drop our level to the poorest performer on the road'. Thats not fair.

28

8 I would like to make a response to the latest SH2 improvements. I could not get my computer to write comments on the map as suggested.

I agree with the roundabouts...good idea.

I agree with the pedestrian crossings, good idea.

I do not agree with the removal of the 100km speed limits on the straight from Clareville turnaround loop to East Taratahi roundabout, and on the straights between Greytown and Featherston. This is too slow for commuters who make this trip daily.

I agree with 80k limit from Carterton to Clareville.

I think a bypass from beginning of Greytown(from Featherston straight end,) to Masterton would be an excellent idea for commuters, and business traffic, logging trucks, freight, and those who just want to get to Wellington.

Thank you for the opportunity to have a say, from a resident who has lived in Masterton for 60 years.

28

- 9 I could not see a specific place to make a submission on the consultation for SH2 Wairarapa. Perhaps it is just me not seeing the right place? Can I provide my submission here?

As a car commuter to Wellington I do not mind the raised pedestrian crossings and I welcome the proposed roundabouts. I travel very early in the morning and then return usually outside of 'busy periods'.

In background information I was a regular car driver on roads with limits of 120kph in the UK (70 miles) – rural roads I should add, not motorways and I have never ever had an accident or a speeding ticket on those roads. I do not exceed the speed limits but I can comfortably drive to them depending on weather conditions. I drive the Remutaka Hill regularly, I am probably deemed one of the older 'tortoise' drivers these days, but I do anticipate and regularly pull over to let the vehicles that wish to go faster, do so. I enjoy the drive, I do not enjoy cars up my bumper! SO I often pull over at the top fo the hill so I can enjoy the drive back down into the Wairarapa with no pressure behind me.

I am not supportive of reducing the speed limit 'out of town zones' from 100 to 80. The speed limit is fine for most of those sections of roads and incidents seem to be focused around the East Taratahi/Norfolk Road junctions – these are already earmarked for roundabouts and in fact the East Taratahi junction already has a reduce speed to 75kph.

I would also like to add that while there have been a number of pedestrian crossing accidents in recent months in Carterton, these are mostly not due to speed over 50kph. The crossing at the 'Marquis' end has shocking visibility. As a 'sedate/older' car driver I also need to point out that when I drive at 40kph through Carterton, when a pedestrian does not look and just 'assumes' when they step onto a crossing that any cars in the vicinity will auto stop this is a real issue. I am a defensive driver so I am always looking ahead and anticipating – I see the pedestrians paying zero attention to the 'close by' cars driving at up to 50kpm and just step out. I see it coming, but some drivers would be caught off guard and unable to stop – this is not an excess speed issue – it takes both drivers of vehicles and pedestrians to work together on these aspects.

So in summary – most of the raised crossings and roundabouts I am in favour of. A permanent reduction in max speed to 80kph for the whole stretch – no. Leave the out of town stretches at 100 please.

29

- 0 I welcome the changes, particularly speed reduction to 80km/h. Everyone backs up in the towns anyway so it makes no difference to commuter times.

Anything that improves the road experience for everyone - pedestrians and cyclists included.

Would love to see the speed reduced before the houses, from the North into Featherston. 50km at Davis Saw Mill would be great.

Bike lanes and more pedestrian crossings - ideally a pedestrian crossing near the gas station in Feathy as it's a bit of an island, and market day gets busy.

29

- 1 We are writing to you in regard to the changes that you are proposing to make to SH2 : The roundabout on Norfolk Road and Ngaumutawa Rd will help our trucks safety get on to the SH, therefore we think this will be a good change. In regards to the limits changing between 50,60 and 80 within a short distance between Solway and Norfolk we propose this stays one speed.

The 80 km between Carterton and Greytown and Greytown and Featherston will make the trip even longer for our drivers that travel that road every day. We propose that these speeds zone are left at 100km.

I think it is a great idea to have the signs around school times.

It may seem minor to lower our trucks speed by 10km but when we have 25+ trucks on the road that are all on Eroad and monitored we are going to see increased job times.

Safety is paramount to us and we do everything possible to keep our truck drivers and the road users around them safe.

We hope you will take consideration when reading our submission and we look forward to hearing the outcome.

29

2

Thankyou for the updates most timely to my extended thoughts which are, could include the word MAX under the speed limit so many say it is also plus five to be safe or plus ten

29

- 3 The speed limit between Featherston to Greytown should remain at 100kmph. Less variation in speed limit between Masterton and Carterton - maintain single speed limit of 60kmph. Speed limit between Carterton/ Clareville and East Taratahi roundabout should remain at 100kmph. Reduced speed limit between Carterton and AMsterton will increased traffic travelling along Carters Line, EAsT Taratahi Cornwall Road etc. Do not support turning area on SH2 at Clareville. Roundabout om Chester Road/ SH2 would be a safer and more appropriate option. Continue allowing vehicles to both enter and exit Ravensdown from both directions along SH2. Roundabouts should have 2 lanes from SH2 entries. One lane allowing free left turning, the other serving straight/ right turn. Do not support barriers between Greytown and Featherston.

29

- 1/ The Proposed Roundabout Corner of SH2 and Ngaumutawa Road.
 - 4 a. I believe Traffic lights are the better option here, less disruption on Businesses, no impact on their land.
 - b. Traffic lights would give safely controlled Pedestrian Crossings, especially for children going to Solway School.
- 2/ The other two Roundabouts and Passing Lanes should be built.
 - a. SH2 and Norfolk Road should have 2 lanes around it.
 - b. South Bound Passing Lane should be extended to start at Roundabout not be removed.
 - c. SH2 and East Taratahi Roundabout to be built.
- 3/ Median Barriers unless Built in conjunction with Passing Lanes will only create Bottle Necks and Frustration with slow moving Traffic.
- 4/ Lowering Speed Limits
 - a. Perhaps approaching New Roundabouts
 - b. On Long Straight stretches of Road which is what most of this section is, completely unnecessary and will lead to Driver Frustration!

Please do not drop the speed limit on what should be a safe 100km/hr road with good visibility. I drive this road every day and am dismayed by the addition of raised pedestrian crossings in Carterton with no public education around them. They are there to stop people speeding, so should by definition be able to be traversed at the 50km/hr posted speed limit. What's happening now is poor driving where people are slowing their vehicles to as low as 10km/ hr. to negotiate a hump that any modern vehicle will handle comfortably at 50 km/hr. This is happening when there are no pedestrians waiting, so no gain for them. The real issue is the stacking of vehicles travelling through Carterton with no gaps for intersection traffic to move on to the road, exacerbated by these inane pedestrian crossings causing bumper to bumper traffic. The same thing is happening at the electronic prohibitive speed signs located at East Taratahi and SH 2 intersection, what a dangerous place that is now! Please have some monitoring in place by a professional traffic engineer, there will be catastrophes unless something is done to remove the hazard of an electronic speed limit sign that can change the speed limit just after you travel past it! Try negotiating this gauntlet with a fully loaded logging truck on your rear bumper. Please take this seriously, I am not without training in Traffic Management, having been an STMS, Emergency Service Driving Instructor and ex Army Fire Service and Ambulance responder. The thing to remember is that people decide to live where it's convenient to work, don't change the convenience of this and make it inconvenient through no fault of the people. Fix what's broken, the roads! Remove the crash amour rail outside the Norfolk Road Section of SH2, there is nowhere to move off the lane now in the event of a breakdown or flat tyre. Put the logging trucks on permanent night shift, they are a massive hazard, I have lost 2 windscreens this year already with the debris dropping off the logs. Also, they have inadequate mud flaps and mud guards, so other drivers lose all visibility during rain as the spray from their wheels blinds people following and coming from the opposite direction. So put your CO2 emissions hats on and think about the extra time a vehicle will have its engine running, and also look at the efficiency of the current vehicle fleet which are all designed for cruising (efficiency) at 100 to 120 km/hr.

29 Hi Guys,

6 I think we need to stay with our 100kph speed limit, we need to keep the traffic moving not slowing it down???

The two roundabouts are great just what is needed.

Wilton's round about, we don't need it.

Just have all the traffic turning left onto and off the main highway (No right turns)

Make longer exit lanes and longer on lanes to the main highway so that the fast traffic is not impeded coming on and off,

Making the fast on lane 100kph so it can work like a zip.

Chester Road Intersection,

Why is that not being up graded.

Make that one also turning left only, and have longer on and off lanes as well, and have a turn around on Hughes Line. as they are suggesting.

All other intersection coming onto the main state highway make them all compulsory stops.

Then there is no confusion at intersections about who should give way.

Not sure the centre barriers are the way to go. If there is an accident no one will be able to pass by it.

You can't legislate for the idiots that can't use their common sense on the roads???. The more you do that the more you have to keep doing it,

And eventually you will be down to a crawl along the highways?

Just look at your HEALTH & SAFETY and WORK SAFE To see how ridiculous those are.

Raised pedestrian crossings?

Two or three or more in Masterton and Maybe two more in Carterton, and Two or three in total for Greytown, and Two or three in total for Featherston.

Possibly 14 at the most for all the towns.

- 7 I will firstly start in the North, in the Ngaumutawa Road and Waingawa Industrial area. I believe that one of your first points of actions should be to extend the road, and bridge between Ngaumutawa Road and Norfolk Road on the western side of the train tracks. This will provide many benefits, and I am sure that I will miss a few, however some significant changes that you will see would be....
- 1) Less vehicles, both heavy and light, using the Norfolk Road/SH2 and Ngaumutawa Road/SH2 intersections. I can honestly say there would be a significant decrease, as someone who lived (unofficially) in the Waingawa Industrial Park for about a year and a half and worked at Tumu ITM on the corner of Ngaumutawa Road and SH2. I believe that around half of the traffic that enters one of these intersections, exits using the other. And the balance of the traffic I believe would prefer to get on/off SH2 at Norfolk Road intersection especially if the Waingawa Roundabout goes in.
 - 2) The new road would encourage trucks to use the Ngaumutawa Road bypass more, which would mean fewer heavy vehicles going through Masterton CBD, I am sure I do not have to point out the benefits there.
 - 3) Less vehicles travelling past the new pre-school and Solway Primary School, making it safer for the children and their families travelling to and from these places.
 - 4) An alternative entry and exit for the commonly known "Higgins" yard, that would help reduce the amount of heavy vehicles entering and existing SH2 in the area, let alone the amount of rocks and shingle that sometimes litters the road there and has been a many of cause of windscreen chips and shatters.
 - 5) Another entry/exit between Masterton and Carterton Districts.

I believe that once this new road is in, you will find that there is no need for the roundabout at the Ngaumutawa Road/SH2 intersection, and instead just the one at Norfolk Road, which I will refer to as the Waingawa Roundabout.

I do not believe that you need a roundabout at the intersection of Wiltons Road/East Taratahi Road/SH2. Instead I propose that for the main traffic route from Carter's Line, coming down East Taratahi Road, and instead of passing through Hughes Line, that the road be developed to push the traffic up Hughs Line, onto Cornwall Road so they come out at the Waingawa Roundabout.

For an alternative for Wiltons Road, with the expansion of the Waingawa Industrial area, consideration to link Wiltons Road to be able to go through Waingawa Industrial area to be able to access the Waingawa Roundabout would be an advantage, however I do not think that this would be necessary.

I believe that a second roundabout would be better placed at Clareville, on the corner of Carter's Line and SH2. This intersection is a cause of many near misses and when events are on in the area, traffic has been know to back up to nearly Masterton. The only reason that I believe that there have not been as many fatalities here, is the fact that there is so much room to swerve and avoid collisions (from people coming out of Carter's Line) like I have had to do a many of time, I am just lucky no vehicles were coming the other way. This also would eliminate the need for a "turnaround bay" With these two roundabouts, the speed limits can be reviewed, and would not need to be changed on the Masterton end, however due to increased businesses and traffic in the Clareville area, maybe 80km from the second roundabout to Carterton's current 70km zone.

Speed zone reviews.

I was working in Wellington for about 14 years, and traveled the Wairarapa Valley, if not 5 times a week, at least once a week, so you could say I know these roads, and I have come across all sorts. The people that I feel cause a lot of risk taking by drivers, are the

slow drivers that don't know the road or are uncomfortable driving at 100km, or Agricultural Vehicles.

I would suggest a better proposal would be to widen the SH2 in the 100km areas and put in more passing lanes, a lot of these roads have only grazing paddocks beside them so I'm sure it would not be hard to achieve. People are less likely to do something stupid when they know they are approaching a passing lane. The Masterton/Carterton straight I don't believe needs changing, however widening the road near the East Taratahi Road to allow for traffic to merge safely would be beneficial. For the Carterton/Greytown straight you could put a passing lane in for the North bound traffic just after Greytowns 70km zone. You could fit two in for both directions of traffic (so 4 in total) between Greytown and the Tin Hut Hotel corner however at least one for each direction would be beneficial, it's just very painful when you get caught behind a tractor. And I would consider moving the North bound passing lane when exiting Featherston to be further south and converting the current North bound one into a South bound passing lane.

The school zones I think is a fantastic idea, not sure if they are really needed though as the community is pretty good around schools anyway, maybe just flashing school signs for those arriving and departing from school times. The CBD speed restrictions are also a good idea, however these small towns are not busy 24/7, so making people slow down to 40km at 10:00pm is absolutely ridiculous. It is hard enough staying at 50km all the way through these towns when you haven't seen another person or car for 5min and you just want to get home to bed, if anything I think you will have more fatigue problems arise. And again I think these towns are pretty good at lowering the speed naturally when it gets busy, there really doesn't need to be enforcement for no reason. But if I had to choose one, the school electronic speed changes, to the fixed CBD speed changes.

The raised pedestrian crossings I get, and they do make people slow down and take notice of what's happening around them. However the recent one installed outside South End School in Carterton is incredibly harsh and we now find wood chips, stones and all sorts that fly off cars, trucks and trailers all over the road. I think a review on the angle of these crossings need to be addressed. Also not long after the South End School one was put in, I unfortunately needed the assistance of an ambulance for my baby, and it was very uncomfortable travelling in the ambulance going over all the raised pedestrian crossings from south Carterton to Masterton Hospital. I would really hate to have had a broken limb or be in any other fragile state.

The design needs to be reviewed, and limited numbers on the main routes for emergency services. I know you say you have consulted with them, but as someone that needed their assistance in a hurry, knowing that they have to slow down significantly for these crossings really upsets you. We have one public hospital in the Wairarapa, and getting to and from that hospital in comfort is important to those in unfortunate situations.

And another note, if you push these speed restrictions, the locals are just going to find alternative routes, on roads that are not suitable for high traffic volumes and more accidents will happen. I am not going to tell you these routes, because if you go ahead with these ridiculous restrictions, I will be using them myself and I don't want you to change these.

I find it a bit counterintuitive that NZ spends millions (billions?) to help people get around faster on SH1, however when it comes to SH2 in little country towns, you would rather spend the money to slow us all down, we are not happy about it.

29 The speed limit between Featherston to Greytown should remain at 100kmph. Less
8 variation in speed limit between Masterton and Carterton - maintain single speed limit of 60kmph. Speed limit between Carterton/ Clareville and East Taratahi roundabout should remain at 100kmph. Reduced speed limit between Carterton and AMsterton will increase traffic travelling along Carters Line, East Taratahi Cornwall Road etc. Do not support turning area on SH2 at Clareville. Roundabout on Chester Road/ SH2 would be a safer and more appropriate option. Continue allowing vehicles to both enter and exit Ravensdown from both directions along SH2. Roundabouts should have 2 lanes from SH2 entries. One lane allowing free left turning, the other serving straight/ right turn. Do not support barriers between Greytown and Featherston.

29 Try as I might I couldn't find an online submission form for this on your website.
9 However – I wish to make a brief submission so hope this will suffice.
We live at 7 Wakefield St in Featherston and unfortunately are within earshot of SH2. A significant contributor to noise levels is vehicles accelerating as they leave the town heading south and gaining speed to get up the hill heading to the Remutaka Pass. If some speed calming measure could be incorporated to delay this acceleration until they are further from the outskirts of town (50 km/h speed limit extension and road narrowing maybe) this would be great – and would probably help to slow speeds of vehicles approaching town too – which tend to be too high.
Long term I believe a complete bypass from Featherston to Masterton would be desirable and will become necessary just as it has on the Kapiti coast and land should be acquired for this now while it is possible as subdivision is taking off in the area

30
0 In regards to the proposals by NZTA I'd like to make a few points.

I do not support the roundabout at the Wilton's Road/SH2 intersection; traffic turning right from East Taratahi road will be able to use the new roundabout at Cornwall/SH2/Norfolk road. Right turning traffic from Wilton's Road can use Chester road.

We absolutely need the southbound passing lane retained between Masterton and Carterton or there will only be an increase in accidents when people get stuck behind very slow traffic.

My last concern is provision for cyclists using the new Cornwall/SH2/Norfolk road roundabout; they will be sharing this with fully laden logging trucks that access the mill and trains daily. As a regular cyclist concerned about climate change we need to be encouraging more trips made by bike but instead our roads are becoming more and more unsafe all the time.

30

1 One hope this email is read and acknowledged, that would be nice

SH2 speed drop, I hope this does not happen as you will only create more accidents and lots more revenue for the police.

For one who travels this road daily, Masterton to Featherston is just on 31km, 9k being in 50k zone of Carterton, Greytown and Featherston. Apart from 2k of controlled speed for bends the remainder 20km is straight open well viewed road.

In 2017 your stats of traffic volume is 12,000 + vehicles per month, around 3,000 per week, my guess with number of vehicles today (4yrs later) that I see this must be close to double that number of vehicles.

Yet yes tragic, you state; "Between January 2010 and December 2019, (that's 9yrs) four people lost their lives and 28 people were seriously injured on SH2 between Masterton and Featherston.

You don't take into account those accidents and deaths were a most probably result of poor driver observance /driving to the conditions, Yet today and now in 2021 there must be over a 1000 vehicles per day driving SH2 and have no issue.

Your thought process of lowering the speed limit on this stretch of road is a 'head in the sand' attitude given the traffic volume and open straight roads. The road is not the problem it's the driver, as it is across this country and there is plenty out there who really need to resit their licence. I see daily, poor decision making, for the sake of a few seconds.

Speed on the open sections of SH2 given the condition (you drive to the conditions), advancement in technology and safety of vehicle, one can travel safely at 110kph, even 120kph if legal.

Lowering the speed limit will have an opposite effect of human behaviour and driving, frustration and time being the 2 biggest factors. It might not seem much but 100kph to 70-kph will add another 7-8min to travelling time for the 1000+ vehicle per day, that's a lot of disgruntled drivers.

Deaths stats over your 10yrs per volume of traffic over distance is pretty low, death by human error will continue regardless of speed or area across the country, actually most are caused by poor roading, road maintenance contracts in NZ needs a wake up in itself. Personally seen road works done yet not even 3 weeks later the road is a mess again with lifting metal, dips and ruts. Shocking cheap workmanship. Good example check out the SH2 by-pass Ngaumutawa Road in Masterton.

The best improvement on SH2 is road improvement with smoother roads, current state is/can be damaging to vehicles in places.

Request you re-think your proposal .

- 30** Ngaumutwa Rd Roundabout: Most people agree that this is the best solution for this intersection, but design must include 2 lanes on and off in each direction to keep the traffic flowing.
- 2**

Waingawa Bridge to Norfolk Road should be the medium speed (70 or 80 but please NZTA nationalise that medium speed) No right turn into Higgins Yard as turning traffic can use the new Norfolk Rd roundabout and Left turn only out of Higgins which again, they can use Ngaumatawa roundabout to turn to travel south. Start 2 lanes south at Higgins entrance.

Norfolk Rd Roundabout: Everybody agrees that this is best solution, we had 1 Fatal accident here so putting in a roundabout would have reduced the death toll by 25%. Once again roundabouts to be designed 2 lanes in the north and south directions. The south bound from here to be 2 lanes (removing mobile weigh station) and linking with original passing lanes.

Medium Barrier: NO medium barrier, official information says that out of 18 objects hit in major accidents on this entire road, 6 fences, 4 poles, 3 trees, 1 drain, 1 parked car, 1 guide/guard rail these are 100% all on outside of road so a medium barrier will not help at all.

Wiltons Rd: NO roundabout, the object of a roundabout is to have even flow from all directions of which this does not. 2 options First to have left turns here on and off Wiltons and East Taratahi Rd there is enough room to have a second lane for those turning. The local traffic can then be redirected to the Norfolk roundabout to make a safer crossing. You should never sit in centre of the road and turn across highway traffic when the volumes are this great. Second idea close off the side roads as there are other safe alternatives.

Speed 100kph from Norfolk to Clareville with no Medium barrier as reasons given previously.

A second Fatality happened in this area and was believed to be because of passing lane finishing. But ironically the NZTA plan is to retain this passing lane.

Clareville Jug handle turn around: No, this would be too service about 3 properties because of the medium barrier blocking turning. 100m down the roads is Hughesline intersection where a safer turn around can be done.

Hughesline: Reduce speed back to that Nationwide medium speed to Carterton and a Flush medium from here to help turning traffic.

Cycles: haven't been mentioned but to here they should use the safer alternative Cornwall Rd and Hughslines.

Carterton: Town speed limit is 50kph of which most of the time the mean average is more like 37kph so why should you be penalized in off peak times transporting goods to the Wairarapa.

Raised Pedestrian Crossing: NO if the object is to slow traffic then call it that. It a sad state of the nation if pedestrians cant wait to check if the vehicle is going to give way before taking their life in their hands. The damage to the road is constantly being repaired when vehicles exit off bump and the noise of truck exhaust brakes and shaking

residents house when they thud down off bump will cause more issues.

Passing lane after Carterton: To stay but speed could be Nation medium speed, with new left lane into Waihakeke Rd.

Third Fatality: Occurred between Waiohine Bridge and Ahikouka Rd, frustrated driver passing because of no more passing lanes until after Featherston. A safer place for the previous Passing Lane after Carterton would be on straights before Greytown.

Greytown: Nation town speed limit 50 kph, anyone that drives this road know that they are only able to do around 25kph in the middle of town.

Greytown to Featherston: 100kph and look for another opportunity for a south bound passing lane.

Fourth Fatality Occurred at the Tauerenukai Racecourse, truck driver fall asleep and crossed centerline killing on coming driver. NZTA have no plan to change this part of the road, so I have no faith in the NZTA doing the best for me and my community, their online interactive web map which local interact does not agree with their proposed changes and yet they want our feed back, please listen to the locals this time.

- 30** I feel there will be to many roundabouts to negotiate from Solway south and so exclude
3 Wilton's Rd instead have centre barriers here and access by direction of traffic from Wilton's and E Taratahi roads or block them off from the main road. The speeds here should be more consistant, 60 from William Donald Drive 80 from Cornwall.
I agree that pedestrian crossings are a necessity although should only be placed where there is significant demand, 21 sounds like a lot.
Carterton Number 7 and Greytown Number 12 why not 70kmh same as other end of town progressing to 90 or 100kmh for main highway.

I hope you take into consideration my thoughts for the road improvements.

- 30**
4 I'm letting you know my opinion. As someone who travels this road daily how dare you consider lowering the speed limits. People already drive lower then 70 on that highway and it pathetic you and the police do nothing about this. Iv over taken lines of cars with police up front going 70km /80km an hour multiple times. Aswell as countless older people and foriegn people. When there is no one on the road it takes 1 hours and 20min to get to Wellington cbd,with these types of people on the road it takes over 2 hour. Usually 2 hours 30min. I have a job to do and you are going to make the time it takes to get to work worse aswell as the time to get home. These slow drivers have made me take unnecessary risks countless times just to get to work and home at a reasonable time. You can't just lower speeds and think everyone and everything will be OK. It won't

be ok if you blindly bow down to a select few who have all the time in the world. You need to install multiple passing lanes in both directions. At least 8 both ways aswell as more on the hill if you want this to work. Get your head out of the left-facing nut jobs butt's and do your job without making things worse. You and the police need to start doing your jobs and the police need to start pulling over slow drivers! Enough is enough! Stop your nazi behaviour before you cause alot more deaths. Cause I need to be at work at a reasonable time not at 3hours one way! Do your job and please do it right. Keep the speed limits the same as they are and install passing lane's before YOU Cause more DEATHS!

30 This is a joke right? You've been consulting for years.

5

This is more of the same we've all come to expect from Government departments. Lots of Hui, no Doie.

Please don't blame Covid for more delays, just get on with it. Lockdown is the perfect time to collate all the submissions.

30 Some thoughts on your plan for the Masterton to Carterton section of SH2.

6

Roundabouts at Ngaumutawa Road and Norfolk Road, it will be great to see them, soon? Huge cost in traffic delays and the occasional accident.

Roundabout at Wilton East Taratahi roads, not so sure on the necessity. Rather than slowing traffic down, again, on a State Highway, why not ban Right hand turns? Traffic from East Taratahi can use Hughes line and come out at Norfolk Rd roundabout. Traffic from Wiltons Rd can, with a bigger diversion, come out at Chester road.

Median barrier, good idea.

Good to see the plan for side barriers has been dropped, better to have an escape route away from other traffic if necessary.

Passing lane removal south of Norman Avenue, not so sure about this, could be long delays when tractors and other slow traffic are in the area. Tractors do not pull over to the side of the road.

80km/h speed limit, with roundabouts already slowing traffic the travel time will not be a lot longer at 80kph, but you need to promote this to get acceptance.

Not in this area, but a 80kph speed limit between Greytown and Featherston will not be adhered to without huge cost of enforcement, are Police able to do this?

30

7 See I should have made comment by 20th sorry to miss but hopefully many have and I will add to their sentiment.

Keep Wairarapa moving. Do not slow us down. Do not put wire medians in place. There are few enough places to pass slow vehicles as it is. Have a look at HawkesBay and see what a real highway roundabout looks like!!

Look ahead not back to horse and cart speeds please.

30 I found your flyer in my letterbox on the safety plans for this stretch of SH2. It asked for
8 public feedback by August 27.

The flexible median barriers are a good idea and cost effective. I do not believe it is necessary to lower these speed limits. A continual speed flow in a zone, is safer than one which changes back and forth. There can be little time to respond and that impacts on all vehicles following. That in itself creates risk.

The best way to deal with our roading issues is to stop creating work-arounds and to actually do up the roads to fit modern traffic requirements. They were good in the 1970s when there was less traffic and newer infrastructure. Not much of great impact – or import - in Greater Wellington has been done since then, barring Transmission Gully – and that took 50 years. If you want safe roads, prioritise complete upgrades rather than just providing add-ons and rule changes.

30
9 Please do not lower the speed limit between Featherston and Masterton.

As someone who travels that road frequently I don't believe lowering the speed limits will help - only frustrate drivers and they'll end up going over the lower speed limit regardless.

Carterton to Clearville would make sense at 80kmph.

Investing in a few more passing lanes in both directions would be highly beneficial - allowing people who prefer a slower speed to drive at what they are comfortable with while letting people who want to travel faster able to safely pass the slower ones.

While we all lead busy lives and the option to slow down is nice in theory - reality though is it'll only frustrate drivers and unfortunately encourage them to take more risks resulting in a higher risk of crash. Please help make our roads safe by practical solutions rather than slowing traffic down through what is already a slow trip - personally I'd rather not encourage bypasses which lowering the speed limit will enable.

31
0 Area 3 - The current speed of 70kmph be reduced to 50kmph and extended from Kent Street to Somerset Road. Due to the acute nature of the bend in the road endangering traffic into Anderson from Masterton (travelling SW) and traffic trying to exit Anderson's line travelling SW. This is an ongoing problem and it has been the cause of several near misses and has been reported to Council before and police and it is time it was addressed. Access to the veterinary clinic is dangerous for motorists leaving as well. The proposed maximum 80kmph between Bidwells Cutting and Boundary Road in Greytown is unnecessary. This should stay at 100kmph, as slowing traffic on a long straight will only encourage drivers to become impatient and make risky passes. What data was researched as to the shaping of this particular change in the speed limit? We have driven that particular road for 13 years and consider it one of the safest roads in the Wairarapa except for the stretch of road across the road bridge by at the tin hut.

I am supportive of the NZTA proposal for changes in the urban areas of State Highway 2 (SH2). For example, I consider the proposal for improved speed controls outside schools, while long overdue, a major safety improvement; similarly, the raised pedestrian crossings are a positive improvement. In addition, the long-overdue installation of roundabouts in the planning documents are worthy of support. However, I have need to register my strong opposition to the speed limit changes under consideration for the non-urban sections of SH2. There is little doubt if NZTA had maintained this section of SH2 as increasing and changing usage patterns require, most of these proposals would not be under discussion. In that context, I want to put on record my deep disappointment that this important work has not completed in recognition of this vital piece of the national roading infrastructure. And it is obvious that the changes in speed limits are an attempt to put these essential upgrades off for as long as possible.

Regarding the specific speed related proposals:

1. Variable Electronic speed controls: I oppose to the use of variable speed signs on SH2. They do not work on the Wellington urban motorway, so it is unlikely to work here. If the design of the existing installation at East Taratahi Road is an example, electronic controls add to the danger of these intersections. I would argue that a fixed, defined, speed limit is a much better option to consider, if the facts support it (see the section on statistics below).
2. Reduced speed limits: I oppose these with few exceptions. It is correct to say lower speed limits decrease the risk of accidents and harm. However, driving, like all aspects of life involves trade-offs. It would be true that reducing the open road speed limit to a standard 40kmph would further reduce accidents, however the economic and social costs would be too great. So, what we need to do is focus on the best overall outcome including all factors, not just speed. I am disappointed to say it is hard to avoid the suspicion that this process of discussion and consultation was framed to achieve a certain outcome; rather than meeting the needs of the majority of SH2 users. My opposition to speed limit changes are based on six factors: a) Personal frequent use of SH2 during which I have noted overall driver behaviour as acceptable compared to other stretches of the State Highway network. Professional heavy traffic drivers are an excellent example to the public in this respect. They drive to the conditions, not to the speed limits. b) In any case of speeding, I would suggest that a driver who abuses a 100kmph speed limit will not be deterred by the fact that tomorrow the signage changes to 80kmph. The solution to these lawbreakers is not to propose changes that negatively impact law-abiding drivers for the one bad driver. c) The plethora of new speed limits with corresponding signage will no doubt confuse. For such a short stretch of highway, to have limits that include 30, 40, 50, 60, 70, 80, and 100 kmph, plus variable speed signs, is introducing a degree of unnecessary complexity. d) For most motor vehicles, this constant changing of speed up and down will result increased fuel consumption and greater greenhouse gas emissions e) Not all the accidents reported on SH2 are on the open highway. Including urban crash rates in any assessment of open highway numbers is at best misleading. f) A review of data available online shows the number of reported incidents on SH2 is no greater than similar roads through New Zealand
3. Median Barriers: Where barriers can be added without the loss of any passing lanes, it makes good sense to consider them. If they are installed at the cost of passing lanes, this will further reduce the current limited passing opportunities. There is a real risk that drivers will get frustrated with not being able to pass, and consequently take more risks due to reduced passing opportunities.
4. Removal of the passing lane between Cornwall Road and East Taratahi Road: Please provide the evidence that this passing lane needs to be removed as it is too short. "There isn't sufficient room to safely pass" according to the consultation document. In practice, it functions well and safely now. Why remove something that works?
5. Round-about design: Why not futureproof these proposed roundabouts by making them all two lanes

rather than one? Remember how long two lanes lasted for the Auckland Harbour Bridge? 6. Consultation Process and Statistics: I want to close with an observation on this process which I believe has been seriously flawed. There are two serious concerns with the Masterton to Featherston Speed Review and Safety Improvements Community Engagement Summary which is used at length to support the proposed changes. First, it states there were “over 900 comments made in the engagement period”. In statistical terms that is well below what is required to be a meaningful representation of the views of 48,000 Wairarapa residents. Add to that, the thousands of out of region SH2 users and 900 looks even more inadequate. Second, this document is full of generalisations, presented as facts. The frequent use of terms like “some people”, “many said” and “a number of” instead of meaningful statistics, devalues the conclusions significantly. Third, using just the statistics that support a case rather than presenting a balanced picture suggests NZTA only presented numbers that met a predetermined outcome. For example, saying 34% of participants asked for a speed review, ignores the fact that 66% did not. Linked to that, the summary refers to local speed limits as being the major priority for participants, yet that sentiment is used in the final proposal to cover the open highway. Conclusion: Excepting modifications to speed limits in urban areas, I would recommend no further changes to SH2 apart from completion of the roundabouts and the turning loop as soon as possible. It is my firm belief that these two changes will dramatically improve the safety and convenience of using SH2 without any further interventions being required.

31

2 Do not support East Taratahi/ SH2 roundabout and think that East Taratahi Road should be closed. Traffic should be diverted along Hughes line/ Cornwall Road to SH2/ Norfolk road roundabout. Support SH2/ Norfolk road roundabout but needs to be two laned from the north, one lane for all other entries. Plus when travelling north on SH2 one lane for free turn onto NORfolk Road and one lane for traffic turning down Cornwall road. Do not support jug handle on SH2 at Clareville - turnign vehicles will cause south bound traffic to back up, and increased risk for vehicles crossing north bound lane. Jug handle should be replaced with a roundabout at Chester Road/ SH2 - safer option. Maintain north and south entry and exit to Ravensdown. Long pull over areas should be provided for north and south bound traffic entring Ravensdown. Vehicles exiting Ravensdown will require merging lanes allowing loaded vehicles to reach speed and merge safely. If East Taratahi/ SH2/ Wiltons Road roundabout goes ahead, 2 laned entries should be provided for vehicles travelling north to south on SH2.

31 Overall:

3

- * I support roundabouts
- * Roundabouts should have two entry exit lanes at all times. This will add to safety and also future proof roundabouts.
- * Turnarounds should not be allowed.
- * The changes to speed should be limited to three speeds 50, a consistent medium speed being 70, and 100km/h. Having multiple speed limits and a large number of changes over a short distance is too difficult to follow as a driver.
- * Slow vehicle lanes are defacto passing lanes. Treat them as such.
- * No to raised pedestrian crossings.
- * Median barriers should be the lowest priority due to the types of accidents that have happened on the road

I regularly drive to Wellington for work. I use the road both peak and off-peak times. I try and arrange my journey for off-peak times. My postcode is 5887.

Detail:

Roundabouts:

SH2/Ngaumutawa Road roundabout: Supported with changes to 2 lanes. The design must include 2 lanes on and off in each direction to keep the traffic flowing, especially from Ngaumutawa Road left to SH2. During school times high traffic times the single lane creates poor decisions due to long wait times.

SH2/Norfolk Road roundabout: Supported with changes to 2 lanes. The design must include 2 lanes on and off in each direction on SH2 and Norfolk Road to keep the traffic flowing. Norfolk Road supports a significant industrial area with laden and slow starting traffic. This needs to have the lanes to support it.

SH2/Wiltons Rd/ E Taratahi Rd roundabout: Supported with changes to 2 lanes. The design must include 2 lanes on and off in each direction on SH2 and East Taratahi Road to keep the traffic flowing.

SH2 Turnaround: Not supported. It will create the same issue at Norfolk and East Taratahi roads. Use the roundabouts or Hughes Line

Pedestrian Crossings

No to raised pedestrian crossings.

Where possible, pedestrian crossings on SH2 should be an over bridge (or underpass - but they are less safe in isolated areas) so traffic keeps moving. This should be especially so near to schools. Avoid level crossings adjacent to schools. Bridges can be made off site and lifted into place to avoid significant roadworks.

Proposed Speed Changes

Masterton

1. 50km an hour Ngamutawa Road and north.

Medium speed Ngamutawa Road south including the Waingawa Bridge.

2. 100 km/h in areas that are proposed as 80km/h. The current mean operating speeds are sufficient and allow a faster speed during low traffic periods. Mean speeds will reduce again when roundabouts are included.

Start 2 lanes south of Waingawa Bridge.

Remove mobile weigh station and link with passing lane to south.

2a/b. Intersection speed zones are not supported. Creates too many changes and the mean speed will reduce when roundabouts are in place. The ISZ is effective but remove once a roundabout is in place.

Carterton

3-6. Medium Speed and 50km/h are supported. 40km/h is not supported. Speeds are moderated depending on the density of traffic (as indicated by mean speed). Difficult to keep track of speed signs in a high density sign and colour zone.

6a. Supported.

7. 100km/h and keep passing lane. Slow vehicle lane means the left lane is elective to vehicles to use it rather than having vehicles move left.

Greytown

8-11. Medium Speed and 50km/h are supported. 40km/h is not supported. Speeds are moderated depending on the density of traffic (as indicated by mean speed). Difficult to keep track of speed signs in a high density sign and colour zone.

12. 100km/h and keep passing lane. Slow vehicle lane means the left lane is elective to vehicles to use it rather than having vehicles move left.

Featherston

13-15. Medium Speed and 50km/h are supported. 40km/h is not supported. Speeds are moderated depending on the density of traffic (as indicated by mean speed). Difficult to keep track of speed signs in a high density sign and colour zone.

Medium Barrier: medium barriers are not supported and should be the lowest priority. Most vehicles are hitting objects on the side of the road rather than crossing the centreline (one truck driver didn't manage fatigue). There needs to be an opportunity to pass in the significant

Cycles: Haven't been mentioned. Alternative roads off the main highway exist but there is no verge available for them. Hughes Line direct to South Road (Masterton) should be supported.

Simplicity is key, do not over complicate this piece of road. Reduce the number of changes and have a medium speed that is consistent. Pedestrian crossing should be moved to overpass on arterial routes, especially around schools.

31 Please find below feedback for both S.H.2 safety improvements & S.H.2 Masterton-
4 Featherston speed review:

(understand these comments are mine & do not necessarily reflect any held by members of the governing board of the Wairarapa Road Safety Council).

S.H.2 Mstn-Ctn Safety Improvements:

* firstly, it was difficult for anyone who does not have access to CAS to provide feedback when nil info re the 4 x fatalities or serious inj crashes were provided in terms of location and crash type, which would absolutely determine submissions

* secondly, the plans released to the public do not seem detailed enough i.e. is it clear that the wire rope extends through the intersection with both fertiliser works, and I would have liked to view the jug handle turnaround area in more detail, in terms of approaches to a right turn bay, and vehicles entering from Hughes Line

* I get a strong sense from my public interactions that there is wide support for both SH2/Ngaumutawa Rd & S.H.2./Norfolk Rd r/bouts, however having a 3rd r/bout at S.H.2/East Taratahi Rd is seen as perhaps as a 'nice to have' & driven by a very few residents in that immediate location

* did the design team consider continuing the wire rope through the East Taratahi intersection which would then:

1. Still allow access onto SH2 for the small amount of vehicles entering S.H.2 from both East Taratahi Rd & Wiltons Rd, who then can travel 2-3 minutes north or south to turn around if required

2. Allow vehicles to flow & travel at 80km/h from Norfolk Rd through to Clareville area, rather than stop/ start at 3 x roundabouts in an extremely short distance, leading to driver frustrations which could cause unsafe overtaking manoeuvres south of Chester Rd

3. Still allowing to keep the existing southbound passing lane (monies saved from not building a 3rd r/bout could be diverted into widening southbound lane to accommodate the wire rope, and accommodate any required land repatriation).

* is the team 100% convinced that by removing the north & southbound passing lanes & providing 'slow lane'/pull over areas, that this would still allow say a 2.5m wide truck to pass oversized ag vehicles i.e. combine harvesters etc

* this same question applies to emergency vehicles responding to time critical life threatening emergencies

* I would struggle with the safety implications that would be created for a proposed pedestrian access crossing point at the southern end of the Ngaumutawa Rd roundabout

* a 'huge thumbs up' for the proposed pedestrian crossing just north of Ngaumutawa Rd (I would like to see red paint at this raised crossing as I would at all S.H.2 crossings in the district for maximum awareness for approaching drivers)

.

* Cycle lanes at Waingawa would need to be highlighted with appropriate colour marking (necessitating annual maintenance), to ensure drivers are aware this is a legal & dedicated area for cyclists.....also a good time to review the non marking of cycle lanes SH2 through the Masterton corridor. (I wonder what happened to the cycle safety audit/review outcomes of this corridor carried out earlier in the year)

SH2 Featherston to Masterton speed review:

* although totally on board with safe & appropriate speeds for road type & classifications, I know many of the public would struggle with supporting 80km/h for particular areas of S.H.2 for example Featherston to Greytown where the carriageway lends itself to appear wide enough for safe 100km/h travel, not forgetting the n/bound passing lanes (nth of Camp Rd) which encourage safe overtaking at the current 100km/h limit.

* in addition, once north of Masterton, drivers will be faced with a 100km/h speed limit extending to other districts. This may seem to be confusing & inconsistent to a lot of drivers

* are constant speed reductions & increases over the short SH2 Mstn-Ctn really required...i.e. visibility is excellent & with appropriate signage, is it necessary to have posted speed reductions & subsequent speed increases either side of roundabout approaches....is there a possibility of speed fluctuation fatigue leading to non-compliance further south on SH2.

31 Thank you for the opportunity to comment on the proposed changes.

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I wish to submit the following:

As a commuter, I have seen a lot of dangerous driving on this stretch of motorway, and applaud and welcome the changes proposed.

However I would like to suggest an amendment for the stretch of SH2 between the northern end of Carterton township, through Clareville. I feel the current short 70 kph restriction (which is for a short distance and stops near Andersons Line) should be extended through Clareville, in both North and South directions.

The proposal suggests 80 kph for this area, but I feel it would help to extend the 70 kph area.

Reasoning :

Clareville is an increasingly high volume busy traffic area, - encompassing residences, various businesses including a Garden Centre, the Clareville Bakery,, also within Clareville is the Chester Road turn off to the Golf course, cemetery, camping grounds, sports grounds, A&P grounds etc.

I live on Somerset Road, and turning in and out of this road from SH2 is dangerous - a reduction to 70 kph right through the Clareville area north of Carterton would seem sensible and reasonable.

31

6 I would like to make an objection to the proposed speed decrease to 80kmh between Featherston and Masterton.

31

7 As a Greytown Wairarapa residents we certainly wish to comment on the Highway Improvements

The main problem is there has been few places to comment.

Are you doing all this through facebook? Of course there are many many people in Wairarapa who do not belong to Facebook and like ourselves are expecting something in the post as my family in MAUNGARAKI ,LOWER HUTT received
Did you do a mail drop over here ?I presume not. I tried to work out how to do it online but frankly it was so confusing that a lot of people we gave up.

We are great listeners of radio and expected this media would be followed up but it seems not.

One gets the feeling that you will do what you wish as very free have commented. NO WONDER

We certainly don't want the speed to be dropped to 80 from Featherston to Masterton . The road and current limits are fine and to change it all that will only make it another money jar for the Government.

The roads are good with speed and passing lanes fine although a bit of work closer to Masterton is needed.

I hope you are able to give some information in the newspaper or give something simple and easy to fill in online it would be helpful

We have been waiting for this info we have now almost missed the deadline I see.

31 We would like to formally submit our opinion on the Speed Review for the SH2 stretch
8 between Masterton & Featherston.

- Keep speed limit of 100 km/h outside towns. It is one of the straightest stretches of road we have in New Zealand and the accidents don't happen there. If there is an accident it's due to someone not taking care when overtaking or fatigue and a speed limit of 80 km/h will not change that.
- Introduce 70 km/h speed limits at all intersections outside of the towns. But make them sensory like on Miltons Road so that traffic only slows down if a vehicle is approaching.
- Roundabout at Norfolk Road is great.
- Reduce speed limit coming into Clareville to 70 km/h from Hughes Line all the way to Carterton.
- Reduce speed to 50km/h from the Vet Clinic to Carterton.
- Reduce speed to 30km/h in Carterton from roundabout at Park Road to Carterton Medical Centre at Wakelin/Victoria Street.
- Reduce speed to 30 km/h in Greytown from The Offering at Jellicoe/Kuratawhiti Road to Wood Street/Church Street.
- Reduce speed to 50 km/h at Featherston's town entrance sign at Boundary Road intersection.
- Reduce speed to 30 km/h from playground at Birdwood/Lyon Street to the end of Supervalu at Daniell Street.
- Keep 50 km/h until after intersection with Moore Street/Watt Street, then increase to 70 km/ until Featherston town exit sign.

Do let us know should you require any further details from us.

We hope that you take our comments into consideration.

31 Not supportive of the proposed speed change to 80kmph on SH2. There will be a lot of
9 extra time for transporting goods and commuting time. No reason to have median barriers on a straight road. Support proposed roundabouts. Strongly object to raised pedestrian crossings on SH2 as they are unnecessary and potentially damaging to vehicles. The prosperity of Wairarapa is built on cars and trucks, not pedestrians and bicycles. Bypasses for Carterton and Greytown should be prioritized.

- 32** After trying numerous times to access your on line form and repeatedly failing I will
0 resort to sending an email with my views on the proposed changes to SH2.

Let me start by stating ALL the proposed changes will make the journey from Masterton to Wellington longer and it already takes too long. It will be quicker to travel (for big city shopping, airport etc) to travel north to Palmerston North (even using the Pahiatua Track)

Roundabouts

I agree with the roundabouts at Ngaumutawa Rd and Cornwall Rd. I DO NOT believe a roundabout is necessary at Wilton's Rd- you can make this corner safer by closing it to right turning traffic and directing this traffic to the Cornwall Rd roundabout. All roundabouts must be 2 lane.

Passing Lanes

I am strongly opposed to you removing the passing lanes- there aren't enough now and all you will do is encourage impatient drivers who face the long drag behind a slow driver to take risks and cause an accident.

Speed humps

OK but far too many- the first one in Carterton was unsuccessful, why continue them?

Speeds

The current limits are quite satisfactory although I think the southern end of Carterton should be 70-80. With your proposal you are trying to set an NZ record by have the longest 50k drag in the country.

Aaron Slight wrote a letter to the editor- I agreed with everything he said.

Hey guess what? I have just gone back to check something and, quite by accident, I found your questionnaire!

Thank you- I don't expect NZTA will take any notice of this feedback as this 'consultation' is just a fob-off but I will feel better every time I crawl towards Wellington!

- 32**
1 Please get on with it and stop asking for submissions. Do not restrict the speed between Greytown and Featherston. There are cars on our roads that are basically tin cans and very poor safety ratings - ban them. Carterton - close parking off on one side of the road and build parking lots instead. Look into bypassing these towns - could be a long term goal. Happy with roundabouts, median barriers and pedestrian crossings. The barrier south of Norman Ave is far too close to the roadway. If anyone has a crash or breakdown, runs out of fuel there is no safe place to pull over, or pass if there is a tractor. Open Norman Ave, left in left out immediately.

- 32**
2 1. Agree 50kmph. 2 Disagree should stay at 100kmph. 2a. Agree 80kmph. 2b. Agree 80kmph. 3. Agree 70kmph. 4. Agree 50kmph. 5. Disagree 50kmph - too many changes don't get followed. 6. Agree 50kmph. 6a. 40kmph school zone. 7. Disagree 100kmph should stay. 8. Agree 70kmph. 9. Agree 50kmph. 10. Agree 40kmph. 11. Agree 50kmph. 12. Disagree 100kmph to stay. 13. Disagree 70kmph should stay. 14. Agree 40kmph. 15. Agree 50kmph.

32 I like the idea of the various speed zones, it will make our road safer.

3

I think that section 2 (between Norfolk Road and Waingawa River Bridge) should be a continuation of the 60 kmph section from the Norfolk Road roundabout. This section is small and there are still trucks that enter onto SHway 2 from the JNL mill.

It would be beneficial for the slow bays to remain the same length as the existing passing lanes. There are a number of agricultural vehicles using the road and there are limited places to pass safely. It would be great if more of the median strips on the side of the road were widened, especially between Featherston and Greytown.

I like the idea of median barriers being installed and the roundabout designs. I also like the design for Clareville with the turning bay constructed.

I would like to see a speed restriction of 60 kmph put in at the Norfolk Road intersection in advance of the roundabout being formed. Another area that needs some improvement is around the Tauherenikau area, it would be good to see turning bays constructed and lengthening of median strips in this vicinity.

Overall, I think the plan is excellent.

32

4 State Highway 2 from Masterton to Featherston has seen 4 Fatal and 28 Major accidents.

My Submission starts with changes from Masterton.

Ngaumutwa Rd Roundabout: Most people agree that this is the best solution for this intersection, but design must include 2 lanes on and off in each direction to keep the traffic flowing.

Waingawa Bridge to Norfolk Road should be the medium speed (70 or 80 but please NZTA nationalise that medium speed) No right turn into Higgins Yard as turning traffic can use the new Norfolk Rd roundabout and Left turn only out of Higgins which again, they can use Ngaumatawa roundabout to turn to travel south. Start 2 lanes south at Higgins entrance.

Norfolk Rd Roundabout: Everybody agrees that this is best solution, we had 1 Fatal accident here so putting in a roundabout would have reduced the death toll by 25%. Once again roundabouts to be designed 2 lanes in the north and south directions. The south bound from here to be 2 lanes (removing mobile weigh station) and linking with original passing lanes.

Medium Barrier: NO medium barrier, official information says that out of 18 objects hit in major accidents on this entire road, 6 fences, 4 poles, 3 trees, 1 drain, 1 parked car, 1 guide/guard rail these are 100% all on outside of road so a medium barrier will not help at all.

Wiltons Rd: NO roundabout, the object of a roundabout is to have even flow from all directions of which this does not. 2 options First to have left turns here on and off Wiltons and East Taratahi Rd there is enough room to have a second lane for those turning. The local traffic can then be rediverted to the Norfolk roundabout to make a safer crossing. You should never sit in centre of the road and turn across highway traffic when the volumes are this great. Second idea close off the side roads as there are other safe alternatives.

Speed 100kph from Norfolk to Clareville with no Medium barrier as reasons given previously.

A second Fatality happened in this area and was believed to be because of passing lane finishing. But ironically the NZTA plan is to retain this passing lane.

Clareville Jug handle turn around: No, this would be too service about 3 properties because of the medium barrier blocking turning. 100m down the roads is Hughesline intersection where a safer turn around can be done.

Hughesline: Reduce speed back to that Nationwide medium speed to Carterton and a Flush medium from here to help turning traffic.

Cycles: haven't been mentioned but to here they should use the safer alternative Cornwall Rd and Hughslie.

Carterton: Town speed limit is 50kph of which most of the time the mean average is more like 37kph so why should you be penalized in off peak times transporting goods to the Wairarapa.

Raised Pedestrian Crossing: NO if the object is to slow traffic then call it that. It a sad state of the nation if pedestrians cant wait to check if the vehicle is going to giveway before taking their life in their hands. The damage to the road is constantly being repaired when vehicles exit off bump and the noise of truck exhaust brakes and shaking residents house when they thud down off bump will cause more issues.

Passing lane after Carterton: To stay but speed could be Nation medium speed, with new left lane into Waihakeke Rd.

Third Fatality: Occurred between Waiohine Bridge and Ahikouka Rd, frustrated driver passing because of no more passing lanes until after Featherston. A safer place for the previous Passing Lane after Carterton would be on straights before Greytown.

Greytown: Nation town speed limit 50 kph, anyone that drives this road know that they are only able to do around 25kph in the middle of town.

Greytown to Featherston: 100kph and look for another opportunity for a south bound passing lane.

Fourth Fatality Occurred at the Tauerenikau Racecourse, truck driver fall asleep and crossed centerline killing on coming driver. NZTA have no plan to change this part of the road, so I have no faith in the NZTA doing the best for me and my community, their online interactive web map which local interact does not agree with their proposed changes and yet they want our feed back, please listen to the locals this time.

Happy to help with design solution

32

5

Reducing the speed limit along SH2 between the major towns will have a severe impact on our business. We employ up to 140 staff, with the majority of them living in Masterton, Carterton and Featherston. The impact of lowering the speed limit will increase their working day by up to 3 hrs per week. This option is more likely to create driver fatigue and frustration and has the potential to cause accidents rather than prevent them. The increase in travel time is detrimental to our staff work/ life balance. Traffic should be allowed to flow freely and the current reduced speed limits and the raised pedestrian crossing is already having a negative effect on the traffic flow through our town centres. The road quality should be addressed before any is spent on median barriers. The current road conditions are appalling between our towns and have a detrimental effect on people wheel alignment. I believe the addition of roundabouts will help ease the traffic flow and reduce the potential for accidents on these roads.

32

6

I would like to object to lowering the speed limit to 80 kilometres between Featherston – Masterton the main highway.

I would also like to object to a round about at Wilton’s Road turn off and certainly not taking away the passing lane just south of Norfolk Road.

32

7

I run a forestry business that operates around 20-25 logging trucks and parts of your proposal will impact significantly on our business. I feel I am qualified to put my two cents worth in as I do have a masters degree in Transport Systems.

1. I would support the 80kmh proposal only if at least 15km of additional passing lanes were installed at various locations along S.H.2 between Eketahuna and Featherston.

1. The roundabouts all need to be two lane roundabouts. Having single lane roundabouts is a nonsense. I think your traffic consultants need to re-jig the variables in their traffic model as this will definitely not work with the forecasted traffic flow.

1. I believe you should close the E Taratahi road entrance on to SH2. Make all vehicles travel north along Hughes Line and come out on the Norfolk road roundabout.

1. I think the raised pedestrian crossings are fine but there are too many in Masterton. An additional safety device would be a push button for pedestrian to activate a flashing light at crossings. Ped Crossings don’t always have the best visibility at night, especially if pedestrians are wearing dark clothes.

Just so you aware, the delay of installing these roundabouts has come at a massive social and financial cost to our region. There have been hundreds of vehicle accidents with countless people injured on these intersections.

NZTA been made aware of these hazards over a very long time period yet nothing has been done. If you were a private company, you would have been shut down by

Worksafe and your boss would be personally fined.

Its great you have finally seemed to be progressing on with the roundabouts. Hopefully it's not all just talk and you finally get on with it.

32
8

* There are too many speed changes proposed

The constant changes of speed from 80 through 70, 60, 50, 40 are an extra burden on drivers concentration on the road.

“How fast am I suppose to be going how” – more signs to watch, watch your speedo instead of the road and the car slowing in front of you!

Please stick with a simpler speed range – 80 open road and 50 in built up areas, with school zones as an extra.

32

9 I was trying to fill in a submission online.....

My view is that we should not reduce the speed on the section from Masterton to Featherston. It will only further isolate the Wairarapa from Wellington extending the time to journey by a further 30 minutes which is not at all ideal for someone who travels for work regularly. I do not believe it will save lives it may actually make it worse as people get grumpy about the delays.

If you want to sort out a problem (I am not sure there is one, 4 deaths on this stretch in 9 years), how many cars travel that road daily?

I think you should bypass Carterton and Greytown.

Why would you trial an 80km speed limit on SH2 in the Wairarapa, how many deaths on the motorways in Auckland, and do you also intend to reduce the speed limits here?

I agree with some upgrades such as a roundabout at Ngaumutawa Road and SH2 but you must have a 2nd lane coming from N Road so that traffic can flow from the left (back in towards Masterton) as this is a bypass from North of Masterton and so has significant traffic and can back up which is also an issue for Solway school. So as long as you have that lane it will enable local traffic to flow, not a great place for an ITM?

Norfolk road needs something and the right roundabout should be good again ideally can it be made with 2 lanes to enable a better flow, there is plenty of space especially as you have a large number of logging trucks heading in land at that corner.

Wilton Rd, that is a waste of time (and will be a time waster), no one lives down there anyway they can turn left easily enough (so make that their only option), then they can travel north to use the new Norfolk road roundabout.

I would have thought road surfaces are an issue you could focus upon.

Also the 4 road fatalities, have you completed a review of the causes?

As a separate feedback I do find the Waka Kotahi website to be hard to navigate and find what you want.

33

0 Greytown Community Board Submission

Thank you for the opportunity to submit to this enquiry on road changes in Greytown. 1. We support the speed limits proposed in the urban area and around school zones. 2. We support the raised crossings. 3. We do not support the reduction of speed on SH2 by 20%. There is no past evidence to support this. It will also make integrating the feeder rural roads into the network significantly harder due to a confused approach. If the speed on our presumed safest road is reduced by 20% what will be the approach to the feeder roads? LTSA data suggests that a 5% reduction in speed has a 10% improvement in outcomes. Perhaps a compromise position could be supported if the SH2 speed was reduced to 90kph for all classes of vehicles. This would enable a discussion with the community and a sensible integration of our wider network. Specifics for Greytown 4. A crossing opposite Farmlands should be installed as this would assist pedestrians getting

to the new medical centre. 5. A round about at the Challenge intersection is required given the increase in traffic attempting to access SH2 North and South.

- 33** Speed changes using the numbers in WK Consultation Form Masterton. 1 Speed reduced to 50kph. Agree, this is a busy urban road 2 Speed reduced to 80kph. Agree, a busy stretch of road bordering a large industrial area. Left in left out only is required to industrial areas to the west of SH2 used in conjunction with the Norfolk Road roundabout. 2a Support 80kph. Don't agree with "60kph variable speed signs" with the new 80kph 2b Support 80kph. Don't agree with "60kph variable speed signs" with the new 80kph Carterton: 3 Agree with 70kph 4 Agree with 50kph 5 Agree with this only because there is no other real choice given the increasing volumes of heavy trucks that must use SH2 through that runs through the centre of the three Wairarapa towns of Featherston, Greytown and Carterton. SH2 should bypass these growing urban areas. This SH2 "triple-bypass" (quadruple-bypass if Masterton's Ngaumutawa road is included) needs urgent attention and action by WK and local authorities as part of the Wairarapa's longer term SH2 resilience plan. 6 Agree with 50kph 6a Agree with variable school zone signs 7 Don't agree with proposed 80kph or changing status of passing lane to slow vehicle lane. The road should be upgraded to cater for increasing demand. Greytown 8 Agree with 70kph 9 Agree with 50kph 10 Agree with this only because there is no other real choice. See point 5 above 11 Agree with 50kph 12 Don't agree with proposed 80kph or changing status of passing lane to slow vehicle lane. The road should be upgraded to cater for increasing demand. Featherston 13 Don't agree with proposed 50kph. 14 Agree with this only because there is no other real choice. See point 5 above I fundamentally disagree with the blanket speed reduction approach WK seems to have adopted as its answer to improving road safety. It seems a coarse instrument and the expected benefits are not articulated in WK's communications. It is deflecting addressing the real issues of substandard roads and increasing traffic volumes Page 2 of 2 (which have outpaced the existing roads capacity). SH2 should be upgraded to cater for forecast traffic increases and economic growth. WK and local council's also, with some urgency, need to step-up its SH2 resilience planning in the greater Wairarapa, particularly regarding river crossings. Roundabouts Ngaumutawa Road. I support this long overdue roundabout. The concept design looks like a single lane, whereas two lanes would seem more appropriate given the volume of heavy trucks The northbound raised pedestrian platform seems redundant. It appears to impinge on access to the Norwood site and implies a pedestrian crossing when there isn't one. This doesn't seem safe. Wiltons Road I support this long overdue roundabout. Again, this should be a two-lane design. It is not apparent how cyclists, pedestrians and school buses are catered for. Wiltons / East Taratahi Roads I support this long overdue roundabout. However, a two-lane design that aligns Wiltons and E'Taratahi Roads would seem more appropriate because this would provide safer access to SH2 with much improved visibility together with safe heavy vehicle SH2 access from the new south Waingawa industrial subdivision thus providing balanced access to the industrial subdivision as this grows over the next 7 to 10 years. Provision for pedestrians and school buses is also essential. There is some community discussion about left-in/ left-out or closing E'tahi Road and diverting traffic along Hughes Line and

Cornwell Road to the Norfolk Road roundabout. I am not opposed to these options, provided Hughes Line and the Hughes Line East Taratahi and Hughes Line / Cornwell intersections are fully upgraded as part of the SH2 safety project (ie WK's cost) to cope with the increased traffic volumes. Turnaround facility I think this may cause more accidents than it prevents. Perhaps this could be integrated in an improved Hughes Line SH2 intersection so 'turnarounds' are undertaken in a lower trafficked area. Median safety barriers I'm not convinced the barriers are the answer (with the possible exception of between the three roundabouts), particularly where there are roadside barriers as collectively they limit space for disabled vehicles (flat tyres, mechanical breakdown etc) thus creating a hazard. Is in not clear what benefits WK expect from the barriers. Pedestrian crossing upgrades These are underway. I think these are a complete waste of money except outside schools and the Featherston supermarket. The work that has already been done have inconsistent entry / exit grades at the crossing. This inconsistency is an impediment to heavy vehicles due to the stop /start nature of driving required.

33 I would like to put in feedback re the above proposal

- 2** 1. I don't think the whole stretch of road between Masterton and Featherston should be limited to 80k, I do agree that there should be extended speed limits outside each town, and then increasing to 100k, ie Clareville could be 80k from the showground corner.
2. I understand the idea behind the roundabouts and agree,
3. I understand the idea behind the raised pedestrian crossings in the towns and can accept these
4. I do not agree with median barriers and think that motorcyclists are put in more danger by installing these.

- 33** Agree with – Roundabouts at Ngaumutawa Road, and Norfolk Road.
3 Variable speed sign staying at Wilton’s Road.
Variable speed outside School Zone for morning arrival and afternoon departure of children.

Partial Agreement

Luke warm – roundabout Wilton’s Road.

Pedestrian Crossings – don’t agree with them being raised as I see they are only excuse for slowing traffic generally but serve no purpose in providing an increased level of safety for pedestrians (if a car hasn’t slowed before reaching a raised ped crossing I suggest it’s too late for the pedestrian anyway). Happy for the wider painted ped crossings and make them a distinctive colour. Use the savings to ensure the roundabouts are built.

Disagree

Passing lane being removed outside Norman Avenue

Flexible Median Barriers anywhere.

Chopping and changing the speeds between Masterton’s Boundary and Wilton’s Road.

40 km speed in Central Carterton.

Don’t agree with 80kms south of Carterton

40 km speed in central Greytown.

80 km speed from Greytown to Featherston.

40 k m speed in central Featherston

(I believe it’s physically impossible to drive at 50 Km’s an hour in the town Centres when it’s busy)

The removal of any passing lanes – not sure what your plans are for the two lanes between Greytown and Featherston.

- 33**
4 Agree to all speed reductions proposed on your website

I recently purchased a property in Featherston and have found the drive to Masterton & other areas scary at times when you are not familiar with the roads and people are driving so fast around you and sitting on your bumper pressuring you to drive faster.

- 33** The reduction from 100km/h to 80km/h along the long distances between towns would
5 be better served by alternative approaches to safety that maintain existing travel times.
Increased population growth adds greater demand to network capacity, which is hindered by reduced travel speeds.

For example,

1. moderate width (50 to 100cm) center lines from Featherston to Masterton with rumble strips make drivers more able to and more aware of staying in their lane.
2. Short median cable barriers on major open road corners for 500-1000meters add protection against drivers who don’t take corners.

Lowered speeds proposed both near to and within the towns makes sense given the quantity of side roads and conflict between different modes of travel.

These seem appropriate and helpful.

33

6

2. The amount of agricultural machinery that moves along SH2 travels slowly and hinders speed – lowering of speed limits accentuates issues such as this AND overtaking lanes are essential to keep flow of traffic moving – not removed!.
3. How many accidents happened because of the lack of roundabouts at Norfolk Rd and Ngaumutawa Rds. Roundabouts at these interesections have been called for since Ive lived in this region (10years!). They are essential and have been requested for many years. These should be the first action ahead of any others. There are alternatives to right turning into SH2 from East Taratahi/Wiltons Rds so a third roundabout is superflous.
4. I support lit up speed signs at schools along SH2. This is a state highway and many people travelling along SH2 are not locals but travelling through the region, (especially so since the loss of the Manawatu Gorge) and are not aware where all the schools are.
5. Travel north of Carterton to Clareville with significant traffic does need to slow down until, at least after Chester Rd. The 50kph limit could be extended to past Chester Rd which would support safety for the many coming and going to either side of the road in this stretch.
6. Considerations were given to drivers of cars and motorbikes but what about safety for cyclists? A number of us senior folk regularly travel SH2 on cycles as a means of transportation but are very wary of drivers of other vehicles, especially articulated logging trucks and the like. Given that the focus for this review has been on safety it seems peculiar that one section of users, albeit a small groupo, has been given no consideration. Of concern are the installation of barriers on the side of the road which given cyciists nowhere to go when large vehicles pass or when vehicles head for the side of the road when a siren is sounded by fire/ambulance/police require users to pull off to the side. Cyclists and roundabouts???

33 I have been driving now for 62 years so believe that I can make a rational contribution to this debate.

7

Firstly, the Norfolk Road and Ngaumutawa Road roundabouts are top priority and should be the first projects tackled - the number of accidents and near misses at the Norfolk road intersection should have prompted action years ago. How much more consultation is necessary??

Secondly, SH2 is now carrying a larger volume of traffic than ever before - what can you do to ease the congestion? I am in Carterton and it is now impossible to make a safe right turn to get on to SH2. What can be done to provide gaps in traffic flows - can traffic lights be considered? Slowing traffic will just make the matter worse.

Lastly, speed - as shown in your statistics, most drivers adjust their speed to the conditions e.g the current mean speed figures show this. In one of your proposed changes the current mean speed is 85-89 in a 100kph zone illustrating that drivers are adjusting - so why knock it down to 80? 90 would seem to be the appropriate speed limit if you feel that you must regulate it.

There will always be the speedster so why penalise the majority of drivers who match their speed to the road conditions. Imposing slower speeds in non-urban areas will just

cause more congestion. What is the reason for cutting speed limits e.g Bidwills Cutting to Boundary road?

33 This road is generally very good ,it is the drivers that are the problem.Do not put
8 restrictions in and slow the traffic flow for the sake of a very small percentage of drivers who cannot drive safely. the Ngaumatawa Rd and Norfolk Rd roundabouts are essential and after that East Taratahi Rd traffic could be diverted along Hughs Line and Cornwall Rd to Norfolk Rd roundabout.A continuous median barrier would be a major inconvenience for local traffic especially fertilizer works traffic.Implementing all these traffic flow restrictions will cause major frustration and I,m sure will have no impact on the accident rate ,may even make it worse.
This is a hot topic locally and many will be extremely concerned if their views are not taken note of,the trip is slow enough now ,please do not make it worse.
Thank you for listening .

33 I am struggling to understand the requirement for dropping the current speed from
9 100kph to 80 kph between Featherston and Masterton and I do not support the proposed changes to these areas of the highway.

As this is state highway two, if the road is considered unsafe then this needs to be addressed to ensure the appropriate safety improvements are made.

Dropping speed is not overcoming the long term issue.

Fully understand the speed changes / restrictions through the main towns.

During peak times in these areas speeds would be down to approx. 40kph without any changes being made due to the amount of pedestrians and vehicles.

However suggest that smart speed signs are installed to control the speed of vehicles through towns at peak times. EG at 6am in the morning there is no requirement to slow traffic down to 40kph, these should be left at the current 50kph.

Most of these main town centres are able to bypassed. More info needs to be provided to advise of alternative routes rather than through main streets.

34

0 I have regularly used State Highway 2 between Featherston and Masterton for over 40 years.

I believe the proposed changes to the speed limits are appropriate for today's traffic with the exception of the lengths between Boundary Road and Greytown and between Hughes Line and East Taratahi Road. I consider that these two lengths should stay at 100 kph as there are no or very few intersections and only a small number of houses on these lengths. The other proposed changes seem sensible to me and should improve safety for all.

34 Hal Jones Building Limited submission

1

I strongly oppose the speed reductions of 100Kmh down to 80Kmh proposed on the open roads between the townships of Featherston, Greytown, Carterton and Masterton. These roads are in the most part long, straight, good quality roads.

Alternatives to the speed reductions could include, centre line widening, rumble strips and median barriers. The speed reductions will cause driver frustration, fatigue at the wheel, fines and penalties issued to safe drivers. This is an important arterial route between the towns and the speed reductions would also slow down the local economy. Further overtaking lanes should be installed between the towns as traffic can be slowed down significantly by farm traffic.

If a speed reduction must happen, why not just reduce speed down to 90Kmh? The one area where a speed could be considered between the towns is at Claireville.

I agree with the speed reductions proposed in the town centres. However, what we really need is road bypasses for all the towns as the heavy traffic is now too frequent to safely pass through any of these towns.

Pedestrian crossings. A key area was missed in Featherston for a Pedestrian crossing. That area is around the Bethune street area. I used to live there along with many other families and it was suicidal to get from home and across the highway to the town ship of Featherston.

Roundabouts.

Again the Bethune st intersection needs a roundabout. It has 5 roads intersecting at obscure angles and I have seen many near misses with traffic accidents there. The problem will be exacerbated by a recent addition of a Quarry site at the end of Wakefield street/Underhill road, which has increased heavy trucks using this intersection frequently.

Another area that should be considered for a roundabout is Humphries street in Greytown. Again, many near misses have been sighted by myself.

Please consider my input as I represent a local opinion along with many of my friends and colleagues being in agreement with my views presented in this letter.

34 I travel south at approx 7.30am and return about 3.45pm.

2 My comments mainly refer to the drive from Greytown to Featherston in the current 100km stretch of road.

I feel turning this to 80km is extreme. Most of this road is not built up and has very few driveways, major intersections or turnoffs. I agree the Tin Hut area should be at a lower speed but feel the rest of this drive should be kept at 100km.

I am aware of some rough road surfaces along the way that need work. I feel this is due to the increased amount of trucks travelling up SH 2 through the Wairarapa while there is little to no access at Manawatu Gorge. Once the Transmission Gully and alternate route through the Gorge area has opened, I am sure the Wairarapa roads will be not only

clearer and less busy but also will not cause as many repair needs.
80 km will cause people to take risks.

34

- 3** Build two roundabouts, and fast. Forget the one at East Taratahi Road - make that, and Wiltons Road, left turn only. Encourage the use of Hughes Line to access the Cornwall Road roundabout, and Wiltons Road can head south via Chester Road, where they would intersect State H/W 2 in a 70km/h zone, not 100km/h.

Do not build any more raised pedestrian crossings - the only people happy with these are the suspension shops. For the same money I'm sure you could install solar powered lights (big enough to catch any driver's attention), activated by a push button, and only when there is actually a pedestrian wanting to cross. Similar to the pedestrian crossings in cities. Also, the pedestrian crossing planned near the Ngaumutawa Road roundabout will surely back up traffic dangerously at the roundabout at school times. Would an under or overpass be a better option?

Leave the passing lanes alone, and attempt to install more. Nothing builds frustration quicker than being stuck behind a slow vehicle (tractor for instance), for kilometres on end. If the one at Waingawa has been long enough in a 100 km/h zone, surely it will be long enough in an 80 km/h zone, if the speed limit was to change. I have spent the last 8 years travelling between Masterton and Greytown, and have never had an issue with the passing lanes. For this same reason, do NOT install median barriers, as they eliminate any chance of overtaking - nor install roadside barriers as I believe were originally mooted. I'd much rather someone who can't drive properly ran off the road and into a ditch or a paddock, rather than hitting a barrier and bouncing off into oncoming traffic. Has anyone thought that cross winds could be a large contributor to accidents in the Waingawa area. A noticeable difference between being out in the open v's being in the lee of a shelter belt. The buffeting factor comes into play. Road surfaces also need looking at, particularly between the southern end of the Waingawa straight, and Carterton. This area is just plain dangerous on a motorcycle due to the road surface.

Too many speed limit changes just confuses everybody. Surely 50, 70, and 100km/h are all that are needed, and not too many changes at that.

Without a roundabout at East Taratahi Road, surely any competent driver can drive safely at 100km/h between Norfolk Road and Clareville. Similarly between Greytown and Featherston (almost straight roads fo goodness sake).

Teach people to drive properly, and police the nutters off the road. Do not penalise everybody for the 1% of drivers who will never obey road rules or speed limits.

34

4 It is ludicrous to consider changing speed limits considering the long areas of straight roads between the three towns. Why penalise the majority of drivers because of those drivers who must pass a car whatever speed it is doing. A more sensible idea would be to have cameras like Australia that measure speeds between two points, ie Featherston-Greytown, Greytown-Carterton, Carterton – Masterton. Any car travelling between the points at a faster than an average speed of 100km/h would receive a ticket. Only the idiots would then be penalised. We don't want those who choose to travel through our area to Hawkes Bay to opt for a faster route. The slow crawl through the 3 towns caused by build-ups due to the two crossings is bad enough. More crossings will compound the problem.

34 I don't support:

5 lowering speed from 100 to 80 at the main areas between the towns.

I do support:

Pretty much everything else.

Strongly support cycle improvements and you MUST do it properly. Going thru the side of a roundabout beside a truck isn't nice at all. "Shared pathway" - needs to be wide. As a cyclist, getting out of Mstn to head south isn't nice currently.

Lower speed at north end of Featherston from 70 to 50.

34

6 I am totally against the lowering of the speed limit from 100kph to 80kph on much of SH2. However the road needs to be improved along with the addition of more passing lanes and centre medium barriers in the higher risk areas. The emphasis should be on flowing traffic and keeping the region moving which is one of the benefits of living in a rural region. I don't believe reducing speed limits will achieve this and instead it will potentially lead to more accidents as a result of an increase in impatient and distracted road users.

I do however support the changes relating to the stretch of roading over the Waingawa River although this would be unnecessary if a LARGE round-a-bout was in place at the Norfolk Rd / SH2 intersection.

While it's not part of the current restructure, the SH2 section between Masterton and Woodville is in desperate need of passing lanes. There is not one passing lane which I believe is unacceptable and dangerous. Passing lanes are not an excuse to speed, they are a reason to not speed, to not get impatient and are an alternative to passing in places that at times represent a risk to other road users. Not all vehicles are designed or legally allowed to travel at 100kph and not all drivers have any desire to drive at 100kph. As a consequence drivers or riders who do prefer to drive at or close to the speed limit like to have the opportunity to pass otherwise queues develop, cars slow and drivers sometimes make poor decisions. This applies to the Masterton / Featherstone section as well.

- 34** I totally support what is proposed for changes to SH2.
7 A key reason is my experiences with the road from Bombay Hills to Tauranga:
When it was a 100kph road I dreaded using it because it felt so unsafe.
When it was changed to 80kph I began to enjoy using it.

Parts of the SH2 road have always felt unsafe to me - part of the problem being road design - the rest of the problem being other users don't adjust for road conditions or travel above the speed limit.

One part of the proposals I did not understand is the turnaround facility near Chester Road. The diagram is not well explained, in my view.

- 34** Speed limit between Featherston and Greytown should remain at 100kph. Less
8 variation in speed limit between Masterton and Carterton. Maintain single speed limit of 60kph or 70kph. Speed limit between Carterton and Clareville and East Taratahi roundabout should remain at 100kph. Reduced speed limit between Carterton and Masterton will increase traffic traveling along Carters Line, East Taratahi and Cornwall Road. Do not support turning area on SH2 Clareville. Roundabout at Chester Road/ SH2 would be a safer and more appropriate option. Continue allowing vehicles to both enter and exit Ravensdown from both directions along SH2. Roundabouts should have 2 lanes from SH2 entries. One lane allowing free left turning, the other serving straight/ left turn. Support median barrier along SH2 between Masterton and Carterton. Do not support barriers between Greytown and Featherston.

- 34** We fully support the construction of the roundabouts along SH2.

9

They will make a great improvement to travelling through what is now very dangerous intersections.

We do not support the lowering of the speed limits.

Having so many different speeds throughout the towns will be very confusing for drivers.

We travel this stretch of highway weekly and we also travel over the Remutaka Hill daily.

Many motorists driving between Featherston & Masterton only just travel at 100km now. By lowering the speed limit it will only encourage them to slow down even more, which of course makes other drivers frustrated whom will then decide to make a foolish overtaking manoeuvre.

The many raised pedestrian crossings are going to slow people down, SURELY !!

35

0 Just to let you know how I feel about the state highway proposal as a frequent user of the state highway
if you put a center barrier down the middle It will make it impossible for cars and emergency services to pass the slow farm machinery, cars and trucks that goes down the highway about 30 k's an hour. Thus Making large cures and drivers will get frustrated and lose concentration which will lead to a lot more accidents with inertension and impatience. Unless you make it a 4 way highway or make it wide enough to have a strip on the side that car or whatever to move to the side without barriers in the way. The Barriers on the shoulders should be out pass this to giving more room for vehicles that have to stop forwhatever reason.
Also I thought a state highway is to get traffic is from point a to point B as quick and safely as possible and your proposal of speed's down to 80 kmp Makes driving through the wairarapa slow and a painful process. There again making drivers frustrated and losing inattention
Is a good idea to close the Norman Avenue road off the state highway And the roundabout at Norfolk road and at ngaumutawa road With the provisions Of vehicles leaving the Higgins yard Going to ngaumutawa road roundabout to go round and head South.
The roundabout at East Tatatahi road Should not be there and the traffic pushed down Hughes line to go to the roundabout at Norfolk road roundabout This would look for the future where you could put another Brige across the river to go to South road easing the traffic and giving Masterton the 2 way excess if it's ever a case we're ever lost one Brige. Carterton and Graytown desperately need a bypass The traffic is only getting more busy. These are some of the punch points in the Wairarapa.
You should be looking at putting in more passing lines not deleting them for slow traffic like farm machinery that uses a state highway quarter a lot and the very slow cars that hold up yeah the driver's it makes it very frustrating

35 I am concerned about the proposed reduction in speed on SH2 from Featherston to
1 Greytown, from 100 Km/Hr to 80 Km/hr. While understanding of course that a "consultation" is taking place it is very clear that this is a decision already made.

This proposal is ridiculous in the extreme given that we have predominantly modern vehicles, with more safety features than ever before travelling essentially straight roads with few intersections (3 from Greytown to Featherston) with the longest straight being 6.5Km with no intersections.

As with many of our roads the maintenance regime is woeful at best, as evidenced by the constant delamination of repair and rebuild works on SH2. This is not restricted to just in the Wairarapa try driving Greytown to Palmerston North and you will see a consistent theme of deteriorating roads.

Reducing eth speed limit may save NZTA maintenance funds but what happens next time, reduce the speed to 50 Km/Hr.

My suggestion is stop going for the cheapest outcome, try most cost effective, hold your contractors to account for the work they produce, hold your engineers to account for the engineering advice they give and designs they produce, hold your project managers to account for allowing poor work to be carried out. This may sound harsh however all you need to do is drive the roads look at the degraded condition and ask yourself why. Somewhere people are not doing their jobs correctly and it is a recurring theme.

35

- 2 Thank you for the brochure outlining your proposals for SH2 Featherston – Masterton. We live in Lower Hutt and it is appropriate that you are drawing attention beyond Wairarapa to your proposals.

We are occasional visitors to Wairarapa, and occasional travellers through Wairarapa.

Featherston to Greytown.

It is important that drivers respect the rules of the road for safety. Respectfulness of the rules can come from fear of enforcement, concerns for safety, and acceptance that rules are appropriate to the situation.

I think observance of 80km Featherston – Masterton will only be driven by fear of enforcement. This is a ridiculous proposal.

I have no view on whether the additional lanes should be “slow lanes” or “passing”, but the slowest vehicles on this road is mostly be trucks, usually observing 90+ kph.

These long stretches of straight road are 100 kph roads and I urge you to desist from this proposal.

Featherston, Greytown, Carterton 40 kph zones.

When these towns are highly trafficked, driver speeds naturally reduce to something more appropriate than 50 kph.

I don't think 40 kph is appropriate 24 hours a day.

Please desist from these proposals.

35

- 3 I am a resident of Andersons line , Carterton and regular commuter each day over the Rimutaka hill road.

I have a serious concerns in regard to the intersection of Andersons line / State highway 2. Turning right out of Andersons line, heading south , towards Carterton, is like running the gauntlet. Firstly you have vehicles traveling in a northerly direction , traveling at least 70 kmph. Secondly, the vehicles traveling south, past the Taratahi hotel are still traveling at 100 kmph.

I suggest that the speed limit be reduced to 50 kmph in both directions.

As for the proposed 80kmph speed limit all the way from Featherston to Masterton is ludicrous. As it is you already get drivers who travel at 40kmph through the towns of Greytown and Carterton. There is nothing more infuriating than following a vehicle traveling at 40kmph or less from the South end of Carterton , all the way to the North end of Carterton. These drivers are a menace on the road and cause others to be frustrated and impatient. There are also 21 pedestrian crossings from Featherston to Masterton, all are to be raised, basically turning them into judder bars. The new raised pedestrian crossings in Carterton, Masterton and Featherston are nothing but a pain in the ar#e.

Dropping the speed limit form 100 kmph to 80 kmph is a bad move and will only cause

hindrance to the traffic flows that are already hindered by inconsiderate slow drivers that already travel below the speed limit.

35 I couldn't quite get the interactive map to work when I clicked on the side so here are my
4 comments on the pedestrian crossings.

For Featherston where I live they don't seem right at all.

1. There is already a crossing on SH53 across to the school on Lyon and there is already a crossing from the library so what is new about that?
2. There is already one near Daniel St to the supermarket
3. There is already a raised platform by the railway tracks.

I can't see what is new here??/

This is very focused on SH2 which is a bit too narrow a scope it seems to me.

1. Where Fox comes out into SH2 by Jim's autos, there are raised insets and so on. This needs to be painted as a pedestrian crossing.
2. By Adams Service station and across to the Dairy and liquor store and takeaways, many people hop backwards and forwards across there so that needs one right there in my view. This is also where people start speeding through town and out of town. Or just by The Royal where the gardens are. Oldies are crossing there.
3. I would like to see a pedestrian crossing between Donald St and SH53. Vehicles go very fast there and heaps of people cross there to go and walk animals or ride bikes down South Side of Donald St. It would keep the traffic in check before drivers get to 100 and make it a lot safer for the older residents and children.
4. On another matter, I have been asking the SWDC for many, many years for it to reduce the speed on South side of Donald st to 70km. They pass the buck to you guys and 10 years on we have ducks being killed and dogs killed by speeding vehicles. Surely this can be changed. It is a narrow road and there a plenty of walkers. Just ridiculous how long this and Murphy actually has stayed at 100km.

5. The Carteron roundabout is causing a bottle neck. Need to cut some parking there or something?

6. Silly to make a main highway at 80km most of the way. This is lazy to just spend millions and millions on roundabouts when traffic lights at Ngaumutawa is what is needed there.

7. The road is too narrow in most places for a state highway. The Kapiti HW has had a huge amount of new roads but here we just shove in roundabouts? Surely widen the road as much as you can and keep the speed up so we can actually not take an hour for a half hour drive to and from Masterton? Seems very tunnel vision not to widen the road.

I don't see how raising them or having them wide makes any difference, just adds cost and probably annoying for trucks.

As I submitted a while back a ped crossing would be good to go in near Kuranui school just south of the dairy to that corner towards Kuranui School . Or just by the bus stop that kids hop off when they come up from Featherston. There is Nowhere to cross the road there..

35

5 Thank you very much for sending me the Masterton to Featherston proposal. I travel on that stretch of road on a very regular basis, either by MC or by car, and I do appreciate being asked to comment.

It's a very well presented and interesting proposal, however, unfortunately, there is very little to like.

I am of the opinion that you have this completely wrong.

First of all - a speed reduction is not a solution. In other countries, speed limits are seen as a tool to reduce the road toll. This, unfortunately, is not the case in N.Z., where speed limits are seen as a way to raise revenue.

Secondly, median safety barriers would be rather unnecessary, if you instead solved the problem by making SH2 a 4-lane highway all the way outside the 4 urban areas. Crashes are caused by the fact that we only have 2 lanes on large stretches. SH2 handles all kinds of traffic incl. slow moving vehicles, and they are forcing people into risky overtaking maneuvers. The well-intended safety barriers will only add to this problem, as faster traffic will have to wait e.g. for slower trucks and farm equipment.

Roundabouts will slow down traffic and also lead to increased frustration with motorists.

So, the simple, albeit expensive, solution is to make the Featherston to Masterton highway into a 4-lane highway - everything else is just going to extend the agony.

35

6 Frustrated drivers cause accidents. In the future this will be accentuated in the case on SH2 where there is increasing frequency of heavy transport vehicles including logging trucks with trailers. Therefore keep the 100km speed limits on all of SH2. 80km would be a massive hindrance to traffic flow and multiply frustrated drivers. Also add further passing lanes along SH2 - don't eliminate them. Locals have to use SH2 as their local passageway to other towns in the Wairarapa as the towns are in a straight line(exception of Martinborough) with no by-pass options at Carterton or Greytown. To cater for increasing traffic volumes, to keep traffic flowing and to improve safety I maintain the plan below would be the best option.

1. Build a new roundabout at Ngamutawa Road/SH 2 Junction.
2. Build a new roundabout at Cornwall Road/SH2 Junction.
3. Lower speed limit to 50km where the present 70km stretch is at Solway and extend this past the two new roundabouts at Ngamutawa and Cornwall Road. Then 100km limit.
4. East Taratahi Road/SH2 Junction. Leave as is - no new roundabout. Instead make the northern half(upper)of Hughes Line the through route from Masterton to Martinborough. Widen this section of Hughes Line to accommodate the present and increasing future traffic volumes. Construct a gentle curve from Hughes Line to Cornwall Road. Construct a curve from East Taratahi Road onto Hughes Line. Place a stop at Hughes Line going north where it meets East Taratahi Road. This would mean traffic from Hughes Line, East Taratahi, Gladstone, Martinborough etc would all enter/leave SH2 at the Cornwall Road roundabout. Nearly all traffic heading east after Waingawa Bridge would travel on Cornwall Road, upper Hughes Line and East Taratahi Roads. The present junction East Taratahi Road on to SH2 would have a non-right hand turn as it would now not be required. Locals will testify that this junction is easily the most dangerous junction on this network of roads. Costs saved on the no longer required roundabout could be used to widen/strengthen upper Hughes Line.

4. Speed Limits. Speed limits on SH2 from the Cornwall Road roundabout heading south, could now stay at 100km as from exiting this roundabout. The 100km should be kept where they presently are on all sections of SH2 between Masterton boundary and Featherston boundary.

5. Cycle Lane. A dedicated cycle lane between Carterton and Masterton is desperately required. Cycling on SH2 is dangerous because of the narrow sections. This should be planned for as the road network is changed. The 14km trip would attract a huge number of cyclists and reduce traffic volume not to mention the tourist benefit. A cycle trail from Carterton to Masterton should be built along the full length of Hughes Line. It would require a cycle bridge over the Waignawa River at the very north end of Hughes Line to connect with South Road. e-bikes are making cycling an ever increasing mode of transport for a lot of people. This should be encouraged and not underestimated.

35

7 Changing speed limits for short stretches of road, say 50/40/50 within hundreds of meters creates a forest of road signs and extra cost. The motorist will be distracted by such array of information and is set up to overlook changes. It will be far better to reduce speed in town from to 40 kmh max and leave it at that. The crossing humps suggest 35km/h so it'll be even slower, especially for heavy traffic. On a busy day or rush hour this will cause congestion, as it does already in Carterton's northbound lane, just leading up to the roundabout.

You should consider that SH2 is not a quiet country lane, it is one of the two main arteries thru the Island and people want to travel efficiently between Wellington and the Hawkes Bay. The delays you are creating are not helpful and cause frustration and extra pollution thru stop and start.

Truckdrivers will be so frustrated as they work logbook controlled and don't have endless time.

You should try a raised crossing in a truck, back breaking such obstacle course... and noisy.

Motoring is dangerous and nothing will change that! Drivers have to be more considerate, responsible and drive by the rules, frustrating them by slowing the flow will have a contrary effect.

35

8 To who it may concern regarding the safety improvements I live in clareville and believe the proposed flexible median barrier will cause more traffic problems as more cars will be doing u turns wherever possible and due to the number of tractors using the road cars will no longer be able to pass them as there a very few areas for tractors to pull over and there have been few if any head on accidents only accidents at the intersections where the proposed roundabouts are to go I suggest put in the roundabouts and lower the speed limit but not the flexible median barriers.

35 Thank you for sending the material about the Masterton to Featherston proposals by
9 mail. It is great that the wider community is being actively consulted.

I live in the Hutt Valley and travel to the Wairarapa for day trips once each month or so. Mostly during the week rather than on the weekends.

I fully agree with:

- * The proposed median barriers. This, in particular, is an excellent initiative.
- * The proposed roundabouts.
- * The raised pedestrian crossings and their locations, so long as the ramps are indeed long and gentle so as not to create traffic jams when pedestrians are not present.
- * The proposed speed reductions from 70kph to 50kph.
- * The proposed speed reductions in the relevant town centres.

But please do not lower the speed limit to 80kph on the stretches of open road between the townships. These are some of the few sections of state highway in the Wellington region where the roads are safely travelled at 100kph. The stretches of SH2 between the Wairarapa townships are wide, flat, have excellent visibility and are more-or-less straight with a few gentle curves to maintain driver attention. There are also well-placed passing lanes. The proposed median barriers between Masterton and Carterton will be enough to elevate safety to the maximum reasonably possible. Lowering the speed limit will detract from safety because 80kph will feel unnaturally slow and will force drivers to concentrate on their speedometers (or scan for police patrol cars) rather than their driving. It should also be taken into account that SH2 is an arterial route and efficient road transportation is a very important part of the county's productivity. We already suffer from low productivity across many fronts in the economy and we should not add to the impediments when it is not necessary. It seems from the material supplied that average speeds in these areas are already less than 90kph so the reduction in speed limit to 80kph will yield little benefit and is likely to reduce safety due to the unnecessary tension and distraction it will create.

The Clareville Saddlery area has become more dangerous over the last few years due to the popularity of the Clareville Bakery. Vehicles coming from the south need to make a right turn into the café in the face of 100kph traffic, and vehicles leaving the café are faced with having to accelerate from zero to 100kph when exiting in either direction. I would suggest extending the 70kph zone at the north end of Carterton to include the Clareville Saddlery area.

36

0 In each town - the limit of 40 naturally happens when traffic builds up. But when it is quiet (e.g. overnight), this should just be 50 all the way through each town - especially with the improvements made to the raised pedestrian crossings making things safer already. Too many changes from 80 to 50 to 40 to 50 to 70 just causes more confusion for the driver, and there is a lot of signage in town vying for the drivers attention as it is. Policing all of these changes is expensive - why not use Traffic Bollards, for 10-20 metres to force cars to slow down where it's crucial that they do, or to assist with the speed change (e.g. north of Greytown's 70km/h area).

Masterton + Carterton I make no further comment, as we don't drive that far often. However we do regularly drive on SH2 on Featherston and Greytown. Featherston you've got spot on for the area of town that should be driven at 50 right through with raised pedestrian crossings - love the new one outside Supervalu - perfect!

Between Featherston and Greytown should be 100 - the road could easily be improved, but we recently drove at 80, and as it is largely rural, you are wondering why you are going so slow. Alternatively, if you think the road is in really poor condition (I havent heard or read of any crashes on this section of road involving injury or death since i've lived here), then 90 would be a better proposed speed than 80.

Lastly, and most importantly, in Greytown, there is a new subdivision being built on the north side of SH2 near the entry to Bidwills Cutting Road - I would recommend you consider this, and move the 50km/h zone to the outer limits of this new subdivision where 60 families/children/pets will be living in the near future. I would hate for these sections to back onto SH2 with cars going 100km/h right behind their backyards/section limits. Please consider reducing the speed and moving the 50km/h zone out to where the current Greytown Rotary Lions sign is located, as this would be seen as proactive, rather than reactive when something regrettable happens. I have taken a screenshot of Google Maps for you to explain the area - right behind these trees there are soon to be 60 new homes...

[Screen Shot 2021-08-08 at 11.07.44 AM.png]

I don't drive to Masterton often enough to really put in feedback. To help reduce speed, I highly rate traffic bollards. Especially when cars must pass narrowly through them - it makes everyone feel safer immediately without having to create massive infrastructure changes.

36 These proposed changes appear to ignore the fact that SH2 through the Wairarapa is
1 one of only two arterial routes into Wellington, and a highway that is only going to get busier over time as there are very limited public transport alternatives. As a frequent user of that road, the major issues are extremely limited areas for overtaking slower traffic that commonly includes farming machinery travelling much slower than the general flow, complicated traffic movements in the Clareville area with poor lighting at night, and the narrow bridge over the Waiohine River. Carterton needs a bypass. If one is trying to protect cyclists, then you separate the cycling lane from the traffic. If you create excessive obstruction to traffic flow through this region you will simply export the problems to either end with drivers releasing their pent up frustration on the hill road and northern Wairarapa.
yours sincerely

36

2 As a resident of Millars Road, Longbush, I appreciate the update on the proposed changes to SH2 Masterton to Featherston.

I understand that speed kills and we are looking to reduce the likelihood of death and serious injury, however, I do not believe that reducing the speed limits and putting in more crossings and roundabouts is going to stop the minority of people that speed and cause issues, it is more likely to push them onto rural roads around the towns which will not be as well maintained.

I believe a better proposal would be to bypass the towns and make the SH2 run along the outside of the towns. As the demand in Wellington's housing market increases more people are moving to the wairarapa, many of these people are still commuting to the Hutt Valley and Wellington central. The afternoon train services are lacking and therefore they drive. It is unfair on these people to add more time to their journey by slowing the roads down and adding in more roundabouts etc.

Some ideas to help with the issues are

- 1) Run SH2 on the outside of the towns, with median barriers in place and overtaking lanes to prevent people making stupid calls when overtaking others.
- 2) Make pedestrian crossings flyovers (bridges over the road)
- 3) install a tunnel through from the Wairarapa to Hutt Valley
- 4) Expand on public transport from the Wairarapa to Wellington.

36
3 As a resident of Millars Road, Longbush, i do not agree your proposed changes will affect the road toll. Lowering SH2 speed limit will push more traffic onto the rural roads that are in a even worse state and will likely cause more accidents.

If your aim is to make the towns safer, bypass roads should be built to direct traffic around the centres.

Median barriers could be installed and passing lanes increased on SH2. This alone will stop head on crashes with less people overtaking.

The population of southern wairarapa is going to increase substationally over the coming years and we should be future proofing and not choking this route.

36

4 I have read your information on these safety improvements and you have my full support!

36

5 Have been looking over the proposed speed changes and the town changes (Masterton, Carterton, Greytown and Featherston) all seem reasonable. Slower speeds in the busier areas, makes sense.

The proposed change between towns from 100km/h to 80km/h seem a little slow to me. Reading the 488 crashes over 9 years does seem like a large number, but how is that compared to similar roads?

I'd be happy with patches of slower speeds at intersections, much like the temporary 70km/h when cars exiting either side at Wiltons and E Taratahi roads.

I understand that the final change to 80km/h only adds a few minutes to the journey

between Featherston and Masterton; I'm just unsure of the reasoning behind changing speed limits as a blanket rule compared to specific locations or alternative roading works (ie, is the road in poor condition in some areas, leading to increased hazard conditions).

36

6 Do not lower the speed limit.

Roundabouts at dangerous intersections, absolutely yes!

Many selfish and oblivious people often already struggle to achieve 100kph on the open highway sections proposed for SH2, causing large tailbacks.

This is of course until they reach overtaking lanes whereupon they find the pedal and gain another 30kph all of a sudden, and as soon as they are through... back to holding everyone up.

Most of these roads are straight, wide and in good condition.

If you lower the limit to 80kmh those mentioned earlier will be dragging their heels at 70kph.

The average speed between these towns would already be near 80kph.

Unneeded slower limits will cause a rise in driver frustration that in turn leads to poor decision making by frustrated drivers.

Also, I would like to know how many of the 4 deaths and 28 serious injuries were as a result of speed as the causal factor.

Inattention, drink/drugged driving, falling asleep at the wheel, playing with cell phones and stereos, drivers spending more time looking at the passenger they are talking to rather than the road I am sure are far more often the cause than speed.

Have a drivers skills and standards campaign instead.

I know one death in Carterton town was an intentional vehicular homicide, another was a heart attack wasn't it?, so does that drop it to 1 death every 4 and a half years?

36

7

I am against lowering the speed limit, the road is only busy for 120 minutes x 5 days a week, I drive early to work and see no one. I do not think you need to lower speed limits if you are introducing the new safety improvements.

Introduce them first, if they don't work then lower the speed limit.

36

8 Thank you for this opportunity to comment on the SH2 highway improvements. In my view, as a resident of Norfolk Rd and a regular user of the Norfolk Rd and Chester Rd intersections, your proposals are very long overdue, so thanks for attempting to address the issues. I wish to make 3 points.

1. The Ngaumutawa Rd roundabout will be a great improvement.
2. The other roundabouts do not seem warranted at this stage. What is needed in the first instance is a speed restriction. 70 km from south of Norfolk Rd to 50 km just south of the Ngaumutawa roundabout. 70 km on Norfolk Rd until the railway line is also needed.
3. Rather than a median barrier or a turnaround point, what is needed for Clareville from Carterton to Chester Rd is simply a continuation of the 70 km speed limit.

These speed reductions can be put in place immediately, and then you can see if further longer-term, more expensive options are really needed.

36 You are seeking feedback on the proposed speed limits medium barriers and the
9 roundabouts.

Wairarapa has a higher than normal reliance on the state highway as other options are more limited than most NZ areas enjoy.

The railway and airports even with the proposed investment will take several years to become viable alternatives.

Wairarapa is a large production area and requires fast and efficient transport to remain attractive for investors.

The highway SH2 is already limited by way of the effect from the Rimutaka Hill and closure of the Manawatu Gorge road.

To slow the traffic down further by lower speed limits will only lead to greater traveler frustration and congestion.

Roundabouts are effectively 'flow restrictors' and create distorted traffic priorities.

From your diagrams traffic entering roundabouts from busy single lane roads (onto SH 2) then exiting via the first exit will create unnecessary delays.

This occurs as traffic approaching the roundabout from their left are forced to wait to determine the entering vehicles intention.

This situation creates greater restriction when heavy vehicles are forced to stop unnecessarily.

You will be aware how much slower it takes a heavy vehicle to gain momentum.

There are many examples where roundabouts originally designed in your proposed fashion (eg. Otaki) are latter forced to be altered accordingly.

Get it right first up and include free left turning lanes.

Generally I believe your proposals will not be effective to increase road safety.

Just consider the number of accidents occurring within our current slower 'built up areas' (50 kph limit)

I witnessed two today 5/8/21 within the Masterton urban area alone.

Perhaps if you reduced and standardized all speed limits across New Zealand to a maximum of 20 kph your theory maybe effective.

By 'dumbing down' NZ drivers it will not reduce the accident rate... effective Scandinavian style driver training will.

37 I have attempted to negotiate my way through your proposed SH2 Wairarapa 'safety'
0 improvements. There was a lot to digest.

I would have liked to have known the lengths of road sections where you want to reduce the speed limit or remove passing lanes. More frustration for drivers.

Have you researched and stated the impact on travelling times with these proposed changes? I didn't see it.

You mention the number of crash fatalities and injuries over a given period with absolutely no breakdown of what caused the crashes and where they occurred. That information should be provided. I doubt that they were all at intersections or caused by excessive speed alone. Perhaps just bad decisions by drivers? I would really like to know the causes as we know that the Police always conduct detailed investigations into vehicle crashes.

Your proposal to impose reduced speed limits and install 'traffic calming' measures is what I see as repetitive behaviour from your agency. Where there are crashes ... what to do? Lower the speed limit. And then call it a safety improvement.

How about widening the road? How about providing more passing lanes? How about giving separated cycle lanes. How about dedicated bypasses for each town?

Where you intend to place barriers down the middle of the road or paint wider centre lines (a painted line will not stop vehicle collisions) are you going to widen the road to compensate or make the road even narrower and more dangerous?

I also disagree with the creation of roundabouts on a state highway. More slowing down, more tyre wear, more fuel consumed and increased pollution caused by vehicles - especially trucks - going down and up through the gears while negotiating the roundabouts. What about the use of slip lanes for through traffic?

Clearly, you are not interested in maintaining free flowing traffic. Sigh.

In this day and age, we cannot continue with the same substandard roading we have had that I have grown up with for my entire 66 years. In my opinion, there has been minimal change to SH2 in all that time. As the agency with the responsibility of the upkeep of our nation's highways, you are simply not keeping up with the demands of an increasing population both in people and vehicular traffic - and the capabilities of that traffic.

Slowing down traffic on state highways is simply not the answer.

37

- 1 Thank you for the opportunity to respond to the planned changes on SH2 between Masterton and Featherston. My details appear at the bottom of this submission.

Although I am not a resident of the area, I do travel through it a few times per year, either for business, occasionally, or mostly for vacation/recreation. So you will see my bias is to improve traffic throughput, but not at the expense of the safety of residents or other local users.

I fully understand that traffic through towns like Carteron and Greytown must be slowed to be safe, particularly School Zones when the State Highway must flow through that town. However, you surely have to ask yourself, though, are 21 new pedestrian crossings a good idea on a STATE HIGHWAY (SH2)? This is the only other North/South route up the North Island apart from SH1. Surely the priority should be to keep the traffic flowing, rather than slowing it down? Are there any other plans afoot to bypass these towns? As you will read in part 2 of my submission, I believe these changes will CREATE MULTI-DECADE CHOKE POINTS AND CONGESTION that won't serve vehicles, or pedestrians/cyclists/locals well in the long term.

Conclusion:

Speed limits in towns - Necessary, if the State Highway CANNOT bypass the town
Speed limits out of towns - Not necessary and to be avoided - See submission on point 2 below.

The median barrier is a great idea. Any safety measure that separates traffic travelling in opposite directions is a great idea, however, I do take issue with the roundabouts. I urge you to think carefully before inserting (multiple) roundabouts in the middle of STATE HIGHWAY 2 (SH2). This should surely ring alarm bells to traffic managers, engineers and highway designers as this will undoubtedly create a LONG TERM issue of TRAFFIC JAMS. You only have to look at the Otaki roundabout across the divide on SH1 to see how this roundabout has created MULTI-DECADE traffic congestion at peak times. I believe this was the result of short-sighted planning and local minority pressure.

[Not only is the Otaki roundabout a place to avoid, but it also creates a huge flow-on effect to people delaying travel, locals avoiding the area, goods not moving and everyone sitting in queues for MANY HOURS trying to pass the choke point. Thankfully, this problem is almost behind us with the construction of the wonderful looking Otaki bypass and associated works (Kapiti, Peka Peka and Transmission Gully, etc.), but only after 40 years of angst.]

My point is that the planned changes are the START OF CREATING multiple MULTI-DECADE TRAFFIC CONGESTION POINTS ON SH2. This is a perfect opportunity to explore other options to solve these problems. Have underpasses been considered for Wiltons Road and Norfolk Road? These would be safer than roundabouts. Perhaps these two intersections could be served by a single underpass with ingress/egress lanes designed appropriately. Similarly at Ngaumutawa Road, although this might be a bit more problematic. Are there other options (not traffic lights) to effect similar outcomes? No doubt these options would be more expensive in the short term, but the long-term pay-off would surely be worth it.

In my opinion, the design should be ENABLING safe traffic flow while incorporating the required designs for cyclists and pedestrians, not trying to make a road (a STATE HIGHWAY no less) fit the needs of cyclists and pedestrians. Surely the design should be

about keeping the traffic flowing as fast as possible while making safe on-ramp/off-ramps for vehicles and making adequate provisions for footpaths and cycleways for pedestrians/ cyclists/ mobility/ recreational scooters, etc.

Conclusions:

Median barriers - A great idea (no brainer)

Roundabouts - Absolutely NOT.

Concluding comments: I believe the philosophy of getting people out of their cars/utes/trucks and not providing for them properly is flawed. The idea that we should ditch the cars and ride bicycles, walk or take the bus is never going to happen. Personal mobility won't go away any time soon, nor the need for tradies, truckies and farmers to move their goods around. The world is solving the vehicle pollution problem (albeit too slowly) and I suspect that electric or hydrogen vehicles will take the place of the polluters. However, they will still need good, well-designed roads with good throughput away from pedestrians, shoppers and cyclists.

I urge you to think very long term, or we will end up building another Otaki roundabout....

37

2 I could not find what the open road speed limit was between Masterton and Carterton, Greytown and Featherston. Presently it is 100km/h I would regard a reduction to 80km/h as a backward step as it increases the general travel time from Wellington to Woodville.

I think the passing lanes should be retained and additional ones added as the slow traffic that used to travel at 80km/h will still be travelling slow but now everyone is travelling slow and then you wont get past the slow drivers.

37 Any SH without a central barrier should have a speed limit of 80 kmh. Thanks Kevin

3 Jones

37

4 I ride a late model 1000cc motorcycle in mainly fine weather. I also drive a car and hold an HT licence.

I see one of the main issues for the roadway between Masterton and Rimutaka Hill is the condition of the road surface.

There are many areas where the top metal has been damaged or worn leaving shiny smooth surfaces. Potholes are also a fairly common occurrence.

I somewhat feel that the NZTA is ignoring the above and looking at quick "window dressing" That probably comes from a lack of Govt funding for our

area.

I recall a fatal m/c pillion death just north of Pahiatua some 12 months ago where a rider lost control on the straight road. Information I received was

that the road surface was a factor in that unfortunate death. After the fatal that area was resurfaced. That appears to be a common occurrence post

fatal or serious accidents.

Further reducing speed limits on straight roads, away from built up areas, will cause frustration for many motorists.

I agree with the need for additional roundabouts, pedestrian crossings and warning systems that are already under NZTA consideration.

We need to get the logging trucks off the roadway or reduce them. They are contributing to road damage. We have a good rail network.

Would someone please acknowledge receiving this email at the NZTA.

37

5 Roundabouts - great!

Raised road crossings - great but please could they have a gentler slope. They are fine for cars, but driving my van or bus, I have to slow right down to a crawl in second gear. Has anyone considered the environmental impact of everyone having to accelerate at each crossing? More pollution and more noise than just cruising slowly through towns. Wouldn't just a 30kph limit be better?

Speeds - I can see what you mean, but surely these roads are amongst the safest in NZ? They are straight and wide. Compare to the Remutaka Hill which allows 100kph. Also - wouldn't it be illogical to turn off a large 80kph road onto a smaller one and be allowed to do 100kph on that?

Turnaround - Does this benefit anyone except The Clareville Bakery? If not, perhaps they could pay for it!

37
6

I'd just like to make a point about gaps in the median barriers. In the UK, there are intermittent gaps in the median barriers to allow for a temporary contraflow (where traffic from one direction is redirected into one lane of the other direction) in case of an accident or roadworks, to prevent having to close the road, use stop-gos etc. It's simple and effective and could be included in the plan for SH2 Between Masterton and Featherston.

37

7 Greetings to South Wairarapa's Local Government representatives. NZTA has generously provided the attached response to my Official Information request for an informed traffic count along and about the Featherston main street: Fitzherbert Street. The weekly Heavy Traffic (HT) count 2019-2021 South of Tauherenikau River Bridge increased by 16.8%. Additional HT from SH53 for the Remutaka Hill Road compounds the traffic flow issues and the ongoing road damage/costs to SH2. You will be aware that I have suggested to the Featherston Community Board and SWDC that consideration be given, by all parties involved, to the development of a Heavy Traffic Bypass, for Heavy Traffic to connect with SH53. There is more than one possible HT connection to SH53, of course. A growing number of residents are expressing concern about the growth of heavy traffic along our main street; this growth is inhibiting the development of residential and shopping services, as well as severely impacting road safety. As Onehunga residents have reportedly found, speed bumps in the way of HT would not be effective. Traffic monitoring, cited above, shows that heavy traffic has increased. These heavy vehicles arrive in Featherston via the newly built-up housing area north of the township – where the speed limit is still 70 kph, and local traffic must cross or join the main road without any kind of 'traffic calming' assistance. Probably the most dangerous is the western exit from Boundary Road, a blind corner with only a Give Way sign. As a former Heavy Traffic (Hutt County Council) licensed driver I know the braking and stopping limits of such laden and trailered vehicles. Featherston's pedestrian and vehicle traffic safety issues are the writer's primary concerns. A standard and consistent speed limit through the Wairarapa townships would also seem justified: say, 40km/hr. What criteria are applied by local Roading/Traffic Engineers and NZTA in dealing with such NZTA-researched empirical information for Featherston? That is: what's next? I have asked NZTA for its interpretation. I will be raising this matter at the coming community discussions of the proposed Spatial Plan, and the Minister of Transport. Please acknowledge receipt, and support the informed approach to all agencies involved.

37
8

As a driver along SH2 from Wellington to points north the thing I most desire is consistency in speed limits. Coupled with that is a desire to have as few changes in speed limits as possible. Where state highway 2 passes through the built up areas for all of Carterton, Greytown and Featherston I recommend a uniform limit of 40kmph. In my driving experience, a lower limit for short sections becomes both a throttle point and the actual speed on either side will tend to that limit. I would expect a variety of limits in the built up areas to be hard to police and could lead to ridicule and contempt. SH2/ Ngaumatawa Roundabout - I have walked here from Carterton several times on the north facing side incoming. I appreciate the proposed crossing to the east and suggest a pedestrian refuge island on Ngaumatawa Road. I also suggest the shared pathway be

continued west to the bridge (the diagram seems to suggest it will stop at the raised table). Other roundabouts - I suggest a shared path be provided for each.

37

9 I am a resident of Greytown and have recently worked on Cornwall Road, Taratahi and am a frequent use of Norfolk Road.

Proposed roundabouts at Cornwall Road, Norfolk Road and East Taratahi Road. I am surprised it has taken so long for action to be taken. The roundabouts have been needed for a long time.

Greytown - southern end.

I wonder why you are not proposing a pedestrian crossing at the southern end between Bidwells Cutting and Humphrey Street. Pedestrian traffic is high, particularly for school children attending the only secondary school in South Wairarapa. The roll at the college will increase as residential numbers increase.

Bidwell Cutting Junction.

It is not obvious that you have considered that the new medical centre will open on Bidwells Cutting later this year. It will include the ambulance station and ancillary health facilities, therefore traffic at this junction will increase. Even with reductions in speed limit, there remains a high risk to those trying to exit from Bidwells Cutting onto SH2.

38

0 We are in favour of an 80 speed limit from Masterton to South of Greytown village, then 100 kms from there to the 70 kms approaching Featherston.

We would like to see the 100 km sign heading north out of Masterton be moved further north (past the Cashmere Oaks subdivision and past the newly proposed retirement village north of Hansells).

38

1 I just wanted to email feedback on the proposed developments on SH2 between Featherston and Masterton.

I support these propositions, I think they're brilliant. I grew up in Gladstone and have had to turn on to SH2 from East Taratahi Road many times. It's a terrifying intersection.

Ka pai. I'm excited to follow the developments.

38

2

I see the proposed plans and I wonder if the world has gone crazy!
Yes, there have been 488 crashes, but what were the main factors? If cars pull out of intersections onto a main road, it is obvious they need to allow enough space and time to make it safely across. Rather than Penalizing the drivers on the main road, would it be more suitable to have warning signs at the intersections for the cars pulling out?
If alcohol, drugs, tiredness etc were factors, then why penalise the drivers on the main road by making their road trips more stressful and slow?!

Please take into account, we have no airport here. When I want to use Wellington airport it is a long haul at the best of times, let alone all the stupid slower areas and lack of passing lanes!! It will drive industry out of town.

Slow on the road= less done in a day

Less done in a day = less profits + frustrated people + more mental health issues + many more

I suggest you implement MORE, yes, many more Passing lanes 😊. Especially between carterton and Masterton. Following a slow car is awfully frustrating for that length of time and this is likely your cause of some of the crashes!

At Norfolk road a roundabout is a great idea and then turning into Norman Ave can reopen and then the increase in speed can happen after that.

Ideally you should be doing a big bypass road so that we don't have to go through carterton and greytown. Is this in the future planning for both towns?

Thanks for reading. I look forward to your personal, non generic reply 😊

38

3

Apart from 2 very newish and dangerously raised and unnecessary medium strips on a SH in Carterton especially for tractors/with implements and not putting in roundabouts which have been budgeted for years you have lost the plot. Rip out the raised dangerous pedestrian crossing immediately before a fatal accident happens put in the roundabouts immediately and that will help the new congestion problem. I have driven this stretch of road most days for 40 years in a variety of vehicles stop being bloody fools

- 4 Thank you for the opportunity to provide feedback on the proposed speed changes to SH2 in the Wairarapa.

I live in the Wairarapa, about 10 mins outside Masterton. I am a regular user of SH2 as a local, travelling regularly between Masterton and Greytown, Martinborough and Featherston. I am also a commuter on a somewhat regular basis to Wellington for work.

I strongly oppose the proposed speed restrictions on the current 100 k/h stretches. I do not support dropping these down to 80 k/h. While understanding the need to reduce the amount of accidents on SH2, I do not believe that restricting these open stretches of road is the way to achieve this. I support implementing roundabouts and even traffic lights on high crash intersections where necessary, but feel that reducing the speed to 80 k/h all the way between Featherston and Masterton is over reaching and too restrictive. The open road stretches are open roads, with good visibility and there is no need to reduce the speed on these. In particular is the stretch between Featherston and Greytown, this road is a long straight wide stretch with fantastic visibility and to reduce this to 80 k/h is ridiculous. If you reduce this stretch to 80 you will just increase the amount of people passing on this stretch, which may increase the risk on this part of the road. This part of SH2 should definitely stay at 100 k/h. There is absolutely no need to reduce this. I also oppose making the passing lanes slow vehicle lanes. As someone who regularly uses the road I observe slow cars who are going at times 30 k/h under the speed limit then speeding up to go 10 k/h over the speed limit at passing lanes and then slowing down again once they have finished. This behaviour will continue on the slow car lanes, the slow cars will not use them. This will mean cars will end up passing on the inside or getting more frustrated.

To me the issue is not high speeding on SH2, if anything it is a problem caused by many drivers in the region driving 20 to 30 km slower than the speed limit creating frustration, and people pulling out onto SH2 at intersections dangerously. If you drop the speed limit these slow drivers will end driving 50 k/h all the way, causing significant problems. And the dangerous pulling out at intersections can be controlled by other means such as roundabouts, traffic lights etc.

Another consideration is to make the roads two lanes both ways on the 100 k/h stretches. There is enough verge on both sides to do this, and this would allow the slow cars to be in one lane and safe driving and passing.

If you reduce the speed limits to 80 from 100 you will also be increasing drastically the time it takes to drive between Masterton and Featherston.

38

- 5 I try to place some feedback on the SH2 Wairarapa safety improvement proposals using the interactive map, but it doesn't seem to work as in the description. I cannot drag icons onto the map to place a comment.

Could you advise what I'm doing wrong, please.

One of the comments is about the SH2 in Clareville. This stretch has become more dangerous for cyclists as the shoulder has been narrowed when the turning lanes have been created (for Clareville Bakery and Clareville nursery). A painted median will take away more of the relatively safe shoulders unless the road is widened or separate cycling paths/lanes are constructed. Please, please take this into account. This stretch of road is getting more popular by cyclists and a safe route from Carterton to Chester Road and Hughes Line is important. Reducing the speed limit is very welcome and may even go down to 70km/h.

Two other comments:

1. Do not reduce the speed between Featherston and Greytown, except maybe at Tauherenikau.
2. Reduce the speed limit changes between Masterton and Wiltons Line / East Taratahi Road. This can just be one speed limit: 70km/hr? This reduces the money spend on a lot of road signs and makes it clearer for road users.

38

- 6 I notice in your review 4 people were killed and 28 injured on this section of SH2 in 9 years. I would like to know how many in towns and on SH2. I think the state of SH2 might have a bearing on the figure. I do not have a problem with speed through our towns, but definitely would not like to see 80km on SH2 as most times the traffic is struggling to do 100km present time

38

- 7 Firstly thanks for looking to the public that use these roads daily including myself to voice their opinion. I agree with most of the proposed changes however some of them will only add confusion and frustration to motorists, where I think of this particularly is the amount of speed changes in the short section from Ngaumutawa Road to just past East Taratahi Rd perhaps an average speed of 70 through that section as I see speed cameras put there and catching people through the multiple changes, they have roads like it in Australia and they are a pain.
- Change of area now I Having spoken to others in the community of Featherston and particularly the south end, could the proposed 50kph be extended to the top of the hill where the 100kph sign is as there are more homes in this section I feel traffic could slow a little earlier coming from that direction.
- Finally probably along with many others 80kph between towns?? Be interesting to know on the statistics where the crashes happen is it main intersections or main road? It's a 30 min drive from Featherston to Masterton roughly again I see it causing frustration for motorists travelling that road a couple or more times a day with drivers still making poor decisions. I'm for most of the changes but not the 80kph drop. The only other intersection that could do with upgrade either way is the Moroa Rd intersection of SH2 just north of Featherston as there isn't a turn bay there this should be done even if speed is reduced but would be good to have done for the current conditions.

38

8 I commented on the new roundabout plan last week and a reply was left to email you about this.

My comment was "As residents of this corner, we fully support the decision to place a roundabout here. We have noted with Carterton Council that we wish to have an access onto our property close to this corner, either from SH2 or East Taratahi road and this would be affected by the installation of this roundabout. It would be great to know more about how we can include a new access."

Would love to chat with someone about this more!

38

9 Regarding the roundabout at SH2/Ngaumutawa Rd

Please explain why there are not 2 lanes when turning out of Ngaumutawa Road, ie another one if you are heading north (I use this intersection every day and turn north every day). Isn't this being a bit short sighted to not have 2 lanes and help keep all the traffic moving as much as possible. This can be a very busy intersection and surely it makes more sense to be able to easily move some of the traffic easily out of the way that are heading north.

If this is because there is a lack of space because of the Tumu building and site then can the town planner or someone please explain why Tumu have been allowed to build so close to where the roundabout will be. This is only a new building so surely this would have been thought by someone when the Tumu plans were approved.

39

0 Thanks for the information on the proposed changes. Great document.

The only thing I would like to provide feedback on is the apparent lack of consideration of cycle safety included in the changes.

Whilst I agree with the the changes it would seem a good opportunity to ensure that there are cycle lanes throughout this section of SH2. Ideally this would be dedicated lanes however even an indication that the shoulders were to be painted green to indicate cycle lane would be a good starting point.

I understand that there may not be a huge number of cyclists currently using the road, however this should be encouraged in the region. With the advent of ebikes, good weather and flat terrain, commuting between towns could be an achievable goal as a sustainable transport option in the Wairarapa.

I feel that with all road reviews cycle infrastructure should be included.

39

- 1** The majority of the accidents between Masterton and Carterton are people trying to get out of Ngamutawa intersection, Norfolk Road intersection and East Taratahi/Wiltons Road intersection.

I agree with the proposed roundabouts being installed, when are they going to be installed, locals have been waiting years and years for these improvements to take place. There is consultation after consultation and still there is more consultation, can't we just get on with it. These are what will save accidents and lives being lost.

I travel this road twice a day from Ngamutawa Road to Carterton and return 5 days a week for work. It is so bad in the morning trying to get out onto the highway at Solway that trucks just now pull out and force cars to slow down or stop, otherwise they would never get out. Myself and so many others now turn left and then do a u turn to head back south to try and avoid the 20 minute wait in the que to turn right.

Every morning I see the school bus trying to turn right out of Cornwall Road, that poor driver must be so stressed with the responsibility of having a bus filled with kids and playing russian roulette with that intersection.

The speed limit should be 80 km to the Norfolk Road roundabout but then it should be back to 100 km. If you reduce the speed from Masterton to Featherston to 80km, you are going to create so much frustration and that will lead to impatience and cause more accidents.

We do not need a barrier down the middle of the road, that is a danger to motorcyclists.

Just get the roundabouts installed please before another person dies, don't decrease the speed limit, we need to keep the traffic flowing.

39

- 2** I would like the lower speed, 50k, to apply not 35m before the towns but 500m before and after towns . This would reduce noise considerably. Road surface also plays a significant part in the level of noise.

39

- 3** Leave the speeds as they are
-

39 I am a 71 year old retired professional person who spent a lot of time driving on
4 Wairarapa wide roads travelling to clients . I now drive purely for leisure.
I have found that a huge problem in Wairarapa on SH2 is that we have a large aged population group (older than me) who travel along in 100 km areas at around 90km or less which causes great frustration to drivers who wish to drive faster . Those slow drivers are a danger .
My fear is that if the open road in Wairarapa is reduced to 80km , those slower drivers will drop to 70 or less , causing even more danger to other road users .
I consider that driving south from Masterton to Carterton to Greytown there really is very little window of opportunity to drive more than 80km due to the traffic volume anyway , but from Greytown to Featherston there are parts of the road where it is safe to pass and these should be retained at 100km .
When one is driving south to Wellington , the patience can wear very thin due to the long slow 50km area within Carterton town and ditto at Greytown (but there is no way around that unless By Pass roads are built for both towns) and it is a relief to able to pass at 100km after one leaves Greytown .
I also consider that reducing all open areas to 80km will cause more danger due to “the human condition” wanting to “get there “ than leaving some areas at 100km on SH2 Wairarapa .
In Masterton borough we now have a greatly increased flow of traffic on Chapel Street , High Street and Opaki Road (all SH2) and it can be very difficult to get from West to East . This another subject altogether but is discussed widely as causing much frustration and delay .
I think you have a very big problem due to the growth in the Wairarapa but I’m not convinced slowing down the traffic will resolve that .

39
5 As a Carterton Resident I have been privileged in viewing the planned Road improvements for SH2.
I do hope someone will be manning the complaints phone once these improvements are implemented. I cannot see these working at all and will have to be revisited within 12 months.

The plan is simply treating SH2 as having country town vehicle volumes, it has gone well beyond that. Slowing traffic is the wrong objective. Vehicles need to flow and this design fails in that.

I could go on but just mark my words. It will have to be revisited sooner than later.

39
6 The roundabout ideas are great, as are the pedestrian crossings and medium barriers as it is important that people are managing their speeds in key areas. The roundabouts are essential as these areas have been very dangerous for many years.

But The reduction in speed limits are ridiculous and will have massive economic impacts for the region. We are all adults and these roads are not dangerous at all – bar the places where roundabouts need to go. I travel this road regularly each week and never see people speeding or driving dangerously.

39

7

The roundabout ideas are great, as are the pedestrian crossings and medium barriers as it is important that people are managing their speeds in key areas. The roundabouts are essential as these areas have been very dangerous for many years.

But The reduction in speed limits are ridiculous and will have massive economic impacts for the region. We are all adults and these roads are not dangerous at all – bar the places where roundabouts need to go. I travel this road regularly each week and never see people speeding or driving dangerously.

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8

I applaud the principles behind this review. While Wairarapa Roads should be safe; they have less traffic and the roads are mostly over flat level ground, a few drivers see the conditions as an opportunity to speed. Each of the proposed changes to the road recognises an existing problem area and seeks to do what can be done with road engineering.

I feel the bigger reasons for the road accidents are impaired drivers, reckless drivers and over use of vehicles. This year I have been surprised to see congestion in both Masterton and Carterton which seems linked to heavy road use in a community which is not as large as the other communities in the lower North Island. I appreciate changing the roads is a lot easier than changing driver behaviour, but if people used their cars less and used active means of transport then one aspect of the problem would be reduced.

The review of road speeds, if it suggests lower road speeds, in my view will have no effect. It will increase congestion and as the problem drivers ignore the present restrictions I see no reason to believe that an 80 kph restriction will be observed either.

One observation I would make following a series of incidents I witnessed on the Castlepoint Road in February is that young men working in agricultural settings have developed a culture of reckless driving involving racing and manoeuvres taken from The Fast and Furious. Rigid policing is not likely to bring this culture to an end.

Nevertheless, I'd particularly like to see some work done on the corner into Clareville by the breadshop. The popularity of the cafe means a lot of drivers try to turn right into or out of the car park with cars coming round the corner at speeds which would be unwise under any traffic condition.

The school zone speed limit is all very well. There are lots of schools in Masterton with a particular increase in traffic after school on Friday. Try driving south into Masterton after 2:45 on a Friday in term time. Schools space the times they close to even out traffic flow. i.e. by closing ten, fifteen minutes apart, they expect to even out the flow of traffic, But I suspect the result instead would make your suggestion unworkable. Traffic, now at congestion levels would reduce to gridlock. Your problem in my view as a former teacher, is that Secondary School principals engage in petty, bitter rivalries and show a stubborn unwillingness to co operate for the common good. They will also go to great lengths to disguise what they know to be petty, shameful behaviour.

I wish you luck, i'm sure you can help reduce accidents with this plan

39 Firstly, I really appreciate the opportunity to submit on this proposal. I fully support the
9 comments made by Aaron Slight MNZM in the Times Age (Wed 28 July 2021) and the call for keeping a common-sense approach to our roading that would keep the country moving and keep people safe. I would further add that the broader concept of wellbeing needs to be taken into account. I definitely do not support lowering the open road limit from 100km between Masterton and Featherstone. As a priority, transport in Wairarapa needs to be considered on a 'whole of system approach' and acknowledge the relationship between travel and wellbeing. The issue is not just about road transport - However, if just that aspect is considered, it will have a disproportionate impact in Wairarapa. If all the proposed changes are implemented, they will cause more problems than they solve. We do not have reliable and timely transport options across the region or out of the region to Hutt Valley/Wellington and a considerable number of people already commute from Masterton 5 hours a day for work in Wellington and another 30 minutes per day (10% more) is not acceptable. Because of the lack of a reliable train service people in Wairarapa have to depend on road transport – whether that be travelling across the Wairarapa or out of the area. Please consider the consequences of such a significant impact on travel time – As one wellbeing example, the Wairarapa DHB has a service which transports people who need renal dialysis out of the area 6 days a week. These people are not well and even with the current arrangement suffer a long day as all Wairarapa patients need to be there for the first appointment and can't leave until the last. They do not need an even longer day. What is a 'safe' road when people's behaviour and individual choices will always be the deciding factor? How is a "high risk section" of road (SH2) defined? With regard to the justification for dropping the speed limit to 80km, partial information is manipulative and not good enough to use as a basis for consultation – 4 deaths and 28 seriously injured over 10 years between Masterton and Featherstone will always be too many. However, how did those accidents occur and how do these statistics compare with other similar road distances in New Zealand over 10 years? (e.g. Palmerston North to Foxton State Highway 56 – or Masterton to Eketahuna SH2). I note that the following link indicates that Wairarapa TLAs have a lower rate of fatal and injury crashes than most places in New Zealand. <https://www.transport.govt.nz/statistics-and-insights/safety-annual-statistics/sheet/regional-stats#element-1268> If safety is the main factor, why not focus on roads which really need attention? With regard to the roundabouts – any installed on a state highway should have 2 lane entry and exit on the highway aspects (not just Ngaumutawa Rd) to enable easy traffic flow along SH2. For each proposed roundabout, it would be useful to be informed of density analysis of 'side road' traffic/ interception with SH2. Without such data & relying on local knowledge, my submission is:

- Ngaumutawa Road & SH2 support
- Norfolk Road & SH2 support
- East Taratahi & SH2 Do not support. It is doubtful that the density of traffic at this intersection warrants this disruption to traffic flow.

Given the high level of heavy traffic usage on SH2 between Masterton and Featherstone, we need more (and longer) passing lanes not fewer. Without the East Taratahi/SH2 roundabout, the passing lane would be no shorter than at present and it is currently long enough to overtake trucks and slow vehicles. It has 200m warning before the end and, on a straight stretch of road, is as safe as any other passing lane. It is hard to imagine that "room for vehicles to pull over" on a main highway is any safer than a passing lane. I support the proposal for raising pedestrian crossings, but note that this furthers slows traffic in the journey across Wairarapa (whether or not pedestrians are using the crossings). I strongly suggest that by-pass roads need to be seriously considered for Carterton and Greytown. In this day and age, it is not appropriate that ALL traffic travelling from Masterton to Featherstone (or vice versa) have to go through lengthy and narrow stretches of small towns (e.g. Cambridge in Waikato and Waipu in Northland).

People who want to go to those places still do and others who don't want to stop their journey won't do so anyway, travelling slowly with all the other traffic through a long stretch of township. I hope that my submission comments are of value and I will be interested in the outcome.

40

0 Just wanted to provide my feedback on the proposed changes.

- * Keep the 100k limit on the Featherston to Greytown leg except for the area around the Tauherenikau river bridge – make this 80kmh – I know of 2 accidents here
- * Put in a 70kmh stretch for approx. 100-200m just before Greytown. The current transition from 100 to 50 is too abrupt.
- * Make the centre of Carterton and Greytown (ie where the shops are) 30kmh – the pedestrian humps will already have brought the speed down and at busy times there are many cars and pedestrians doing crazy things

- 40** I have property in Longbush Road so frequently make a right turn out of East Taratahi
1 Road when traveling to Masteron.

I support the planned roundabouts. Deleting the East Taratahi roundabout and requiring vehicles to use Hughes Line and Cornwall Rd is not a realistic option as Hughes Line is narrow and additional turns are needed which would discourage large trucks from taking this option.

I am concerned by the poor cycling facilities. Northbound at Ngaumutawa Rd it looks like cyclists will need to use a pedestrian crossing or similar to cross Ngaumutawa Road. This arrangement is generally unsatisfactory and I have had some very bad experiences with this type of layout. I now usually stay on the road. However there is a large volume of left turning traffic here making this a dangerous cycling situation. Crossing the left turn lane is nasty. I consider that an underpass arrangement such as that on SH 1 at the John's Rd and Harewood Rd intersection in ChCh would be the appropriate solution. It would encourage workers in the Norfolk Rd area to cycle to work. Also off road cycle paths between Norfolk and Ngaumatawa rds would be valuable to separate cyclists from the traffic. A bi-directional path should run beside the northbound traffic from the Ngaumatawa rd underpass into Norfolk for workers in that area. Continuing on the southbound side into Cornwall would also help as this leads to a good low traffic route to Carterton.

- 40**
2 I had a car accident at the intersection of east Taranaki Road and SH2. It left me with a minor head injury and concussion. It was a life altering time for me.

Speed is not the problem on State Highway 2. It's the complete lack of appropriate intersections. All state highways in high population areas use ramps, use roundabouts, use lights to ensure safer entry and exit from State Highways. Wairarapa hasn't needed this in the past, but we are becoming more populated, which means more cars, more commuters and a necessity for better roading. Not a reduction in speed limits! Lowering speeds will simply frustrate drivers and create its own problems, like dangerous overtaking and road rage.

I propose that you look at the bigger picture of a rising population, Wairarapa has the chance to bring more people into our beautiful thriving community, more into our economy... so, fix our roads, bring our state highway up to the level we need. Don't penalize road users who use the road to commute, to holiday, to shop. Keep it at 100km and fix the intersections.

And listen to your constituents, Wairarapa is speaking up and overwhelmingly against your proposal.

40

3 Wellington Free Ambulance

I would like to thank you for this opportunity to feedback about the safety improvements in SH2 in the Wairarapa. The proposed measures to reduce speed will improve safety, but they will also prove to be an obstacle for emergency vehicles responding to life-threatening emergencies. While delay the arises from slowing down for one raised crossing may seem to be insignificant, they become quite significant when multiplied over a significant distance.

To provide context, the chance of successfully shocking a person's heart decreases by 10% for every minute that passes from the time of collapse. The proposed number of raised crossings could amount to a delay that is significant for that patient. While I understand that the reduction of mortality and morbidity is the aim of this project, I wonder whether there is any way of ensuring that one is not disadvantaged at the expense of another?

40

4 There seems to be a significant lack of detail on the crashes to allow any assessment of the recommendations in relation to reducing accidents. It does seem to be just the standard approach being applied without thought on the impact to road users. I don't see the need for three roundabouts just have one, traffic can use alternate routes. Frustration is a significant factor in poor decision making, reduced speed and removal of overtaking lanes will only add to the frustration. Poor road maintenance has been responsible for a number of accidents just maintain roads properly.

Get drivers off their phones, this issue will likely increase with the proposed speed reductions.

I do agree with electronic school zone speed signs and improving signage in general.

Why raised pedestrian crossing? They do not improve visibility and from my observations they distract driver attention from the pedestrian and onto getting over the bump. Why not light controlled crossings?

Based on previous consultations I doubt you will take notice of anyone that opposes your plans but you really should as we live with the outcomes.

40

5 Here are my thoughts.

Speed

keep speed limits as consistent as possible. driving a road which has limits that go from 50 to 40 to 30 then back to 70 and 80 makes it harder to obey the limits.

If you need to drop the speed in a particular spot make it obvious (paint the road and have huge signs) but keep those points to a minimum. be selective.

Roundabouts

The current reduced speed to 70 at Taratahi intersection doesn't work. Some drivers do 70, others do 100 so anyone negotiating the intersection has to guess what speed oncoming traffic is doing and if it is slowing down or not. Actually makes it harder to judge than if everyone was doing just 100.

Make the road easier to navigate — add a pull out lane so cars only have to cross one lane. roundabouts slow everyone down so should be the last resort.

Passing lanes

Removing passing lanes will just make bad drivers worse. as will reducing the open road limit. There are already too few safe passing opportunities on SH2

There are currently NO passing lanes between Woodville and Masterton. Which can make for a slow journey. Driving through Carterton takes forever. Remutaka hill = slow... Driving SH2 is already slow and tedious.

SH3 Palmerston to New Plymouth LOADS of passing lanes. Every few minutes. Makes the drive relaxing. Calm. Drivers don't feel the need to pass at any opportunity. It feels SO much SAFER.

It's frustrated /impatient drivers that are the problem. Please don't make it worse.

40

6 As well as a review of speed in South Masterton a lot of locals in the Lansdowne area would like the speed limit moved further north on SH2.

There is more and more housing going on now in this area and entering onto SH2 i\should be into a 50kph zone.

.Please give this some consideration as we feel it is just a matter of time before a fatality occurs.

40

7 How ridiculous – 3 roundabouts on a state highway, barriers and the like ,and speed bumps. Tractors, trucks, cyclists and cars use this road. What if a tractor travelling at 40 k holds up traffic with a cyclist on the inside jammed up against a barrier, and a car trying to pass at the same time. It is not the road that is dangerous, it is the impatient and inconsiderate drivers.

8 Hi, I would like to know the types of accidents that occurred on sh2 between Masterton and Featherston

1. Where did they happen.
2. What injuries were incurred and how bad.
3. What the cause was
4. Speed involved
5. Time of day
6. Road conditions at the time
7. Type of vehicles involved
8. Multiple or single accident
9. Were the seat belts worn at the time.
10. Did the vehicles involved have a current wof

The roundabouts at Ngaumatawa Road and Norfolk are 10yrs overdue and no one would give any negatives on these.

I was the NZ Post Rural Mail contractor up to 3yrs ago from Masterton to the North of Greytown and yes we needed some improvements, in fact the guard rails that were put in on the left up to Norman Ave were and are not a good idea, as you could pull over and let someone pass, I saw more near accidents from day one because of this, motorists were forced into going over the yellow lines to pass something going slow. Also to go from one letter box to another from one side of the road to the other I just had to wait, now you would have to go down to the turnaround and back up, incurring extra time and mileage. I suppose you can't turn right into the Fertiliser works heading south.

Would there be a concern for motorists using the jug handle turn around. Like to see more on that process.

We seem to be slowing everyone down with lots of signs and roundabouts, some are excellent.

On that note Wiltons road, can't we just use that to turn left into and left out only or do away all together with the intersection into and out of East Taratahi Road. Then you could put in another Jughandle turn bay heading south, and the motorists from East Taratahi go thru to Norfolk Road roundabout using Hughes line and again heading South use Hughes Line coming out onto SH2 by Chester Rd, just South of the Jug handle turnaround.

Then only users for Wiltons can safely use the Jug handle turn right into Wiltons Road. They don't have a short option of distance like East Taratahi users have. Having another roundabout just slows things down and keep in the passing lane.

The next item is Clareville this stretch should be 80kph (or even 70kph)from Chester Rd corner of SH2 to the 50kph in Carterton. But keep the speed at 100kph to that corner (Chester Road)

The speed from the coming out of Masterton is at present 70kph, I think leave this at 70kph until just past the new roundabout at Norfolk rd then 100kph to Chester Rd, this will keep the flow, and not having too many speed zones.

Carterton and Greytown especially should have 40kph in the main streets where the

shops are.

Also they should ban vehicles in these 2 towns to reverse into car parks, and the carparks on SH2 that are just before the clocktower close to the pedestrian crossing should be taken out as you can't see if anyone is wanting to cross, this would apply to both sides north and South, people have been hit and a lot of near misses (I'm included as a woman jumped out of her big 4wd and walked behind her vehicle along the footpath and straight onto the crossing. She had to go onto the crossing to see past her vehicle to see if anything was coming.)Just stopped in time. If we are talking safety then this is an area for accidents to happen and they have (documented)

Why do we need 80kph from Greytown to Featherston, I drive this night and day all times, never any issue. If you come back from Wellington at night and many other times cruising at 100kph I hardly ever get caught in traffic it all flows good. Now imagine coming back at night and you have to do 80kph, what for, no one in front or behind for miles.

If you hold everyone up they will let it go on the hill (Remutakas)

These are my own thoughts having used these roads everyday as a Rural Postie and a motorist from Masterton to Wellington regularly. As a Rural Postie I came out of Norfolk road and used the centre lane to turn right, with no issues at all, but can tell you of many near misses due to drivers inattention.

40

- 9** We would like to propose a restricted speed limit of 70 or 80 from Clareville into the Carterton 50 k area. This is a really busy section of road with cars pulling in and out of businesses there and 100 is far too dangerous.
-

41

0 Median Barriers, particularly along the passing lanes between Masterton and Carterton are a good idea and roundabouts at the Ngaumutawa and Norfolk Road intersections are much needed.

As someone who spends at least an hour a day on SH2 between Masterton and Featherston and has done for the past 10+ years, the near misses I've seen that would not be solved by the above measures are caused by the following:

- * The road surface quality in the region is abysmal with patches, potholes, slumps that hold water, and loose gravel that destabilise vehicles and cause drivers to pay attention to avoiding these issues, rather than other hazards. The quality of workmanship is poor at best with the same sections of road being resurfaced every 2-3 years and the same issues coming back in that timeframe. When sections have been resurfaced, previous repairs and potholes are usually still visible and noticeable through the steering wheel because the work seems to consist of either rolling hotmix over whatever was underneath, or just spreading tar everywhere and covering it in gravel and then leaving it to the traffic to finish rolling the surface. Our business regularly has to replace two windscreens per vehicle per year due to the amount of loose material on the road. I have never witnessed a single roading contractor checking a new surface for longitudinal evenness. Not once.

- * Insufficient shoulder space for slow vehicles (tractors, farm trucks, etc) to pull over and allow other traffic to pass which means other road users have to enter the oncoming lane to overtake. This is especially noticeable over the summer period when contractors are out in force and I've often seen the Ravensdown and Ngaumutawa Road turning lanes used as overtaking lanes by frustrated drivers who are stuck behind vehicles doing 20-30kp/h.

- * East Taratahi Road is a dangerous intersection and the electronic speed signs only serve to make the speed of oncoming traffic unpredictable. If a roundabout is constructed at the Norfolk Road intersection, it would make sense to redirect traffic via Hughes Line and Cornwall Road to the new roundabout and remove/block the East Taratahi Road/SH2 intersection given the relatively low usage of the road versus its impact and danger to the State Highway, as opposed to creating yet another roundabout. This combined with median barriers should allow 100kp/h between Norfolk Road and the southern Hughes Line/SH2 intersection.

- * The 70kp/h zone north of Carterton should begin at the southern Hughes Line/SH2 intersection as the Chester Road intersection has limited visibility of southbound traffic and the area between Chester Road and Carterton now contains many more business and homes than it used to.

- * There should also be a 70kp/h zone at the south end of Carterton that extends to Waihakeke Road.

- * Matarawa Road needs a southbound turning lane.

With the above changes, I don't believe that the other stretches of SH2 require a reduction in speed limits and I firmly believe that priority should be given to retaining speed and removing as many interruptions and obstacles to state highway traffic as possible. Every pedestrian crossing, roundabout, intersection, speed reduction, etc means longer trips, more frustration, arguably more chances for accidents, and more fuel consumed than a straight, uninterrupted 100kp/h state highway would cause.

41 To mitigate the safety risk I suggest the speed limit between Masterton and Carterton
1 stretch of SH2 remains the same for the whole stretch rather than changing at various points.

I suggest 60k is the most appropriate speed.

- 41 I'm noticing that you are proposing lowering the speed limit through Wairarapa to 80km.
2 In find this very disappointing and distressing that this is the solution come up with.
Can we do something better than slow the economy down? Wouldn't it be better to upgrade the roads or bypass the towns?

- 41 Thank you for your communications about the proposed changes to SH2 in Wairarapa.

3

I am thoroughly in favour of lowering speed limits.

Please ensure that all the new roundabouts include clearly marked cycle lanes.

Your proposals say nothing about the bridges on SH2 that are very dangerous for people on bikes. The worst one is the Mangatarere bridge, built in 1962 when the volume of motorised traffic was much lower. This bridge has no shoulder and nowhere for a person on a bicycle to ride. It's a death trap!

Recently signs were installed on the approaches, recommending a 40 kph speed limit when cyclists are on the bridge. The signs are possibly helping a little; but we need a new, wider bridge.

Failing this, please install clip-on cycle lanes on each side of the Mangatarere bridge.

Until such lanes are designed and built, please:

1. Smooth the dangerously rippled tar-seal near the edge of the carriageway on the east side of the bridge, which forces people on bikes even further out from the side
2. Remove the kerbs, adding about 400 mm of road width on each side. The kerbs support the railings, which will need to be fixed in some other way.
3. Raise the railing on the west side to the same height as the eastern railing. In my last accident on the bridge (September 2020) I almost fell over the side into the stream.
4. Provide gravel paths on the roadside approaches to the bridge so that in wet weather people who dismount before the bridge to walk over it can do so without getting muddy feet.

The Tauherenikau bridge on SH2 is not quite as dangerous as the Mangatarere bridge and can easily be improved. It has a space of about 400 mm outside the white line on both sides of the bridge. However, this space is un-rideable because it's covered in grass. Please waterblast it clean and then put down a ribbon of smooth seal going right to the edge of the bridge.

Finally, please shift the road markings at the bend at Ahikouka Road just north of Greytown, where the shoulder narrows to almost nothing on the west side. There's plenty of room on the other side of the road for all the markings to shift up to a metre to the east.

Finally, I've been asking for most of these improvements for the last two years, but all you've managed to do so far is to install the 40 kph signs. It's hard to escape the conclusion that NZTA exists mainly for the benefit of people in cars.

41

4 I don't agree with dropping the speeds on state highway 2 though from masterton to featherston, the issues are some of the idiot drivers and the shocking road conditions of it and lack of quality mantaince to them

41

5 If you make the Featherston to Masterton a 4 lane motorway, you may as well use concrete or full cover median barriers. I ride motorcycles and object to the poor state of this section of SH2. As a National highway in a high population zone requires a better fix than reducing the speed limit and installing a motor cycle rider cheese slicer. Please do a better designed road and future proof our infrastructure. Reduced speeds, roundabout and flexible barriers are only a patch on the current poor and antiquated SH2 road design. More passing lanes, safe 100km/h roading, fully enclosed barriers please.

41

6 Placing roundabouts in a National highway will cause the traffic to be slowed down. Not only on the national highway but the side roads will also become congested. SH@ between Featherston and Masterton is already busy, putting stop go roundabouts in this carriageway will only cause more congestion.

What is needed and would be installed in other major population area, are flyovers that allow smooth merging and minimal loss of speed. There has been a Flyover at Norswood SH2 for as long as I can remember, they are not a new concept nor restricted to the three large cities.

I would like you to consider with emphasis a flyover for the Ngaumutawa Road SH2 T intersection. This is a high volume traffic intersection that will not benefit from a roundabout. One flyover from north bound Ngaumutawa road traffic and slight modification to the remaining intersection is all that is needed.

Stop being cheap, we pay our share of tax and the region is growing – future poof the road and exploding Wairarapa Population by doing the design correctly. Roundabouts hold up traffic, flyovers merge and maintain flow.

41

7 I'd like you to consider, the reason why you think the road is unsafe at 100km/h, is because of its an old style and poorly designed piece of highway. If you modernized the construction and design (4 lane carriage way) you would be able to maintain the current 100 km/h speed limit and keep the accident rate to a minimum. I notice with much envy the better designed roads all through the country from Christchurch new motorways, the Hawkes bay/Napier expressway, Auckland's mega motorways and Wellington western express way through to the Kapiti coast. None of these have reduced speed limits of 80km/h and traffic flows safety along them all.

I ask way is the Wairarapa piece of a national highway that connects Wellingtons 100km/h motorways to the Hawkes Bay and Manawatu, been left to such a state that you now feel the need to reduce the speed limit. It's a national highway, its job is to transport vehicles safety at the recognize national speed limit that is; 100km/h. Basically leave the speed limit at 100km/h and fix the road so it's can safely accommodate this limit. It's a long section of road and we should be looking to reduce travel times to improve infrastructure efficiency. I agree this section of the SH2 is much busier and you should be future proofing it by making it a 4 lane carriageway, the same as any other State highway in a busy populated area. Why is the Wairarapa treated as a 3rd rate district?

I propose you make the entire length of SH2 from Featherston to Masterton a 4 lane 100km/h expressway with appropriate ramps, flyovers and bridges to make exiting and joining safe. The district, growing population, local and national economy will benefit.

41

8 I would like to submit my objections to the proposed 80km speed limits on State highway 2. It is a terrible idea that will slow the region down and likely only increase revenue gathering through traffic infringements with no real impact on road safety.

41

9 I do not ever have a say of what I think
On road safety
But that drop off 100 to 80 k is stupid
If you can not drive safely at that speed on that road you should not drive your car
anywhere
You use 4 Deaths over ten years to justify your thinking .
4 deaths not ONE A YEAR
Was there more one year than another

WAS SPEED A FACTOR'
You don't say.
What caused the accident?
Have you looked studied them YOUR SELF
Read the Police report.

Was the driver at fault
Was it the road

Even if you drop the speed I bet 4 deaths in the next TEN years will happen
WHY
Because you cant stop people killing them selves who don't obey the rules.

Roundabouts

People over here cant use roundabouts now so you will just jam the traffic further
They just sit and wait till all is clear
Even if they had gone before Meany times
Have YOU driven this road
I bet not
Just sit at your desk and think that's a good idea
My job done for the day.

42 I have lived down the East Taratahi Road for 20 years or so and probably drive to
0 Masterton at least 4 or 5 times a week. I have never had a problem turning right onto
SH2, although I am aware that the volume of traffic has increased over the years and
that there have been a few accidents there.
I object to a roundabout there but believe a right hand central turning island for
southbound cars turning right up Wiltons Road would help. I would also like to see a
wider left turning lane for cars turning left down East Taratahi Road.
Other than that drivers need to have more patience and show more care and attention
at this intersection and those on SH2 should adhere to the recently installed 70km speed
limit - how about a speed camera there? Both suggestions much cheaper than a
roundabout!

42

1 Great to see some changes on SH2, Masterton area.

Please don't forget the hundreds of cyclist who use these roads every day.

42

2 I am a Masterton resident and a regular motorist on SH2 from Masterton to Featherston. My thoughts are:

- * Please do not lower the speed limit. They are perfectly adequate for the traffic volumes on this stretch of highway
- * If possible add more passing lanes. This should not be a huge task.
- * Perhaps move the 100kph limit from the north side of the Waingawa bridge to south of the Norfolk Road intersection, extending the 70kph zone
- * As a regular cyclist I'd like to see improved shoulders. Rumble strips reduce shoulder options for cyclists. I am not in favour of them

42

3 I believe much of this proposal is beyond belief and that the perceived need stems from major inadequacies in the driver training programmes available. As Niko Dahlberg states, at times the road is already slow without restrictions and much of this is, in my opinion, due to slow drivers who won't, or can't let others through. Trucks are another problem that is daily worsening. 5 truck and trailer loads of logs in a row are as good as a speed restriction and not appreciated by other road users. I do not support further restrictions - just insist that all drive to the conditions and follow the road rules as they exist. On a recent trip I had the privilege of watching a driver pass a truck and trailer on a blind corner - luckily no accident happened but, if it had, it would have been terminal. Speed restrictions won't stop idiots but the law can and should.

42

4 Thankyou for informing us of the proposed changes to the road outside our business. I would like to remind NZTA that as we have seen with previous roundabout structures that NZTA have installed, these structures can be very dangerous to heavy vehicles if they are not correctly designed and do not have appropriate speed limits imposed.

I hope that the PCBU has learnt from previous experiences and ensures that the design is appropriate and safe for use by the many heavy vehicles using this section of road.

42

5 We are all for improvements especially the roundabouts, we are east of Masterton so use the East Taratahi corner regularly and the waits and diving out in small gaps are maddening. Very daunting for learner/restricted drivers and the oldies in our community. The power pole at East Taratahi looking north is also restricting the view which makes you sit further out than you possibly should be. The flashing slow 70 signs are non effective, vehicles do not slow enough to let you out.

The roundabouts have been a massive improvement in Hawkes Bay, they would be great to be modeled along these lines. The size makes you slow to access safely.

We would also welcome one at Ngamutawa road, this would greatly improve flow and to move it from a school area, especially as there is a shopping complex proposed for opposite Solway Primary, so the build up is going to be worse. A roundabout here will be hugely beneficial.

Bypass options for heavy traffic through Greytown Carterton needs to be looked at.

42

6 I disagree with the reduction in speed limits proposed on the Wairarapa stretch of SH3. As a regular traveller on this road, I feel this will add more time to the journey without good gains in safety. Improvement to the road conditions or giving consideration to a bypass to the built up areas would be preferable options.

42

7 I travel this route twice per day. I very rarely get up to 100km as it is. And at the 70k signs in the afternoon traffic is generally doing 50k. This would mean I have to get up 10 mins earlier everyday or risk speeding tickets as these speed limits are already heavily policed. I don't speed . Please don't make me feel like I have 2 because the cat wouldn't go immediately on a cold morning.

42

8 I live in Featherston and would like to say that I support the speed limit changes 100%. (And all the crossings)

I would even like them to go further and extend the 50kmh zone west of Featherston to the extent of the houses on that side - pretty much to the Domain.

Can I also draw your attention to the SH53 entrance to Featherston and suggest that it should be 50kmh from Boundary Road here too? Cars scream into town from that side too and are often still going open road speed well after the current 50 zone. There is also a footpath over Donald's creek in that section of road that is seriously dilapidated and needs repair.

Keep up the good work!

42

9 I believe the current speed sign posted limits are spot on. As a regular driver from Masterton to Wellington cars already travel below the posted limits on State highway 2 in the Wairarapa. The modern car is very safe to operate at 100 kph. Changing the speed limit will not make bad drivers into good drivers. It will increase frustration with people travelling even slower. The raised pedestrian crossings in Carterton and Masterton already slow traffic in the town area. With some reducing to 20 kph and having a flow on effect slowing traffic. I would suggest a roundabout at the Tumu / C B Norwood intersection and at the JNL intersection. This would create a preferred safe route for traffic from the country side east and west of Masterton south. I often see truck and trailer units struggle to find a gap in our increasing traffic. A roundabout would be a simple solution, slowing traffic creates a hazard as cars form a long slow line making it difficult to enter onto Highway 2.

43

0 I'm all for the new roundabouts, especially on the corner of Ngaumutawa Road, but I think you will find many people very frustrated and unhappy with the proposed speed changes.

As a lifelong resident of the Wairarapa, 29 years old, born and raised in Martinborough and now living in Carterton, I strongly disagree with making an already tedious slog through the Wairarapa towns, especially Carterton, even longer. Everyone is becoming very frustrated at the amount of traffic that these towns are seeing and traffic jams are becoming a near daily occurrence.

If your aim is to make the Wairarapa more pedestrian friendly then I propose a new

highway that bypasses both Greytown and Carterton. They will become pedestrian havens as the Taupo bypass has shown, making them much safer for everyone. I think you will find as the Wairarapa continues to grow it would be fatal to not build such a bypass.

43

- 1** Please make sure that all of Fitzherbert Street in Featherston is 50km. We live on the stretch of road that is 70 and with houses on both sides of the road now this has become a dangerous piece of road !!!

43

2

Please leave the speed limit as it is. It's a straight road. Why not make the castlepoint rd 80km?? This is so stupid.

43

- 3** Please leave the speed limits on SH2 Masterton to Featherston as they are. I don't see the necessity for a speed reductions which if implemented would cause frustration for motorists and not be any safer than current speeds. Also please keep the passing lanes which to me appear to be working satisfactorily and slower drivers appreciate being able to let others overtake safely.
-

- 43 You define speed as being a cause of many of the accidents. I would say that speed or
4 the closing speed of vehicles is a major element in accidents but not necessarily the cause of the accidents. This requires a little thinking outside of the box. Given that the present and past strategies have not been working to curb the number of accidents it would be wise to think of a new strategy.

First a car speeding up behind another car presents no problem as long as the car does not over take the car in front or slows down before it hits the car in front. This is common sense.

Given that most drivers are law abiding people and that most people involved in accidents are the same people it would indicate that these people are making an error in judgement before their crashes. ie they are not breaking the law and speeding for no apparent reason.

A rational person driving at speed is therefore only a danger when they make the decision to cross the center line and over take the vehicle in front of them. The conscious decision to over take at the wrong time in the wrong place is the actual cause of the accident. The decision to speed up after the person has decided to over take the car in front is a by product of the original decision to over take.

Normal rational people will still want to over take people in front of them no matter what limit you put on the road.

The key to stopping accidents is to address the decision making of drivers in regards to over taking other vehicles. If there was no reason to over take the vehicle in front then no vehicles would over take, cross the center line, and have accidents.

The big question is why does a normal rational person wish to over take the vehicle in front? Normally in the Wairarapa this can be attributed to the many cars the travel very slowly along SH2, I'm talking about the cars doing 80, 70, and 60 km/h. Not the tractors as these vehicles are expected to be going slowly. However other cars which would normally be expected to be keeping a good speed travelling around 70km/h.

This could be a signage problem with the speed limits. I believe there should be two signs placed near areas where the speed changes as a lot of these signs are missed by drivers. A new larger sign could replace the current signs and the original sign can be placed further down the road.

This could be a bad driver problem which should be enforced with fines for drivers who driver well below the speed limit for no good reason. Further more there should be a campaign to get drivers to maintain the flow of the traffic as this would be directed at slow and fast drivers.

The last point I wish to make is a general observation about most normal drivers and the speed limit. When drivers leave a town and see a speed limit of 100 km/h and a distance to the next town of 50km the driver automatically calculates that they should get to the next town in half an hour. Likewise for a city 250 km away would take 2,5 hours to get there. Some people when they make these calculations automatically speed up to make their projected arrival time or if they are held up by a slow driver will overtake them to arrive on time. This can be addressed in a number of ways. A campaign to get people to add extra time to their travel time for slow traffic and small towns. Or change the speed limit to 90/km which makes it harder to make quick calculations of arrival times.

Perhaps a survey of drivers or an experiment on average drivers to see if they would speed up to meet a deadline might help the situation.

43

5 Greytown traffic safety.

With the 57-lot Tararua Junction subdivision going in at the south end of Greytown, it would make a lot of sense to open up South Street to SH1 for easier access and improved traffic flow (otherwise, coming from the south, it has to travel to Humphries St and make its way along West St), and put in a roundabout for the whole intersection. This would result in slower traffic from the approach to the roundabout and it would help people coming in and out of Bidwills Cutting Rd – especially those (predominantly elderly) people attending the new medical centre currently being built there.

43

6 I would like to first ask, just what speed limits are going to be introduced in the area's marked?. Also what consideration's are being given to By passes in both Carterton and Greytown, as large trucks are causing a lot of issues in these area's?. The large trucks are also causing major damage to the Wairarapa roads as a whole, which is part of the problem in causing accidents. In Carterton, some of the pedestrian crossings need to have much better lighting for the night time, particularly the 2 in the middle of the town, it is very hard to see people crossing at night. The roundabout in Carterton has become almost totally useless, due to it's size and the now large volume of traffic and the larger trucks now just drive over it instead of around due to their size, making a by pass even more urgent. Greytown is no better and during the weekends the traffic is sometimes at a standstill, so why do we need more speed limits, as we already have them due to the congestion, another reason for a bypass !!!

Also, the contractor's that have done road work on the section of roads over the past few years, need someone to look at the quality, as some of the work done is well below standard. In some cases, the new repaired sections are coming apart in a matter of days, with large patches breaking up, re- the section from Carterton North to Clareville, also Ngamutawa road just to name 2. They are breaking up due to poor workmanship and are just not up to the standard to carry these heavy loads. There are also issues with section between Carterton North and Clareville with vehicles constantly turning in or out of businesses along that section of the highway. There are so many near misses that one wonder's how there has not been a major crash with a fatal end and it is not all about speed, but some bad driving.

Another thing that could help, is better public transport, with a better number of buses, along with better train service to help keep cars off the roads, the weekends in particular have terrible public service.

Finally, i think that a lot of the improvements to be introduced should have been looked at quite some time ago, as the traffic volumes over the past 6-8years have increased at an alarming rate and should have been addressed much sooner. I hope this gives some food for thought for the future of our roads and towns,

43

7 I have just seen NZTA's latest proposal for SH2 through the Wairarapa.

By putting a median barrier the whole way along SH1 from Carterton to Masterton, you force every farmer and contractor to drive their tractor / harvester along the main highway for far longer than necessary. Rather than being able to come out of paddock A on the west side, and cross over to paddock B on the right side, they are going to have to chug up SH2 at 30km an hour for several kilometres, do a u-turn at the roundabout, chug back up SH2 at 30km an hour, hence disrupting traffic in both directions. I suggest your crews come and observe our tractor traffic in the Wairarapa during cropping and hay making season. You clearly have no idea of how a rural community works.

I totally support your 40km p/hr through the town centres. However, the multiple speed zones between Masterton and Carterton are crazy. 50, 60, 70 and 80. Seriously. No one is going to follow them as there are too many changes. It's confusing, and it's dangerous.

Removing all our passing lanes is a recipe for upset motorists. Once people come off the Rimutaka hill, where will their first passing lane be? Woodville?

A town is a town and a Highway is a Highway. 50km for towns, 100km for Highways. Easy. Maintain the roads, put in slip ways, have safe passing lanes, and let the traffic flow.

The part of SH2 at the end of Chester Road has been in serious disrepair for years. None of your proposed actions fix that. None of your proposed actions make it easier for me to safely exit Chester Road and join the flow of traffic. None of your actions make it easier for the people who live on SH2 to come and go from their homes. None of your actions make it easier for businesses e.g. Clareville Saddlery to have customers enter and exit their premises. In fact, I wouldn't be surprised if your actions cost them their livelihoods.

This proposal is the biggest load of nonsense I've heard in a long time. It feels like it's been written by city pen pushers who have never been on-site and have no idea of the needs of a rural community.

Please add me to all correspondence about this issue, all updates etc.

I look forward to your reply.

43

8 I live at the north end of Carterton on SH2.

Please put in a pedestrian crossing north of Belvedere Road. This is probably the fourth time I have submitted this feedback over the last 5 years.

There are no pedestrian crossings on SH2 (High St North) north of Belvedere Rd. Yet there is a bus stop which picks up and drops off kids on either side of the road at the busiest times of the day.

Traffic speeds entering and exiting Carterton North are a regular issue, and the volume of traffic on SH2 makes it very difficult to cross, especially at peak times.

The population in North Carterton is only increasing with new subdivisions etc, and yet no consideration is being given to pedestrians and children crossing this increasingly busy road.

NZTA are increasing and raising the pedestrian crossings from Belvedere road to South End. In that area there are already in excess of 10 pedestrian crossings.

Please consider making the whole of Carterton safe for pedestrians, and not just the established areas with existing pedestrian crossings.

p.s. I noted your numbers suggest an average speed of 54km for this area. This is erroneous. I live just past the 50km sign at High St North and the speeds as cars enter and exit Carterton are well in excess of 54km.

43

9 As a commercial truck driver and business owner based in Wainagwa, Carterton, I disagree wholeheartedly that this would contribute towards a reduction in injuries and deaths on this section of road. The real problem is a lack of passing lanes and the reluctance of many drivers to drive to the speed limit. Wairarapa has a large number of retirees who consistently drive at or below 80km/hr, thus causing long queues of traffic. That and the insistence of farmers to drive their tractors at peak times along State Highway 2 is a real problem here. I believe the public need more educating about speed limits and courteous driving more than anything. Reducing speed limits is going to add time to our jobs, which will cost customers more. Overall this will have a negative effect on the region through increased travel times for commercial road users.

44

0 1. Are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 2? (See table within this document on proposed speed limits.)

I do not support the changes of speed to the following zones, 2, 5, 7, 10, 12 & 14. As a major state highway I support maintaining the open road speed at 100km/hr and minimising the amount of speed changes throughout the towns.

I could not find further information on the 488 crashes to understand what events this investment is predicted to minimise, and how it compares to other State Highways in NZ?

I support the proposed median barrier and roundabout designs.

I also support the pedestrian crossings with electronic signage beforehand. I do not support raised pedestrian crossings.

44

1 Just my feedback on the 80kph sections.

I think this is a terrible idea for the following reasons:

- * There are multiple other roads between Masterton & Featherston which could be considered "back roads", reducing the speed on the state highway will drive traffic onto these back roads which are arguably much less safe than the current SH2. This will cause more serious accidents and while it might make SH2 'safer' its not going to save any lives if the accidents just move somewhere else.

- * It is already a slow and frustrating trip between featherston and masterton, this will compound that frustration causing people to take bigger risks and dangerous overtaking maneuvers.

What is the right thing to do then?

- * Bypasses of Greytown and Carterton to keep traffic moving, avoid frustration, improve productivity.

- * Actually fix the problems on the existing road that make them dangerous rather than just reducing the speed to avoid having to spend anything on improving the road.

44

2 Please do not reduce the 100km limits to 80km. The roads with these limits are suitable for a 100km limit and very comfortable to drive at that speed. Having been stuck behind drivers doing 80 or 90km in these areas it is a frustrating low speed in these unbuilt-up areas.

I endorse the roundabouts at the high risk areas but work should be focused on these areas, not the whole road in this area.

Surely the fact that one of the main highways in our country being reduced to 80km is an indication that we are not focusing on good enough roading. It's going back in time rather than forward.

44

3 Variable speed limits create confusion.

Much like the "smart" motorway in Wellington. It results in people just ignoring the speed limit, or going especially slow because they don't know the speed limit. Which causes frustration, and people making poor choices.

It already takes a long time to travel around the rural areas of the Wairarapa, partly because towns are extremely elongated and there are minimal alternative routes available. The lack of services also means residents often have to travel the full length of the Wairarapa.

You are already filling up our towns with raised crossings which cause trauma to transported livestock, makes the journey uncomfortable, and causes traffic build up (due to the impact of stop/start dynamics on traffic flow). Please don't add even more misguided initiatives to make life worse for residents. It is a state highway in a rural area. Not a city-adjacent route.

Please investigate alternatives like adding automated speed cameras, and better road layouts. Please don't use a lack of funding as an excuse to make our lives more inconvenient.

Please ensure that if you do go ahead, that the quoted accidents, injuries, and deaths, were created by people travelling within the current speed limits and that they were obeying the road rules. If they were not, then please focus on catching out those that ignore the road rules instead of punishing everyone.

44

4 As someone who drives from Kahutara to Masterton every day for work and has done for the past five years, I think my opinion matters for the proposed speed limit change. This is one of the most outrageous things I have heard. Nine times out of ten, It's not the speed that is causing the accidents. It's people's driving. If you change the speed limit, I feel that more people will speed for the sake of it. My work starts at 8:00 AM. I already am in peak traffic at that time. It will make people annoyed if we have to leave a lot earlier to get to work. If the speed limit is made lower will not stop people from making poorly thought-through/reckless decisions while driving. I am against the proposed change.

44

5 Do not further reduce the speed limits on the roads.

Instead make the roads better quality as this is the issue.

In fact you should pride yourself on your road building skills and make the open roads of a quality where driving at 110kph is safe, like other developed countries.

Also better lighting down the side street's of the satellite town would also improve safety.

We have the new speed humps at the pedestrian crossings which forces people to slow down , regardless if anyone is crossing the road, lets see the effects of these first before going and making major changes.

44
6 Just been reading some of the proposed changes and I have never seen such stupidity in some of the ideas. Removing one of the 3 southbound passing lanes, just south of Norfolk road - if you do that, then you need to make it dual lanes. Removing the passing lanes and turning these into slow vehicle lanes is just dumb, really I struggle to believe roading authorities would even consider such a thing. And finally, reducing the speed limit to 80kmph between the towns - honestly get with it please. Put in more passing lanes, proper slip roads, dual lanes and keep the main highway at 100kmph on the open road. Reducing the speed to max 80kmph between Masterton and Featherston is the most stupid thing I have seen since moving down here in 2003. Reducing the speed limit is not caring for your people, it supressing them. Provide adaquate roads is caring. If you really cared about your people you know what to do. Or would you rather the warm fuzzy feeling of thinking you are making a difference.

44
7 I have 2 key points

1. Roundabouts – the key areas in Masterton of SH2 at Ngaumutawa Road, Norfolk Road and Wiltons / East Taratahi Road. Correct me if I am wrong but talking with Truckies and those around have stated that you are looking at a small 40mtr circle due to funding shortage rather than a larger one that will accommodate the 32 wheelers (big rig) at ease like those at the entrance to Hastings. With the amount of daily trucks, that is a joke for these long rigs to turn safely, all this will do is stem the continue flow of traffic. yet you spend 70K per pax –crossing upgrade of which people are now complaining of the truck noise (rigs, chains etc) of them having to cross the quite steep severe humps. These intersections are 2 very important areas and you need to get it right once Not a quick cheap fix.

1. Speed limit Nth end of Carterton – The current 70k zone is a joke and dangerous with the amount of daily traffic flow. I live on that corner now 16yrs and the flow has grown 10 fold. Turning in and out of Andersons Line on a HWY with a acute bend is so dangerous now. Not a week goes by without the sound of heavy braking and the odd screeching of tires. It's an accident waiting to happen area. Adding to that the growth of businesses along to Clareville the increase of turning to duck in to the short turning lanes that were last put in place, also from these businesses, vehicles pulling out into a 100k zone and many not realizing time, speed, distance, resulting vehicles doing a 100k's to sometimes brake hard to avoid an accident. It makes sense and safer to extend the 50k zone to Clareville and the 70k zone from Hughes Line onward to the start of the double lanes. Hughes Line is already 65k safe speed bend. The cost of this action is minimal but a safe one.

A definitive answer would be nice

- 44** You are seeking community input into making SH2 safer between Featherston and
8 Masterton. Most of the info which I have read about the proposed changes makes sense to me.

However there is one BIG issue of which you may not be aware. There is a proposal for a quarry down Matarawa Road. Fulton Hogan is working on starting to extract aggregate at 788 Matarawa Road, beginning in December. As I understand it, six days a week there will be up to 40 trucks a day turning right off Matarawa Road onto SH2, to go to the Fulton Hogan Carterton Quarry site a little south of the Matarawa Road intersection, or in reverse to go back down Matarawa Road. That number of trucks turning across the heavy traffic flow on SH2 in the 100mph zone will have a HUGE impact on the safety of that stretch of SH2.

My understanding is that the GWRC has not given consent at this point to the quarry but my understanding is that they can not refuse consent for traffic safety reasons. I strongly urge Whaka Kotahi NZTA to put pressure on Fulton Hogan and Carterton District Council to stop the development of a quarry there. It is not only a menace to SH2 travellers but the trucks travelling up and down the very narrow Matarawa rural road, with other cars, farm vehicles, walkers, bikers and school children walking to the bus stop, is a real safety menace also. We are very concerned about the safety of the community we live in.

We, the residents and users of Matarawa Road urge you to explore this issue fully.

9 AA Wairarapa

Thanks for the opportunity to meet with AA Council rep's, inspect the highway and discuss ideas for improving the safety and operation of the highway corridor.

Here are a few notes as discussed on our trip, along with some links/attachments:

- * Opaki Rail Overbridge – good discussion around the safety & age/condition of this bridge. Items to consider;
 - * Age and condition information – Waka Kotahi to provide
 - * Side barriers – both repairs of current damage & future plans for replacement of tombstone handrails?
 - * Road surface – concerns over condition under winter conditions and potential for ice to form – assess if application of CMA is viable
 - * Cycling – what provision for cyclists, or is there a safe, alternative route?
 - * Verge maintenance – some areas looking scruffy, what's the programme and level of service?
 - * Electronic speed activated warning signs (now Speed Indicator Signs or SID's) – given southbound approach speeds as you enter Masterton from north (adjacent to Forth St) could electronic SIDS be installed?
 - * Footpath – what opportunity to provide linkage from footpath at Miro St through to new footpath adjacent to southern end of Cashmere Oaks – Waka Kotahi to link up with Masterton District Council (see attached)
 - * Pedestrian Crossing – adjacent to Epiphany Church – review demand and how this crossing is used. Review options previously explored and link in with adjacent schools (Café observer commented on often sudden braking by unexpected drivers not aware of crossing in use)
 - * Crossing location – Solway – discussed a range of options/locations. This is an opportunity to link in with Solway School to encourage more safer walking/cycling options for school children needing to cross SH 2
 - * Masterton to Carterton Safety Improvements – discussed broad overview and need to secure construction funding. Consultation due next few months on final design
 - * Speed Limit review – discussed broad process (engagement , then consult) AA particularly concerned about SH 2 northern end of Featherston when recent housing has developed in 70km/h speed zone (see attached link to the summary of 2020 speed limit engagement) <https://www.nzta.govt.nz/projects/sh2-wairarapa-highway-improvements/sh2-masterton-to-featherston-speed-review/><<https://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nzta.govt.nz%2Fprojects%2Fsh2-wairarapa-highway-improvements%2Fsh2-masterton-to-featherston-speed-review%2F&data=04%7C01%7CSH2Wairarapa%40nzta.govt.nz%7C0a819fdaa206466d99cf08d8ecf09276%7C7245e48ca9ff4b2898ef05cfa8edb518%7C0%7C0%7C637519866219008957%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=Nz22qTUDEprv8gzLydQdX98VINhA4E%2FVVxxgGqdizlg%3D&reserved=0>>
 - * Chester Road & Clareville straight – discussion on the speed limit along this straight and noted improvement following widening and flush median
 - * Traffic growth (see attached map) Note: these are annual average daily traffic volumes
 - * Pedestrian Crossing upgrades – general discussion and suggestion we need to be thinking about overhead wires, where ramps are to be installed

- * Access to Remutaka Summit – suggestion that sign be installed to discourage southbound vehicles turning right at the summit, but recommend continue to the Trig carp park 200m further on
- * Overview of new Transport Services operating model (ie regional team structure) – supply one pager showing how new structure will operate with 4 regional leads
- * Wairarapa cycling strategy – request to follow up on this to determine what cycling routes are proposed across the Wairarapa
- * Request for more passing opportunities SH 2 north of Masterton

45
0

MP Office Wairarapa meeting notes.

I had a good meeting with MP of Wairarapa.

- * I outlined the Road to Zero and safe systems approach, particularly focussing on the technical assessment of risks for the different sections of the corridor. I talked though why we look at 80km/h on these sections of unseparated road with roadside risks.

- * They reflected a strong sense of community opposition to the open road speed changes – particularly the section between Featherston and Greytown

- * There is very good support for the roundabouts and other safety improvements

- * We had a good discussion about the nature of speed consultation and how the community views it – I was very clear that it is not a “vote” and that it is about understanding whether there are any other factors that we should take into account when the stakeholders consider our proposal – we have already done a technical assessment and considered what is required to decrease deaths and serious injuries on this corridor. This is consistent with other feedback, and is something that we need to really grapple with in terms of how we position “consultation” in our public documents

- * MP was particularly interested in having more evidence about past crashes and the role of speed in them – I briefly touched on the fact that the data on past crashes may not always reflect the role that speed had in either the cause or the outcome of a crash, and said that it is future risk that we are focused on (based on safe system etc). I said that I would not be providing any more detailed information on past crashes

- * There is some community concern about the brochure not being able to be reprinted and distributed, but there is also some understanding about the impact of COVID lockdown on this

Actions/next steps

- * MP has indicated that he intends to write to the Minister about the speed review – he supports the overall approach on both speed and infrastructure, but would really like to see other options explored on the Featherston to Greytown section

- * MP thinks that it is important to look at the speeds on the adjacent local roads where there is a high potential of rat running and speeds currently remain at 100% - we need to prioritise this conversation with CDC and SWDC

- * MP would like an update on the timing of the speed review on SH2 Masterton to Pahiatua

45
1 Not supportive of the speed change as its just going to cause congestion in the flow of traffic and cause more frustration. Roundabouts are a good idea, and so are more passing lanes, especially going south between Masterton and Carterton.

45
2 Question 1 - No particular comment on speed limit changes but in safety on the road in NZ in general. Max speed of 100kmph is too fast, and all cars should have a maximum speed of 90kmph as it will reduce accidents and fatalities.
Question 2 - No comment

45
3 Question 1 - Impossible to read
Question 2 - Impossible to read

45

4 Heavy Haulage Submissions

Thanks for sending in your feedback. I've passed this submission to the project team to be considered with the rest of the feedback we've received from residents and stakeholders of the Wairarapa.

45 Agricultural contractors (extra large contractors moving to Waingawa Industrial Estate)

5

Wide enough shoulders to pull vehicles over & can take 2 X lanes of traffic

School Zones off once side of the road during pick up.

45 Stop 1: Rest Area:

6 Change north out of the rest area Clareville

Speed through this area

Road surface

Stop 2: Wiltons Road

Telephone poles - site lanes

Left turn land heading south on SH2 needs moving over once lane to the left

Width of bypass roads in event of SH road closure

Stop 3: Norfolk Road

2 lane roundabout

Maintained verges

underground power lines

Height of signs not good

Waingawa and Norman Road intersection (map to be submitted)

Stop 4: Ngaumutawa Road

2 lane roundabout

Shift school entrance

Shift school

- 45** Shelter belts @ Fertilizer Works act as a buffer. Vehicles leaving the shelter do shift
7 sideways in a North West.

Cornwall Road / Norfolk Issues: Overhead wire, speed, flooding when it rains never fixed, merging lane education.

Norfolk to Wangawa River - grass under guardrail impeded storm water runoff.

Difficult to cross SH2 traffic

Been no feedback to community re the benefits of guardrails installed over the last 5 years from river.

Fix small stuff EG: Flooding (surface) @ Chester & Norfolk Roads.

Advertises sign at Clairville showgrounds a distractions.

- 45** Lack of passing opportunities between FSTN and Masterton
8

Heavy traffic congestion around Claireville bakery to passing lane.

Solway bypass needs realignments on SH2 intersection.

Really keen to move log trucks from Rimutaka Hill and having more logs transported by rail. Perhaps a second inland port?

- 45** Chester Road - large volumes & consistent when hockey is on. Difficult to get out and in.
9 People get impatient and needs lower speed limit.

Passing Lanes - FSTN to MSTN. Few places and lots of things like tractors using the road. Cycling between towns for people can be tight with cars and off road use.

Need a light on No1 live SWDC SH2. There was one but taken out when transformer was done.

- 46** Traffic can scare off cyclists heading north bound from Carterton up to Claireville
0 showgrounds. Kids want to cycle to sport. Suggestion: Link a cycle lane to Railway Line

Catering for heavy transport & slower transport (trucks & tractors) can impede traffic.

Buses turn into East Tarataki Road. Our bus had a near miss with a south bound Ute. Also not enough wiggle room for bus turning onto East Tarataki Road.

Northbound turning onto SH2 off Norman Avenue not wide enough for large heavy Vehicles.

46 Stating the obvious but the main issues to consider:

1

Speed limit Solway - Waingawa & Clareville

Intersection treatments @ Ngaumutawa Road & Norkfolk Road

Note recent urban development in Solway area & proposed subdivisions off Ngaumutawa Road

Cyclist safety especially to JNL

Recent crash history at intersections?

Increasing heavy Vehicle usage & increasing traffic volumes

46 Reduce speed limit to 70KM per hour to Chester Road from current location:

2

Long Term = Extend Ngaumutawa to Norkflok Road behind JNL. This will allow all south bound traffic to turn south from Norkfork Road

East Taratahi Road SH2 needs left turn from SH2 into East Taratahi. Likewise turn right into SH2 a safety zone lane.

Power poles at intersection SH2 East Taratahi Norkfolk Road round about.

Speed Reduce for south bound to Norman Avenue

Removal of guard rails between Norman Avenue South to widen road.

46 Left in Left out - Norman Avenue

3

Id like to discuss the possibility of a bypass for Carterton

Speed reduction - Chester Road South (or perhaps 400/500M north of Chester)

Speed reduction - Norfolk Road, especially merging side

46 Please consider a pedestrian crossing here.

4

46 This is a massive stretch of highway to reduce the speed on. Combined with removal of 2
5 southbound overtaking lanes means once you hit Masterton you will have almost zero opportunities to pass safely until you are on the Remutaka's. A slow vehicle bay rarely entices slower drivers to move into it, only trucks. Any passing maneuver at this speed will mean you have to spend much longer in the wrong lane.

46 Honestly nobody does 100 here before the Northbound overtaking lane anyway
6 unfortunately. At least 80 might be more achievable. Keeping the overtaking lane but restricting speed to 80km/h however seems like a waste of time given how much longer it will take to get by anything.

- 46 I cant see why the overtaking lane would be removed and not at least keep another
7 "slow vehicle" bay here, Given the frequency of Ag vehicles along this stretch. There should be plenty of room even between the proposed roundabouts.
- 46 Honestly SH2 should just take a turn here and head Northeast up to Mt Bruce as an
8 expressway. Negating the need for most of these proposed changes and becoming a proper Highway again. Moving a large percentage of traffic away from the problem areas and residential zones. But dreams are free and roads are not.
- 46 Great idea, needs to happen a.s.a.p. We live in wiltons road and use this piece of road
9 many times a day. We have seen so many near miss crashes! Our children's school bus crosses this road twice a day and they say it is scary!
- 47 I would prefer not having a round about at this site. There are other options.
0 1) Close the entrance onto SH2 and divert traffic to either Norfolk road traveling north or Clareville going south.
2) Alternatively make this intersection left turn only and divert other traffic as per option one.
- 47 How the hell do you comment on this bs. Keep the speed at 100km.it already takes me
1 55min to get to work at 100km for a apparent 35min drive. So now its gonna take well over a hour. You nazi bastards are crazy and need to be relistic about the world. Do you not want me to work!?
- 47 A pedestrian crossing here might maks more sense as it will give safe access to shops and
2 medical centre and connects to footpath to the supermarket etc
- 47 I'm just wondering about provision for cyclists at the SH2/ Norfolk road roundabout?
3 Will there be enough room for them alongside the huge volume of traffic including logging trucks?
- 47 The planned raised pedestrian Crossings for Carterton are EXCELLENT - however there is
4 a need for an additional crossing near the bus stop opposite Carrington Park public toilets which would allow families to safely cross the State Highway between the bus stop and the park. We often see parents with young children waiting for ages to cross to get to the toilets after shopping at New World.
- 47 As residents of this corner, we fully support the decision to place a roundabout here. We
5 have noted with Carterton Council that we wish to have an access onto our property close to this corner, either from SH2 or East Taratahi road and this would be affected by the installation of this roundabout. It would be great to know more about how we can include a new access.
- 47 100% support the decision to remove the passing lane. This stretch of road is so
6 dangerous and use of the East Taratahi/Wilton intersection is heavily impacted by people coming off the passing lane at high speed, ignoring the variable speed signage and those turning into our road. We have seen far too many aaccidetn son our corner which could be avoided with a sensible median barrier and removal of the passing lane.
- 47 100% agree with this re the rural buses too.... anyone trying to get from ET road to
7 Wiltons or vice versa is fighting the terrible road set up.... glad that there is going to be a safer option!
- 47 This is a hard one for residents affected and commercial businesses operating nearby
8 [Roundabout at intersection of SH2/Wiltons Road/ E Taratahi Road]

47 I agree. The school bus from Masterton stops here and a large number of students want
9 to cross the road at this point. There are also lots of young people using the skate park
who need to get safely to and from the supermarket.

48 I would like to see a pedestrian crossing here or allowance for school kids and those
0 using the bus stops on this corner to cross the road safely. [Intersection of SH2/Wiltons
Road/ E Taratahi Road]

At the moment our kids are fighting with the people coming off the passing lane, turning
the corner, turning into Wilton's road, and making right-hand turns as well as buses,
trucks etc.

With a roundabout here the flow of traffic will be slower, however at peak times it will
be quite steady and having a way for our kids to cross safely is important

48 I agree. Traffic is often still traveling very fast at this point and kids walking and biking to
1 school need a safe way to cross the road. There are large numbers of subdivisions
currently underway in Kent St and we can assume that even more children will need to
safe way to get to the other side of SH2, as all the schools are on that side of the road.

48 As mentioned in my roundabout comment - please consider including pedestrian safe
2 zones in this roundabout for kids crossing the road between bus stops etc [Intersection
of SH2/Wiltons Road/ E Taratahi Road]

48 Please consider "no engine braking" signage for this intersection, even if it's just
3 overnight! [Intersection of SH2/Wiltons Road/ E Taratahi Road]

48 Agree, all those college kids trying to cross in the afternoon is scary, especially on a
4 Friday when the traffic is non stop off the hill

48 Very busy 5 point intersection. Adding a round about here would help with speed and
5 congestion coming off the Remutuka hill. Further slowing traffic before the sh53 turn off
and giving a safe transition from the west side of town (train, community centre, medical
centre, sports fields).

It would also make room for locals to get from the west side to the east side if the hill is
closed. Currently traffic stops bumper to bumper right through Featherston, no way to
get through. [SH2/Bethune Street]

48 Agreed - the state highway should bypass Greytown, Carterton, and Masterton, with on
6 and off points north and south of each town for egress. That way the local roads in the
town centres can function as local roads. All three towns would benefit from this
approach. Make it more like the Waikato Expressway and less like a mess of erratic and
unpredictable speed controls.

48 A roundabout is sorely needed here to slow traffic from the hill and to reduce congestion
7 on Fitzherbert St through the main section of Featherston.

48 this is stupid
8

48 this is also stupid
9

49
0 The roundabouts will be speed smoothing / lowering in their construction. However the removal of the passing lanes is a bad idea that will only cause frustration and more accidents with cars stuck behind slow vehicles. As a person who from time to time tows a caravan I welcome overtaking lane to allow traffic behind to pass me.

49
1 Dangerous intersection long wait times and speeding traffic coming from south from 100km zone to 50 km zone [Bidwells Cutting Road/SH2]

49
2 Long wait times as traffic north is speeding plus multiple entrances from the service station cause traffic confusion

49
3 This intersection needs a roundabout. It is extremely busy with many different users turning onto SH2 from bidwells cutting road. This will only get busier with the new medical centre which is about to open. With the new retirement village in town many elderly will be using this intersection on a regular basis. It would also slow traffic entering Greytown. Furthermore it could also branch off to the south end of West street to allow smooth access into the new big subdivision going in.

49
4 Papawai road is another road in Greytown that could be future proofed with a roundabout. It is an absolute nightmare to cross at times and add in the new subdivisions and growth, this intersection is only going to get worse. Has seen a significant number of accidents in the past 10 years.

49
5 I 100% support a round about here as someone who uses this corner regularly. Trying to get out into traffic during peak times is a nightmare. It will create a much safer way to merge traffic.

49
6 Median barriers on this road is a ridiculous idea. the addition of the proposed roundabouts will greatly decrease the traffic speed in itself. barriers will make it a nightmare during peak contracting seasons with all the tractors and large machines on the roads.

49
7 A roundabout at Norfolk Road is long over due and greatly appreciated.

49
8 The median barriers are dangerous for motorcyclist. No one cares about how many motorcyclists will get injured because of this "cheese graters". Bad idea.


49
9 This roundabout is long overdue. Its so difficult getting though the current intersection. People don't seems to know how to use the merging lane.

Great ideas. Looking forward to having the a roundabout

50
0 Raised crossings are stupid and a waste of money. We don't need these in the Wairarapa.. Use the money to improve the road sealing which is damaging our tyres.

50
1 Roundabout definitely needed here!

50
2 Yes remove the passing lane here

50
3 This couldn't be any more needed. If we could have it by yesterday that would be great 

- 50 Yes! Just do it.
4
- 50 No need for a roundabout and its lower speed limit at this location.
5 The best course is to close both intercessions, redirecting East Taratahahi Raod traffic to the Norfolk Road roundabout via an upgrade of Hughes Line.
An side benefit would also be the reduced risk on the Witons Road level crossing. This an issue for KiwiRail due to the increasing rail traffic. Their has been two deadly accidents there in the last 10 years.
- 50 Keep the passing lane, close the Watsons Road and East Taratahi Road intersections.
6 East Taratahi traffic should be redirected to the Norfolk Road roundabout.
If Watson road is retained then its Left in and Left out, looking towards the closer of the Level Crossing
- 50 No need for a roundabout here (and its lower speed limit)
7 If the Watson Road intersection is retained then it should be Left in and Left out, looking towards the closer of the Level Crossing.
East Taatahi Road should be closed with traffic redirected to the Norfolk Road Roundabout and Clearvile.
- 50 Suggested Median Barriers will not improve safety but increase the risk partially for
8 motorcyclists.
- 50 Support 80km speed limit through clearvile, not on the masterton to clearvile section
9 between Norfolk road and chester road
- 51 A roundabout here makes since here at the southern end of greytown
0
- 51 Close these intercessions completely, no need for a roundabout here nor any pedestrian
1 crossings. This is an open road, not the main shopping high street.
One step further, close the rail level crossing too.
- 51 Raise this pedestrian crossing too - This is the main crossing for children walking across
2 town for both Featherston School AND St. Teresa's school + Crossing from the Fell Locomotive Museum and Library to the public toilets, children's playground, AND skatepark area.
- 51 Don't support a roundabout here as others are suggesting. Instead change the speed
3 limit from 100kph to 70kph between 1-3 kms before the current 50kph sign, so that vehicles have actually slowed down by the time they get here.
You could add an extra lane on the left (for north bound traffic) with a raised island so that traffic travelling through can do so unhindered, and have an intersection (or roundabout) for those on Bidwills Cutting Road.
- 51 Strongly support the wide painted centreline!
4
- 51 This area around Clareville Bakery and Nursery and other places needs more safety in
5 terms of safe holding and turning space
- 51 Don't support median barrier here as this will limit more space on the road (due to side
6 barriers) making this more unsafe for cyclists, slow vehicles. Use a wide painted centerline instead

- 51 Support the view the median barriers here will be more unsafe for road users, due to
7 limited space already (due to side barriers), and will frustrate drivers who are unable to
pass slow vehicles
- 51 Why on earth would anyone put a crossing here??? Completely agree - this is not a
8 shopping street - its the main highway in and out of Masterton.
- 51 I agree with speeds of 80km or less between the bridge and Norfolk Rd, will help with
9 safety for cyclists.
- 52 All these plans may be great for traffic but have you think about the hundreds of cyclists
0 who use these roads every day? Any provision to encourage people to ride their bikes in
a safe environment? Any cycle lanes? One solution could be to get rid of these logging
trucks and allowed them only to work at night.
- 52 With so many raised crossings, there will be no room for cyclists.
1
- 52 Don't support a roundabout here, and this will disrupt flow of traffic. Agree that this
2 should be left turn only onto and off SH2. Other traffic can be diverted through Hughes
Line, Chester Road, or the JNL Roundabout [SH2/E Taratahi Rd]
- 52 I can see that the passing lane is not feasible if the roundabout by East Taratahi Rd goes
3 ahead. I highly recommend that there is two lanes from the roundabout at JNL until
halfway through this roundabout as a passing lane-slow vehicle lane, or just have a two
lane road (With the left lane being left turn only at EastTara rd)
- 52 Very much support a roundabout here. Please make it two or more lanes so that traffic
4 moving straight through (most of the traffic) can still move through freely (even if
slower)
- 52 Agree, keep the flush median barrier, although turn this into two lanes closer to the two
5 land roundabout
- 52 I approve of the roundabout here! I like that SH2 will have two lanes on the roundabout,
6 but think that the bypass should also have two lanes. I don't like the raised platform for
the north bound lanes, completely unnecessary. I also support the pedestrian crossing.
- 52 Don't support raised crossings as for pedestrians it doesn't make a difference, but it
7 really slows traffic down to a point that we get frustrated drivers
- 52 Don't raise this crossing
8
- 52 The Bidwill Cutting junction needs a roundabout. At certain times of day it is busy and
9 hard to get out on to Main St. This will get busier still once the Medical Centre opens and
will put drivers under pressure. The old closed end of South Street on the western side
should be reopened to the roundabout taking traffic from the new Tararua Junction
development away from Greytown backstreets and the new children's wheels park
development. But please - with all roundabouts - be cycle friendly.
- 53 For the most part the raised pedestrian crossings will not make pedestrians any safer but
0 will slow down traffic and cause a backlog of traffic when the road is busy. This could
infact make the road more dangerous for pedestrians, cyclists and vehicles, frustrate

drivers and make parking more difficult in carterton on SH2. This will do no good and will just be a waste.

53 We need the roundabouts,that is a given and that will in turn slow traffic.but with 80kph
1 between greytown /Featherston,wire barriers,massive tractors towing huge
trailers,being a freight corridor,speed humps,multi speed limit changes,is a recipe for
more accidents.with the expanding population,this plan will cause gridlock on sh2 like
Otaki,for decades.this plan is not the answer,its sheer lunacy.but with nzta,their mind is
already made up,this "consultation " is just lip service.

53 Have notice that people agreeing with this
2 roundabout are locals, surely they have a bias view and we should be thinking of the
majority.
Absolutely no roundabout Left turns only on and off SH 2 as locals have safer options.

53 Keep passing lane and not have Round about at Wiltons Rd, Left turn only on and off at
3 that intersection

53 Agree with this round about but a better design so that left turning traffic into Cornwall
4 Rd can have lane to keep the flow going. Similar to turning on and off Norfolk Rd

53 Totally Support this Round about, please look at a better design than has been
5 illustrated. 2 lanes on each entry/exit to keep traffic flow

53 Dont support median barriers they are not a solution to road safety. Especially here
6 where on the outside of road are deep culverts, streams, large pine trees, power
poles,driveways.

53 Dont support this jug handle turn around when you can use Hughes Line for a turning
7 around

53 Totally agree and no one likes Truck exhaust brakes and the the ground shaking as they
8 cross and then destroying the road as they leave the hump.

53 Is it too much of an effort to walk to BNZ for a safe crossing or the raise one at medical
9 center. Dont agree this is a State Highway a link to getting traffic moving between towns.
We cant have crossing every 100m

54 I agree Raising the crossing is stupid
0

54 Would have to agree
1

54 Hi there, can you please email the project team re this and send your phone number
2 through. Email: SH2Wairarapa@nzta.govt.nz
Thank you.

54 This roundabout is not needed. It will slow down SH2 too much
3

54 A good 2 lane entry and exit is essential here
4

54 A good two lane entry and exit roundabout is needed here

5

54 A good roundabout here is good. But it must be dual entry and exit otherwise it will slow SH2 down too much.

6

54 Not needed. With so many openings needed for commercial vehicles it will be more of an hazard

7

54 I drive to Carterton during the day 3 or four times a week. During the harvest season (October to February) I encounter tractors often and often they are going to the Ravensdown fertilizer works. With a median barrier you are expecting traffic to travel at max 50k with no passing opportunities. Also they are going to have to do I guess 4k extra on a very busy road.

8

54 About time, same with Ngamutawa Road

9

55 It is interesting there is no opportunity to comment on the speed reduction. I see it a purely revenue gathering and not about safety, like the Saddle Road. Most days the average speed in the 100k areas to Greytown are already in the low 90's but coming back from Wellington at 8.30 at night, 40 to 50 cars per hours Carterton and Masterton you expect us to stay at 80k on a good quality road, spare me. Since the yellow line were put in on the passing lanes I suspect there have been no headons.

0

55 I feel like this is the best place to put in a roundabout to allow traffic from all directions to join SH2 safely. this will slow the traffic down and reduce risk of accident 70km/h is adequate, HB has many roundabouts at this speed.

1

55 Have you thought about an addition crossing point near the southern end of town. there are a significant number of pupils from Kuranui College who cross here.

2

55 I agree. a mini roundabout like the one in Carterton would be reasonably cheap and would work well here.

3

55 completely agree with these comments. a roundabout here is also the perfect gateway into town and would force traffic to slow here rather than waiting to be reminded by the speed warning sign just past Humphries St

4

55 Please make the roundabouts two lane so there is still fluid movement. The median wire is not required and a lower speed limit will create Frustration.

5

55 Dont support a round about here,maybe because Im not local. Another option would be for Mborough traffic to turn right into a modified Wakelin St, lets keep the traffic moving so Wairarapa can enjoy the growth from visitors to the area.

6

55 Dont support Barriers.

7

Dont support removing passing lanes.
Dont support lowering of speed.

If you cant manage to do 100kph on this piece of road, you shouldnt have a licence.

- 55 8 Dont support removing passing lane, this will lead to frustrated drivers.
- 55 9 I agree totally, dont raise.
- 56 0 Totally agree with your thoughts. This idea would also make the railway crossing much safer without doing anything.
- 56 1 Strongly support roundabouts at Ngaumutawa Road and Norfolk Road
Do NOT support roundabout at East Taratahi Road intersection. Vehicles can travel down Hughes Line to the Norfolk Road intersection.
- 56 2 agree with this proposal. I do avoid this crossing at present and as a local, a connection with the roundabout at Norfolk Road would be an acceptable detour.
- 56 3 Agree that median barriers could be good here, but the proposal to remove the passing lane doesn't take into account that this is the main opportunity to safely get around slower moving trucks, tractors etc as you head out of Masterton going south - last safe opportunity for many kms...
- 56 4 Glad to hear that a local sees this as an acceptable option for the safety of everyone
- 56 5 No intersection no exhaust braking.
- 56 6 Traffic volumes are increasing, so wait times will too. Round about are for traffic volumes of equal traffic off each exit.
- 56 7 I think there is a need for a roundabout. There is a lot going on. You have the passing lane just finishing so sometimes 3 lanes of traffic are heading your way and dangerously hidden from you when waiting at the East Taratahi Road intersection. The lane which is designated for traffic from Masterton turning into East Taratahi Road narrows down to nothing which is dangerous in itself. Wilton Road traffic is turning also and at times crossing SH2 into East Taratahi Road.
- 56 8 HAs anyone considered the behaviour of Drivers on this piece of road. In my experience people can't drive to the current speed limit and only do so where the road is two lanes wide. This will lead to frustrated drivers more willing to put themselves and other people at risk
2 has any one considered that the speed limit for logging truck and trailers is 90k and given the number of trucks traveling to wellington thw speed limit on the road should be 90 k
Who is going to enforce these speed limits?
- 56 9 Given <https://www.police.govt.nz/news/release/1358>
"From 3 May 2004, the open road speed limit for all heavy vehicles will be standardised at 90 km/h (except school buses, which will remain on an 80km/h limit). Heavy vehicles are defined as any vehicle with a gross laden weight of more than 3500kg " which includes some larger types of campervans as well as trucks and buses."

Who is enforcing this in the Wairarapa - lots of logging trucks I notice not doing the speed limit or being considerate

- 57
0 I support the roundabouts at Ngaumutawa Rd intersection and Norfolk/Cornwall roads intersection.
I do not support a roundabout at East Taratahi / Wiltons Road. Traffic coming west along East Taratahi road could be diverted along Hughes Line to Cornwall road to use that roundabout. Traffic exiting Wiltons road could turn left to roundabout at Norfolk rd / Cornwall road to turn safely south. this would enable passing lane to be retained with or without median barriers.
- 57
1 Do NOT support speed reductions on the long straits anywhere between Featherston and Masterton. Do NOT support removing any overtaking lanes. Instead of increasing journey times, the roads should be IMPROVED not slowed down. We will need a man with a red flag next! Come on people, we need progress NOT regression.
- 57
2 I think this entire plan is really good. It's not perfect (nothing ever is) and it won't please everyone (nothing ever does), but it will make things a lot safer and hopefully all the angry people who want to drive fast and unrestrained will calm themselves down as they drive in calmer traffic. The only thing I thought was missing is a commitment to protected shoulder space for walkers, horse riders and cyclists.
- 57
3 I agree. Reducing speeds will really affect the through travellers going from Wellington to the Hawkes Bay.
- 57
4 Excellent to see a round about here - I am unsure about the wisdom of raised table crossings, I would rather see the speed limit reduced at the end of the Waingawa bridge to avoid conflicting messages being sent.
- 57
5 Strongly agree with this, it should be the natural start of a 70km/hr zone leading into Masterton
- 57
6 I agree with a roundabout here.
However I would rather the Carters line/East Taratahi route had a reduced speed limit to reduce it being used as the "fast bypass". I am concerned that reducing SH2 to 80 will encourage more volume and speed onto backroads
- 57
7 I would rather see development of the Hughes Line intersection to enable this turning activity
- 57
8 Like the idea of raised crossings. The idea is to get vehicles to slow down, as a local I've nearly been taken out on these crossings whilst motorists look at the buildings and what's happening elsewhere rather than the road. Truck exhaust increase will be negligible.
- 57
9 The 3 roundabouts are a good idea to a degree. Can we please learn from the Otaihanga Road roundabout on old SH1 where it was made a little too aggressive and a truck rolled. Also just keep in mind truck drivers will push speed limits so maybe think about the approach for them as I'm sure they will take them as fast as they can
- 58
0 Strongly agree.
- 58
1 Strongly Agree

- 58
2 I support 3 new roundabouts, but highly disagree with the reduction of speed limits on the Carterton-Masterton stretch and removal of the passing lanes.
- 58
3 What is happening to the very short (one car length) feed in lane for South bound traffic turning out of Chester Road? A lot of traffic on Chester Road with the majority turning South to Carterton. People heading North from Chester Road and Norfolk would generally use Norfolk Road, while those heading South especially to Carterton, shopping etc, utilise Chester with that right turn across traffic. You would struggle to get a average car and trailer into the current merge in lane.
- 58
4 I agree; the average speeds in the paper flyer describe already reduced speeds for much of the time; and the sweet spot seems to be 90 km/h, not 80. There is no need to reduce to 80 anywhere that is currently 100 km/h between Featherston and Greytown, Greytown to Carterton etc. Mind-numbing 80 km/h 24x7? How about being smart and using variable speed limits dependent on traffic instead, with 100km/h as default?
- 58
5 Agree completely. The paper flyer talked about 4 people being killed in 10 years, 28 serious injuries in 10 years and 488 'crashes'. The worn out 'speed causes crashes' mantra is dull and had its day; prefer the focus on 'keep left', 'learn how to merge', 'pull over' in NZTA's budgets and communications, not this one trick approach. For 80% of the time the road will be empty with dribbles of drivers at 80 km/h - why?
- 58
6 Yes 80kph between towns it crazy. If it went ahead the police would be camping there gathering their revenue.
- 58
7 A roundabout should be installed at she Chester Road intersection as the southbound turn out of Chester Road is dangerous. This option would negate the need for the jug head turn just north of this intersection
- 58
8 To support local traffic to merge into traffic a roundabout is a solution, but not in the way it's proposed now: with single lanes only (look at the roundabout in Carterton where it blocks the traffic merging into the north-south flow on busy days, which is very often). To support north-south flow AND allowing relative easy merging of local traffic, the north-south flow on the roundabout needs to have double lanes.
- 58
9 To support local traffic to merge into traffic a roundabout is a solution, but not in the way it's proposed now: with single lanes only (look at the roundabout in Carterton where it blocks the traffic merging into the north-south flow on busy days, which is very often). To support north-south flow AND allowing relative easy merging of local traffic, the north-south flow on the roundabout needs to have double lanes.
- 59
0 A median barrier only works if sufficient passing lanes are available. Local (slower) farming traffic should also be able to use the road safely without causing obstructions to other traffic.
- 59
1 Fully agree!
- 59
2 Fully agree with the suggestion to add a roundabout at this point!
- 59
3 I am not proposing a roundabout here, but the feedback does not provide a "general" feedback comment option... My feedback: push out the 50 km per hour south-east of the intersection Boundary Rd/SH53/Murphys Line. This is a dangerous crossing where

SH53 traffic often overtake while coming up to the intersection. The local services such as rubbish collection are offered to all properties in proximity of this intersection.

- 59
4 I am not proposing a roundabout here, but the feedback does not provide a "general" feedback comment option... My feedback: push out the 50 km per hour east of the intersection Boundary Rd/SH2. Locals living along the Featherston side of SH2 often face speeding of traffic passing through Featherston. It is an incredibly dangerous place to turn into/out of driveways.
- 59
5 East Taratahi Road Roundabout. Strongly support this roundabout. Safer entry / exit to SH2, especially heavy vehicles, inter-regional services, safer for school buses.
- 59
6 The three roundabouts should be the top priority , ahead of the speed review and pedestrian crossing
- 59
7 I hope NZTA are listening 100% of people want this and most want a better design with a 2 lane round about.
- 59
8 This is suppose to be a State Highway to connect towns not a country road to able along on your horse and have a leisurely walk. There are other options for those activities. Can assure you that people wont be calm when they are stuck behind Rural traffic with nowhere to pass.
- 59
9 What is happening on Buchanan St?
Left in left out only?
- 60
0 The Jug handle turn around doesnt help this situation, its only for south bound traffic who couldnt turn around because of center barrier they can do a u turn here and head north. Dumb as they can do the same at Hughs line
- 60
1 Agree with left turn lanes into Norfolk and Cornwell
- 60
2 diversion down Hughes Line would require HL to be upgraded to a full two lane road. Without this more accidents would be a real risk
- 60
3 Most of these crossings will not have a continual stream of people crossing, although there is a continual stream of traffic. Better to install traffic lights so that on the rare occasions that there is someone crossing they can stop the traffic rather than causing huge amount of wear on the traffic going along SH2.
- 60
4 Most of these crossings will not have a continual stream of people crossing, although there is a continual stream of traffic. Better to install traffic lights so that on the rare occasions that there is someone crossing they can stop the traffic rather than causing huge amount of wear on the traffic going along SH2.
- 60
5 Most of these crossings will not have a continual stream of people crossing, although there is a continual stream of traffic. Better to install traffic lights so that on the rare occasions that there is someone crossing they can stop the traffic rather than causing huge amount of wear on the traffic going along SH2.

- 60 Even better would be to educate pedestrians to give way to Road Traffic. If the
6 pedestrian is not stationary on a green box on side of road, traffic should not have to give way. Much safer and greener for environment if you have certainty.
- 60 I think a roundabout here is a good idea. It will regulate traffic more easily. The only
7 thing to think about is it will probably slow the SH2 traffic down to a complete stop.
- 60 Incorporating a turnaround into the hughes line redevelopment would be far more
8 beneficial especially for trucks.
- 60 Please consider a crossing at this location. All the new housing in the solway area here
9 with children at Solway primary school have no safe means to cross the road. A over or underpass would also be a good alternative.
- 61 A crossing outside Dotkids Greytown for the safety of parents and children
0
- 61 The "raised" type of crossings, as installed in Carterton, are too severe. If the speed limit
1 is 50, you should be able to cross them at 50. Surely the idea is to slow speeders down to the legal limit? At the moment drivers need to use these crossings at around 30KPH to preserve their cars from damage.
- 61 Please please can we have a crossing outside of Dot Kids Greytown at 151 Main
2 St, Greytown. I have worked there as a teacher for almost 4 yrs. We have 65 children enrolled and limited parking. I have seen many close calls with children and adults crossing the road. There are many primary school children trying to cross at different times of the day as well that live in the southwest side of town. Traffic can often still be speeding before they reach the centre of town.
- 61 A pedestrian crossing here would benefit the future skate park development as the main
3 users would be school children. It will be beneficial for the collegians to cross safely here. The closest crossing is 1.5km away so currently, many of them would endanger their lives by jaywalking or dashing across the busy highway.
- 61 It would be great to have a crossing outside dot kids. Like other parents I frequently have
4 to park across the road and getting across with two little ones is challenging and pretty dangerous. There are also no close crossings this end of Greytown to use.
- 61 Strongly agree that a crossing is needed here
5
- 61 I would feel at lot safer having a crossing either out Dotkids Greytown or close by It is
6 so hard getting my Grandson across the road in the morning and Afternoon As you can not way get a parking space on the same side as Dotkids
- 61 Yes I agree to having a crossing outside dot kids early child care
7
- 61 Yes I agree to having a crossing outside dot kids greytown for the safety of my two young
8 children
- 61 A crossing outside Dot Kids would makebit much safer for parents crossing with their
9 children for drop offs and pick up

- 62 0 A crossing outside Dot Kids Greytown is hugely needed - it is a large centre on a state highway with street parking only - crossing here can be really tricky and difficult especially when you have more than one child, or kids on bikes. It would also benefit school kids walking from the south end of main st.
- 62 1 Please consider a pedestrian crossing here - with a bus stop, dairy and coffee stop close by, a growing number of residents and children with new subdivisions around the North of Carterton, and no where safe to cross the road north of the roundabout. Cars are often travelling too fast here to judge without a crossing here.
- 62 2 There is definitely a need for one here! People do have the option to walk down to BNZ but often choose to cross here instead which is less safe.
- 62 3 A crossing outside Dot Kids Greytown would make this area so much safer for families attending
- 62 4 Yes I agree a crossing in this location would increase the safety of young children and their caregivers in two ways
1. Provide a safe place to cross the road
 2. Reduce the speed of vehicles as they pass the centre
- 62 5 Agree - a reduction in speed earlier might help more than a roundabout
- could an over pass and merging lane for north bound traffic work this way it does not stop traffic (unless there is a lot attempting to merge)
- 62 6 A roundabout might be a solution here
- There is another 60 to 100 houses being built at the end of west street and on average 38% of these houses will have two vehicles so an increase down Humphries alone (there are other houses projects on the east side of town too) could be another 83 to 138 vehicles attempting to merge onto or cross SH2 each day
- 62 7 this is a state highway.to suggest it should be for walkers,horses & cyclists is totally stupid
- 62 8 totally agree.no need to reduce the speed limits.I can remember the old 55mph in the 1960s ,approx 90 kph,& they expect people to go slower than then with the better roads & cars now, unbelievable. all nz needs more passing lanes not less, to remove them is foolish. just an excuse for revenue gathering
- 62 9 agree. median wire not needed & 100 km is ok as the road is basically straight. if anyone cannot drive at 100km they should not be driving.
- 63 0 agree, removing passing lanes is plain stupid they are great to improve traffic flow & safety. no need for median barriers.
- 63 1 agree, people travelling to masterton from the east will go to Norfolk rd roundabout just as people now go to roundabout in carterton, so may take pressure of that one
- 63 2 Dot Kids Greytown is based on the main road of Greytown with traffic passing it daily on a very busy road. There are around 65 families attending this center on a daily basis with young children entering the center who need to feel safe while trying to cross the road. This area needs a crossing urgently for the safety of all children and their families!

- 63 agree, there will be even more traffic when the new development next to Tumu is
3 completed
- 63 raised crossings are a waste of time especially after shops are shut, no-one in town to
4 use them but all traffic still slowed to a crawl
- 63 this discussion started about 20 years ago & they have not listened yet just lots of
5 talk so do not hold your breath
- 63 seems logical but remove the median barrier & people can turn anywhere will not
6 have to backtrack as much
- 63 just remove the median barrier people should be able to drive on a straight stretch of
7 road at 100km
- 63 Another agreement for this idea - this is an ongoing daily issue, where traffic coming
8 over the hill from Wellington causes long chains of traffic and makes it difficult to turn
onto the main road. Often exacerbated by the many slips, accidents, and general
maintenance work required by the Remutaka Hill road.
- 63 no crossings need to be raised as stated there is not a steady stream of pedestrians. one
9 for college students would only be used for 2 hours per day during the school terms ie as
students go to college & when they go home. not necessary
- 64 raised crossings are indeed stupid but so are a lot of the suggestions from NZTA. just get
0 the roundabouts done
- 64 agree with the traffic light suggestion. crossings are not in constant use & do not
1 need to be raised just to annoy motorists & truck drivers
- 64 I would like a roundabout here. I use this section of road several times a week.
2 I come along SH2 and turn right into Wiltons Rd. In the late morning I come out of
Wiltons Rd and turn right into East Taratahi Rd. People do not slow down and they laugh
when they go speeding past whilst I'm trying to right from East Taratahi Rd back onto
SH2!
- 64 agree anyone who cannot drive at 100 km on a straight stretch of road should not have a
3 drivers license
- 64 how about a roundabout here? it will slow the traffic down without making the speed
4 limit ridiculously low for the majority of drivers that are careful
- 64 roundabout here too much better than speed limit signs that people dont take notice of
5
- 64 Support as long as there is a good flow through the roundabout so traffic doesn't bank
6 up stopped
- 64 100% correct
7
- 64 I am surprised that the NZTA haven't recommended a solution to lessen the use of this
8 intersection. By my observation the vast majority of traffic here comes down East
Taratahi and turns towards Masterton. Close off this intersection to encourage use of
Cornwall Road

64 I would suggest that a State Highway is about the timely and safe passage of us all sans
9 distractions/dangers like horses. I very rarely see fast and unrestrained activity. Not sure
what you have been seeing that I have missed.

How is this going to make things a lot safer? 4 deaths in 10 years whilst not perfect (to
use your words) is really good. 1 of these occurred in a 50kmh zone and I suspect most
the other 3 at the dodgy intersections

65 Median barriers are ok as long as both passing lanes are retained, the East Taratahi
0 Roundabout not installed (traffic diverted to Cornwall Road) and the road is widened
enough to ensure agricultural machinery can be safely passed.

65 I do not understand the support for raised pedestrian crossings.

1 When was the last time someone was hurt on a Wairarapa crossing? They are a solution
looking for a problem.

There are other ways to make pedestrians (the minority) more visible that doesn't
dramatically effect road users (the majority). The majority of time all a raised crossing is
doing is annoying drivers because there is no one using it.

Maybe a simple raised platform on the roadside at crossings with subsequent road
narrowing

65 Now that Norman Ave is close the passing can then moved towards Masterton and
2 extended so that there is plenty of room. with two lanes into East Taratahi rd to filter left
turning traffic.

65 This seems a total waste of money, when improvement to Hughes line intersection
3 about 100mtrs away would solve the same problem.

The turning vehicles would a better line of sight for the turn.

65 No right turn into Higgins Yard, as they will be able to use new round about as a safer
4 option and left turn only when coming out as again they can use round about as a safer
option to head south. Crossing center line holds up too much traffic and becomes unsafe

65 Remove mobile weight bridge and widen to two lane from Norfolk Round about on to
5 original passing lane, with no Median Barrier and no round about at Wiltons Rd (left
turns only)

65 Official Information Act confirms that out of 18 objects hit on this road 2010-2019 6
6 fences, 4 poles, 3 trees, 1 Drain, 1 Stationary Car, 1 guard rail. 17 of the 18 are objects
are on the side of the road so NZTA in their wisdom are thinking of putting in a center
barrier. Crazy expense and no logic.

65 We live nearby this kindy and notice children and families always running/ crossing the
7 road to get to the kindy. It's a fast and dangerous road to cross without a crossing.

65 Good idea and that traffic can use Norfolk roundabout to ge into Masterton
8

65 No need for right turns into Higgin yard as traffic should use roundabout to turn left into
9 and out of Higgins, no crossing centre line.

66 If you expect all cyclist to use pedestrian parts of bridge this foot path needs to be sweep
0 weekly for safety

66 Norman Ave could be reopened with left turn only to enter, all other movements in this
1 area should use Norfolk roundabout

66 2 Between 2010-2019 18 Objects were struck on SH2 between Masterton-Featherston 6 fences, 4 poles, 3 trees, 1 parked car, 1 drain, 1 guard rail. 100% of these are on outside of road so putting a medium barriers has no purpose to safety. Medium barriers need to be used in conjunction with side barriers when you have the room to do so. Not enough room here.

I am rewriting this because someone has removed my last comment, Why?

66 3 Yes it will and a round about here will give them better access to bypass. No roundabout

66 4 The 4 fatalities were from 2010-2019 all in 100kph areas and if there had of been a roundabout at Norfolk Rd then you could have reduced it by 25%. But the positive is that between 2000-2009 there were 11 Fatalities so the road has been getting better with much more traffic volumes but the scare tactics dont tell us this.

66 5 Do have the option but they choose not to..... Need we say more.

66 6 Crossing should not be used as speed limiters. Being a pedestrian you give way until it is safe to cross.

66 7 I definitely support the roundabouts. I don't agree with removing the passing lane however I do understand that it will be removed as it won't be long enough to allow traffic to safely pass. How about widening the road to allow two lanes on either side? This, along with the roundabouts, would allow smooth flow of traffic. Napier/Hastings roads are a great example.

66 8 100% agree with these comments and would support a roundabout here. Kuranui College is also opposite the new medical centre and this intersection gets very busy with school pick ups/drop offs and Saturday sport.

66 9 I don't agree with removing the passing lane here. This road is very busy and there are rarely any safe opportunities to pass.

67 0 100% agree with adding a roundabout at this intersection. Traffic turning onto Wakefield Street has increased since the opening of the new medical centre.

67 1 Agree with a crossing being added here to allow safe access to the shops at this end of town.

67 2 Unsure as to the purpose of this crossing? The foot traffic is further North where the shops start.

67 3 agree also take pressure off Papawai Rd

67 4 Definitely support this proposal, it is a dangerous and confusing intersection and will help slow traffic from Wgn.

67 5 If this does go ahead it would an excellent place to teach children at a young age how to use a crossing, cross when clear or wait for traffic to give way as you may not have been seen.

If it doesnt go ahead maybe parents should park in Church St and walk their children the 100m to the playcenter.

67 I agree, raised crossing are used to slow traffic not make pedestrians safer. So tell it like
6 it is, they are speed bumps. Its a bit late to slow down once youve hit the bump your on
the crossing.

67 Agree its called SH2 for a reason
7

67 I agree
8

67 This crossing should be removed for pedestrians safety. There are safer options to cross
9 at roundabout and first st. Traffic is a real problem now with only one lane. I have seen
traffic backed up to the Timesage, sure NZTA has been seeing their road change hasnt
worked... Cyclist could use footpath on bridge for safety, Cycle lane ends at Oxford St
anyway.

68 No raised crossing as trucks will be too noisy in this area after just slowing down for new
0 roundabout at Blair St, then getting going slowing down getting going then slowing down
for Falkners intersection. Thats 2 extra braking and acceleration points in 100m also not
very Environment friendly.

68 No raised crossing. Fix the the drain that floods the corner before anything. Everytime it
1 rain half the road disappears on Oxford St corner.

68 No Raised crossing.
2

68 No raised crossing, there is already a pedestrian refuge in the middle of road for safety.
3

68 No raised crossing. There is no fact that they are safer. NZTA are just using as an excuse
4 for a judder bump for reducing speed.

68 No speed bumps.
5

68 They are being used for speed humps, not for Pedestrian safety.
6

68 Not needed if they are being put in at new round about.
7

68 Have the people wanting a crossing here considered the bigger picture?
8 There are only 65 families using this facility whilst thousands of people would drive pass
daily.
Why should the vast majority be penalised by the needs of such a small number of
people?
Now I have no issue with accepting the safety of these kids and families is important, a
better solution is needed. Not another raised crossing!
If it is so important, surely the business could look at moving or providing off road
parking.

68 These raised crossings are crazy.
9 Why should the vast majority of road users be forced to submit to these raised crossings

designed for the absolute minority?
Better solutions are needed that are good for all users.

69
0 I don't understand how any competent pedestrian can claim they've nearly been hit on a crossing.

It is your responsibility to ensure it is safe to cross, you cannot pass responsibility for your own safety off to someone else like that.

69
1 Disagree with the roundabout here - as there are planned to have too many. The one at JNL makes sense - sort of and traffic wanting to proceed right from East Taratahi could travel north this using the Hughes and Cromwell. Also the alignment of Wiltons Road will make this a difficult roundabout.

69
2 There are limited opportunities for people to pass safely anywhere between Masterton and Featherston. The arrogance of slow drivers means they will stay in their lane and not pull over for those travelling AT the speed limit - thereby contributing to the dangerous decisions by frustrated drivers behind the slower drivers. On the rare occasion the slower driver doesn't speed up in the passing lane - passing at least isn't into the oncoming traffic.

69
3 what about the 10s of thousands of vehicles that use the road each day & they are the ones who pay for the roads via petrol taxes & RUC

69
4 70 km too slow 80 km at least

69
5 take away the unnecessary median barrier & this is not needed

69
6 no need for raised crossings. they are a nuisance 24/7 & used a few hrs /day

69
7 raised crossings are just speed bumps to impede traffic, not about pedestrian safety

69
8 agree they are just speed bumps to slow traffic 24/7

69
9 raised crossings are unnecessary & this is a state highway & I agree it does not need crossings every 100 m. get some exercise & walk a few metres to the nearest one

70
0 totally agree

70
1 I think that the median barriers would be more danger than nothing. It is a busy highway with lots of big trucks, tractors and farm machines using it day and night. How do drivers of cars get pass these vehicles as some are not permitted to drive at speed. I truly believe that if people cannot drive at 100 kmh they should not be driving. Roundabouts are good when used correctly - give way to vehicles on your right. Through traffic has to obey this rule or else it is mayhem

70
2 No speed humps.

70 I agree with this idea. Town proofing and building accessible streets and limiting the
3 severance the SH produces

70 This is much needed
4

70 This is very much needed
5

70 No roundabout needed here though it is increasingly hard to turn right onto SH2.
6 However coming from East Taratahi Rd to turn right onto SH2 i would prefer to have the
road upgraded so this could take me to the suggested roundabout by the Waingawa
works.

70 Prefer to keep the passing lane here and no roundabout at SH2 East Taratahi
7 intersection.

There are no passing lanes from Woodville to this point if you are travelling south on
SH2. Why lose this one?

70 Why reduce speeds on SH2 ? It was commented that speed was not generally thought to
8 be the main factor in most of the accidents on SH2 but contributory. Taking out the
main factors causing accidents therefore, eg inability to turn onto SH2 safely, means
current speed limits should be OK and so should be left. Reducing limits to 80kmh will be
frustrating and with no or very limited passing lane opportunities on SH2 will be
objectionable.

70 I think roundabouts are a good solution to these intersections, but not these cheap,
9 undersized suggestions. This design will have traffic backing up for miles as the road is
already insufficient for the traffic flow. Carterton-Masterton should mirror the
Expressway around Napier-Hastings.

71 What a lousy and cheap design for such a busy intersection, especially with the high
0 numbers of heavy, slow moving vehicles that rely on this intersection daily. This
roundabout should mirror the ones on the Hawkes Bay Expressway which keep traffic
safe and flowing. With these designs it will soon be quicker to cycle to Carterton!

71 Totally unnecessary. In 20 years as a Wairarapa Paramedic I have never ever been to a
1 head on accident along this straight. All crashes I have attended have been side on
crashes at the intersections or vehicles running off the left edge of the road. Spend the
money to make the road better and leave the window dressing in its packet.

71 More pedestrian crossings in Featherston would be great. Slower speeds make no
2 difference to commute times so strongly support this. Slower speeds into Featherston
from the North would be particularly welcome - 50km from the saw mill, before the
houses.. Better bike & pedestrian safety on the highways would be great too,
particularly between the towns.

71 buy some land from owner and create a nice curve so all traffic comes out onto norfolk
3 rd roundabout

71 Buy some land from owner and create nice curve so all traffic is directed to norfolk rd
4 roundabout
close off east taratahi road where it meets main road . can turn left into hughes line if
want to

71 close east taratahi road onto main road so all traffic goes through norfolk rd roundabout.
5 close wiltons road onto main road and direct traffic through new industrial complex roading system to norfolk road roundabout.
industrial extension was planned for some time ago so roadf would go parrallell to main hig way and come out on norfolk rd roundabout.
no need to create round about here so big savings in cost

71 when you put in a median barrier you have not considered the agriculture sector.
6 with thier tractors and heavy machinery they will hold up traffic because there is nowhere to pass , at the moment passing can be achieved by going over the line but not with median barriers in place.
so what happens when tractor meets cyclist and traffic backed up behind , result flattened cyclist and frustrated motorist ,and no planners in sight!.

71 The only reason you are reducing the speed to 80 kph is so as mobility scooters can us
7 the road , and the local member of parliment with his old red ute, i havent seen it going any faster than 80 k so he wont feel out of place.

71 totally agree logging trucks, stock trucks & all the vehicles going to the industrial
8 park & they come up with this

71 this is a state highway perhaps the school bus should stop somewhere safer
9

72 agree designs are cheap for roundabouts then want to put expensive median barrier
0 along here. does not make any sense

72 agree the roundabout would slow traffic sooner . also could include south st &
1 wakelin st extensions so they could also use it

72 agree
2

72 raised crossings are just speed bumps , nothing to do with safety.
3

72 Chester Rd intersection needs at least a longer merger safe zone for vehicles turning
4 south. Please explain details of Turnaround near Hughes Line on main road.

72 Very much needed
5

72 I agree with developing this roundabout - it should have been completed years ago!!.
6

72 I agree with this comment - do the roundabouts and leave speed reviews until after
7 completion.

72 This roundabout should be two lanes to allow left turning traffic to move more freely
8 and to maintain SH2 traffic flow without queues.

72 As for my submission on the Norfolk Road roundabout, should be large enough to be
9 two laned to maintain traffic flow without queueing.

- 730** I would like to see the pedestrian crossing on the corner of McMaster St outside the library given some lighting so traffic coming through the middle of town is aware that there is a crossing there.
The lighting is very poor in that area so lighting up the crossing would make a big difference to safety
- 731** There is no need for this roundabout.
The northern Hughes Line & Cornwall Road can be used to take the E Taratahi Rd traffic to the Norfolk Rd/Sh2 roundabout.
Climate Change has brought in a new era. We *cannot* have unnecessary roundabouts that add huge amounts of global warming emissions to the atmosphere!
- 732** I have to agree with others median barriers are going to make it a nightmare during contractors season, at present the large tractors etc can be passed when safe to do so. No statistic I have read has indicated this as causes of accidents.
They are going to increase driver frustration, and with that often comes bad decision making.
- 733** Roundabouts on a state highway 80 or 100km area are problematic and will cause accidents unless made big and potentially multi laned like the ones on freeways on roads further north of the Wairarapa.
- 734** There should be a direct turning lane towards masterton, too much traffic build up otherwise
- 735** There should be direct turning lanes in all directions or at least towards masterton and Carterton.
There should also be a turning lane coming from waingawa going to Higgins. a merging lane out of Higgins towards masterton and a Center merging lane coming out of Higgins going towards Carterton
- 736** Again, direct turning lanes into all directions, to prevent traffic build up
- 737** I regularly cycle to Solway and cross to smaller roads to cycle in safety. I would like to be able to use a crossing
- 738** The Clareville Cafe is popular, but a lack of a crossing facility is a problem for people cycling. It will also be helpful to motorists because the big trucks will have to slow down to show care.
- 739** There are safer solutions for you without holding the rest of motorist up with a roundabout
- 740** Not another roundabout and all their negative consequences!
(Look what happens in Otaki) Don't import that kind of problem 'out here' (rural SH2).
Worse case scenario redirect traffic to the Cornwall/SH2 intersection and come up with a better solution there (closer to town).
- 741** Fully support a roundabout here. There are often very long queues here, particularly around peak times. There are also a lot of heavy vehicles that use this intersection, so this would lead to improved flow for trucks etc.
- 742** Support roundabout here, but should have multiple lanes to improve traffic flow.

- 74 Must be a multiple lane roundabout. Otherwise traffic will slow up to a crawl between
3 the two towns.
- 74 Has consideration been given to a roundabout here? Lots of turning traffic with the golf
4 club and A and P show.
- 74 Yes good idea
5
- 74 bulid a bridge here
6
- 74 yes round about here good idea, 2 lane prefered
7
- 74 keep passing lane
8
- 74 if the other 2 roundabouts go ahead then this one is not needed
9
- 75 this road here is far to skinny, often meet trucks here that don't move to side and leave
0 nowhere to go
- 75 no bad idea
1
- 75 put the crossing here, anyone i see crossing this road (including myself) is to go into the
2 shops
- 75 could do with a crossing here
3
- 75 I support the proposed roundabouts and other improvements (particularly the median
4 barriers) for this section
- 75 Great idea
5
- 75 I agree but only the 2 northern roundabouts
6
- 75 agree, it must be two lane.
7
- 75 Agree with this roundabout not needed and will create a major slowdown for the vast
8 majority of traffic heading North/South on SH2. Flow traffic via Hughes line to Norfolk
Rd, Cornwall St roundabout.
- 75 Need double lanes to merge safely, especially with slower trucks taking 4-500 metres to
9 get up to speed.This shoulds be a 2 lane entry exit feeding into a overtaking lane so
through traffic can get past the slower trucks and tractors exiting Norfolk Rd. This would
allow all traffic to merge at a similar speed.
- 76 Totaly agree with this comment
0

- 76 Left turns only here would solve this without a roundabout
1
- 76 1km south to head 1km north to where you started. maybe a double round about to
2 cater for Buchanan place and industrial park on the other side
- 76 Trucks turning right out of Higgins currently safely use hatched median area as a merging
3 lane. Forcing left turn in and left turn out will only increase large truck traffic at the
roundabouts
- 76 Needs to be double laned to cater for growth. If it has taken 20 years to not get it built
4 yet we can't wait another 20 for it to be fixed
- 76 agree with no roundabout here and diversion of traffic to Cornwall via Hughs line to one
5 roundabout with double laning at Norfolk Rd/SH2/Cornwall Rd
- 76 Agree but only thought is NZTA will close the road immediately just like Norman Ave.
6 Long before a round about is built at Norfolk.
- 76 agree
7
- 76 Strongly recommend a ped x-ing at the South end of town. Not only do a large number
8 of Kuranui College students cross here, but with the new Wheels park opening, crossing
in this area will increase even more. There is a huge gap between the Southern end of
town and the closest existing crossing, and it's a dangerous road to be running across,
especially with small children and bikes, etc.
- 76 There is a double lane needed from Ngamutawa Road onto the roundabout to speed up
9 the traffic flow. A single lane as indicated is most likely only going to slow traffic down.
- 77 This roundabout is not necessary. Trucks going on to and coming from Norfolk road have
0 plenty space and traffic can flow
- 77 Totally unnecessary. Status quo with better marking and extra lanes and median barrier
1 for traffic to merge will keep traffic going a lot better
- 77 These are speed humps, don't provide any safety for pedestrians.
2
- 77 Let's remember the discussion is about a RAISED crossing...
3 Maybe a crossing is necessary but when no one is using it why should it impede traffic
flow, like the other 29 planned ones will do.
- 77 Totally agree. Crossing should be for the majority of people. Find a safer solution, don't
4 expect other to protect you or your children. Sorry this is harsh but why would you
expect anything else. A raised crossing doesn't stop children from being supervised.
- 77 NZTA has put in subsidised underpasses for adjoining dairy farms to keep traffic flowing,
5 maybe that's to keep the economy flowing so they would be really stupid to slow up
traffic here with a crossing or a round about.
- 77 You don't need roundabouts on State Highways. You need more lanes with longer run off
6 and run on lanes to merge traffic

77 Make for longer run in and runoff lanes not a roundabout. I travel this road regularly and
7 have not seen any major hold ups, A roundabout will slow the traffic and make a long drive longer

77 Why a roundabout? Are we catering for the occasional user at the detriment to the
8 majority. Perhaps some of these side roads should be blocked off and traffic redirected to a better entrance and exit.

77 Some common sense here from locals who use the intersection, rather than a planner
9 sitting behind a desk

78 You cant have a ped crossing on a SH. If there is a major issue, redirect the bus or BUILD
0 an underpass, this could also included traffic so no need for a roundabout. The Govt seems to have lots of money for this sort of cost

78 This is SH2 for heaven's sake a major through way. We have too many obstacles now
1 travelling through towns and roundabouts will frustrate drivers more and lower speed limits mean more revenue for the govt through fines.

78 Remember this SH2 dont put in roundabouts and lower speeds limits. Just create a major
2 diversion with 4 lanes.

78 Needs to be at least double laned
3

78 Left turns only too close to the other round about
4

78 All round abouts must be two laned
5

78 This intersection could use a Roundabout. During peak times, I have seen drivers take
6 rushed maneuvers to cross over SH2 as this intersection can be very hard to cross.

78 The SH2 / Bidwills Cutting intersection is getting busier, and it is almost impossible to
7 cross over from Bidwills Cutting to head north up SH2 at peak times. With the 5 Rivers Medical Centre about to open on Bidwills Cutting, a lot more traffic will need to make this same turn, which has a horrible camber at present. This will include many more elderly drivers who will be needing the medical centre. A Roundabout here must be considered as part of the programme as I envisage many accidents there

78 I would support the development of a roundabout at this intersection rather than the jug
8 handle just north. This will fulfill the same purpose as the jug handle while creating a safer intersection especially for large vehicles

78 I support a double-laned roundabout at this intersection. Long overdue
9

79 I likewise approve of the roundabout here
0

79 This pedestrian crossing impedes traffic excessively when there are a large number of
1 pedestrians. This happened at Otaki and also on lower end of The Terrace in Wellington. The replacement of these crossings with traffic lights enabled traffic to flow freely, then made crossing the road much safer for pedestrians than just a pedestrian crossing alone.

Less frustrated drivers in stop / start / stop again movements and only limited delay for pedestrians

- 79**
2 Please consider a pedestrian crossing here. Possibly as part of a roundabout design for the Bidwills Cutting corner. The wheels park will be opening soon plus the new subdivision is happening. There is no other safe pedestrian crossing point in the town for over a km
- 79**
3 Remove this roundabout and intersection altogether. Use expanded roundabout at Norfolk Rd to get traffic onto SH2 from side roads. Another roundabout in such close proximity to Norfolk Rd will increase risk of nose to tail accidents and will increase congestion with traffic on SH2 having to give way to traffic coming from side roads.
- 79**
4 Needs to be two lanes for approaches on SH2 to allow for industrial traffic to turn onto side roads while not adversely impacting on traffic flow for those remaining on SH2. Single lane only will cause significant congestion.
- 79**
5 Need to allow for passing of slow moving traffic such as tractors and farm machinery. Median barriers will only work if the road width allows slow moving vehicles to travel on the shoulder of the road and allow other traffic to safely pass.
- 79**
6 Kuranui college students crossing the road! Hidden in streams of Greytown traffic, they often run across or wait in the centre where it is hard to see them. So many near misses. I had a near miss in July which brought me to tears, thank Goodness for ABS. The kid put his hand on my bonnet as he jumped out of the way!
He was waiting in the centre and thought there was a gap in traffic after the truck in front of me but there wasn't.
Go see it at 3.15 on a sunny weekday! They cross to the dairy.
- 79**
7 Agree. Or at least a crossing controlled by electronic signals for the pedestrians, like what is outside Lower Hutt library
- 79**
8 A huge amount of children cross here in before and after school, for bus stops or St T's school, the traffic flow off the hill is very steady and usually going quite fast. A crossing is important for our childrens safety
- 79**
9 Agree so much! This would be a huge help with traffic flow in Featherston if there are any issues on the hill. If you get off the train and the hill is shut, you have to park and walk to the other side of town - no way of crossing sh2.
It could also stop vehicles speeding off down sh53, if they have slowed off the hill they speed up again at that corner, trying to squeeze through the line of traffic
- 80**
0 Agree, this area is also getting more and more built up. There is the new subdivision on Harrison st - off Boundary rd and the Foodbank located here.
Many people walk along this 70km zone
- 80**
1 This huge long straight should not have a reduced speed
- 80**
2 I disagree only because they a two or three pedestrian crossings in the Southern towns which need to be high priority.
Scrap the speed review tho

80 Please get these roundabouts in asap - long overdue

3

80 Median barriers makes it very difficult for emergency vehicles to turn on the road and it is virtually impossible to redirect traffic to the other side of the road if there has been an incident. We only need to look at the recent strong windy weather the Wairarapa has experienced and how often traffic had to be redirected/detoured/diverted to the other side of the road to avoid fallen trees and other storm debris.

Use the funding to educate drivers - they are the fault not the road.

80 Need major round-about here with two lanes, could be 100+ trucks per day approaching the round-about and turning onto Norfolk Rd. The extra cost of upgrading this larger round-about can come from not doing the Wiltons/East Taratahi round-about. All East Taratahi traffic can use this one big round-about by coming via Huges Line and Cornwall Rd.

80 No barrier required. Why waste money on this when the round-about will do the trick to reduce accidents here.

80 No round-about required, close off East Taratahi Rd completely (use Huges Line/Cornwall Rds), and stop right turning traffic off Wiltons Rd. Waste of money to install round-about here. Better to upgrade Norfolk Rd/Cornwall Rd round-about.

80 Close Rd for thru traffic from here thru to SH2. Send all traffic along Huges Line to Cornwall Rd to use new round-about of SH2 at Norfolk Rd/Cornwall Rd round-about.

80 Only medium barrier should on 100m either side of this intersection, if no round-about constructed.

81 A lot of the traffic from Martinborough turn onto SH2 at Someset Rd, out of Carterton, so they can keep away from this dangerous intersection, unsure if you have ever done a traffic count on that road.

81 Keep Passing lane.

1

81 Medium barrier could be kept 100m either side of this corner but that is it, no other barrier required.

81 Waste of money. If no barrier created then no need for this Turnaround. Why can't it be slightly further and take in Huges Line??

81 Why dont you have a round-about here on SH2/Huges Line, then could divert Chester Rd/hockey turf traffic thru showgrounds to this new round-about. Makes more sense here than at the Wiltons Rd/East Taratahi Rd intersection. Then one new round-about at either end of this Carterton-Masterton section of Sh2.

81 A bridge built at the South Road/Hughes Line location will allow local traffic to reach Masterton and avoid SH2 and thus reduce congestion by spreading the load. For added safety there should be a roundabout at Hughes Line/E Taratahi Road (already a very dangerous x-road) and a further roundabout at the Hughes/Cornwall Road x-road.

81 No crossing required. Is a private business so should have on-site parking if better access is needed.

6

- 81 If a speed hump then need to get height constant...two in Carterton today are very
7 different heights and steepness on/off them.
- 81 Yes dumb idea, just spent how much to keep vehicles from crossing center line,now
8 going to buy land and cross road to make a turn around
- 81 If we keep putting in round-abouts because a few want them wed be up to 5 and not in
9 Carterton yet
- 82 Absolutely agree these raised crossings are ridiculous, third world solutions for poor
0 road designs and a severe lack of road maintenance.
This is s a state highway NZTA stop papering over the cracks!
- 82 Disagree with a roundabout as it slows SH2 traffic unnecessarily.
1 Instead stop right turn from East Taratahi Rd, requiring exit via Hughes Line and the
Norfolk road roundabout.
Similar for Wiltons road, with no right turn. They must use Chester road. Disruption to
users of these roads is minor for a big safety improvement. Left turn could be offered a
slip road.
- 82 Retain passing lane (or call it slow vehicle lane), but finish it well before East Taratahi Rd.
2 There are 500 extra metres, from Norfolk Rd intersection, now Normans Ave has been
closed, so shunt the whole thing north. Have a slow vehicle lane immediately off NRd
roundabout (north and south), so cars can pass trucks while they are still in low gear.
This will allow much smoother travel.
- 82 Brilliant idea. Now please have a slow vehicle lane starting from roundabout heading
3 north and south. There is an extra 500m to play with this end, now Normans Ave has
been closed. This is essential.
- 82 Great. Please prioritise this above all other ideas.
4
- 82 Please keep the passing lane, and keep speed limit to 100km hr. The
5 intersections/problem areas are sorted with roundabouts.
- 82 Good idea.
6
- 82 I Agree to all roundabouts proposed.
7 Please don't forget to add safety measures for pedestrians and cyclists (pavements,
pedestrian crossings and cycle lanes)
- 82 Replace the side barriers by a full concrete one to prevent all the rubbish from getting
8 onto the pavement/cycleway and clean regularly
- 82 Greatly needed.
9
- 83 I fully support all speed limits proposed; very much needed. Lower speeds = lower death
0 and serious injury rates.
- 83 We need a bypass around Carterton, that will save huge amounts of time for people
1 driving through, and make the town much safer and pleasant to live and visit.

- 83 We need a bypass around Greytown, that will save huge amounts of time for people driving through, and make the town much safer and pleasant to live and visit.
2
- 83 Why not abandon the idea of a roundabout and have a flyover for traffic coming out of Ngamutawa road heading south. Would remove the need for slower traffic leaving Masterton.
3
- 83 never mind barriers, sort out the road surface to remove tar bleed
4
- 83 Sort thr road condition to remove tar bleed. When wet and with low sun the glare and blindness is more dangerous that speed
5
- 83 The increased noise from vehicles braking and accelerating by raised crossings will be detrimental to the environment near peoples houses.
6
- 83 Put in a bypass and the passing trade for local business will disappear and there ends the town
7
- 83 The bypass will remove passing trade for local business and will kill off Carterton even more and make the Carterton council ideas of a business centre a waste of time and money.
8
- 83 Lets put pedestrian crosings on the entry and exit points of thr roundabouts to slow traffic even more and increase the risk to pedestrians as traffic leaves the roundabout. Look at other countries and places experiences of this.
9
- 84 There is no doubt if you use the Ngamutawa Rd - the main bypass for heavy traffic, intersection during peak times, that this roundabout is required asap. A lot of drivers will not use the bypass because of this intersection. A big danger to the school traffic too. Norfolk Rd roundabout is just as necessary. East Taratahi traffic can divert to this if they want to turn right.
0
- 84 Support the concept of a roundabout here. Two lanes all around would be a big help
1
- 84 We consider a pedestrian crossing closer to the new round about at Ngaumtawa Road a good idea. This would give safe crossing for children going to Solway School
2
- 84 A roundabout here will improve traffic flow. However it does need to have double lanes entering and exiting on SH 2 to keep traffic flowing. Double lanes are currently in place going South and should be retained.
3
- 84 Don't think this roundabout is necessary, will create more congestion with slowed traffic.
4
- 84 Please don't install cheese grater median barriers! Contrary to information, they are a huge hazard to motorcyclists.
5
- 84 Agree with raised pedestrian crossings, road marking up the sides makes them stand out and they are also a good way of slowing traffic.
6
- 84 Agree with this roundabout, traffic volumes have increased hugely in Wairarapa and this is a dangerous spot for motorists/cyclists with all the logging & goods trucks accessing JNL & Waingawa industrial area.
7

- 848** Agree with a roundabout here, is a busy area with increasing industry and a school nearby. A nightmare to navigate at peak times.
- 849** Close East Taratahi & Wiltons Roads intersections onto SH2 and flow traffic up to the Norfolk/Cornwall Roads roundabout to the north or Chester Road/Hughes Line to the south. Will remove the need for an unnecessary roundabout at this location and a constant speed limit can be held through to Clareville.
- 850** Having this many proposed raised crossing is ridiculous, this is a state highway not a CBD or Lambton Quay. How many vehicle vs pedestrian accidents are there really, and these glorified speed bumps will not prevent collisions from the majority of pedestrians that walk out onto the road with out first stopping and checking both ways before proceeding. The newest installed ones are too harsh on vehicles, not smooth as stated in the flyer
- 851** Having this many proposed raised crossing is ridiculous, this is a state highway not a CBD or Lambton Quay. How many vehicle vs pedestrian accidents are there really, and these glorified speed bumps will not prevent collisions from the majority of pedestrians that walk out onto the road with out first stopping and checking both ways before proceeding. The newest installed ones are too harsh on vehicles, not smooth as stated in the flyer
- 852** Leave passing lane here, no medium barrier
- 853** Retain passing lane, no medium barrier
- 854** Leave passing lane, not passing bays. No need for a medium barrier or less than 100km/hr on this stretch.
- 855** Need a round about here
- 856** Only have at Norfolk Rd, not here at East Taratahi. Close off right turn off East Taratahi Rd or send traffic down Hughes Line to Cornwall Rd
- 857** A turn around at the Chester Road and SH2 intersection would help with traffic movement coming in and out of the Wairarapa A&P Showgrounds, and help with general movement across the intersection.
- 858** Definitely a good idea to have a roundabout here. Southbound bypass traffic backs up considerably at peak times. Double lanes at all exits will help with directional traffic flow at these times also.
- 859** Great idea for a roundabout here, to improve traffic flow and slow traffic at this intersection. There have been a number of accidents here recently and a higher amount of traffic turning now that Norman Ave is closed.
- 860** Prioritise this roundabout above all other proposals essential for traffic flow and safety for children from solely school. This intersection has been a major problem for many years.
- 861** Essential for road safety and traffic flow. This and a roundabout at the ngaumutawa road intersection must happen. Way overdue.

- 86
2 Median barriers are not required. Despite what studies may show they are dangerous to motorcycles, which I've seen first hand. Also, the passing lane should be retained. There are limited opportunities to pass in the district as it is and this passing lane provides an opportunity to overtake heavy vehicles that have entered the state highway from Norfolk Road.
- 86
3 Good idea for a roundabout here. There is increased traffic on East Taratahi Road and entering the state highway here can be very difficult here at peak times. It will also act as a physical speed reduction device at this intersection. Closing and redirecting traffic down Hughes Line is just not feasible.
- 86
4 I don't see why a turnaround area is needed here. People are travelling either one way or the other and there is no reason to change direction in this area. Better to improve the area for turning traffic at Hughes Line.
- 86
5 THE danger with the new crossings IS DRIVERS ARE LOOKING AT THE CROSSINGS NOT AT WEATHER THERE ARE PEOPLE ON THE CROSSING!
RUMBLE strips at the DIAMOND to warn drivers there is a crossing up!
- 86
6 Has consideration been made of moving the southern turnaround to here and making it a roundabout , there is lots of frustration at this junction turning onto the state highway, lots of user groups , A&P show, Hockey, Golf, Cemetry, residents .
- 86
7 Do not remove passing lanes between Featherstone and Masterton. Passing bays are a waste of time and will frustrate traffic.
- 86
8 Well you say it is all for our safety if you really cared an just not about the money there would be two round abouts And get someone that can tar a road to good standards I drive a truck an it aqua plains often so dangerous every one slows down for the terrible bit just fix the dam things if you really do care
- 86
9 The road needs to be widened to accomodate cyclists.
- 87
0 Block off wilton rd and east taratihi rd and put all traffic from Taratihi Rd down Hughes Line into Cornwall Rd and exit at new round about on Norfolk Rd and State Highway 2
- 87
1 I think Driver Education is Needed to lower the road toll.When renewing drivers Licence SHOULD have to answer 10 questions from the road code!TWO MANY drivers DONT know the road code!
- 87
2 As a regular visitor to Greytown I am increasingly concerned about the speed of vehicles and minimal slow down transition zone as vehicles enter Greytown from Wellington. I recommend that at the south end of Greytown there should be a 50km slower zone starting at or near to the Greytown cemetry. It is getting increasing difficult and dangerous to turn right into the cemetry (when leaving Greytown) and equally difficult turning right onto Main St from Bidwills Cutting Rd. This is due to the increasing volume of traffic and the number of vehicles which are travelling at the current speed limits which are now too fast for the volume of traffic and mix of road users. There are significant traffic, air quality, health and other benefits in increasing the number of people who cycle for short journeys but the volume and speed of traffic makes this unsafe currently. Thank you for your consideration.

87 We feel that the 50km slower zone on the Greytown map should start further southwest
3 towards Featherston e.g. at the cemetery. It is getting increasingly difficult and dangerous to turn right into the cemetery (when leaving Greytown) and equally difficult turning right onto Main St from Bidwills Cutting Rd. This is due to the increasing volume of traffic and the number of vehicles which remain well over the speed limit even when they reach Bidwills Cutting Rd. This creates a significant danger to turning cars and cyclists as outlined but also to children who will in all likelihood wander over the low earth embankment which separates the new and large Tararua Junction subdivision on the left as you enter Greytown from the southwest. The flat nature of Greytown makes it perfect for cycling but many cyclists lack confidence and feel unsafe with the volume and speed of cars around the town borders. A more appropriate distance would be to extend the 80km/h to 50km/h transition zone to at least 400m southwest of Bidwills Cutting Rd i.e. just before you reach the Tararua Junction subdivision. Even safer would be to extend it to the cemetery gates (750m southwest of Bidwills Cutting Rd). Thank you for your consideration and please add us to your mailing list for updates.

87 Slow ****in drivers, make it 100k and you should get tickets for driving too slow, some
4 of us have **** to bloody do

87 No need to change the speed limit, quality of roads is the issue
5

87 Impatient drivers will take greater risks to pass if the speed limit is lowered. This causes
6 more accidents than speeding itself. Also, the proposed limits fluctuate considerably, especially between Masterton and Clareville. I support a speed limit reduction between the proposed roundabouts but only 1 or 2 speed changes are necessary, as the roundabouts are a physical traffic-slowing device anyway. For example: 50kph to the Ngaumutawa intersection, 70/80kph from here to the East Taratahi intersection. From here, the speed limit on the open road should remain at 100kph through to Featherston. This is a significant stretch of road that already takes some time to travel and constant flow usually means traffic is travelling at a slower speed than this anyway. The road between Greytown and Featherston in particular is extremely straight and wide, supporting the maximum speed limit. It would be incomprehensible to have a lower speed limit on these sections of SH2, when all local rural roads in the area, which are built/maintained to a lesser standard and are generally narrower and windier, are 100kph zones.

87 Variation in speeds creates driver confusion when speed limits alter constantly on open
7 roads consider setting limits at maximum of 4. Eg. 30. 50. 80. 100. Nationally. Leave the 100km speed limit between Carterton and Greytown. Greytown and Featherston. A lower limit will create frustration and driver error.

87 I disagree that speed limit should be reduced, for certain parts of SH2, from 100kph to
8 80kph. This would cause undue frustrations which would be cause of more accidents. I believe there are other strategies that could be used to reduce road deaths.

87 The state of the road surfacing should be the priority before reducing speed limits. There
9 are multiple spots that have recently been resurfaced and now have no seal on them. This is incredibly dangerous for all motorists no matter what speed they are traveling.

88 I don't think the speed changes are required if you are putting in roundabouts and
0 median barriers.

- 88** There is the need to consider that there is an area where large events, can be held and
1 to ensure that some consideration is made to public safety in entering and exiting
 Chester Road.
- 88** Retain speed limits as existing, roundabouts will reduce speeds in the areas where it is
2 required.
- 88** I don't believe that the straights between Featherston and Greytown need to be
3 reduced, they should stay at 100, there is plenty of visibility, you could reduce the speed
 at Tauherenikau if you want for the corner.
- 88** 40 km/h speed limits in Featherston, Greytown and Carterton is too high for a town
4 centre. The speed limit for these sections of the highway should be 30km/h. The hours of
 operation for the variable school speed zone in Carterton are too short and do not take
 into account other school activities such as sports, extra-curricular activities, events and
 independent use of playgrounds and sports fields by children outside of regular school
 hours. I support a permanent 30km/h speed limit in this school zone.
- 88** its not the road at fault its the drivers, i have been at the two of the accidents and
5 drivers not paying attention has coursed the accident, So having multiple speed zone
 won't help. Changing the speed out of Masterton to 50kmh is good idea don't change
 the others, to many speed changes will distract drivers more, keep it simple
- 88** Yes. This region is a farming area, you reduce the speed limits that means the traffic is
6 going to be backed up. Then you will slow down the economy for the farmers, daily there
 are tractors on the road. It's a state highway. Not a rural road. The traffic is bad enough
 as it is. Over time this towns will join up leading to putting a bypass in along the train
 tracks. I'm thinking for 10-20 years down the track. It takes me 15 mins to turn out of my
 road on high st, you slow traffic that will be worse.. only option I feel is bypass. Future
 proof
- 88** Please leave limit at 100 in all areas you have indicated a speed reduction to 80 kph
7 Hughes Line will become the speed track to Carterton if you have differing limits running
 parallel to SH2. This will be very dangerous as road is very narrow
- 88** Leave the speed limit as it is lessening seed will not take into account impatient
8 tailgating drivers
- 88** The section of sh2 through Clareville should be reduced to 70ks due to the number of
9 shops and cafes there where people turn in and out of. However the rest of the highway
 north that is currently 100ks should stay at that and not be reduced to 80ks. A reduction
 will just result in drivers becoming frustrated and taking unnecessary risks to pass slower
 traffic. Modern cars can handle 100ks on that stretch of road safely. This proposal is a
 backward step which seems to assume we're all driving old fashioned cars without
 numerous safety features, abs, airbags and so on. There are 2 passing lanes between
 Carterton and Masterton to allow for safe overtaking so leave the speed limit between
 the 2 towns at 100, with the exception of the short stretch through Clareville.
- 89** Do not remove passing lanes between Featherstone and Masterton. Passing bays are a
0 waste of time and will frustrate traffic.
- 89** Well you say it is all for our safety if you really cared an just not about the money there
1 would be two round abouts And get someone that can tar a road to good standards I

drive a truck and it aqua plains often so dangerous every one slows down for the terrible bit just fix the dam things if you really do care

- 89
2 Why are we trying to slow down a state highway across the whole region? I'm a Paramedic and Firefighter of 20 years combined, and while I see first-hand greater speed = greater injuries, speed itself does not kill. It's those, many, drivers who are oblivious to their surroundings or not driving to conditions. Lowering the speed limits along with removing passing lanes will simply result in delays to all motorists and industries, thus causing frustration and increase the incidence of dangerous passing manoeuvres = more crashes. The current dangerous drivers and speeders will persist regardless of speed limit changes just as like recidivist drink drivers. We will also see the unconfident motorists who drive 80 in 100 now drive 60 in an 80 further impeding traffic. I am firmly against the vast reduction of speeds, and the installation of raised pedestrian crossings both as an individual and a paramedic. This will result in increased response and transport times for my patients, plus circa 21 painful bumps to drive over on the way to hospital. Would you or elderly mother like this with fractures or whilst medically unwell? If this proceeds as advertised then we need a bypass from Featherston to Masterton, possibly along the train corridor. These prohibitive changes with daily implications have me considering moving out of the region. The 70kph section of Clareville from Andersons line to Chester road would be wise to reduce to 50kph given to cyclists, foot traffic, and frequent turning vehicles
- 89
3 Leave speed limit at 100 k Drivers are the problem. Roads are OK.
- 89
4 I don't believe that lower speed limits are the answer. Having commuted to Wellington for at least 5 years. I have never seen an accident. There a far greater chance of an accident when people are distracted by having travel times extended.
- 89
5 The road needs to be widened to accomodate cyclists.
- 89
6 Block off wilton rd and east taratihi rd and put all traffic from Taratihi Rd down Hughes Line into Cornwall Rd and exit at new round about on Norfolk Rd and State Highway 2
- 89
7 I oppose reducing speed limits on this section of road. New Zealand has one of the lowest open road speed limits in the world, and the fatal crashes that have occurred on this section of road have not been speed related. This country should be investing in ways to make roads better, rather than regressing and simply reducing speeds. But if government doesn't want to invest in improving infrastructure, please don't make matters worse with this terrible band-aid approach. Itll only make traveling on an already tedious stretch of road even worse.
- 89
8 Yes. The Speed limits on the roads which are not through town are just fine. 100km/h is totally acceptable- the road surface just needs to be maintained properly. The State Highway network has been substandard for a long time. How about you insert the new roundabouts and see what the effect of them are, and then review the Speed limit... if at all.
- 89
9 How many head on accidents have occurred in this area , if none why are we considering this . Speed reduction will cause more delays for Wellington bound traffic and cause frustrations fir drivers behind the many trucks going along this road particularly when there are no planned passing lanes

90 How many head on accidents have occurred in this area , if none why are we considering
0 this . Speed reduction will cause more delays for Wellington bound traffic and cause frustrations fir drivers behind the many trucks going along this road particularly when there are no planned passing lanes

90 There are a lot of different speed limits in short distances, people are going to be
1 confused about what speed they should be doing & will go too fast and be ticketed or too slow and hold up the traffic. A slower speed is fine but post this over a longer stretch for continuity.

90 At some point in time it was decided that 100kph was the right balance for speed vs
2 safety on NZ roads and 100kph became our speed limit. If this cannot be achieved on our second-most major highway, only 70 km from our capital city on straight, flat roads then this is an issue for our country-wide speed limit not the local speed limit on this stretch of road.

90 An 80kph limit will reduce the speed of vehicles. However this can cause frustration
3 which in turn could lead to more accidents on this stretch of highway.

90 There are stretches of road between Featherston and Greytown, between Carterton and
4 Masterton where there is no need to reduce the speed from 100 to 80. Control the entry to towns with lower speeds and in Mastertons case roundabouts and the difficult intersections with the flashing 70 kilometres sign. Control the town centre to 40 kilometres. If the whole stretch between featherston to masterton goes to 80 kilometres I believe there will be driver frustration, people passing when they shouldn't and wouldn't have at 100 kilometres and not the benefit that is intended. This is going to far and risks the gains that could be made in being practical

90 The speed limit does not need to be lowered.
5

90 How about the state of the road surface, traveling along this road almost every day I'm
6 dismayed by the low quality of the repair jobs on the road. All work should contribute to restoring the road to as near new as possible but the patching is uneven and rough. In a car it unsettles the vehicle, on a bike it can be dangerous, leading us to swerve around road repairs. Reducing speeds in such an uneven way across the road network, especially on a state highway is a cash grab, there will be a while lot of people entering these zones and inadvertently going over the arbitrary limit set and incurring fines and demerit points. They are not driving erratically, nor dangerously, but still you decide to punish them. Having so many zones is difficult to drive and will likely result in more incidents as people drive watching their speedo's rather than the roads in front of them, I predict a greater number of rear end shunts as drivers realize they are over the new limits, particularly if there is a police vehicle or camera van around, (and there will be I guarantee), and other cars will rear end shunt after the car in front brakes hard or erratically. Leave the 50 zones alone. As for the 100 zones, keep road conditions high and increase the passing lanes along this stretch, 3 passing lanes between Featherstone and Masterton is a joke when stuck behind agricultural machinery, caravans, slow cars and fully laden trucks. Provide roads with the capacity to cope, design them well and maintain them...why else are we paying high taxes on vehicle licensing and petrol if not for this.

90 Speed limits should stay as are and also the passing lanes
7

90 looks good people will moan and bitch for a bit but they will get over. always safety first
8

90 I'm a bit concerned about the reduction of speed limits between Masterton and
9 Featherston as a person who has driven these roads all my life I find it's not very often that you can do 100ks. As a ex ambulance driver I found that it's the slow drivers that cause frustration and thereby drivers take risks to get past and it's a known fact that those slow drivers speed up on passing lanes causing high risk motoring. I would like to know how many of those accidents and deaths been caused by drivers who defy the laws and won't be stopped no matter what speed limit is applied!! Also I find it interesting that Upper Hutt river road remains at 100ks with its very high rate of deaths and accidents. I think Wairarapa drivers (apart from the idiots that defy the law) are generally good drivers and travel at safe speeds and the high flow of traffic doesn't really allow for 100 is anyway.

91 Implement the barrier/roundabout plan, then review speed restrictions.
0

91 Don't do it, speed isn't the problem. The crashes will still do it. This is a main travel route
1 for workers etc, this will add on extra travelling time to and from Wellington and people will be more fatigued.

91 have you considered that the roads are the factor of these accidents, obviously this is
2 not the sole factor but if a car is required to have a warrant of fitness i believe the road should also. also why are there corners could we not maybe make the road straight and flat. perhaps eliminate these hazards altogether. also where specifically are the 4 deaths in 9 years supposed to have occurred, these places should be looked at specifically. as opposed to increasing the commute from masterton to wellington by a factor of 10 not to mention having strips of road barely 500 meters long with multiple speed zones that go up and down, is just going to confuse or be ignored. if people have actually acquired their license properly then they should be able to judge a traveling vehicle traveling at a constant speed, if you are changing this speed all the time (and people speed as a fact not as a pretend) how are people supposed to judge when it is safe. someone might be expecting a car to be traveling 50kmph but they could actually be traveling 70kmph then this itself would cause an accident. maybe if we had alternate routes that didn't take us to old McDonald farm and back we wouldn't have some of these problems. a bypass... a straight bypass... no corners... no bends... and minimal intersections. would see traffic such as trucks and trade vehicles separated from other traffic which would make travel safer

91 Regardless of what changes are made to speed limits nothing is going to change or
3 improve bad driving and it's bad driving that is the problem not the speed limits. While lower speeds may make any accident damage less it may also cause already bad drivers to become more impatient and, therefore, more dangerous.

91 It will cause more frustration for the most part and potentially more crashes. You are
4 also proposing to many speed changes throughout the towns, which could result in more crashes or near misses

91 Yes, often it is not the result of speed but other drivers making irresponsible decisions
5 that cause the crash. I drive this road frequently and cannot count the amount of trucks that have pulled out in front of me with no indication and providing very little time for me to brake. Most of these poor decisions are made because of the heavy traffic making it near impossible for cars and trucks to turn out into traffic. The introduction of several

roundabouts would be a good idea to provide these vehicles the opportunity to turn into traffic safely. Reducing speed to 80 down the highway and 40 in some residential areas is just not realistic. There is already a congestion problem - do not make it worse by slowing down traffic!

91 Keep the speed limit at 100km educate slow drivers

6

91 There is little need for them. Improve the road quality first. Even in good weather, the road is full of bumps, old paintwork, scars from repairs, surface changes, etc. And I am strongly in favour of more pedestrian crossings in Featherston.

7

91 I think the drivers along this stretch of road typically go quite slow anyway which causes angst with some drivers making them take risks with overtaking, etc. On a long distance trip returning to the South Wairarapa from up north, this is the slowest part of the trip because of the drivers current speed. Perhaps more passing lanes are required, so everyone else is not penalised by having to have reduced speed limits. It would mean it would be quicker to go over the Remutukas to the Hutt than travel to Masterton. This is not encouraging people to shop in their local region.

8

91 Agree with proposed speed limit changes in town areas. Do not agree with reducing the open road speed limit on SH2 between Featherston and Masterton. Improvements should be made to the road rather than reducing the speed limit these are essentially straight roads with good visibility. Fit central and side median barriers as a means to prevent crashes. Release more data on how you came to this decision. From memory of the online map feedback from online did not advocate a reduced speed limit on the open road sections. Based on what data you have supplied even with the current 100km/hr limit the average speeds are varying and in areas in the range of 80 - 90km/hr so if the problem currently exists reducing the speed limit is not the answer as the crashes mentioned are happening at near the new proposed speed limit anyway. More investment into the road with safety improvements seems more of a correct option as SH2 appears to be the poor cousin to SH1 and under invested in. I recently drove on SH57 which is more narrower and has more bends than SH2 through the Wairarapa yet it retains a 100km/hr limit and has had barriers installed in places. SH2 river road appears to have a higher crash rate but this retains a 100km/hr limit for the majority of it and has also had median barriers fitted in places which have stopped the head on crashes in those areas. The speed reduction will also have an economic impact on the Wairarapa with freight trucks being slowed which increases time and costs of goods to the market. Also once the Gorge re opens Wairarapa will effectively become a back water with the reduced speed limits as traffic will just cross over to the western side of the hill rather than travel through the Wairarapa.

9

92 The overall speed reduction from Featherston to Masterton will add upwards of 15 mins travel time - while this might not seem much, it will be for commuters and people passing from Wellington north and the reverse. Often we are limited to 90 as it is due to the high volume of speed limited vehicles. If there is a speed change then move to 90, not 80. I fully believe that we should be training people to drive, not putting up restrictions which will ultimately frustrate people and cause more accidents.

0

92 There is no justification to slow down traffic on SH2. Current speeds indicate that most drivers are moderating their speed to the conditions. The current speed limits should be maintained.

1

- 92
2 Quality of driving and condition of the road. Impatient driving habits, especially when exiting side roads. The condition of the road is appalling with the amount of tar bleed. Especially dangerous for motorbikes on the bends. When wet it is very 'greasy'. In low sun conditions the glare from the tar bleed, especially when wet, is horrendous by Clareville.
- 92
3 Yes. Common sense. It is ludicrous to put an 80km/hr limit on the long straights between Featherston and Greytown in particular. Generally, in traffic, the speed is about 80km an hour between Greytown and Carterton. Again - why reduce to 80k hr along Carterton to Masterton stright, when roundabouts will be in place at prob;em areas?
- 92
4 Yes flow of traffic is already very congested and putting in slower speeds will compound this problem. There is only 1 major route southbound from Masterton. Variable speed limits will open people up to making mistakes leading to Revnue gathering.
- 92
5 Disagree with 80km/hr proposal on the sections between the main towns for these reasons. 1) Such a slow and inappropriate speed restriction encourages the public to break this requirement and this will have a flow on effect to other rules, lowering the standard of compliance, with reduced safety outcomes. 2) Inattention is by far the biggest risk and 80km/hr will increase this risk, leading to more accidents rather than less. 3) Time is important to society. Spending money on design improvements will be seen to give a good return on investment. 80k/hr is a cheap option for the road engineer, but not for the local economy. I seek a100km/hr speed limit on these sections between the towns along with improved road engineering.
- 92
6 I believe the 70kph from Carterton northwards should be extended to just past Chester Road.
- 92
7 As per usual you have not presented all the facts in making your decision. for example what level of speed was the main factor in the serious/fatal accidents Penalising all for overt speed is fundamentally a flawed argument Speedsters will speed regardless of the limits you impose Safer roads and safer vehicles along with separating out pedestrian and cycle ways is more effective
- 92
8 We would submit that the speed from the Wilton Road roundabout North should be reduced to 70 kmph. This would then enable Carterton District Council to review speed limits on the feeder roads to the highway, especially Norfolk road.
- 92
9 There is no genuine case put forward for changing the current speed limits, it seems that the consultation is merely a tick process to justify what's already been planned and budgeted for. Who are you kidding NZTA?
- 93
0 keep it simple, to many different speed sections will result in confusion and frustration, not safer roads. should remain at 100kmh for most sections.
- 93
1 The speed change is unnecessary, there is nothing unsafe about driving at 100kmh. Distracted drivers are the real problem in that road. Also removing the southbound passing lane is going to cause a huge amount of frustration against the many slow drivers that travel down that road, leading to road rage. Having that passing lane there is important to be able to get past safely, instead of making poor, snap decisions, overtaking into oncoming traffic

93 I oppose the speed limit changes. I have lived in the wairarapa for 43 years and travel
2 state highway 2 very regularly. During the last 43 years the road has improved significantly and vehicle safety has improved even further (including pedestrian safety if hit). Slowing the speed limit will not stop speeding drivers from driving dangerously, it will just frustrate good law abiding drivers and create more traffic by taking longer. If current drivers in modern vehicles are unable to safely travel at the current posted speeds it is driving training that LTSA should be investing in.

93 The lowering of speed to 80km will do little to reduce crashes as there were very few
3 attributed to speed. It will however cause more due to frustration and impatience from drivers due to the lower limit

93 Speed is not the issue, its coming to a sudden stop that's the issue. Improve barriers
4 along the side of the roads and have median barriers to separate the lanes of traffic. Bad/drunk drivers etc, will still cross the lane into oncoming traffic. With an 80kph speed limit it is still a closing speed of 160kph.

93 Please do not change the speed limit, this is on NZ's second major highway. The drive to
5 Masterton is infuriating as it is where some drivers are already driving slower than their comfort level. In some cases, 30kmph under.

93 There is no need to change the speed limit, this will only frustrate drivers and increase
6 the risk of accidents by using unsafe passing methods. This will also increase the driving speed over the Hill as drivers will be frustrated at the 80 km limit and just want to get on with their commute. Please do not change the speed limit.

93 I support the speed limit changes as proposed. They will reduce high speed crashes that
7 cause deaths and injuries. The new speed settings will need to be well policed to insure compliance.

93 In your proposal there will be 19 different speed changes between just before
8 Featherston thru to Masterton, within a 25min drive. That is an increase from 10 currently. If the lower speeds proposed are because of driver distraction, then having double the amount of signage stating changes to the max speed will increase distraction. Keep 100km/hr open road speed. Impossible to have 80km/hr speed limit between Carterton/Masterton yet still have passing lane...ends up being confusion if you can pass! Certainly don't have so many speed options...40/50/70/80km/hr speeds over 25mins of driving. Having 40km/hr on SH2 in the middle of each town is ridiculous in keeping traffic moving, other traffic calming proposals will lessen the speed to less than 50km/hr will be better. Leave 100km/hr between Featherston and Greytown, also retain each passing lane as not enough on SH2 now!

93 I have not fully understood the proposed speed limits. I agree with all the proposed
9 limits sub 80 but if you are proposing the rest of the highway is reduce to 80 then I think this unnecessarily restrictive and could lead to further impatient driving. There are areas such as Carterton through to Clareville that definitely require a reduction from 100 but unless there are any particular black spots t00 is suitable for much of the rest of the road.

94 Too many different speeds will cause congestion and frustration along sh2. Stay at 100k.
0 Absolutely agree with 5 & 9. Already drive that speed through there currently. Both spots have the parallel parking and narrow road.

- 94 Long stretches of straight road should remain 100km. There are two long stretches
1 between Greytown and Featherston for example. Make the Tin Hutt/Racecourse area 70km and the rest leave at 100km
- 94 Removal of the roundabout at East Taratahi intersection and pushing this traffic to the
2 Norfolk Rd roundabout in conjunction with installation of median barriers mean that a reduction in speed from 100km/h is unnecessary. Too many different speed zones over a short stretch of road will increase risk of accidents occurring with vehicles travelling at a range of speeds. Maintaining steady speed will be more effective in safety and productivity applications
- 94 I feel there will be no need for speed restriction on the open highway after installation of
3 roundabouts and median barrier. The end result will be very similar to the Hastings Napier freeway. Barriers along side of highway are not friendly for cyclists, a bike lane on both sides is required for safety
- 94 School area only - 40km
4
- 94 This for Heaven's Sake is a Main Highway, complicated with three towns. It is getting
5 busier all the time but reducing speed limits is not necessarily the answer unless it is to create frustration and increase revenue through Fines. Where is the discussion about By Passes around Towns? Carterton and Greytown have side roads that could be considered, unless you create a totally new road closer to the Ranges on the West. Instead of having 40, 50, 60, 70, 80 and 100 limits what happened to the Limited Speed Zone and expecting drivers to drive to the conditions. At the moment I regularly drive behind heavy vehicles that travel at 95-100 and I would predict as the roads become more congested with roundabouts and median barriers they will continue to break the speed limits. The School Zone speeds seem to be adequate at the moment with raised pedestrian crossings automatically slowing traffic. It would be great to know how many accidents have been caused by driver error, road conditions rather than straight out speed.
- 94 yes the improvement in car design and safety over the years makes the speed reductions
6 unnecessary.
- 94 The speed limit between Masterton and Greytown should be a constant 80km with a 70
7 km speed zone on busy intersection (East Taratahi road) if required. Changing the speed limit a number of times over short distances causes confusion and makes drivers less attentive to the conditions and more to the signage. The speed limit between Greytown and Featherston should remain at 100 km.
- 94 Would slow everything down and cause traffic
8
- 94 I think there are too many changes in Greytown (80 - 50 - 40 - 50 - 70 - 80). People will
9 be concentrating so much on their speed and what it should be they will lose concentration on pedestrians etc. The map shown above differs from the one in the consultation doc - 70km/h at north end of GTN? 40km/h is still too fast for central GTN. Foot traffic high. Get rid of parking on main road in Greytown - improve junction visibility, avoid random stopping on main road, reduced visibility for pedestrians, risks for cyclists. Need to change the Bidwills Cutting Road (BC Road) interchange - northbound vehicles turning into BC Road have no safety zone to make the turn. Either turning lane or roundabout. Need pedestrian crossing over SH2 near college. With

students crossing SH2 at BC Road, Tararua junction coming online, new medical centre in area, need to have speed limit change down to 50km/h earlier, not at corner. Will also reduce resident disruption from engine brakes, which is constant.

95
0 This is a state highway not a back country road . I travel this road 6 times a day from my home in featherston to my business in greytown to lower the speed limits on a straight piece of road where in the years I have traveled this without any problems I would see there becoming a problem with frustrated drivers taking risks , the amount of freight trucks ,delivery drivers etc that would take longer so increase in freight charges and also the amount of traffic that comes through the Wairarapa on a Saturday from the capital would create a huge bottle neck of congestion .it already takes us 40 min to 60 min depending on traffic to get to Masterton to do shopping and support local business lowering the speed limit would frustrate people and turn us away over the hill . Also consider those family's with children going to a from sport the travel would kill the enthusiasm of both supporters and players .

95
1 There ar some I agree with and some I do not. How do I leave comments on the map?

95
2 Changing speed limits does not make a road safer. Making a road a safer road makes it safer. Changing speed just is trying to put the blame for a bad road on the driver that pays for the road. Spend money and actually make the road safer.

95
3 Keep the current open road speed limits but consider median barriers if head on crashes have been a "theme" for a particular area. I have no problem with slower limits in built up areas as long as they are not excessively long - both Carterton and Greytown take long enough already to transit.

95
4 yes dont reduce speed to 80 it wont make it safer, all it will cause is frustration from drivers causing dangerous overtaking , 100 kph is not fast on that straight road travel between masterton and featherston about will cause more delays and crashes

95
5 As a commuter from Carterton to Upper Hutt, the reduction in speed limits along the current 100kph sections, will significantly increase travel time each way each day

95
6 don't change any of the original 100km/h zones, the rest make sense

95
7 50 kmh in town and 80 on the open road right the way through is a good concession. Keep it consistent please. No 40 kmh zones as drivers clearly are shown to slow down anyway on these stretches, ie., driving to the conditions. And the speed sign is NOT A TARGET, it's a Maximum speed! Signs reminding the driver of this would be worth installing between towns. Driving slower is not a crime. 😊 Too slow though, a different story.

95
8 The decrease of speed limit to 80km is going to increase driver frustration which will lead to bad decision making causing accidents. In the statistics I have read speed was not indicated as a factor. I think altering the speed limit along with all the other ideas is a total overkill in this area. the difference between 80 and 100kms wouldnt make that much difference to the outcomes in the accident statistics I have read, it will make a

huge difference to everyday travellers journeys. As a regular traveller of this road to see immediate family it will make a significant difference to my trip.

- 95 50k in masterton to the bridge with a roundabout at ngaumutawa road then 70k to the first passing lane then keep it all the same to Featherston coming from a truck driver .
- 96 I cant see the need to take the speed down to 80 between Featherston and Greytown. The main highway once you leave Featherston is mostly fine and travelling at 80 all the way on a good road is a recipe for the speed limit to be broken and NZ transport to make a lot of money. I travel at the correct speed as do a good percentage of other and to change that for the few who speed is over the limit and always will do is penalizing the majority. You are never going to stop the accidents as those that speed will always speed. Please think again before you leave us from Upper Hutt to Masterton doing no more than 80. What ever next will you think up
- 96 These speed reduction proposals have gone too far - the next thing NZTA will be advocating somebody must walk in front of vehicles with a flag!!!! Please don't eliminate the passing lane south of Norfolk Road - this is essential for avoiding frustrating holdups behind very slow traffic, such as tractors.
- 96 I am a member of a local fire brigade. The speed on this road (featherston to carterton) has had nothing to do with accidents. The cause of accidents on this road in the last 7 years has been - people not paying attention. If you want to reduce the LIKELYHOOD of an accident - you need to remove the idiots, police people on mobile phones, educate drivers no distraction - not reduce the speed. The only incident that i can remember that resulted in a fatality was the meth head that sped through carterton at 100km/hr and took out a poor woman in her car. No law was going to stop that from happening.
- 96 What about the fact that there are a lot of people not doing the current marked speed limits and holding other drivers up, causing frustration and danger because they won't pull over or drive the marked speeds? Maybe 2 lanes in each direction is a better future proof option?
- 96 Yes. You should consider the Mega Map findings and comments from the public and stakeholder organisations all of whom do not support the open road speed reductions from 100km to 80km. I support the adjusted limits through the towns and around schools and the new roundabouts, but i see no need at all to reduce the open road limits. There is only one stretch that could justify a reduction and that is between Carterton and Clareville where the limit tends to naturally reduce to about 80km
- 96 Speed reductions through towns are fine. Taking the highway down to 80k's isn't a good idea however. Already very little incentive to travel to Masterton (rather than going over the hills to the hutt) and this will reduce that further. The highways seem in good shape and I can't see any data above that the 100k limit is causing incident.
- 96 The speed limit changes suggested will be suitable as part of an overall package of safety improvements, including the roundabouts, median barrier and removal of passing lanes. Whatever your decision, have ONE SPEED. This makes things easier for travellers and commuters alike. There is same concern that people will use roads like Chester Road and Carter's line as speedways (Carter's line already serves this purpose). Perhaps some sort of speed calming will be needed on these roads to prevent this. 80 km/h seems about right. Certainly cars coming north out of Carterton often only speed up to 100

when they get to the passing lanes! And during peak times Clareville to Masterton is generally about 80-90 anyway.

96 The road between Featherston and Greytown is essentially a long mostly straight highway with relatively few intersections. Between Greytown and Tauherenikau we have a 6 km straight road with no intersections. While the road is in poor condition due to a lack of, or very poorly carried out, maintenance, reducing the speed to 80 km/hr would seem a cheap option rather than fix the road. No doubt it would become a money spinner through speeding fines should the speed limit reduce. Reducing the speed limit between Greytown and Masterton is infinitely sensible given the corners, multiple intersections and heavy traffic volumes around the Clearville showgrounds and the Norfolk road intersections. Maintenance is key to resolving many of these issues which is currently poorly done.

96 By slowing the flow of traffic on the open road doesn't make people make better decisions while driving on a straight flat road. People make bad decisions while trying to pass quickly on a road that was designed for half the population that is here now. The roads need to be updated and maintained to match the growth in population not just slow the flow. Slowing traffic around town doesn't make pedestrians more visible. Neither does making cars go over a raised crossing. Removing car parks around crossings and raising foot path at end of crossing means motorists can see pedestrians.

96 Reducing speeds to the level of the lowest level of ability/proficiency of drivers (80kph all the way from Featherston to Masterton) will just cause more frustrations and delays on what is basically a pretty good, uncomplicated stretch of road. Absolutely unnecessary.

97 Agree speed restriction changes in built up areas such as Featherston 70km to 50kmh. However reducing speed on open road from 100km to 80 will in fact cause more accidents through increased driver frustration and unnecessary risk taking. It is already a long haul between Wellington and Masterton and this will only serve to add to the frustration. The safety improvements such as roundabouts and wider medians will suffice. There has been limited information regarding the accidents that have occurred over the past 11 years and numerous factors such as timing and cause need to be considered as well i.e. direct sunlight vision impairment. Given the current mean operating speeds I am strongly opposed to a reduction on the open road limit.

97 SH2 south side will cut off, 50km extend to Greytown cemetery

97 State Highway 2 was upgraded with passing lanes and safety improvements some years ago, which improved the flow, lowering the speed limits will only take us back to the dark ages, imagine following agriculture machinery doing 40k from Greytown to Carterton,

97 Motorists driving on SH 2 should be able to drive at 100 kmh or not be driving at all. This is a perfectly sound road with very few corners. The passing lane is a farce as people who cannot drive at 100 do not let other motorists pass, they speed up when they come to a passing lane and then drop back down to 80-90 kmh when they are at the end of the double lane. This makes for annoyed following drivers. Also it is interesting to note that many of the accidents have occurred since the invention of cell phones. Make use of them in cars illegal, or else fine the offenders so that it will hurt their pockets. Drivers need to be aware of what is going on around them and if there is a line of traffic behind

them, they should pull over to let other vehicles pass safely, but very slow drivers seem oblivious to following vehicles.

97
4 Speed is not issue. You make a statement about the 4 deaths and 28 people having serious injuries over the 488 crashes over the 20 year period, but as any well pitched stats - you fail to indicate how many of these were 100% due to speed. How many were due to the mobile phone user drifting into oncoming traffic (missing a car by cm's), the tradies on their phones overtaking at well over 100km on double yellows or even on occasion through towns - with trailers and/or oncoming traffic, trucks not driving at 90KM/hour, caravans and trailers going faster than 100km an hour, person failing to wait for a suitable time/gap to turn into or pull out of a driveway or side road, the drunk driver weaving across lanes, the trucks that pull over and just pull straight back into traffic against the road code instruction to give way, the cyclists that ride their unregistered and thus unidentifiable bodies two or three abreast, the distracted driver weaving across lanes and driving at 50km an hour, the frustrated driver behind the driver who doesn't want anyone to overtake and will drive down the middle of the passing lanes, the cow on the road, the enormous potholes, the poor road maintenance, the 4 broken windscreens due to poor road design or roadworks where people ignore the 30km signage, the lack of slow vehicle lanes, the other examples of distracted and poor driving. Should I go on - all the above happens now and most witnessed on a daily basis and thankfully can count on less than on one hand accidents. Speed is NOT the issue and reducing it will not stop the worst of the behaviors or downstream consequences. Every part of your proposed changes will make a commute to and from Wellington each day worse, with more poor decisions, and longer travel times. You forget we are part of the wellington region - your two lane roads that aid the flow of traffic stop at the bottom of the sth side of the Remutaka Hill - which is another nightmare story of poor driver behavior.

97
5 This would be the only State Highway with an 80k maximum, and it will only create more frustration on the roads. Several of the deaths were in 50km areas. Plus there appear to be so many different speed options, anyone coming from a home driveway will not know what limit applies, and drivers will get confused as well

97
6 I strongly disagree with the 100 to 80kph Speed Reduction Proposal. I suggest that with a lower speed limit, over these sections, it will in fact cause Driver Frustration & Unsafe Overtaking, the exact opposite of the intention. (The other result will, no doubt, be increased Speed Camera Revenue.)

97
7 considering that at night there is little traffic in the entire Wairarapa roading system outside of the towns, you are putting a 24 hour speed zone in some areas when they are realistically and practically only required for daytime hours. I specifically refer to Greytown - Featherston on SH2, its long and straight and an 80km limit is absurd, It will amount to a Police revenue gathering campaign to make it 80 km at night and early morning. I travel over to Wgtn from the Wairarapa at 5am 4 or 5 times a year to catch early flights and there is next to no traffic on SH2 at those times. 80km is absurd in this instance and I would ask that serious consideration be given to reappraising this part of the plan. .

97
8 yes, just leave it at 100Kms - there is no need to change it

- 97 don't change the speed limit 100kms is fine on the open road. Keep townships at 50kms
9 and also around schools at 40kms. Dropping the speed limit will give people more time to dream on the road.
- 98 Speed limits should remain at 100km/h for most of SH2. Reduction to 60km on approach
0 to roundabouts at Ngamutawa Rd and Norfolk Rd. Other speed limit changes are unwarranted! 40km/h as indicated in Carterton and Greytown central. Featherston remain at 50km. Greytown - areas 7 and 11 to remain at 100km
- 98 Yes - driver reaction and frustration - many of the crashes and accidents on this stretch
1 are due to frustrated drivers making poor decisions - lowering speeds adds to the frustration and congestion issues, rather than help it will add to the issues.
- 98 Section 3 - access to Andersons line & veterinary clinic south bound traffic coming from
2 80km to 70kmp/hr. I would suggest reduction in speed from 70 to 50kmp/hr from Corner of Somerset road heading south to join Carterton, due to risk and limited visibility when travelling at 70kmp/hr through this bend.
- 98 Yes - people travel this road on a daily basis to get to work. The road is getting too
3 congested as it is with more people moving in to the area and more traffic coming over the hill, bigger trucks on the road and 5 busses to contend with in the morning. Lowering the speed limit to 80 is going to make people more frustrated. There needs to be 2 lanes both ways to get the flow of traffic moving to stop the congestion or ideally bypass the towns.
- 98 My over riding suspicion is that this is a done deal and the NZTA are simply going
4 through a required process. Prove me wrong! There has been 4 deaths in 10 years ONLY and I assume most if not all were at the intersections under review. Changing the speed limits, especially the open road limits from 100 down to 80 is crazy and will bring no benefit. The public has a right to be able to travel on an open largely straight piece of road with good visibility at a decent speed, not constrained by this Big Brother knows best stuff. If the NZTA is so concerned about the road then FIX WHAT YOU THINK IS WRONG WITH IT! Don't dumb it down to the lowest common denominator. Multiple speed limit changes over small distances makes it more difficult for drivers. I travel a lot around the country and it is an ongoing concern, especially in built up areas, as to what the speed limit is. It is easy to miss a sign. Up until recently it was usually obvious, 100kmh on the open road, 70, maybe 80kmh on the outskirts and 50kmh in town. There is much merit in keeping speed limits simple, not these multiple changes. I am sure that the NZTA is receiving very little support for the speed limit changes. Please listen!
- 98 this highway is virtually straight with only a few bends from Featherston to Masterton.
5 anyone that cannot drive safely at 100 km should not have a license. there is no need to reduce the speed. more passing lanes would help do not reduce them. all NZ needs more passing lanes not less
-

98
6 It is a very frustrating piece of road already with traffic more often than not traveling below the speed limit. If you decrease the speed limit further it will increase the frustration by increasing congestion and slow vehicles will driven even slower than now. This is further exasperated by the plans to remove a passing lane - people will simply pass in more dangerous areas as the road is already busy enough that it is hard to find a passing opportunity. I have found myself stuck in traffic between Masterton and Carterton, traveling at 70km/hr with no opportunity to pass - I have a tight schedule, places to be and things to do and being held up by traffic on this stretch of good quality, wide, not technical open road is not reasonable. We want Masterton, Carterton, Greytown and Featherston to be desirable places to visit - they will NOT be desirable if it takes all day to get to them! I will no longer consider leaving Masterton to have lunch or shop at these places if it is going to take me longer to get there and back. It is a 35km piece of road from Masterton to Featherston with a lot of traffic - 4 deaths between January 2010 and December 2019 is sad and unfortunate but would not necessarily be related to speed? I don't think 4 deaths (whether related to speed or not) over 9 years is enough justification to cause the frustration, added time and money cost and potential loss of earnings for businesses caused by reducing the speed limit. Let alone the risk caused by dangerous passing if you remove the passing lane.

98
7 I think all the proposed changes are positive, except for making the speed 80 between towns. There is no need to be 80, 100 is perfectly safe as these are straight roads. The road south of Wiltons Road to Somerset road, From Portland Road to Hupenui and item 12 all should be 100, not 80.

98
8 New skatepark development by cotter/Pierce st in greytown would mean we need an additional pedestrian crossing to ensure children can safely get to the park. I also propose the speed limit of 50 starts earlier (right after the greytown cemetery) on entry to Greytown to ensure people living in the new subdivision - Tararua junction and people going to the skate park can proceed safely.

98
9 Yes it will cost lives by delaying Emergency Services responses

99
0 This will delay emergency services in the Wairarapa. A speed reduction has the potential to do more harm than good.

99
1 The lower speed limits will increase commuter frustration, travel time and freight costs, the road is made up of long straight sections, 80kmh is far too slow. I support road improvements but not the speed reduction.

99
2 I think there are some parts of SH2 approaching the new roundabouts that will require adjustments to the speed limits but a blanket 80km speed limit is ridiculous - it will lead to more people driving erratically and driving dangerously to over-take. Zones 2, 7 and 12 should remain at 100km I fully support the speed changes in Featherston township zones 13, 14 and 15 and Carterton zone 6a and Masterton zones 1, 2a, 2b and the portion on zone 2 between norfolk road and north of the Waingawa bridge. I am neutral on Greytown zones 10 and 11

99
3 Lowering the speed limit in built up town centres is a good idea, especially around pedestrian crossings, but I do disagree completely with lowering the open road speed limit from 100 to 80km. Educating people on safer driving is more common sense than a blanket approach to lowering a speed limit.

- 99
4 There are a lot of different speeds. There will still be times and small areas where 100km is still ok (between Wiltons Rd and Clarville) and between Greytown and Featherston and probably after 8 pm each night but need consistency. Too many up/down/up/down in speed limits will get very confusing. But in principle agree.
- 99
5 Improvements to the road surface, painted markings, passing lanes, double lanes and median barriers should be made before reducing the speed, we should be aiming to enhance transport efficiency, improve journey time, ease congestion to contribute to economic growth. Let's support the Wairarapa to 'get moving' - we don't want to become a case of Wellington moving again where everything has come to a great big halt.
- 99
6 The economic impact and increased travel times as a result of the speed reductions. It is already painfully slow to travel this stretch of road. What about the thousands of people who commute to Wellington from the Wairarapa each day? It is already a painfully slow commute. Physical improvements should be made to the State Highway to increase safety, rather than reduce the speed limits. Are NZTA even going to listen to this feedback, or do the usual steamrolling decision making, and tick the 'public consultation' box.
- 99
7 The Roundabouts at Ngaumutawa, Norfolk Road and the East Taratahi/Wiltons Road intersections are the most dangerous areas on the SH. The roundabouts will reduce speed and risk in those areas. That being so the 100 kph Masterton from Norfolk Rd to Carterton and Greytown to Featherston should remain unchanged. They are good straight roads. Section of road Norfolk Rd to Ngaumutawa should be 70 kph as the Higgins entrance/exit is very high risk! The 50kph changes to Featherston is good. Improve the roads! you don't have to just reduce speed as this will also impact on freight/logging trucks
- 99
8 Yes. As well as better safety for all this will dramatically reduce carbon emissions by approximately 10%. So not only is there an immediate safety improvement, along with the barriers and pedestrian crossings, this will save about 10% fuel usage and therefore help help reduce emissions by the same amount. I have been driving for a few years now at around 80 to 85 kph on the open road and have done exactly the above. We are in a climate crisis (declared last year by government) so it makes absolute sense to have any decisions from now on with that as a baseline. I would urge NZTA to reduce the maximum speed from 100kph down to 80kph immediately for the sake of my children and grandchildren who will be impacted by the catastrophic effects of climate change we are now starting to see across the globe and here in Aotearoa.
- 99
9 The proposed reduction from 100 km/h to 80 km/h from Featherston to Carterton is preposterous. The road sections are long straights with clear visibility and road markings that inform safe areas for overtaking slower-moving vehicles. The proposed change would increase driver frustration, provide revenue generation for Police, significantly increase journey times, and not improve these sections. NZTA/Councils could better spend tax-payer money on a decent tarmac road surface (that doesn't wear out within months or cause so many cracked windscreens), also, increase the number of passing lanes, and force logging trucks to go to the Masterton logging depot using the new roundabouts, rather than ripping up the roads to Wellington. There are too many speed limits proposed for Carterton (seven or eight for a couple of kilometres). The proposal will confuse people, cause sudden braking and rear-ended cars, and leave the pavements/roadsides of what could be a nice-looking stretch of community road littered with speed signs. If you must lower the speeds, keep the 70 km/h and 50 km/h zones (proposals 3 and 4) as they are today, and reduce the speed of 5 and 6 to 40 km/h, and

leave 7 as it is today. 6a becomes the school zone as proposed. With regards to Greytown, proposals 7 and 8 already work well as they are today. I agree with proposal 9. Proposal 10, I think the speed should reduce earlier on the north-bound side when entering Greytown, or at least put up some warning signs as people often don't slow down until they get to the 50km/h sign and then fly around the corner, creating a danger to those trying to join SH2 from Bidwills Cutting. Featherstone proposals are fine.

10 I agree with majority of the changes though there are some points I do not agree with.
00 They are: -Masterton no. 2: Leave speed at 100kmh. This is an area that has good visibility and an open road so should not be dropped to 80kmh. -Carterton no.7: Leave speed at 100kmh. This is an area that has good visibility and an open road so should not be dropped to 80kmh. -Greytown no. 11: Leave speed at 100kmh. This is an area that has good visibility and an open road so should not be dropped to 80kmh. -Featherston no. 12: Approaching Boundary Road from the north heading south this area should be 50kmh before you reach Boundary Road. To slow cars down before they reach this intersection there should be an outer 70kmh speed zone drop. This intersection is extremely dangerous as cars just don't drop to the required speed before they reach the bend in the road where the Boundary Road intersection is. It is a nightmare for cars turning in off the highway and for families walking along Boundary Road. Extremely dangerous for pedestrians. There also needs to be more passing lanes between the towns, the room is there to create these and it would reduce the need for traffic to have to overtake slower cars in the opposing directions lane.

10 Consider building double lanes both sides of the Rimutaka Hill or between the towns.
01

10 Unless you can make the road autobahn quality then the speed limits sound like a great
02 idea. There's no need to travel more than 80km/h at anywhere on that stretch. I would just ask that any road changes take into account cyclists. the road is pretty good for cycling travelling north until you leave Carterton. It starts getting ropery there. Lower speeds would make the whole road much safer. Please be careful how you sell this. I saw in the comments on the interactive map that people think this is revenue gathering for the Police but as we all know that's a load of crap. Some reassurance about this would be helpful and make sure the conversation is all about safety and arriving at your destination in one piece

10 It seems to me the speed review outcome is pre-determined. The whole exercise largely
03 to be seen to be doing something instead of addressing the road itself that is struggling to cope with the demands of increasing traffic volumes. Also the cost is lower than the addressing the long overlooked road itself. However, there are some good suggestions; 40 KPH through the busy town centres is good as is the treatment at school zones. From East Taratahi roundabout to just north of Chester Road should remain at 100kph Greytown and Featherston should remain at 100kph. There are passing lanes; however, 80kph will create driver frustration

10 Support the reduction to 80 - development at south of Greytown (Tararua Junction) will
04 change the nature of that area - good to reduce from 100 Km/h zone to 80. With such a long stretch of SH2 being slowed to 80, and the current congestion in the towns, does

this strengthen the case for building by-passes around Greytown & Carterton (like Masterton has) so that travel is safer AND overall travel time is not longer?

- 10** It would be more transparent to have a statement "We are proposing that all current
05 100 km/h zones between Featherston and Masterton be reduced, to no more than 80 km/h, than to leave people to work it out for themselves. Your paper pamphlet omits this fact and it looks deliberate. There are long straight roads between Featherston and Greytown, Greytown to Carterton and some to Masterton from there. Your average speed data indicates the traffic already self-moderates down to averages closer to 90 km/h and you've provided no evidence the deaths (one every 2.5 years) or serious injuries (one every three months) related to speed and if so, that the speed was between 80 km/h and 100 km/h. Instead you rely on your tired mantra and singular focus on speed, without focusing on safety and education - NZ drivers are poor, cannot keep left on multi-lane highways, cannot merge and are selfish. But Kiwis love a social-embarrassment campaign and you could be doing more to change driving skills and behaviours. The proposed reductions to 80 km/h look reactionary, unnecessary and textbook NZTA; you could do better e.g. variable speed limits based on traffic demands, a 90 km/h proposal instead of 80 km/h etc., or reducing the number of roads that are allowed to enter directly onto SH2 at all the intersections.
- 10** Speed limit shouldn't be lowered to 80 between towns. It will just push more traffic to
06 back roads which won't be up to the traffic increase. Don't get rid of passing lanes, they're essential in being able to safely pass. You will just create more frustrated drivers and therefore more risk taking which will lead to more crashes.
- 10** I absolutely do not support reducing the speed limit on SH2 from 100km/hr to 80km/hr
07 between the Wairarapa towns. It is not justified and is further undermined by the safety improvements being proposed. I do not support having any speed reduction on SH2 on sections 2a, 2b, 5, 10, and 14 as this will cause confusion by having several speed changes within a short time. I suggest a speed limit change of 70km/hr is implemented coming into Featherston from Otairua Reserve on Ludlam St (SH2), a raised pedestrian crossing is installed on the north east end of Fitzherbert street near the intersection of Bethune and Wakefield Streets. I strongly suggest that flashing orange lights are reinstalled at all pedestrian crossings on SH2.
- 10** Town restrictions are understandable however, I Do NOT support removing any
08 overtaking lanes. Instead of increasing journey times, the roads should be IMPROVED not slowed down and I Do NOT support speed reductions on the long straights anywhere between Featherston and Masterton. Surely there is better use of police time as they will be camping out along the straights.
- 10** Commute time from Greytown alone into Wellington after 6am is 1hr 30mins (roughly)
09 current signalling rules and track infrastructure for rail transport means there is limited services and none are express from Featherston. Our trade off as commuters living in a beautiful part of the country is time, the longer it takes for us to travel means the less time we have where we live. Looking at the 80km/hr areas I estimate it adding around 3-5 minutes travel time in each direction from/to Masterton (worst case 5mins = 10mins a day = close to an hour at the end of the week = close to 48 hours a year (2 entire days over a year!!) that sacrifice can only be done if the public transport was far better i.e. faster, more frequent more comfortable etc. that isn't including the rest of the speed changes. The school ones, yes, but speed limits are only as good as long as they are policed or monitored. Hate to say it but fixed cameras will catch quite a few people out

10 I support some speed limit restrictions - on the road between Greytown and Carterton
10 and on the road between Carterton and Masterton, past Clairville and the next couple of bends. In these parts of the road there are many exits and entrance, a narrow bridge, and several turnoff used by trucks and heavy transport/ Also, in these parts of the road, visibility can sometimes be restricted. But I see no reason to limit speeds between Featherston and Greytown or on the straight road into Masterton, up until the points where roundabouts are proposed. On these stretches of roads, the roads are straight, visibility is good, there are no obvious hazards, and only a few intersections that are not used that much. I would be interested in what times of day and what weatehr conditions prevailed when the accidents took place, quoted in this material. Becasue I also think that the straight stretch of road after Clairville - into Masterton can be hard to drive on - when it is raining - at night time. There is something 'wrong' with the road marking/ lighting on this bit of road - which i have never really noticed on other similar parts of the State Highway network. Whatever it is - it makes the sides of the raod harder to see than it should be

10 Carterton 6a. The proposed school zone speed limit is 30 or 40* This must be 30km/h.
11

10 Bikes! I frequently bike this road and feel that it completely ignores the saftey of cyclists.
12 The most important thing for bikes is to lower speeds at pinchpoints. The worst pinchpoints are at the bridges. Yes there are 'cycle paths' on these bridges, but many people dont use them as they are covered in gravel and not easy to access and use, often you have to cross a curb or slow down to use them.

10 I thiknk that reducing speed limits is generally a good idea, however I would rather the
13 limit between Featherston and Greytown remains at 90 or 100kmph. Having our HS at 80km is likely to push unsafe driving and heavier traffic volumes onto district roads. I would rather see district road speed limits reduced. Driving North, there should be transition areas before Carterton and Greytown, 70km/hour. The current 100/50 arrangements are unsafe.

10 Fast track bypasses around Greytown and Carterton. Don't change the present speed
14 limits. The proposed speed limits in the towns are ridiculous for SH2.

10 I believe the speeds on the open highways between towns (in your design) should
15 remain at 100Kph. The roads are fine - maybe people just need to learn to drive appropriately. By reducing the speed to 80Kph (like you have done in other areas of the country) you are taking the country back to the 1980's. You have not provided any explanation why in these areas you want to reduce the speed from 100Kph to 80Kph. Please do so, specifically for theses areas, however it does seem you have already made your decisions.

10 It is a highway, it should be maintained at 100km/hour for its entire length, except for
16 towns.

10 On the Masterton map, it does not make sense to increase the speed limit to 80kms at
17 (2) and then reduce it at 2(a) to 60. It would be far more sensible just to increase it to 60 or 70 at the bridge until past Norfolk Road. Cyclists have to use this section to get into town. There is no point in having such a short section of a higher speed at (2). No-one will pay attention to the 60Km reduction after speeding up for 100m. Second point: There is no justification for a reduction to 80Km between Greytown and Featherston. The road is good. It is very unlikely drivers will respect this unnecessary limit reduction for such a long distance. If there are accident zones, address the problem at source.

10 I fully support speed changes to in the towns and 80 k from Carterton to Masterton (it's
18 very rare that you can exceed that anyway) But, 80 from Carterton to Greytown and
Greytown to Featherston is not required especially the Greytown to Featherston section.
I would expect a lot of non-compliance if the speed limit is reduced on these sections.
The majority of people will respect a speed limit if it is seen to be sensible. An unduly low
speed limit is asking to be ignored

10 The open highway is not the problem. If you reduce the speed limit drivers will become
19 even more frustrated with slow vehicles, logging trucks and other large trucks that hold
traffic up. Please leave the speed limit on the open highway at 100kmph. Putting in the
proposed roundabouts will go a long way to improving traffic flow.

10 Yes - changing speed limits over short distances as proposed is ineffective and confusing
20 for the motorist especially foreign drivers 80,50,40,50,70 focus on enforcement install
cameras if necessary. Who will see these multitude of speed signs anyway, will they be
big and bold on the road surface or another lonely obscured sign. Also changing down
speeds on the open road is just a cop out and ineffective, sort out the intersections
instead.

10 While I empathise with the bereaved/affected families, I DO NOT support the decrease
21 of open road speed limit between Featherston and Masterton. The NZTA proposal
does not appear to mention of the number of vehicles that have safely, successfully and
without incident negotiated this stretch of road over the past 10 years, nor does it
compare the accident rates to other similar parts of the state highway network.
Without this context, it is impossible to quantify the true extent of the problem, and
whether NZTA's proposal is reasonable and proportionate in the circumstances.
Furthermore, without this context, the proposal (as it stands) is, from the outset,
artificially skewed towards 'fixing' a speed limit that the vast majority of motorists seem
to be able to cope with. In essence, punishing safe and competent drivers (the majority)
for the sins of the unsafe/incompetent (the minority). I acknowledged that a reduction
in speed would reduce harm - that is simple physics - however reducing the open road
speed limit is a blunt instrument that will significantly inconvenience the majority of
motorists, while failing to address the underlying issues of driver error, driver training,
and sub-optimal road quality.

10 I think the new proposed speed limits are not necessary. Lowering the speed will only
22 make drivers impatient and frustrated which often results in stupid decision making.
Having a speed limits jumping from 50 to 40 to 50 is confusing in such short distances.
The Featherston to Greytown straight is perfectly fine to keep at 100.

10 Build a bypass for Carterton... It's too long and slow to get through as it is, please think
23 of the extra CO2 emissions from idling vehicles. Otherwise I think slowing down traffic is
a great idea

10 In my experience and I use the road regularly there is no reason to reduce the speed
24 limit on any stretches of the road as planned. It seems that all NZTA can ever
recommend is a speed reduction. I imagine that you would prefer the whole country to
drive around at 50km/hr. You are detached from the real world. The cars are better
built and the roads are slowly improving, you are responsible for this. 99.5% of people
can drive safely to the current limits and secondly to the conditions. Why do you insist
on everyone having to suffer because of the faults of a tiny few. If there was better
policing this would be less of an issue. Poor driving is the problem but you insist of
having people with licences who can't drive properly. FYI I have had my licence for 50

years and. I have never once been charged with careless or dangerous driving, so it is possible.

10 1. Don't lower the overall speed limit unless it is required to drop to ~70km/h for new
25 roundabouts. 2. Why would you change the speed limit in Masterton from 50km/h at point (1) to 80km/hr at point (2) for only a few hundred metres, when you could leave the current 70km/hr from Solway right through to after the new roundabout that is to be installed at Norfolk Rd? 3. All this speeding up and slowing down is going to have a massive negative impact on fuel economy and noise pollution. 4. IF IT AIN'T BROKE DON'T FIX IT!

10 Featherston to Greytown: 12km. An open road speed limit of 80kph when the current
26 mean speed is 90-94 (noting 100kph is 'not a target') seems to be extreme measures, and certainly not taking into account a safer standard of cars than previously. I shudder to think what Waka Kotahi plans are for SH1. Ironically, if 80kph is the new limit, there would not be a requirement for passing lanes, as all vehicles would be traveling below there otherwise open road speed limits. Urban Area: Support 50kph and variable limits. Carterton to Masterton: 15km. As above rural road comments, 100kph is the sensible limit, which is higher than the current mean. Enforcing lower limits would be seen as a revenue gathering exercise, when the current mean is less than 90kph.

10 Reducing the speed on State Highway 2 between Featherstone and Greytown from 100
27 to 80 doesn't make sense. It's a relatively straight road with good passing lanes. I am fine with reductions in residential and business areas but you are going to dramatically slow down traffic on the state highway and most people will ignore the 80 km limit anyway. Reducing the speed limit will create more work for NZ police to police it. We have a house in greytown and Wellington and regularly travel between the two. This will just increase the time taken to travel between the 2.

10 Yes. It is totally unnecessary for open road areas. Vehicles rarely exceed the speed limit
28 on this piece of road.

10 There are long stretches of highway, especially between Featherston and Greytown that
29 should support a 100km speed limit - few tunings and high traffic volumes. Can road improvements be considered to improve safety for this stretch in particular? The short stretch of road through Clareville needs a lower speed limit as it has become busier, esp with the bakery and nursery and as well as increased number of residential properties down Chester Road. Consider a lower limit to the corner of Francis Line?

10 current speeds are appropriate for this stretch of sh2
30

10 The speed reduction down to 80kph between the towns isn't warranted and will cause
31 too much delay to residents and workers who have to make regular trips between the towns. The roundabouts at Ngamutawa Rd and Norfolk Rd are sensible and needed but the speed on the main road between the towns should definitely stay at 100kph. Our construction company would be seriously compromised by the extra time wasted driving between the towns.

10 Most areas a suitable for the 100km speed limit but there is a need for longer calming
32 areas of 70km at the entrances and exits of all towns. Entering Featherston from the South the 70 KM limit is too close to the urban area. Greytown the north entry is reasonable but heading north motorists are exceeding the 50km limit 90% of the time and perhaps speed humps need to be installed. from the South there is no calming area and motorists are travelling well in excess of 50kmph until they get the to the speed indicator sign A 70kmph calming area is needed urgently especially with the new medical centre opening soon.

10 All of these roads are straight and flat, roundabouts and median barriers will help. The
33 open roads should remain at 100km/h, with speed reduction at roundabouts.

10 The condition of the road There seems little accountability on the roading contractors
34 and think this is more likely to play a part in the accidents Are you able to give figures for the 488 accidents on the road as to how many were directly attributed to speed

10 There is a significant number of commuting residents living in the Wairarapa, and these
35 proposed speed reviews will extend an already long 1.5hr journey into Wellington. There is already enough congestion on this SH, particularly going through the towns of Carterton and Greytown. Lowering speed limits and removing passing lanes will not see the desired outcomes to reduce crashes, as people will go over the speed limit regardless, even more so with people travelling at 80kms. Instead, you should be considering a 100km/110km expressway, that runs from the Masterton bypass to the Remutakas hill, bypassing all of the towns so that traffic can flow easier and quicker when commuting. Public transport when commuting is not feasible for a lot of people (\$40 return trip from Masterton to Wellington!) particularly on weekends where return options are limited. We need to be making commuting easier, not harder, as the number of commuters increases.

10 The speed changes are not required. With the 2 new roundabouts and some median
36 barriers etc, crashes will be reduced. There will always be crashes, humans will always get distracted and have accidents or just plain mistakes. Or they're drunk, or trying to escape the police. You can't expect to stop all these. Having a look through all the crash data at <https://maphub.nzta.govt.nz/cas/> From my checks through all this data there are actually more crashes and serious injuries that actually happen in the 4 towns than between them. And 3 deaths have happened in the towns compared to 4 on the main roads. The speed limits in all the towns is 50kmph yet they have more crashes. Therefore your argument that reducing the speed limits to stop serious injuries and deaths is flawed. They will still happen, and probably at the same rate. The roads you are proposing to reduce speed are generally all good, straight roads! Have a look at the Ritmutaka road, there's a huge amount of crashes on this, yet the speed limit there is 100Kmph, and that arguably should change. Installing safety barriers work, have a look over the hill at state highway 1, Pukerau bay area, where they work successfully there. Or have a wider middle line, as they do north of Palmerston North on Rangetikei Road. If the limit is reduced to 80kmph as proposed, this just slows traffic down even further, people will travel at 60-70 kmph, causing more frustration. Drivers will make bad decisions and over take, in a hurry, and have a smash. Keep the traffic flowing freely. I genuinely believe that the vast majority of Wairarapa residents do not want the speeds reduced. I haven't spoken to anyone that has a different view. And I don't believe that... "Based on the feedback we've received, and our technical analysis, we have developed a proposal to lower speed limits." Where is this feedback? Is it openly available to the public? I believe that your process is flawed and you have already decided to reduce the speed limits, no matter how many people oppose the reductions you have proposed. To find this form here was not easy! It took a lot of searching and time to find it looking

though your website. Why not make it easy to find, then the majority of people can submit feedback. Not just the determined few.

- 10** Please don't treat this as a band aid exercise. With the growth in the region, there should
37 be plans to cater for more traffic such as more passing opportunities and bypass routes around towns rather than slowing traffic down. I don't agree with the following: - Making all existing 100km/h zones into 80km/h, especially between Featherston and Greytown -Multiple changes between 80km/h and 60km/h through Waingawa -The School Zone in Carterton being 30km/h, I thought the advisory speed of 40km/h was the recommended speed? I would suggest the following: -Making a constant single speed of 70km/h in Waingawa along SH2 from Wiltons/E Taratahi Road to the proposed 50km/h change by the Waingawa Bridge. -Extend the 70km/h section in north Carterton to include Clareville
- 10** Keep it simple and reasonable. 90kmh between Wiltons Road and Masterton and
38 100kmh everywhere else. When it is busy people naturally slow down - I drive it a lot; but when it is not so busy (actually most of the time) 100km remains a reasonable and save limit. Especailly south of Carterton
- 10** Considering the above mean speeds I see no reason to lower speed limits as motorist are
39 regulating their own speed. Speed is not the cause of crashes inattention is.
- 10** Sensibility - slowing the speed in these areas is ludicrous, policing slow drivers is more
40 essential as this is more of a hazard. Have driven these roads all my life and at 45 have never had any safety concerns. reducing speeds will lead to even slower speeds, and more frustration causing more incidents
- 10** It is a good move, but be prepared for more dangerous overtaking. You will need to have
41 more enforcement for a long period.
- 10** I travel from Greytown to Norfolk Rd every weekday for work and its not the speed that
42 is the risk, rather the intersections where you are placing roundabouts. This is where I've had near misses, not on the straight roads. The lowering of the open road speed limit to 80km/hr is excessive. It will slow everyone down, but create frustration and impatience. People will look at using back roads rather than SH2 as these narrower roads are still 100km/hr. Most days, you don't get to 100km/hr due to the amount of traffic on the road. The stretch of road from the Norfolk roundabout to the Waingawa river bridge goes from 60 > 80 > 50 and it's only a few hundred meters long. Why the increase back up to 80km/hr for such a short piece of road. Plus there are a number of business entrances along that stretch of road, e.g. Higgins, Balance that require large trucks to leave the road and cross the centre line. Why lower the speed limit to 80km/hr

between Greytown and Featherston? It's 2 long straight roads with a bend in the middle. There was a death at the Tauherenikau area a couple of years back, but this was a tired truck driver at fault, not road conditions or speed. It seems crazy lowering the speed, when you can drive to Martinborough or Lake Ferry at 100km/hr, where the roads are far more twisty and uneven.

10 Maintain the 100km speed limit, and perhaps introduce a dual carriageway as it is a
43 State Highway with a lot of traffic on it, as well as a specific cycle lane. In no way should it be decreased in speed.

10 I find the speed limits fine as they are.
44

10 Dropping the speedlimits is likely to push more people to use the backroads which most
45 would agree are less safe. SH2 is wide and largely straight between the towns. Make the lanes wider and keep it 100ks - Stop being cheap! Perhaps look at the Bruce Hwy between Brisbane and Sunshine coast as an example of a better design. Can we also see a detailed breakdown of the crash stats? How much time would these speed limits add to an "average journey" to Wellington? How about a clear run with no traffic?

10 Clearly 80kms from Featherston to Masterton is just not necessary, government is just
46 making ridiculous decisions and the people who drive to the speed limit and conditions are safe. Its the people taking risks at the intersections who get frustrated and pull out. With the increased in traffic, put in the roundabouts and improve the road - our roads are in shocking conditions so you need to address this. We have amazing amounts of logging trucks.

10 Instead of taking the easy path of just lowering speed limits, perhaps look at the actual
47 location of accidents & serious injurings, and show your workings on the map. Fundamentally we're unable to trust your conclusions without the evidence being shown. Without trust and respect, no one will pay any attention to an arbitrarily lower speed limit. Perhaps make some useful improvements at urban junctions, and prevent vehicles parking within (say) 10m of a junction. There's plenty of accidents caused by poor visibility because of vehicles parked right at a junction, thus obscuring the view for vehicles turning out. The same should apply at pedestrian crossings, vehicles parked right at the crossing obscure visibility for pedestrians and drivers.

10 Extra time, the fact that slowing the speed down won't make things safer, but will
48 increase driver frustration across the board

10 The large stretch of straight road between Featherston and Greytown does not appear
49 to be high risk. 80km p/h is inconsistent with other road limits. The proposed safety improvements alone are probably enough to significantly lower the risk profile.

10 The speed limits should stay the same. The journey is already very slow. More safety
50 improvements such as the roundabouts and median barriers are necessary but leave the speed limits as they are please.

10 The improvements to the design of the road plus the inclusion of roundabouts should
51 alleviate the need to speed reductions.

10 The slowing of traffic travel times, and the fact that motorists will be confused by
52 constantly changing speeds. You are proposing to change current speeds of 100, 70, 50 to 80, 70, 50,40 and 30km/h. I think 30km/h in built up areas is too slow and causes false confidence in motorists. The removal of passing lanes will cause more accidents as motorists will have to spend more time on the wrong side of the road when passing farm traffic. Has any research been done into the types of safety features available in the vehicles involved in accidents? If the deaths were caused by driver inattention, drug or alcohol impairment or speeding, how will lowering the speed limits reduce deaths? It seems that the answer to poor road design and a lack of road maintenance is being answered with lowered speed limits that inconvenience those drivers doing the right thing.

10 Traffic movement, and Increased use of alternate (higher speed/less policed/more
53 dangerous) routes. Increased use of the Remutaka Hill road by Featherston residents, as travelling to Upper Hutt would take less time than travelling to Masterton (currently, travelling to either takes about the same time, with Masterton only being more appealing for shopping etc due to the relatively straight route and open road driving/speeds).

10 Yes!! The confusion, driver frustration (which leads to more reckless driving behaviour),
54 disruption to travel and accidents due to excessive braking of vehicles if this amount of varying speed limits would implemented. Also the large cost involved with having enough signage to indicate the multiple varying speed limits which vary CONSISTENTLY over fairly short intervals. For example in Masterton, you are proposing SIX speed limits within a 3.7km distance from William Donald drive to East Taratahi road! How would this realistically be enforceable as well? The large amount of varying speed limits will make driving too cumbersome, especially for road users that use this road on a regular basis such as truck drivers, logging trucks etc and they are likely to ignore the varying speed conditions entirely or be unable to accelerate and brake sufficiently, thus possibly leading to more accidents and / or traffic backing up on a regular basis slowing the flow of traffic. It is important to note that the Wairarapa as a region is growing and we are fortunate enough to also have a lot of local tourists from Wellington visit and bring business growth to the area, a large part of this is accessibility for these tourists to visit the local attractions and businesses but if the commute becomes too long or cumbersome, due to too many roundabouts, excessively slow drive times due to multiple speed limit variations and backing up of traffic at the roundabouts, I fear that this vital economic artery for the region will run dry and visitors from Wellington will go elsewhere. The proposed changes are easily likely to add another half hour if not more to the commute and drive to Featherston from Solway, Masterton. This could lead to loss of productivity for certain companies and hospitality businesses in the region.

10 The addition of the roundabouts will go a long way to slowing down traffic. I feel that
55 the further speed reductions are over kill and slowing traffic to 80km from masterton to featherston is asking for trouble. could a meet in the middle solution not have traffic slow to 80 for the roundabouts and continue at 100 for the remaining stretches?

10 I would strongly urge you to reconsider the decision to remove the passing lanes in
56 between towns. These are essential to keep the flow of traffic going when stuck behind
slow vehicles. PLEASE NOTE - THERE IS CURRENTLY 0 PASSING LANES BETWEEN
CARTERTON AND NORTH OF WOODVILLE. The lack of passing lanes causes drivers to
take risks when trying to overtake slow vehicles. This is made even more dangerous in
wet conditions when visibility behind large trucks is limited. By removing these passing
lanes will cause more delays and will cause drivers to take unnecessary risks to pass slow
vehicles. I also urge you to reconsider the speed limit change between Greytown and
Featherstone. This is a straight piece of road with good visibility and room. There is no
reason to make this 80kmh. remembering every other rural road is 100km, I can't see
the reason to change the speed on the part. Lastly, the economical impact of this
change will be far reaching. Tradesman for example will be charging more travel time,
trucks and machinery will take longer to arrive and therefor pass these costs onto the
public. Trips will take much longer so more time will be lost and this all is a cost to
someone. Emergency service vehicles will take longer to arrive at emergencies. Please
keep the speed limits as they are.

10 80kmh on open stretch of highway don't make sense. Keep it at 100. Don't have several
57 different speed zones within a short amount of road. Ie the Southend of masterton to
Norman ave.

10 Yes the fact that the north end of Greytown has a long 70 km zone and the south end
58 goes straight from 100km to 50 kmalso people owning land there should be afforded
the same opportunity as the people at the north end of Greytown a 70km zone from the
cemetery to Bidwells cutting should be imperative it will also stop the speeding at the
south end of Greytown and free up traffic at the intersection by the challenge service
station

10 There is no need for a reduction in the open road speed limit (100kphH on the two
59 sections of highway between Carterton - Greytown and Greytown Featherston. These
are both good mainly straight sections of road similar or better than many. This
reduction along with the other changes will cause frustration and encourage frequent
passing maneuvers which in these road sections are the real risk.

10 There are too many changes in speed limits, very hard to be slowing and speeding up so
60 often and unnecessarily

10 the lack of passing lanes and the more people on the road who think its constantly ok to
61 drive 10kmh below the speed limit, you will now go from people driving at 90kmh along
the straight safe pieces of road dropping down to 70kmh, this will lead to more
frustration on this stretch of road, it would be interesting to see some figures on what
caused crashes on this section of road, im guessing frustrated drivers have added to the
stats.

10 Yes. 1. Emergency services beings slowed down but speed bumps. 2. People already
62 drive 80k so it'll make things slower. 3. We need passing lanes as people are driving slow
as I said above.

10 100 kph is completely safe speed limit on the roads between these towns. We just need
63 more passing lanes and better road maintenance, NZ's roads all over the country are not
being maintained to the standard kiwis deserve. Lowering the speed limit is just a
cheap bandaid job by incompetent politicians

10 You are going to cause more frustration from the local people who travel every day
64 between the towns. There will be some people who will obey the speed limit but you can
going to get a lot of drivers driving very close to the car that is obeying the speed limit.
In addition, over a 9 year period, having 4 deaths is low when compared to the amount
of traffic is on the roads. It doesn't make sense to reduce the limit when cars are more
safer than they were 10 or 15 years ago.

10 does it need to be reduced if you're already putting in multiple roundabouts and
65 barriers?? i drive this stretch of road every day for work and its fine being 100. the only
issue is the tractors!! we need those passing lanes, especially for emergency services
that frequent this stretch. i think if youre removing the passing lanes, then it should be
80km from Waingawa Bridge up to East Taratahi Road, then 100km to somerset road
and backdown to 70km as you are coming towards Carterton. a new highway that went
straight from masterton to featherston with opportunities to turn off into
carterton/greytown would be even better though

10 I would like you to consider the business and financial impact of reducing these speeds,
66 the adding of time to the destination of goods and services will impact significantly, also
it is proven that lowering speed will cause more congestion and cost of goods. I agree
with the possible lowering of speeds between Masterton and Carterton where the
highest road toll is, however by introducing the two roundabouts this will automatically
reduce speeds at the danger points of the intersections. The lowering of speeds between
Carterton to Greytown - Greytown to Featherston is unwarranted

10 The proposed raised pedestrian crossings and roundabouts are excellent and much
67 needed. There are a few much needed pedestrian crossings missing from the plan -
e.g. - in the vicinity of Adamson's Service Station and Kia Ora Dairy where the school
bus run starts and ends - at the northern/eastern end of the Featherston commercial
precinct Featherston - ideally just after the intersection with Wallace St / Hickson St - at
the south end of Greytown for the Kuranui College students and the new medical centre
etc Small roundabouts in Featherston at the SH2 / Boundary Road intersection and the
SH2 / Wakefield St / Bethune St / Revans St intersections would also go a long way to
improving traffic flow and safety in Featherston. The extension of the residential speed
limit at each end of Featherston is excellent progress but the open road speed limit of
80km/h between Masterton and Featherston is getting a lot of unhappy feedback and
seems unnecessary. From the feedback I've been reading on social media, the open-
road speed reduction will negatively impact businesses as well, with people unwilling to
travel to towns within the Wairarapa because of the added time it will take.

10 With huge population growth in the Wairarapa and more commuters to the Hutt
68 Valley/Wellington then ever it will create add to a already long journey. There is no
reliable alternative as the trains are too full and irregular.

10 I live on Boundary Road between SH2 and SH53. The current limit is 70. Too often I see
69 and hear cars going well past that speed, often late at night. I believe the speed should
be reduced to 50 or 60. This stretch often becomes a drag racing area for some idiots.

10 Generally in favour of the speed adjustments in/around towns (esp the 70k zones which
70 are oddly placed now as the towns grow) but am not in favour of decreasing the speed
limit to 80km all the way to Masterton. Reducing the speed limit will not prevent people
driving aggressively and acting impatient on this stretch of road, only more policing and
better driver ed will do that. It will just make getting to Masterton increasingly more
inconvenient - the main highway going through every little town on the way is already
kind of a pain with having to change speed constantly. It may actually make it faster and

more convenient for people just to decide they might as well go to Upper Hutt over the Remutakas, which is a dicey road that already sees a lot of traffic.

10 Road Quality and design. Our roading surfaces are out of date. Our roading designs
71 cause dangerous situations. The roading repairs are sub-standard using the absolute cheapest of materials. All this cost cutting has caused speed to become an issue. Dangerous intersections. Side roads that join the highway at the ends of passing lanes... Bridges that cause loads to become unsteady even at low speeds (one of your death stats can be solely blamed on this. A drop in speed will not solve these issues. Yet you will continue to blame speed for all future crashes as you have done in the past. SH2 is an incredibly inefficient highway. Passing through small towns causing dangerous situations for pedestrians. Our heavy vehicles are most efficient at 90kph. It's not just a speed limit for them... They are designed to do that speed. Hence why they are limited to that speed even on first class highways like that in Germany. Speed will be forever blamed for every crash. Ignoring things like distractions, road surface issues, roading design, ancient bridges with poor surfaces on sweeping corners. Reducing the speed from 100 to 80kph is just another lazy band aid.

10 No need to change the speed limits on SH2 between Wairarapa towns. You'll just get
72 more people breaking the speed limit and getting more speed tickets which means more money going to the council to fatten their own pockets with and do absolutely nothing to help the communities they are supposed to help. It seems all of these words and arguments pointed toward the local councils do nothing because barely anything ever changes. The best way I can describe it is talking to a brick wall. It's the quality of the roads that causes the most accidents because you can never drive smoothly. There's always massive potholes, chunks of asphalt on the roads and loose stones covering the roads. Maybe put more thought into fixing the roads that thousands of commuters drive on everyday and we might be able to lessen the amount of serious accidents we have. These proposed speed limits are hopeless. You're just going to get more and more backed up traffic, which will result in commuters getting angrier which will then lead to more road rage. 100kms is appropriate for these roads. Focus on the real issues regarding the roads. It's not always down to the driver. It can be the weather or road conditions. Keep that mind before changing the speed limits to suit yourselves and your own wallets.

10 The current variable speed zone for the Wiltons/East Taratahi Intersection does not
73 work. Allowing a limit of 80km between Ngaumutawa Road and Norfolk road road about will encourage people to speed through them. Again having 8km/hr as the speed limit between Norfolk and East Taratahi will encourage people not to slow down for the intersections. The paperwork says "if required" for a 60km/h intersection limit on these roundabout, I believe the limit from Solway through to the southern side of East Taratahi/Wiltons intersection should be fixed at 60kmh

10 I totally support the proposal to reduce speed limits. Please, please introduce some sort
74 of camera system to ensure people actually follow the speed limits. I am constantly amazed at how far above the speed limit people are prepared to travel, especially the logging and milk trucks.

10 The section between Carterton and Greytown should not needed to be reduced as this is
75 part of a national highway. The same for the section between Greytown and Featherston. As it is already a slow travel for the commuters between Wellington and the Wairarapa this would cause frustration on the road. If you really wanted to improve the safety on the road add more passing lanes and improve the quality of your roads as your roads are substandard. Believe me I should know because I come from a different part of the world. Why don't you do a survey to see what the road users think of the quality of your roads.

10 Bring roads up to spec for a 1st world country. Provide more passing lanes and less
76 stopping bays as drivers do not use slow vehicle lanes. The Remutaka hill is a great example of slow vehicles not using slow lanes causing frustration.

10 Currently, the main issues with this route is the following: 1. There is no bypass available
77 for Carterton and Greytown. This leads to slow drivers already causing issues for faster or more experienced drivers. It also means that pedestrians are more at risk as all traffic has to travel through these towns onroute to Wellington. 2. There are a very small number of passing lanes meaning it is difficult and dangerous to pass slow moving traffic like trucks and older motorists. Increasing the number of passing lanes will mean that faster traffic can drive more safely, rather than passing in dangerous locations which causes collisions and accidents, and increases the danger for everyone. 3. The roads are in very bad condition and are very poorly maintained, which means the roads are more difficult to travel and may have led to many of the accidents over the last ten years. Having a better quality road would make a significant difference. Changing the speed limit will only cause the commute to take longer, will cause more frustration during driving, will cause more hold ups at the carterton roundabout as well as the existing slow speed sectaions (70km section heading into Greytown etc), and won't necessarily reduce the incidents as there will still be a lack of road quality, passing lanes and no bypass meaning pedestrians are still needing to cross on a main route to Wellington. We would be much better to invest the money into better quality roads, introducing a bypass road that goes around both Carterton and Greytown and in providing more passing lanes. This would lead to less accidents as fast moving traffic wouldn't be heading through the middle of two towns which cause delay and create risk as pedestrians constantly need to cross, and faster traffic would be able to pass in safer locations.

10 Lowering the speed limit in the towns is an excellent proposal. I'm not convinced that
78 lowering the speed limit on the open road out of town is a good solution though. I'd like this to stay the same. The proposal for roundabouts is great, depending on how these are designed

10 Overall I think lowering speeds is a good thing, as no matter the cause of an accident the
79 lower the speed the less energy involved and the safer it is. My one concern with this proposal is the section south of Masterton. I don't think there would be good adherence to the speed limit going from 80 -60 - 80 - 60 - 80 as people would be more likely to stick to 80 over this section (you see this already with the temporary 70 km section where cars ignore this. The speed signs showing your current speed may be one way of getting compliance here.

10 We turn off at Moore street everyday (from over the hill) its just before the 50 km/h
80 sign. We have people who are not paying attention almost crashing in us. Please consider moving the 50km/h sign towards the hill to include the expanding residential zone in Ludlam st as well. I People speed still after the 50 km/h sign, speedbumps would be very welcome in Featherston for the safety of pedeatrians and cyclists.

10 Emergency services no where to pass whit a median Barrier people generally drive at 80
81 km now and you can't pass . Would not be surprised if the death toll went up it only 8
hours a day when there is a problem. So does this mean heavy vehicles are down to 70
kms? The 488 accidents over ten years is good considering how many vehicles are on
the road every day now it not 1990 any more the population has grown

10 I think Driver Education is Needed to lower the road toll.When renewing drivers Licence
82 SHOULD have to answer 10 questions from the road code!TWO MANY drivers DONT
know the road code!

10 There is the need to consider that there is an area where large events, can be held and
83 to ensure that some consideration is made to public safety in entering and exiting
Chester Road.

10 Yes. This region is a farming area, you reduce the speed limits that means the traffic is
84 going to be backed up. Then you will slow down the economy for the farmers, daily there
are tractors on the road. It's a state highway. Not a rural road. The traffic is bad enough
as it is. Over time this towns will join up leading to putting a bypass in along the train
tracks. I'm thinking for 10-20 years down the track. It takes me 15 mins to turn out of my
road on high st, you slow traffic that will be worse.. only option I feel is bypass. Future
proof

10 Implement the barrier/roundabout plan, then review speed restrictions.
85

10 We would submit that the speed from the Wilton Road roundabout North should be
86 reduced to 70 kmph. This would then enable Carterton District Council to review speed
limits on the feeder roads to the highway, especially Norfolk road.

10 School area only - 40km
87

10 This is a state highway not a back country road . I travel this road 6 times a day from my
88 home in featherston to my business in greytown to lower the speed limits on a straight
piece of road where in the years I have traveled this without any problems I would see
there becoming a problem with frustrated drivers taking risks , the amount of freight
trucks ,delivery drivers etc that would take longer so increase in freight charges and also
the amount of traffic that comes through the Wairarapa on a Saturday from the capital
would create a huge bottle neck of congestion .it already takes us 40 min to 60 min
depending on traffic to get to Masterton to do shopping and support local business
lowering the speed limit would frustrate people and turn us away over the hill . Also
consider those family's with children going to a from sport the travel would kill the
enthusiasm of both supporters and players .

10 50k in masterton to the bridge with a roundabout at ngaumutawa road then 70k to the
89 first passing lane then keep it all the same to Featherston coming from a truck driver .

10 Yes. You should consider the Mega Map findings and comments from the public and
90 stakeholder organisations all of whom do not support the open road speed reductions
from 100km to 80km. I support the adjusted limits through the towns and around
schools and the new roundabouts, but i see no need at all to reduce the open road
limits. There is only one stretch that could justify a reduction and that is between
Carterton and Clareville where the limit tends to naturally reduce to about 80km

10 Section 3 - access to Andersons line & veterinary clinic south bound traffic coming from
91 80km to 70kmp/hr. I would suggest reduction in speed from 70 to 50kmp/hr from
Corner of Somerset road heading south to join Carterton, due to risk and limited visibility
when travelling at 70kmp/hr through this bend.

10 The Roundabouts at Ngaumutawa, Norfolk Road and the East Taratahi/Wilsons Road
92 intersections are the most dangerous areas on the SH. The roundabouts will reduce
speed and risk in those areas. That being so the 100 kph Masterton from Norfolk Rd to
Carterton and Greytown to Featherston should remain unchanged. They are good
straight roads. Section of road Norfolk Rd to Ngaumutawa should be 70 kph as the
Higgins entrance/exit is very high risk! The 50kph changes to Featherston is good.
Improve the roads! you don't have to just reduce speed as this will also impact on
freight/logging trucks

10 Commute time from Greytown alone into Wellington after 6am is 1hr 30mins (roughly)
93 current signalling rules and track infrastructure for rail transport means there is limited
services and none are express from Featherston. Our trade off as commuters living in a
beautiful part of the country is time, the longer it takes for us to travel means the less
time we have where we live. looking at the 80km/hr areas I estimate it adding around 3-
5 minutes travel time in each direction from/to Masterton (worst case 5mins = 10mins a
day = close to an hour at the end of the week = close to 48 hours a year (2 entire days
over a year!!) that sacrifice can only be done if the public transport was far better ie
faster, more frequent more comfortable etc. that isn't including the rest of the speed
changes. The school ones, yes, but speed limits are only as good as long as they are
policed or monitored. Hate to say it but fixed cameras will catch quite a few people out

10 I think that reducing speed limits is generally a good idea, however I would rather the
94 limit between Featherston and Greytown remains at 90 or 100kmph. Having our HS at
80km is likely to push unsafe driving and heavier traffic volumes onto district roads. I
would rather see district road speed limits reduced. Driving North, there should be
transition areas before Carterton and Greytown, 70km/hour. The current 100/50
arrangements are unsafe.

10 The speed reduction down to 80kph between the towns isn't warranted and will cause
95 too much delay to residents and workers who have to make regular trips between the
towns. The roundabouts at Ngamutawa Rd and Norfolk Rd are sensible and needed but
the speed on the main road between the towns should definitely stay at 100kph. Our
construction company would be seriously compromised by the extra time wasted driving
between the towns.

10 I would like you to consider the business and financial impact of reducing these speeds,
96 the adding of time to the destination of goods and services will impact significantly, also
it is proven that lowering speed will cause more congestion and cost of goods. I agree
with the possible lowering of speeds between Masterton and Carterton where the
highest road toll is, however by introducing the two roundabouts this will automatically
reduce speeds at the danger points of the intersections. The lowering of speeds between
Carterton to Greytown - Greytown to Featherston is unwarranted

10 The proposed raised pedestrian crossings and roundabouts are excellent and much
97 needed. There are a few much needed pedestrian crossings missing from the plan -
e.g. - in the vicinity of Adamson's Service Station and Kia Ora Dairy where the school
bus run starts and ends - at the northern/eastern end of the Featherston commercial
precinct Featherston - ideally just after the intersection with Wallace St / Hickson St - at
the south end of Greytown for the Kuranui College students and the new medical centre
etc Small roundabouts in Featherston at the SH2 / Boundary Road intersection and the
SH2 / Wakefield St / Bethune St / Revans St intersections would also go a long way to
improving traffic flow and safety in Featherston. The extension of the residential speed
limit at each end of Featherston is excellent progress but the open road speed limit of
80km/h between Masterton and Featherston is getting a lot of unhappy feedback and
seems unnecessary. From the feedback I've been reading on social media, the open-
road speed reduction will negatively impact businesses as well, with people unwilling to
travel to towns within the Wairarapa because of the added time it will take.

10 The current variable speed zone for the Wiltons/East Taratahi Intersection does not
98 work. Allowing a limit of 80km between Ngaumutawa Road and Norfolk road road about
will encourage people to speed through them. Again having 8km/hr as the speed limit
between Norfolk and East Taratahi will encourage people not to slow down for the
intersections. The paperwork says "if required" for a 60km/h intersection limit on these
roundabout, I believe the limit from Solway through to the southern side of East
Taratahi/Wiltons intersection should be fixed at 60kmh

10 I know that there are improvements going on at the South end of SH2 in the Wairarapa
99 but there is also concern at the north end of Masterton SH2. With the increase in traffic
to and from the two subdivisions at the north end of town and in general more traffic
overall and as an employer of 100 staff plus delivery drivers to and from Hansells we are
all worried about the increasing of the danger of turning into Hansells. We acknowledge
that it is costly to making a pullover area but would really appreciate a 70 Km zone sign
before the brow of the hill and the truck entrance to Hansells . There is a serious
accident waiting to happen (and lots of near misses weekly) especially at busy times of
the day (8am-9am, 3pm & 5pm) and it would just take one inattentive driver or someone
passing on the yellow line before the brow of the hill to have a head on with someone
turning into Hansells. As employees of Hansells we talk daily about the danger of turning
into work. Every entrance into Masterton seems to have 60 or 70km zone except the
North end. Please consider this what seem to us to be a simple request, surely it would
not be a huge cost to put up a 70km zone sign and will no doubt save a life . Thanks for
your consideration, I look forward to hearing from you.

11 Median Barriers leave no where For vehicles to stop.THE biggest danger is vehicles
00 hitting the barrier and BOUNCING off and going into the on coming LANE!

11 Put a round about at Norfolk rd and be done with it stop ****ing around
01

11 No need to put a roundabout in East Taratahi Traffic should be directed to Norfolk road
02 round about

11 Median barriers are not required along the stretch of state highway as it the road is
03 extremely wide with significant shoulders and various painted median strips. The
roundabout design is good, however double lanes on the Norfolk and East Taratahi
roundabouts would be preferable. There is a signifant amount of turning traffic at these
intersections and two lanes, particularly at the northern and southern entries and exits
on the state highway, would help with traffic flow. This design works well on SH2 south

of Napier, as an example, although I understand there is significantly more traffic on this road and a larger amount of room for the roundabout areas. The turnaround area at Clareville is unnecessary. There is no reason for traffic to change direction on this stretch of road and turnaround lanes here will just encourage impatient drivers to overtake.

11 Prioritise the spend on roundabouts rather than pedestrian crossing humps and median
04 barriers. Roundabouts are essential to support traffic flow due to large increase in traffic volume including trucks.

11 Don't believe we need a medium barrier especially dangerous for motorcycles. Don't see
05 the need for an extra roundabout at East Taratahi round. Close the entrance off SH and the minimal traffic at that end of the road be redirected to Cornwall Road.

11 As above
06

11 The introduction of the turnaround needs to be pushed back abit further and be part of
07 the Rest Area that is already on the SH2. This area could be further developed to be part of the roading plans as it is currently used as an unofficial rubbish dump. Then the roundabout installed at the Chester Road intersection to help with the movement of the traffic through this area, which can become quite congested if there is an event on at the Showgrounds.

11 Ngamutawa and Norfolk Road roundabouts need to be constructed now. Forget Wiltons
08 Road roundabout it will become less of an issue once Norfolk Rd is sorted. ..South bound passing lane must be retained and median barriers deleted, slow moving agricultural equipment is real problem

11 No those are good
09

11 I support the addition of the median barriers and roundabouts. Careful consideration of
10 how the roundabouts affect the safety of cyclists and pedestrians is needed and these should to be designed for an appropriate low speed.

11 Roundabout's will solve most of the problems out for Masterton making drivers slow
11 down, Barrier yes, make sure there is space for if a vehicle breaks down there is room to pull over as its to tight now

11 Bypass is the only way that's not going to help the frustrated drivers as it is.
12

11 I would like to know why Chester Road is not included in the round about consideration.
13 That corner has become very dangerous and the traffic coming and going into chester road for hockey during the week and weekends, the golf course, funerals, more people living down there, makes it very troublesome to try and pull out into 100 KM traffic zone, even with the median bay. A turning point at Clareville Sadllery area will not address this issue. It is very dangerous and extremely difficult to get out and a lot of traffic backs up.

11 Roundabout needs 2 lanes - those west of Hastings on Speedway to Napier are perfect.
14 Median barriers are unnecessary at this stage

11 don;t need a roundabout at Te whiti/Wilsons Road intersection left hand turn only with
15 a (policed) immediate STOP sign, both other roundabouts to have 2 lanes for good traffic
flow

11 No to East Taratahi roundabout
16

11 Roundabouts are long overdue. I think there should be an additional one at the
17 SH2/Chester road intersection The turnaround facility just moves the location of trucks
etc crossing oncoming traffic to a different location, how does this improve safety? I'm
not opposed to median barriers but it needs provisions for emergency vehicles to turn
around, and sufficient room (for a fire truck) to pass normal traffic with priority one
driving

11 Okay with these things - roundabouts are very fair so long as people use them properly.
18

11 Median barriers shouldn't negate existing passing lanes. Roundabouts should have two
19 lanes going in where possible

11 We need passing lanes between woodville and Masterton. Have seen risky overtaking of
20 trucks and slow traffic on this stretch of road. Keep 100 km between Masterton and
Featherston and upgrade the highway to make it safer by installing more passing lanes
and median barriers, thereby making it safer to pass slow traffic. If drivers know there is
a passing lane coming up they will wait and not overtake in a risky situation. SH 2
between Woodille and Featherston and also Mangamaire Rd is in a shocking state with
pot holes everywhere, and the road surface breaking up. We should not be reduced to
driving at 80kmh just because NZTA does not want to spend money upgrading SH 2 to
the standards we expect for modern cars. Wairarapa's population is growing and the
road should be future proofed.

11 No median barriers . The double lanes in and out of the round about is a good idea.
21

11 I agree with the addition of a roundabout at Ngaumutawa Road, but disagree with the
22 addition of the others. I'm fine with the addition of a median barrier.

11 They are both good designs.
23

11 Median barriers are only necessary where frequent accidents are caused by lane
24 departures into head on traffic

11 Median barriers are only necessary where frequent accidents are caused by lane
25 departures into head on traffic

11 Disagree with 'cheese grater' median barriers. Contrary to information, I believe they are
26 dangerous for motorcyclists & cause more injuries/fatalities. Surely there's an alternative
solution which can be looked at. Agree with roundabouts at Norfolk & Ngaumutawa,
much needed in these locations. Disagree with one at East Taratahi, will cause
unnecessary congestion. Can these intersections be closed and flow traffic north to
Norfolk/Cornwall or south to Chester/Hughes?

11 I do not consider median barriers are required. A local Paramedic has stated in 20years
27 service they have not attended a head on collision on this stretch of road. We must

therefore question why median barriers are required. If the passing lanes are retained traffic will flow much better. Roundabouts should have two lanes at entry and exit on SH2

11 I don't think we need median barriers as well as all these roundabouts and speed
28 reductions. Roundabouts need to be suitable sized for big vehicles- some off the trucks are huge and too small an area to make their turns will also be dangerous.

11 I have no problem regardin barriers. There should be a roundabout at chester road
29 instead of the southern turnaround.cars have to cross road there but chester road is the entrnsce of the showgrounds and has a lot of traffic. People can turnaround there from the north without crossing the traffic

11 Excellent ideas, separation g the road flow and reducing high speed crossings in front of
30 other vehicles is a good thing. Just make sure the roundabout is big enough to ensure traffic is slowing before entering.

11 Median barriers waste of time and money. Roundabouts very much needed
31

11 great idea
32

11 Not sure about median barriers think you might have well just put double yellow lines
33 between Carterton and Masterton because as I have said the traffic flow doesn't allow for overtaking and I think leave the passing lanes. Round about shave to happen I guess but even though it's not the subject here I'm concerned about the pedestrian crossings I can't believe that cars and bus parks are so close to the actual crossings that you can't see the people who walk straight out generally from a low footpath just a thought

11 Consolidate the roundabout at Norfolk Road/SH2, block East Taratahi Road/Wiltons
34 Road from SH2, employ roundabout at Ngaumutawa Road/SH2

11 No, agree round abouts will be great addition
35

11 the hutt vally is a perfect example of how putting anything in the way of a 100 zone is
36 stupid. i travel to wellington almost every single day and during winter there are fender benders and lain collisions almost every day and at least one serious crash a month. why would (with an increasing population) not plan to eliminate these issues outright. this is only going to create problems in the future and if masterton grows big enough (i don't doubt it will) a motor way system or bypass will need to be put in. why not do it now and skip the hassle the waikato expressway is a perfect example of how speed doesn't kill the speed limit is 110 (stupid kills, tired kills, distraction kills, speed... speed doesn't kill no one ever died going in a straight line) and there is nothing in the way, no roundabouts no turn offs and no changes in speed till you reach the end of it.

11 I don't mind these adjustments, these are necessary but not the speed change
37

11 A median barrier would make it impossible to overtake tractors that are often travelling
38 at around 30 - 50km down the highway. A wide painted median strip may be a better option?

11 Could east Taratihi road be diverted up to Norfolk road roundabout and not have direct
39 access to sh2

11 Please make them very well signposted, especially if you allow long merging lanes for
40 turning trucks.

11 Don't think they would be necessary if the speed limits are reduced to 80km.
41

11 Some form of median and side barriers should be installed along the whole length.
42

11 I like the idea of round a bouts
43

11 Just get on with the roundabouts. You've consulted multiple times, you know that they
44 are urgent, just get off your backsides and get them done.

11 Median barriers are dangerous to many vehicles, again especially for motorcyclists.
45 Again, driver education is what is needed.

11 Extract the data. It appears the majority of accidents have been off to the side of the
46 road, NOT THE CENTRELINE. And at intersections, which will hopefully be sorted with
roundabouts and adequate slow vehicle lanes off those roundabouts.

11 Median barrier causes so much more damage to vehicle and motorbike riders and
47 cyclists and for people who don't like to be hemmed on again more problems. This is
not a safety measure.

11 already commented on map. Key concern is the Wiltons road roundabout, which should
48 be eliminated in favor of directing right turning traffic to a different entry point to the
highway.

11 Cyclists. Ensure there is space on the edge of the road for them to cycle in.
49

11 These are all good ideas and well over due
50

11 We will be pleased to see some action on this and the only additional enhancement we
51 have to suggest is the re-opening of Norman avenue as left in left out only.

11 Again there has been supporting information that supports roping off the center of this
52 roadway, creating a new hazard. The consultation is merely a tick process to justify
what's already been planned and budgeted for. Who are you kidding NZTA?

11 probably not a bad idea but as a regular commuter over 25 years in cars and on
53 motorcycles the road surface is a major concern, poor repairs that simply don't work or
last!

11 Roundabout at Ngaumutawa Road intersection is good. The others at norfolk and
54 wiltons road are unnecessary and will disrupt traffic greatly

11 Median barriers are a good idea if the road is widened and duel carriage ways are
55 constructed. A roundabout at ngamutawa rd is a good idea. Straighten and flatten the

road at JNL then people will have good vision so a roundabout won't be needed. East taratahi doesn't need a roundabout

11 I think the barrier and roundabouts are a worthwhile addition
56

11 Median barriers are a must, but please, do it once, do it right. Don't skimp and go for the
57 cheapest option that will need replacing

11 No issue with medium barriers and round-abouts. Put one up near JNL. That would
58 reduce risk.

11 Not keen on the medium barrier idea, it takes away the ability for large, slower traffic,
59 like tractors, to move to the side to allow for better traffic flow

11 Medium barriers are a must. They will prevent head on crashes. The roundabout
60 locations will make a huge difference with converging traffic and reduce serious crashes. The will also moderate the traffic flow.

11 No barrier required. Just one on the corner of the Carterton/Masterton road as that is a
61 potential traffic issue, but leaving the speed at 100km/hr. If you don't proceed with Wiltons Rd/East Taratahi Rd round-about then barrier there 100m either side of that intersection.

11 They look good - Norfolk road desperately requires a roundabout
62

11 Absolutely need a roundabout at the end of ngamutawa Rd. Don't think we need 4.
63 People can adapt and use either Wilton's Rd or Norfolk.

11 Nope it is fine
64

11 If median barriers are implemented then speed reduction is not necessary. Extend
65 median barrier installation over further length of SH2 but do not reduce speed. Roundabouts need to be constructed with enough lanes to allow for heavy vehicle movement onto side roads without adversely impacting traffic flow on SH2 - two lanes in each direction for traffic on SH2 required.

11 Good, but a raised pedestrian crossing around Solway Primary school would be
66 beneficial.

11 Don't reduce the 100km areas
67

11 This is a State Highway and you want to block it with roundabout after roundabout, and I
68 did not notice any two laned roundabouts. If we have to have these roundabouts then on a SH they should be two laned. Median barriers and removing passing lanes are going to lead to increased frustration as this road has many large implement machines on it travelling at 40-50 km, how are you catering for the traveller who wishes or has to travel from Masterton to Wellington regularly?-Take the train? I dont want us to go back to where we had to have someone walking in front of a vehicle with a lantern like what happened with the advent of the vehicle but it seems to be heading that way

11 roundabouts fine, median barrier ridiculous on a 2 lane road, no provision for
69 overtaking, cyclists and farm machinery

11 Roundabouts at Norfolk road and East Taratahi road are unnecessary. Better road
70 signage and double lanes / median barrier for merging traffic is more than sufficient.

11 Silly, it will cause traffic congestion and potentially cause crashes
71

11 They are OK in 2 or 3 lane city highways but in a rural setting which the Wairarapa is it
72 could possibly lead to more potential accidents with congestion and frustrated drivers
not being able to get around wide agricultural equipment.

11 2 lane roundabouts are a must.
73

11 No, good ideas that makes the road safer.
74

11 Good ideas
75

11 great idea!, instead of reducing speeds do these big round abouts im from hawkes bay
76 and they use 2 lane round abouts heaps on there highways and its safe and flows well at
100 kph these dangerous intersections on sh2 at the moment cause all the crashes.

11 No thoughts
77

11 2/3 of the roundabouts are good, 3 is overkill though
78

11 Do not put pedestrian crossings so close to roundabouts or intersections that it causes
79 traffic to block these spaces when a pedestrian steps out. Are Diamonds still used
before pedestrian crossings? Pedestrians don't seem to know not to step out if a car is
close to the crossing, and with dark clothing colours, pedestrians are not always easy to
spot.

11 I think the median barriers are going to cause so much trouble during contracting
80 season, as the sides of the road are not big enough for the oversized vehicles, or any
slow speed vehicle for that matter. Leaving traffic going 50kms at times which will build
the traffic for miles, totally unnecessarily. Improving the offending intersections that
would be enough in my opinion. The statistics show hitting stationery items on the side
of the road to be causes of accidents, putting the median barriers is only going to
exacerbate that problem.

11 No barriers
81

11 The roundabouts are good, but need to be two-laned. The flexible barriers are good too.
82

11 none
83

11 Roundabouts should be big lock the ones up by Hastings, Havelock North
84

11 I think your roundabout designs look good and I would also support the use of median
85 barriers on the open road

11 Both good. Changing road design to improve safety.
86

11 I am a driving instructor. I drive around Masterton all day, including as many as four trips
87 to Clareville and back in a single day. The road from Ngaumutawa Road to Carterton is
an extremely dangerous place for new drivers, but even experienced drivers struggle
with the three major intersections highlighted for roundabouts being the cause of most
concern. Whatever you do, and I support the introduction of roundabout at all three of
the proposed sites, do it soon. I am not sure of the Jug-handle turnaround. I know it's
needed because of the median barriers, but it seems to me to be just another potential
problem for road users. Weirdly, the introduction of another Roundabout at Chester
Road might be a tidier solution; especially at peak commuter times. It's not much
further, and the roundabout would act as a turnaround at the same time as helping
traffic flow. I see these changes as a short-term solution to the traffic problems of the
Featherston to Masterton Highway. Driving through Carterton became a chore 5-10
years ago. And don't try it on a Saturday morning! And Greytown is not much better
these days at peak times. In the long run a new, separate road (something like the
Kapiti Expressway) will be needed.

11 Roundabouts are a great idea to allow smooth traffic flows, the alternative is reducing
88 the number of intersections available for the lifestyle and rural community to
enter/exit onto SH2.

11 This will slow the flow of the open traffic significantly but there will still be a **** show
89 of there is only one lane each direction.

11 Good ideas - no further comment
90

11 Roundabout and median barrier construction will deliver excellent safety improvements
91 at known hot spots.

11 roundabouts are fine but too many will create "the Otaki" problems
92

11 Median barrier on SH 2 between Masterton and Featherston. Who dreamed of this.
93 How are people meant to overtake slow vehicles on the edge of the road safely. You
have to be able to pass safely and median barriers to me are very dangerous inventions,
especially on a straight piece of road. Some roundabouts are necessary, but driver
education should be paramount as drivers going straight ahead seem to think that they
do not need to give way to vehicles coming through on their right. Some drivers do not
actually turn their heads to look for vehicles on the right. Very dangerous. It would help
if all intersections had the same give way to traffic on the right rule, like it used to be.
You can tell my age aye?

11 Too much. Comments made elsewhere But people can't signal properly now at
94 roundabouts (Signal left but go straight through- or drive through at speed to get in front
of someone. I see more potential accidents at roundabouts than I do on the main

stretches. And as for the pedestrian crossings - more people cross the road everywhere else BUT the crossings when you drive through town.

- 11** Due to the number of Logging & other Heavy Vehicles using this road, the roundabouts
95 will need to be constructed from Concrete, so they don't become a hazard to vehicles due to excessive wear.
- 11** why 60km limit leading into the roundabouts at 2a and 2b between Masterton and
96 Carterton.....there is a similar roundabout going into Hastings from the south on SH2 that has an 80km speed leading up to it . What is the difference? .
- 11** No to the median barrier make the pedestrian humps like Featherston - Carterton
97 school one is dangerous
- 11** No for the median barrier -waste of money and time. If you are going to put in round
98abouts, make sure they are big enough for trucks, if they are too small it brings the traffic to a standstill. Also there are too many proposed extra pedestrians and the speedhumps on the pedestrians should all be consistent in height and angle - Featherston one good, Carterton one by the school is dangerous, it is too high and at a dangerous angle for car and driver.
- 11** Strongly support construction of roundabouts at Ngamutawa Rd and Norfolk Rd. Do
99 NOT support new roundabout at East Taratahi Rd. Vehicles wishing to cross SH2 from this intersection should be using the Norfolk Rd roundabout. Merging lanes can be included for those entering SH2 on their side of the road. Include a median barrier at this intersection so that traffic cannot cross SH2. Inclusion of median barriers along this stretch of SH2 should only be in "high accident zones"
- 12** If a median barrier is in place, you need to revisit side barrier installation, as these
00 become narrower roadways where cyclists or cars that must pull over become new hazards. Also, review of roundabouts in current 100 k zones, which I believe should remain 100 k zones
- 12** Should end at the Clareville intersection of St Highway 2 & Chester road
01
- 12** Silly ideas if you keep the current road - this is going to slow up things even more &
02 cause more congestion... then more frustrations and in turn more accidents as people will become impatient. If you go to 2 lanes, then good idea to keep the flow going.
- 12** Median barrier is OK (although as a motorcyclist I am nervous of them all) as long as all
03 the passing lanes are kept including the one outside Carterton and Greytown. Slow vehicle lanes are not as nearly as effective as a proper passing lane. The NZTA should be making more passing lanes, not cutting them back. The traffic needs to be encouraged to move not stop as poor median barrier design can do if sufficient passing opportunities are not retained, in rural areas this must include large shoulders for agricultural machinery. The East Taratahi Roundabout should be canned. The other two need two lanes in and two lanes out from each direction.
- 12** the median barrier is a waste of money. people should be able to drive on a straight
04 road. this is a good road with good width & most days good driving conditions. the roundabouts need 2 lanes to better accommodate the traffic volumes

12 These are both great ideas for these intersections.

05

12 Consult taxpayers and make sure there are appropriate communication as to what is
06 being spent.

12 Why not build under or over passes at Ngamutawa and Norfolk road intersections -
07 roundabouts will just cause accidents

12 Happy with these, say no to reducing speed limits though

08

12 While I am largely neutral on the barriers, it would be good to look for opportunities
09 to allow safe passing on the trip south - with the barriers in place will there be room to
get around particularly slow vehicles like agricultural machinery (tractors, harvesters etc)
- dont squeeze in barriers at the expense of being able to pass vehicles like this

12 A median barrier on long straight open roads, specifically Clareville to Masterton is a
10 good idea. I have concerns about multiple roundabouts going into Masterton slowing
traffic down to a stop but a roundabout at Ngaumutawa Rd is a good idea. Keep the
southbound passing lane or move it further south closer to the northbound past
Wiltons/Taratahi Rd where the road is at its widest?

12 Looks good. Will keep traffic flowing but may get bottleneck at Ngaumutawa Road but
11 be good if you could get double lanes at that one and at JNL / Cornwall Road.

12 Roundabout design should all be double laned - this should allow assist with easing
12 congestion, otherwise we will come into a scenario where we are all gridlocked behind
freight trucks, logging trucks etc where general local motorists are adversely impacted.
Also there are far too many speed limit changes in this proposal, particularly I am
bothered by the 80km proposed changes - I feel that NZTA has forgotten that SH2 is a
strategic roading link, and should be designed to help facilitate the movement of people
and goods. Your proposal will significantly slow our region down.

12 Don't care. These ideas are great and will increase safety. Unlike simply reducing the
13 speed limit.

12 All roundabouts; Ngaumutawa, Norfolk Rd and East Taratahi should be two lanes as they
14 are in Australia. In particular you will create tailback due to the volume of heavy vehicles
using the Norfolk Rd Intersection. How are you going to allow passing of agriculture
machines some travelling at only 40 - 50kph Watched an ambulance bounce over a
raised pedestrian Xing in Masterton the other night "pleased I wasn't in the back. Look at
number of raised pedestrian Xings as the delays for emergency services could prove
costly

12 The addition of roundabouts south of Masterton is needed, although the proposed
15 Wiltons Rd/East Taratahi Rd roundabout should be the last one completed as its lower
priority. Not sure what the value of the median barrier is; why not save some money by
making the road and centre line wider? There is plenty of room. Then after a period of
time, evaluate whether the median barrier is still needed.

12 As long as there is more passing lanes between the towns there is no reason why
16 barriers shouldn't be installed. Roundabouts are a good thing too.

12 Stronger barriers on the Rimutaka Hill is needed. However I do not agree reducing the
17 speed limit will make a difference. and think this will lead to more fines by the police and
more people breaking the law. I do believe that we need double lanes in both
directions. This would be far more effective. People get up early and have an hour drive
or more to work from towns like Masterton and Carterton, Greytown. Reducing speeds
is unnecessary when there other are other options. A lot of the accidents are between
trucks and motorbikes more than with cars. This I would like to be put in percentage to
show the difference. A roundabout design may work in Masterton but not the smaller
towns.

12 Please make sure cyclists are visible
18

12 Median Barriers- would like to know what benefits are expected (ie some stats on
19 accident / injury reductions. Don't support side barriers unless there is adequate safe
run-off for broken down vehicles and cycles Roundabouts: these are essential and look
good. They should be top priority above the speed review and pedestrian crossing. The
draft plans look promising but detail on bus stops, pedestrian use, sight lines etc are not
clear.

12 Support Traffic separation and safer roundabouts.
20

12 Medians - no except very close to the towns e.g. 250-500m; otherwise will get in the way
21 of stock movement, heavy traffic, etc. Roundabouts - make them two lanes each
direction please and do it properly first time. And less severe than the norms.

12 I completely support the median barrier and roundabout proposals.
22

12 Don not need median barriers as these will be more dangerous and reduce the ability for
23 overtaking slow traffic.

12 Median barriers good, round about good. Just remember Otaihangā road on old SH 1
24 where one was put in with a poor design and a truck rolled (by poor design I mean
camber and layout and the speed trucks need to slow down to in order to negotiate
them safely

12 I support median barriers and roundabouts as proposed
25

12 I've been through the documents I received in my postbox and right now I am thinking
26 it's all positive.

12 Median barrier is good. Another barrier to protect people riding bikes is better. At the
27 very least, rumble strips should protect bike riders, and more frequent cleaning of the
side of the road so that bikes don't have to be on the road to avoid gravel.

12 I have left comments on the interactive map.
28

12 Delete the roundabout at East Taratahi Road.
29

12 I think this looks fine.
30

12 Great improvement provided the speed limit is maintained at 100km/hour, if not you
31 will just create frustration !

12 It is great that you are putting in the roundabouts at Norfolk and Ngaumatuawa Road.
32 Well overdue as the traffic in afternoons is very heavy... When are they building them? - they have been discussed for years!

12 roundabouts - good idea (except too many people don't know how to use them) Raised
33 section before roundabout is certainly going to cause some issues Median barrier? - is it really needed. To state that wire ropes are not that bad for motorcyclists is plain wrong.

12 Roundabouts are essential at Norfolk Road, East Taratahi Road, and Ngaumutawa Road.
34 They need to have a flat edge like the one at Park Road/SH2 to allow large trucks to roll over the edges.

12 Wire rope mediums are thought by some to be dangerous, yes they are, but they are
35 cheap and better than nothing.

12 I support the median barriers and roundabouts as proposed.
36

12 Happy with a median barrier, but would like to see a bike lane included. With so much
37 emphasis on global warming and wanting people to revert to lower admission cars etc we should encourage the use of cycles, especially more and more people now having E-Bikes. The Wairarapa is a beautiful place to bike but cycling SH2 is like having a death wish. There is absolutely no where on this road to cycle safely.

12 Median barrier should be everywhere and done a long time ago I fully support them. I
38 am unsure if people from Masterton are capable of navigating a roundabout safely or using their indicators so you might need to add some education budget.

12 A complete waste of money. You manage to completely over engineer these barriers
39 and then get over charged by the contractors installing them. It would never work in the real world.

12 1. Do not remove the passing lane between Norfolk and E.Taratahi Rds. This is essential
40 because it allows slow vehicles that are holding up traffic to be passed. Have SH2 coming out of Masterton as a single lane each way, then split into two lanes each way at the Norfolk Rd roundabout. Then leave the two lanes all the way south to E. Taratahi Rd. The passing lane is already there so why waste time and money removing it when you could just add/extend areas and increase traffic flow? 2. Ensure all roundabouts are easy for large trucks to turn right on without swinging out into the left hand lane. There is a large amount of commercial traffic on this road, especially logging trucks which tend to use the Norfolk Rd exit a lot. 3. Installing flexible median barriers on passing lanes would be good for stopping any stupid behaviour in passing lanes. However, they do not need to be installed the whole length of the road. Just make more use of double yellow lines to indicate to drivers safe and unsafe places to pass slow vehicles.

12 Long distance median barriers are a recipe for long tail backs if there is any form of
41 blockage, (breakdown, nose to tail) as traffic can not pass, even under direction of a
points man. Roundabout raised tables: If these are anything like the new raised
pedestrian crossing in Carterton, I have to slow to 20kph to cross (unladen), and drag my
towbar when towing, with a non altered large car. It would be interesting to hear from
the schools if there is extra noise from heavy vehicles having to slow down considerably,
and then accelerate afterwards to get back to 50kph?

12 Median barriers only in areas where there have been a number of head-on crashes.
42

12 the roundabout at Wiltons Road is unnecessary - better to restrict right hand turn and
43 redirect traffic to Norfolk Road. Lefthand turn is sufficient and distances/volumes are
higher there because Norfolk Road is not as accessible.

12 The median barrier seems to be excessive for the risks- money better spent elsewhere.
44 There should only be 2 roundabouts - Norfolk and Ngamutawa- the third is excessive.
Crucial to keep speed limits higher at 100kph on the open rd.

12 The roundabouts are great and need to be put in place with designated speed areas,
45 which will provide all the speed dampening needed and no further reduction is needed
unless seen as a safety issue after due trial.

12 I feel that having too many roundabouts in a short period of road is an over kill two at
46 the maximum between Masterton and Carterton is plenty as they will naturally slow
traffic down.

12 The medium barrier is a danger to motor cyclists who could be decapitated if they slid
47 under the barrier Large tractors and farm machinery have no where to pull over to let
traffic past with the barriers they are unable to pull off the road often resulting in a build
up of traffic often impatient drivers passing when it is unsafe to do

12 Fine, no issues with barriers or roundabouts.
48

12 Most of the roundabouts are well over due. But the East Taratahi roundabout is not
49 required. These vehicles can easily be diverted to the Norfolk road one. Otherwise
traffic is slowed down even further. The population of the Wairarapa is only growing,
hopefully you have taken this into account in your plans..... Hopefully you are planning
wider, or double carriageways? That's what should be planned for future growth.

12 My preference would be for single lane roundabouts, however if the roundabouts are
50 planned to be dual-lane for SH2 traffic, make sure the two lanes extend for 200m
minimum after the roundabout to allow for traffic trying to pass heavy vehicles who
have to go slower around the roundabout and take a while to accelerate out.

12 No to the barrier completely. ROundabouts: keep them wide and spacious and elevate
51 the center just a little. That means people can see over it but also go up it in an
emergency.

12 Median barriers have their place but NOT here, not a good idea. 2 Round about are a
52 good idea with two lanes to get on and off. Wiltons Rd Round about is NOT a good idea.
Left turns only on and off this intersection and use safer alternatives for locals, the new
round about at Norfolk Rd

12 roundabouts seem ok, although should be double lane at Ngaumutawa Road exit also at
53 the Ngaumutawa road roundabout so all the same, there is significant left turning traffic at that entry also.

12 Median barriers are good and roundabouts good.
54

12 The roundabouts are necessary and should have been put in years ago. I leave work in
55 Norfolk Rd at 4-4:30pm each day and have to risk getting across the intersection at SH2 to head south to Greytown. It was easier getting out of the smaller Norman Ave onto SH2 as I only had to dodge the north and south bound traffic. At the Norfolk Rd intersection, there is masses of vehicles waiting on SH2 to turn into Norfolk Rd that stop me from exiting onto SH2. You end up taking risks, plus I came so close to having an accident at East Taratahi / SH2 intersection when a car pulled out heading north while I was passing the intersection, also travelling north. I ended up passing them while driving on the verge of the road at 80km/hr. I can only say hurry up with the roundabouts.

12 Roundabouts are fine IF they are double laned and have enough time to merge in etc,
56 similar to the Highway between Napier and Hastings.

12 Roundabouts don't work, slow everyone down, cause more traffic jams & frustrated
57 drivers. Nowhere do you see roundabouts on highways apart from NZ. Why can't there just be on & off ramps like in other countries. The median barriers are a good idea.

12 Why do we need the barrier in the first place? Is the camber of the road wrong, do we
58 need a passing lane? Is NZTA just trying to mince motorcyclists who will hit it? Seems like a cheap option which could just make things worse. Roundabouts near Masterton make sense and I support - just don't take 6 months to build it like the one by the Hospital.

12 Main reason accidents happen on SH2 is the intersections and roundabouts will address
59 this issue mainly from carterton to Masterton but reducing the speed to 80 from featherston to masterton is ridiculous . the median barrier is an excellent. in 2019 I had a high speed accident between Greytown and Carterton, cause was another car coming out onto the SH2 and didn't see me - I hit her at 100kms Part of the issue is the tree at intersection, restricts view and I have called and asked for this issue to be fixed. As yet the tree is still there. I'm lucky to be alive, I hit the car at 100kms T boned her, spun my ute to the right into road barrier and then I went airborne and jumped over the car coming down vertical and saving her car from rolling. We all walked away Really disappointed you guys can make this intersection safer

12 Median barriers need to be placed in zones where very slow moving agricultural traffic
60 can pull over on to a hard shoulder to let all other vehicles pass. Putting a median barrier in place where there is no option to pass very slow moving vehicles will just result in accidents being shifted elsewhere on the road.

12 I like the John Deere and JNL roundabouts, but disagree with the East Taratahi Road one,
61 turn this into a left only onto and off SH2. Median barriers are a no from me due to no space to pass slow vehicles

12 Absolutely fantastic, these are the measures we need as opposed to speed limit
62 reductions.

12 No roundabout required at East Taratahi/Wiltons Roads - move this traffic to the Norfolk
63 Road roundabout.

12 I support the introduction of roundabouts as that will improve the safety for vehicles
64 joining from side roads. I still think that the construction of bypasses for Greytown and
Carterton would have more of an effect on road deaths than what you have proposed.
Median Barriers tend to block routes when crashes occur so I do not support them being
installed.

12 Removing passing lanes will only lead to further driver frustration, and increased risk-
65 taking in other areas.

12 The median barrier is a good idea as long as it is adequately marked and visible to all
66 road users especially during low visibility weather or periods of heavy rain etc. Will the
roundabouts have sufficient lighting, especially at night time to illuminate the raised
table and cycle crossings? Will the shared pathway be sufficiently blocked off from
vehicle traffic to prevent pedestrians and cyclists from joining vehicular lanes? The same
goes for the pedestrian refuge, to have enough barriers to prevent a vehicle accidentally
hitting waiting pedestrians due to braking / swerving from a too fast approach. Will the
removal of the passing lane between Wiltons Road and Norfolk road not possibly lead to
more driver frustration and subsequent risky driving behaviour due to the fact that there
will be no passing lane and thus no opportunity to pass slower traffic heading towards
Carterton anymore?

12 the round about design looks fantastic and they are all well placed. the center median
67 barriers are not practical in a rural community that sees cars share the road with tractors
that travel a maximum speed of 40-50km/hr. After being stuck behind a tractor and
trapped in by a barrier, when they do finally manage to get passed it will greatly increase
the frustration of drivers and could create erratic driving behavior as a result.

12 Roundabout designs look really good. If you decide to change the speed limit to 80 then I
68 don't see a need for the median barrier in the middle. Please apply for funding to
complete this work 24/7 to get it done with minimal disruption. Get it built - its taken
long enough.

12 Why not having all roundabouts on highway as two lane roundabout?
69

12 Proposed roundabouts are fine and are a traffic slowing device themselves, 80kph
70 between roundabouts would be fine. However maintain the the overtaking lanes again
they allow safe overtaking of slower vehicles, trucks, caravans and in these rural areas
large slow tractors.

12 If you put in a median barrier, leaving the speed at 100k seems more logical
71

12 the roundabouts are a great idea, i just hope they are more than single lane, something
72 like coming into napier, 4 lanes between all the roundabouts.

12 Its all stupid
73

12 Dual carriageway both directions between Carterton and Masterton with median barrier
74 and the proposed roundabouts will work still with 100kph limit. Single lanes and
median barrier and slower speeds will create traffic tailbacks and set the region's
transportation to a crawl. Plus additional costs to every business that uses these roads,
which will be passed on to the consumer. Absolutely ridiculous idea!

12 This has worked on the Kapiti coast so it must be good, however, again, a reduced speed
75 limit will cause frustration and anger from regular commuters.

12 the roundabouts look great. hate the raised tables though! the raised pedestrians are
76 bad enough, please dont put in anymore :(

12 Median barriers are good, also I like the roundabout design
77

12 The median barrier design SOUNDS good, though I have read comments about farmers
78 needing to cross SH2 in that area not being able to with a barrier in place. The
roundabout at Ngaumatawa Rd looks okay, but there doesn't seem to be any
consideration for cyclists at the other two roundabouts? Cyclists should be considered in
all roading decisions in the Wairarapa as there are a growing number of them.

12 A roundabout in Featherston at Revans and Fitzherbert is needed to slow traffic. At
79 certain times of the day, it is nearly impossible to make right turns onto other roads in
central Featherston. This is especially true on weekends when so many people from
Wellington come over to visit Martinborough or further to other parts of the Wairarapa.

12 Turnarounds in Clareville a good idea.
80

12 Just hurry up and get them done. The roundabouts were purposed over a decade ago.
81

12 I can get on board with the median barrier. Works well in the Wellington Region but
82 what also works well is there nicely paved and maintained roads with the 100km speed
limit. Maybe pull the data for accidents in that region and compare it. Agree with the
roundabout design too.

12 Think these designs are great. Have mentioned on the interactive map that we have
83 asked CDC re another entrance to our property at 16 East Taratahi road, either off SH2
(not likely) or ET road.... if there was a way to discuss this and include in the planning
would be great as we are likely to be affected by the roundabout and see ourselves as
key stakeholders

12 Great idea and fully support the proposals for a median barrier and roundabouts.
84

12 I think this is a great idea
85

12 Much needed. SH2/Ngaumutawa Rd roundabout as proposed is a massive improvement
86 over the flush median in the middle. Drivers panic when others enter in the median. A
round about would fix this.

12 I think installing barriers and a roundabout design is a good idea as it will mean less head
87 on crashes occur. I still think the main issues are road quality, lack of passing lanes and
the need of a bypass around Carterton and Greytown. These will all lead to less incidents
and will help make the Wairarapa a safer location for us all when travelling.

12 Roundabout design - large in size please and keeping traffic flowing
88

12 I think these are all positives. I especially like the roundabout as you enter Masterton as
89 it can often be difficult turning right from Ngaumatua Rd onto SH2

12 Sounds good. If possible can some planting be included?
90

12 Just asking but would you like to be in the back of a ambulance that has to slow down 21
91 times to go over a raised pedestrian crossing add ten minutes to the journey could be a matter or life or death of a lady giving birth how in comfortable

12 Median Barriers leave no where For vehicles to stop.THE biggest danger is vehicles
92 hitting the barrier and BOUNCING off and going into the on coming LANE!

12 The introduction of the turnaround needs to be pushed back abit further and be apart of
93 the Rest Area that is already on the SH2. This area could be further developed to be part of the roading plans as it is currently used as an unofficial rubbish dump. Then the roundabout installed at the Chester Road intersection to help with the movement of the traffic through this area, which can become quite congested if there is an event on at the Showgrounds.

12 Bypass is the only way that's not going to help the frustrated drivers as it is.
94

12 Consolidate the roundabout at Norfolk Road/SH2, block East Taratahi Road/Wiltons
95 Road from SH2, employ roundabout at Ngaumutawa Road/SH2

12 We will be pleased to see some action on this and the only additional enhancement we
96 have to suggest is the re-opening of Norman avenue as left in left out only.

12 Don't reduce the 100km areas
97

12 They are OK in 2 or 3 lane city highways but in a rural setting which the Wairarapa is it
98 could possibly lead to more potential accidents with congestion and frustrated drivers not being able to get around wide agricultural equipment.

12 No barriers
99

13 I think your roundabout designs look good and I would also support the use of median
00 barriers on the open road

13 Should end at the Clareville intersection of St Highway 2 & Chester road
01

13 All roundabouts; Ngaumutawa, Norfolk Rd and East Taratahi should be two lanes as they
02 are in Australia. In particular you will create tailback due to the volume of heavy vehicles using the Norfolk Rd Intersection. How are you going to allow passing of agriculture machines some travelling at only 40 - 50kph Watched an ambulance bounce over a raised pedestrian Xing in Masterton the other night "pleased I wasn't in the back. Look at number of raised pedestrian Xings as the delays for emergency services could prove costly

13 Median barriers good, round about good. Just remember Otaihanga road on old SH 1
03 where one was put in with a poor design and a truck rolled (by poor design I mean

camber and layout and the speed trucks need to slow down to in order to negotiate them safely

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08