



# STATE HIGHWAY 2 MASTERTON TO FEATHERSTON SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

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# 1. BACKGROUND

Speed plays an undeniable role in the horrifying numbers of people being killed and seriously injured on our roads. The speed at which a crash occurs determines whether a person is killed or injured or walks away unharmed from that crash.

It's also a controllable factor – when speed limits are safer and people drive within the speed limits, it makes crashes less likely to occur, and it reduces the severity of crashes when they do occur.

Implementing safer speed limits is a key part of New Zealand's road safety strategy, Road to Zero 2020-30; and the Safe System approach, which acknowledges even responsible people sometimes make mistakes when driving and aims to minimise the impact of those errors.

The strategy has been developed in partnership with NZ Police, Ministry of Transport, local government and WorkSafe, all of which have adopted Vision Zero. It sets a target to reduce deaths and serious injuries on New Zealand's roads, streets, cycleways and footpaths by 40 percent over the next 10 years.

As part of this work, Waka Kotahi has reviewed speed limits on State Highway 2 (SH2) between Masterton and Featherston, which has been identified as one of the higher risk roads in the Wairarapa region due to the traffic volume, certain intersections, speed, and roadside hazards such as power poles.

This state highway connects the Wairarapa to Wellington and the central and eastern North Island, and is important for locals, economic development and tourism.

Between January 2010 and December 2019 there were a total of 488 reported crashes on the highway between Masterton and Featherston. Four people died and 28 were seriously injured.

We have talked to iwi, local councils and other key stakeholders including NZ Police, FENZ (Fire and Emergency New Zealand), AA, cycling advocates and Wairarapa communities about this road, the current speed limits and possible physical safety improvements such as raised pedestrian crossings, median barriers and new roundabouts.

Based on both the feedback we received and our technical analysis, we plan to improve safety by lowering speed limits between Masterton and Featherston and constructing physical safety improvements including median barrier, new roundabouts, cycling and pedestrian facilities and other infrastructure between Masterton and Carterton.

Changing a speed limit is a legal process and requires formal consultation. Between Monday 26 July and Sunday 19 September 2021, Waka Kotahi New Zealand Agency consulted with the local community and road user groups on proposed speed limits for SH2 between Masterton and Featherston.

During consultation we also shared our plans for safety infrastructure improvements on SH2 between Masterton and Carterton.

The below report details the feedback received, with key themes regarding speed and infrastructure separated where possible.

## 2. SPEED CONSULTATION TIMELINE

Prior to undertaking the formal consultation process, we completed numerous steps, including a technical assessment of the corridor. This identified that existing speed limits on the road were not safe and appropriate for the current road characteristics and roadside environments along this corridor.

We engaged with our iwi partners and key stakeholders such as the district councils for Masterton, Carterton, South Wairarapa and Greater Wellington Regional Council, community groups, and a range of road user industry groups including NZ AA, the Road Transport Association, Ia Ara Aotearoa Transporting New Zealand (formerly Road Transport Forum), Heavy Haulage Association, Police and Fire and Emergency NZ.

On Monday 26 July 2021, Waka Kotahi started formal consultation on proposed new speed limits on between SH2 Masterton to Featherston. Consultation was open initially open for four weeks and was due to close on Friday 27 August.

The consultation was extended by three weeks, to Sunday 19 September, after a distribution error meant that the printed consultation booklets were not delivered to letterboxes in some parts of the community as planned.

With the announcement of COVID-19 Alert Level 4 on Tuesday 17 August, we were unable to print and deliver more booklets to those didn't receive the booklet. We then encouraged everyone who had not given feedback yet to make their submission online or via email.

A media release was issued extending the consultation period, encouraging those who hadn't given feedback yet to make a submission and stakeholders were informed.

The consultation was advertised on social media, the Waka Kotahi website and in the Wairarapa Times-Age. It received coverage through various news media, including Radio NZ, Stuff and on local community Facebook pages, and various official websites, including the South Wairarapa District Council and Wairarapa Road Safety Council.

Printed consultation documents were made available at council offices and some local supermarkets, and a digital version of this was sent to key stakeholders and people who had signed up to receive email updates.

Media releases were issued on 26 July and 24 August 2021 and resulted in online and print media coverage:

- a. <https://www.stuff.co.nz/motoring/125954678/proposed-lowering-of-wairarapa-speed-limits-pleases-some-road-users-frustrates-others>
- b. <https://times-age.co.nz/100kmh-no-more/>
- c. <https://www.nztrucking.co.nz/safer-speeds-infrastructure-proposed-for-sh2-at-wairarapa/>
- d. <https://times-age.co.nz/speed-review-extended/>

Digital newsletter updates were issued before and during consultation.

People were able to submit their views online, on hard copy submission forms that were available from locations such as council offices and libraries, and via email to [SH2Wairarapa@nzta.govt.nz](mailto:SH2Wairarapa@nzta.govt.nz).

### 3. SPEED CONSULTATION QUESTION

The consultation phase is used to seek additional information from iwi, stakeholders and the public that will help inform the decision about the proposed speed limit changes.

During formal consultation we proposed new speed limits and asked the following question “**Are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 2?**”.

We consider all factors raised during formal consultation when making our decision on new permanent speed limits.

### 4. INFRASTRUCTURE FEEDBACK QUESTION

During speed consultation we also sought feedback on proposed physical safety improvements such as new median barrier and roundabouts between Masterton and Carterton.

We have engaged with stakeholders and the community regarding these infrastructure changes since 2018, with community events held in 2018 and late 2020 to gather feedback and insights during the concept and design stage.

Information regarding previous rounds of engagement is below:

<https://nzta.govt.nz/assets/projects/sh2-masterton-to-carterton/SH2-Masterton-to-Carterton-feedback-summary-December-2018.pdf>

<https://www.nzta.govt.nz/assets/projects/sh2-masterton-to-featherston-speed-review/SH2-Masterton-to-Featherston-speed-review-engagement-summary-January-2021.pdf>

For this final round of engagement, we asked people the following question: “**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?**”

Key infrastructure themes have been addressed in this document

<https://nzta.govt.nz/assets/projects/sh2-wairarapa-highway-improvements/sh2-masterton-to-carterton-safety-improvements-engagement-summary.pdf> and construction is underway.



*Community engagement on speed and infrastructure in 2020*

## 5. SUMMARY, KEY THEMES AND RESPONSE TO SPEED SUBMISSIONS

During the consultation period (Monday 26 July to Sunday 19 September 2021), we received a total of 1308 pieces of feedback on the proposed speed limit changes and infrastructure improvements.

We appreciate the response and thank all those who provided their feedback. This feedback was received across multiple different channels:

- 403 comments on social pinpoint
- 442 online survey responses
- 352 emails
- 111 hard copy feedback forms

We heard from:

- Mana whenua
- Residents and landowners
- Local councils
- Members of Parliament
- Local businesses and organisations
- Those who work in the area
- People who travel on the highway

### Key feedback themes - infrastructure

- There was support for physical improvements in general.
- There was support for the proposed safety improvements on State Highway 2 Masterton to Carterton, with many people believing that this would be more effective in addressing safety issues than speed reductions. Many requested that the improvement works be completed either before, or instead of, the speed review.
- People noted the need for improved road conditions, more road maintenance and passing opportunities.
- Some people thought the roundabouts needed to be larger and have two lanes, others suggested traffic lights may work better than roundabouts.
- Suggestions to restrict turns or close other intersections, such as SH2 and Wiltons/East Taratahi Roads, were made with people suggesting traffic be rerouted to Ngaumutawa, Norfolk and Cornwall Roads.
- Most respondents did not support the removal of passing lanes, with people believing this could increase driver frustration and dangerous overtaking. Several people called for the installation of more passing lanes and/or slow vehicle bays along the route.
- Several submissions called for an expressway from Masterton to Remutaka Hill to completely bypass all four towns, stating that this would make travel easier for commuters into Wellington and tourists and day-trippers coming out of Wellington.
- Some submitters suggested a short heavy vehicle bypass or a new road linking the Masterton bypass road (Ngaumutawa) to south of Greytown. A slow vehicle lane was also suggested.
- Some concerns were raised regarding travel times to key locations such as Wellington Hospital.
- Many cyclists supported the lower speeds but highlighted the need for infrastructure such as cycle lanes, a clip-on cycle lane on each side of the Mangatarere Bridge and off-road facilities at all roundabouts.
- The need for a safe crossing for cyclists at Hughes Line was highlighted, with cyclists suggesting this road could be a safer alternative for people biking to and from Masterton.
- There was support for improved pedestrian and cycling facilities, especially in townships and near roundabouts. Off-road cycling facilities were mentioned several times.

- While some people supported the median safety barriers, others raised concerns about passing slow moving and agricultural vehicles.
- Some people believed the location of the Southern Turnaround should be moved to Chester Road as there is a lot of local activity at that location.
- Some people suggested other options, such as closing both the Norfolk Road and East Taratahi Road intersections and building a larger roundabout at Ngaumutawa.
- There was support for improved pedestrian and cycling facilities, especially in townships and near roundabouts.

## Key themes – speed

While several submissions did include factors that were taken into consideration when proposing the new permanent speed limits, a proportion of the submissions expressed only general opinion, either in support of or not supporting the proposed changes. These included general comments regarding driver behaviour, enforcement, and traffic slowing measures. Many non-specific comments, inclusive of all areas included in the speed review, were also made.

- Most people are supportive of speed being reduced through townships, and approaching, urban areas and high-risk intersections.
- Most of the feedback did not support speed reductions on open road sections of highway down to 80km/h, however there was some support for certain sections to be changed – (i.e., just south of Masterton around Clareville). A small number of submitters supported the 100km/h to 80km/h speed drop, saying it would create a more relaxing drive, while others suggested making the 100km/h sections 90km/h as a compromise.
- Some people expressed surprise that speeds through Clareville will not be dropped. Many submitters highlighted the need for reduced speeds of 70km/h or other safety measures north of Carterton through Clareville to protect people turning off to go to the Clareville bakery and nursery, and Chester Road.
- Some submitters do not see speed as the main cause of accidents, with many perceiving driver behaviours as the major contributor – particularly driver distraction or frustration at slow vehicles that leads to dangerous overtaking.
- There was some concern that too many different changes may be confusing for motorists, which would result in a lack of compliance. Most of this feedback was associated with the proposed Intersection Speed Zones.
- There was concern that reduced speeds would negatively impact local businesses through loss of tourists and holidaymakers, and an increase in drive times.
- Increased driver education, policing and enforcement, and signage are important for compliance to the various speed limits proposed.
- There was support for improved pedestrian and cycling facilities, especially in townships and near roundabouts. People felt the combination of these and the slower speeds would make the route safer for cyclists.
- Some respondents believe road maintenance was an issue while others said the roads were well maintained and did not need improving.
- Infrastructure to support speed limits, such as repeater signs could be looked at and Police enforcement was highlighted.

The relevant factors that were expressed in the speed submissions from the public are summarised in the table on the following page. The table outlines the section of the road, along with the main factors people raised in their submissions and our comments.

**Table 1 Public Comments and Responses - Speed**

| Location                | Comments<br>E.g., Factors raised in consultation OR<br>Issues/Concerns Raised  | Responses  |
|-------------------------|--|--|
| <b>Across the route</b> | 1. Support for speed reductions in urban areas.  | 1. Noted   |
|                         | 2. Support for speed reductions around the new roundabouts.  | 2. Noted   |
|                         | 3. General opposition to speed reductions on sections of open road between townships.  | 3. Many of the fatal and serious injury crashes are on the open road sections. Reducing speed limits in these areas is an essential part of the plan to reduce the number of people dying or being seriously injured in these areas.   |
|                         | 4. Calls to make commuting easier with an expressway bypassing the towns from Masterton to Remutaka Hill, with more affordable public transport options available. | 4. There are no current plans for a bypass in the Wairarapa. A large infrastructure project of this nature takes a long time to plan and complete. Given the number of death and serious injury crashes on this corridor we need to move quickly with actions we know will make a difference immediately while longer term options are considered.   |
|                         | 5. Reduce the number of speed limit changes across short stretches to avoid confusion.   | 5. Speed limit changes are kept to an appropriate level based on the safe and appropriate speed methodology.   |
|                         | 6. Concerns that reducing speeds will negatively impact the economies of the towns along the route and add travel time to key locations such Wellington Hospital.  | 6. Implementing safe and appropriate speeds is an immediate cost-effective way to reduce the risk of death and serious injury crashes. We also need to think about the full economic impacts of speed including crash costs (\$NZ4 billion each year), Green House Gas emissions, fuel costs and vehicle maintenance. Furthermore, studies show that in High Income Countries (HICs) economically optimal travel speeds are lower than expected and typically lower than the posted speed limits. (Source: Job, RFS. & Mbugua, LW. (2020). Road Crash Trauma, Climate Change, Pollution and the Total Costs of Speed: Six graphs that tell the story.) |
|                         | 7. Extend the reduced speed zones approaching towns to protect locals trying to pull into their driveways.   | 7. Noted. The threshold into each town is proposed to remain in its current location, however the approach speed limit for vehicles entering the 50km/h urban areas is recommended to be reduced from 100km/h to 80km/h, which   |



| Location | Comments<br>E.g., Factors raised in consultation OR<br>Issues/Concerns Raised  | Responses  |
|----------|--|--|
|          |  | should improve compliance with the 50km/h speed limit (noting there are a few 60km/h approaches to Greytown and Carterton from the north).   |
|          | 8. Requests for more infrastructure including wider centrelines, two lanes for SH2 and more passing lanes.                         | 8. We have funding to go ahead with a suite of infrastructure improvements on SH2 in the Wairarapa, which will complement the review of speed limits. Work to construct new roundabouts, median barriers, wide centre lines and cycling and pedestrian facilities between Masterton and Carterton is already underway and there are plans to construct raised pedestrian crossings in various townships.   |
|          | 9. Suggestions that the speed review may not be necessary once the infrastructure improvements have been made.                     | 9. The infrastructure and safer speed limits would complement each other and provide a much safer environment for road users.  |
|          | 10. Concern that people will drive down higher-risk back country roads that are still 100km/h to avoid delays on the main highway. | 10. There is no evidence to suggest drivers will use the local roads to bypass the lower speeds on SH2. When you take into account time lost for turning in and out and waiting for traffic to clear on SH2 before turning, the time difference would be negligible. In addition, councils are working on their own speed strategies at present and speeds may be reduced on the local roads in question.  |
|          | 11. Open road limit of 90km/h between townships could be an acceptable compromise on proposed 80km/h.                              | <p>11. By limiting the use of different speed limits, a more consistent and intuitive speed management system can be created across New Zealand's network, where people have a greater understanding and appreciation of risk and what a safe and appropriate speed is on a particular stretch of road. The Speed Management Framework and Guide do not recommend the use of a permanent speed limit of 70km/h or 90km/h for the following reasons:</p> <ul style="list-style-type: none"> <li>• At higher travel speeds drivers have trouble differentiating speed differences of just 10 km/h;</li> <li>• By using 20 km/h increments for speed limits between 60 km/h and 100 km/h there are fewer and more recognisable speed limit categories for people to understand and recall;</li> </ul> |

| Location         | Comments<br>E.g., Factors raised in consultation OR<br>Issues/Concerns Raised  | Responses  |
|------------------|--|--|
|                  |  | <ul style="list-style-type: none"> <li>By limiting the use of different speed limits, a more consistent and intuitive speed management system can be created across the network, where people have a greater understanding and appreciation of risk and what a safe and appropriate speed is on a particular stretch of road.</li> </ul>   |
|                  | 12. Opposition to blanket speed reductions on sections of open road between townships.   | <p>12. The proposed midblock speeds of 80km/h between each Wairarapa town have been assessed to be a safe and appropriate speed. The Speed Management Framework and Guide do not recommend the use of a permanent speed limit of 70km/h or 90km/h for the following reasons:</p> <ul style="list-style-type: none"> <li>At higher travel speeds drivers have trouble differentiating speed differences of just 10 km/h;</li> <li>By using 20 km/h increments for speed limits between 60 km/h and 100 km/h there are fewer and more recognisable speed limit categories for people to understand and recall</li> <li>By limiting the use of different speed limits, a more consistent and intuitive speed management system can be created across the network, where people have a greater understanding and appreciation of risk and what a safe and appropriate speed is on a particular stretch of road.</li> </ul> |
|                  | 13. Requests for more cycling infrastructure and that SH2 bridges are made safer for people on bikes, either through widening or clip-on lanes, as well as improved surfacing and road marking.                              | 13. The SH2 Masterton to Carterton project includes pedestrian and cycling facilities in some areas. Cycling infrastructure and bridge widening to accommodate cyclists is being investigated by the Waka Kotahi multi modal team.   |
| <b>Masterton</b> | 14. There were a variety of suggestions about the speeds through this section, with some support for reducing speeds or extending lower speed sections in certain areas.   | 14. These ideas have been considered by the safety team. There are a number of factors that go into setting safe speeds on our roads. Including the number of people and travel modes using the road, the function and features of the road and its surrounding environment.   |
|                  | 15. People felt there were too many different speeds being proposed on this section with some believing the 80km/h section on this stretch could be further reduced to 60km/h, so people did not have to slow down and speed | 15. Noted. Many of the crashes in this area are at intersections. A decision has been made to construct roundabouts in some locations instead of the proposed intersection Speed Zones. Roundabouts naturally slow traffic,  |

| Location | Comments<br>E.g., Factors raised in consultation OR<br>Issues/Concerns Raised   | Responses  |
|----------|---|--|
|          | up again across a short distance. Several respondents opposed the amount of speed variation within this area (with six different speeds across approximately 3.7km due to the Intersection Speed Zone proposal) and expressed concern that trucks may not abide by the speeds as they are unable to brake/accelerate sufficiently | reducing speeds and the risk of serious crashes and will make it easier for people to turn on and off the state highway.<br><br>The proposed midblock speed of 80 km/h between Masterton and Carterton has been assessed to be a safe and appropriate speed due to the crash history and ongoing risk of high-speed head-on (in Clareville section) and loss of control collisions |
|          | 16. Some people suggested the proposed 50km/h area to the southern end of the Waingawa River bridge be extended further.  | 16. Our technical analysis shows the proposed speed is safe and appropriate for the road environment in this location.   |
|          | 17. Others wanted to see a consistent speed through townships, with 40km/h or 50km/h highlighted to avoid confusion.  | 17. Our technical analysis shows the proposed speeds are safe and appropriate for the road environment in these locations.   |
|          | 18. Some commented that between the proposed new Norfolk roundabout and Waingawa River bridge, there was no need to increase the speed from 60km/h to 80km/h before dropping back to 50km/h.  | 18. Our technical analysis shows the proposed speeds are safe and appropriate for the road environment in these locations.   |
|          | 19. Further safety measures were requested around businesses such as Higgins to prevent big trucks turning across the highway, suggestions included a left in/left out only turn or a reduced speed limit.  | 19. These comments have been shared with the relevant project team to consider. At present no further safety improvements are planned.   |
|          | 20. Another suggestion was that the speed limit between Wilton Road and Masterton could be 90km/h, with the rest of the open road sections remaining at 100km/h.  | 20. 80km/h response: Our analysis has shown 80km/h to be the safe and appropriate speed.   |
|          | 21. Fix speed between Solway to the southern side of East Taratahi/Wiltons intersection at 60km/h.  | 21. Our technical analysis shows the proposed speeds are safe and appropriate for the road environment in these locations.   |

| Location                     | Comments<br>E.g., Factors raised in consultation OR<br>Issues/Concerns Raised  | Responses   |
|------------------------------|--|---|
|                              | 22. Reduce speed approaching and between the proposed roundabouts only.  | 22. Traffic naturally slows when approaching a roundabout. Any proposal to drop speed limits is driven by the need to improve safety and reduce harm for everyone on our roads. It will help ensure that in coming years we do not have thousands of people dealing with a road tragedy, which could have been prevented or the harm minimised had people been driving at a slower speed. |
|                              | 23. Concerns were raised about the traffic flow through Masterton if speeds were dropped.  | 23. We do not believe traffic flow through Masterton will be an issue; there are at least two other alternative routes including the heavy vehicle bypass.  |
| <b>Carterton to Greytown</b> | 24. Many submitters highlighted the need for reduced speeds of 70km/h or other safety measures north of Carterton through Clareville to protect people turning off to go to the Clareville bakery and nursery, and Chester Road – but keeping all other 100km/h zones between. | 24. The proposed midblock speed of 80km/h between Masterton and Carterton has been assessed to be a safe and appropriate speed.   |
|                              | 25. Reduce the speed from 70km/h to 50km/h on the corner of Somerset Road heading south to join Carterton, due to limited visibility around this bend.   | 25. We have looked at this location and there is adequate distance available to safely stop if drivers are travelling at 70km/h (82m).  |
|                              | 26. There was support to extend the 50km/h zones out to Pinehaven Orchards and further south of Carterton.   | 26. We will not extend the 50km/h to the south of Carterton as there is a southbound passing lane/slow vehicle lane here.   |
|                              | 27. Reduce the number of speed changes through Carterton.  | 27. There will be only one main speed change through Carterton, this being the 40km/h section through the retail corridor. The 40km/h school zone in the centre of a 50km/h section through town will only be active for 25 minutes before 9am and 20 minutes around 3pm on weekdays.   |
|                              | 28. Some concern from Matarawa Rd residents about the number of heavy vehicles in the area if a proposed quarry down the road goes ahead.  | 28. Reducing the speed to 80km/h past Matarawa Road will make this intersection safer, especially if there is a high number of heavy vehicles turning on and off the highway.   |

| Location                       | Comments<br>E.g., Factors raised in consultation OR<br>Issues/Concerns Raised   | Responses   |
|--------------------------------|---|---|
| <b>Greytown to Featherston</b> | 29. There was strong opposition to reducing speed on the open road between Greytown and Featherston to 80km/h due to the straight nature of the road.   | 29. 80km/h: The proposed midblock speed of 80km/h between Greytown and Featherston has been assessed to be a safe and appropriate speed.  |
|                                | 30. Include a 70km zone south of Greytown between the local cemetery and Bidwells Cutting Road, to reduce speeding into town.   | 30. The threshold into Greytown is proposed to remain in its current location, however the approach speed limit for vehicles entering the 50km/h urban areas is recommended to be reduced from 100km/h to 80km/h, which should improve compliance with the 50km/h speed limit.  |
|                                | 31. Extend the 50km/h zone upon entry to Greytown on the Wellington side up to the cemetery.  | 31. The threshold into Greytown is proposed to remain in its current location, however the approach speed limit for vehicles entering the 50km/h urban areas is recommended to be reduced from 100km/h to 80km/h, which should improve compliance with the 50km/h speed limit   |
|                                | 32. Concerns were raised about reducing the speed limit on SH2 through Greytown would lead to increased use of West Street and East Street instead of SH2, therefore making these residential streets being extremely busy. | 32. There is no evidence to suggest drivers will use the local roads to bypass the lower speeds on SH2. When you take into account time lost for turning in and out and waiting for traffic to clear on SH2 before turning, the time difference would be negligible. In addition, local councils will develop their own speed strategies for roads they manage. |
|                                | 33. Just south of Greytown there is a medical centre, a housing subdivision and a skate park being developed, with no way for residents to get across SH2 to these facilities.  | 33. We have funding to upgrade existing pedestrian crossings and have been investigating locations for new raised pedestrian crossings.   |
|                                | 34. There is strong support for a raised pedestrian crossing outside Dot Kids in Greytown.  | 34. We have funding to upgrade existing pedestrian crossings and have been investigating locations for new raised pedestrian crossings  |
|                                | 35. Create a 70km/h buffer zone entering Greytown township to allow cars more time to slow down from 100km/h.   | 35. A short 70km/h zone on the approach to Greytown, from the north, is being retained.   |
| <b>Featherston</b>             | 36. Reduce speed limit to 50km/h or 60km/h past the intersection of Boundary Road due to speeding.  | 36. The 50km/h speed limit will be extended east of Boundary Road, replacing the existing 70km/h section.   |

| Location | Comments<br>E.g., Factors raised in consultation OR<br>Issues/Concerns Raised  | Responses   |
|----------|--|---|
|          | 37. Extend the 50km/h zone further south when entering Featherston or install some speed bumps to protect residents pulling into Moore Street, and pedestrians and cyclists crossing the road. | 37. The 50km/h speed limit will be extended west of Featherston (replacing the existing 70km/h section) |

## Partner and Stakeholder Relationships

| Party Engaged  | Comments  |
|--|---|
| <b>Iwi – Rangitane o Wairarapa: Iwi Mandated Authority</b> | <p>Supports the speed changes with the following amendments:</p> <ul style="list-style-type: none"> <li>• From Solway Garage to Norfolk Road roundabout, 50km/h. Norfolk Road to Hughes Line, 100km/h. Speed reduced from Hughes Line to 80km/h then 50km/h by the bend to the Old Taratahi Hotel. Carter towards Greytown should be 80km/h, reduced to 50km/h by the fruit shops. Leaving Greytown speeds should increase to 100km/h, then prior to the bend into Featherston reduce to 50km/h.</li> <li>• Supportive of majority of infrastructure including State Highway 2 and Norfolk Road roundabout but would prefer Wiltons/East Taratahi and SH2/Ngaumatawa roundabouts to be traffic lights.</li> <li>• Believes SH2 needs to be in better condition as it is narrow and has an uneven surface.</li> </ul>  |
| <b>Police</b>  | <p>Supports speed and infrastructure improvements along SH2, with the following comments:</p> <ul style="list-style-type: none"> <li>• The three roundabouts in Masterton will be major contributor to road safety. The passing lanes between Wiltons Road and Clareville are unnecessary as they encourage vehicles to increase speed over short distances.</li> <li>• Median barriers will prevent dangerous overtaking, and although the public may not react well towards the speed reduction to 80km/h, lower speeds are good due to sunstrike issues here.</li> <li>• Turnaround near Clareville will be handy for police vehicles.</li> <li>• Supportive of speed reductions and electronic signage near schools, and 40km/h zones through towns.</li> </ul>   |
| <b>Fire and Emergency NZ</b>                               | <p>Fire and Emergency NZ support the proposed changes, with the comment that there needed to be enough room to pass vehicles, or for vehicles to move over for fire trucks and other emergency vehicles in the case of an emergency.</p>  |
| <b>Wellington Free Ambulance</b>                           | <p>Wellington Free Ambulance believes the speed and infrastructure proposals will improve safety overall. They have concerns regarding the raised pedestrian crossings in 50km/h zones and possible delays to emergency vehicles.</p> <ul style="list-style-type: none"> <li>• While the delay that arises from slowing down for one raised crossing may seem to be insignificant, they become quite significant when multiplied over a significant distance.</li> <li>• 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. The service understands that the reduction of mortality and morbidity is the aim of this project <b>but</b> raised whether there was any way of ensuring that one is not disadvantaged at the expense of another.</li> </ul> |
| <b>Waingawa Industrial and Business Park User Group</b>    | <ul style="list-style-type: none"> <li>• The group acknowledges the safety considerations of speed reductions and supports these in the areas adjacent to the proposed roundabouts, but comments that permanent reductions in other areas will result in increased frustration for road users.</li> <li>• Supports the installation of roundabouts, with the comment that they should be double-laned to allow for traffic flow.</li> <li>• The group's main concerns centre around safe access in and out of the business park and suggest temporary speed limits at peak times in this area. They would like more consideration given to the provision of safe turning and access.</li> <li>• They do not support the removal of passing lanes and comment that this, when combined with median barrier installation, will lead to congestion and frustration.</li> </ul>   |
| <b>AA (Automobile Association) Wairarapa</b>               | <p><b>Supports the</b> reduction of speed limits in/near townships but <b>does not support reducing speed limits on the sections of highway</b>, especially from <b>Featherston to Carterton</b>, and had the following comments/suggestions:</p> <ul style="list-style-type: none"> <li>• The number of pedestrian crossings seems excessive. Members suggest raising all school crossings and high-use pedestrian areas, monitoring them and then assessing whether there is any need beyond that.</li> <li>• Concern that a speed reduction on the Featherston to Carterton road would lead to low compliance, as it is straight with only two minor corners and a low crash rate.</li> <li>• Greytown to Carterton's crash history does not justify lowering speed limits.</li> </ul>   |

|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Masterton to Carterton is the most critical section, and the proposed roundabouts should be prioritised ahead of reduced speeds as they are high-risk crash areas. A combination of median barriers and roundabouts should address the safety concerns, without needing to reduce the 100km speed limit.</li> <li>• Concern that median barriers will force drivers towards roadside hazards.</li> <li>• If rope median barrier is installed, the turning bays into Ravensdown fertilizer depot should be retained with a break in the rope barrier. The design allows a wider road area so the Saddlery owners can access their house. AA members suggest making this barrier length shorter by approx. 200m and changing the driveway of two affected landowners on the Ravensdown side so that their exit/entry is via the Ravensdown entrance. This would eliminate the need for a southern turnaround.</li> <li>• The pedestrian crossing at the SH2/Ngaumutawa Road roundabout needs to be moved closed to Solway Crescent. The Tullochs side has less vehicles turning into the industrial site – members see it as safer for children to walk along to the Gateway Motor Inn and then cross. We recommend removing the raised table, in case children mistake it for a crossing.</li> <li>• Consider a double lanes entry/exit for all four roads at the SH2/Norfolk Road roundabout.</li> <li>• Suggest that SH2/Wiltons Road roundabout is the least necessary and suggest making the intersection a left-turn-in, left-turn out access only, with Martinborough/Gladstone traffic redirected to Cornwall Road.</li> </ul> |
| <b>Masterton District Council</b>          | <p>No formal submission received.</p> <p>Council staff have been supportive of proposed changes during meetings with the project team to date and have highlighted the following:</p> <ul style="list-style-type: none"> <li>• Speed limits on the approaches to and over the Waingawa River bridge.</li> <li>• Future Wairarapa growth and capacity of the Ngaumutawa roundabout.</li> <li>• Partnering possibilities on Welcome to Masterton signage.</li> <li>• Construction timing and staging.</li> <li>• Landowner engagement regarding raised pedestrian tables.</li> </ul>  |
| <b>Carterton District Council</b>          | <p><b>Supports all safety improvements</b>, especially the proposed roundabout at intersection of Norfolk Road and SH2, and had the following suggestions:</p> <ul style="list-style-type: none"> <li>• An additional pedestrian crossing over SH2 toward the northern end of the residential section of town (around Kent Street).</li> <li>• A delay on the speed review until after the safety improvements have been completed. Councillors suggest this will allow a better evaluation of what is needed.</li> <li>• A continuation of the 50km/h speed controls north of town up to Somerset Road, and 70km/h to the existing overtaking lane.</li> </ul>   |
| <b>Greytown Community Board</b>            | <ul style="list-style-type: none"> <li>• Supportive of the speed limit proposals in the urban areas and around the schools, and support raised pedestrian crossings.</li> <li>• Do not support the reduced of the open road limit from 100km/h to 80km/h and questions the approach for feeder roads.</li> <li>• Suggests a 90km/h speed limit.</li> <li>• Suggests a crossing opposite Farmlands in Greytown to help people get to the new medical centre.</li> <li>• Suggests a roundabout at the Challenge intersection in Greytown.</li> </ul>  |
| <b>Greater Wellington District Council</b> | No submission received.   |
| <b>Wairarapa Road Safety Council</b>       | No submission received but has been supportive of safety improvements during earlier engagement.  |

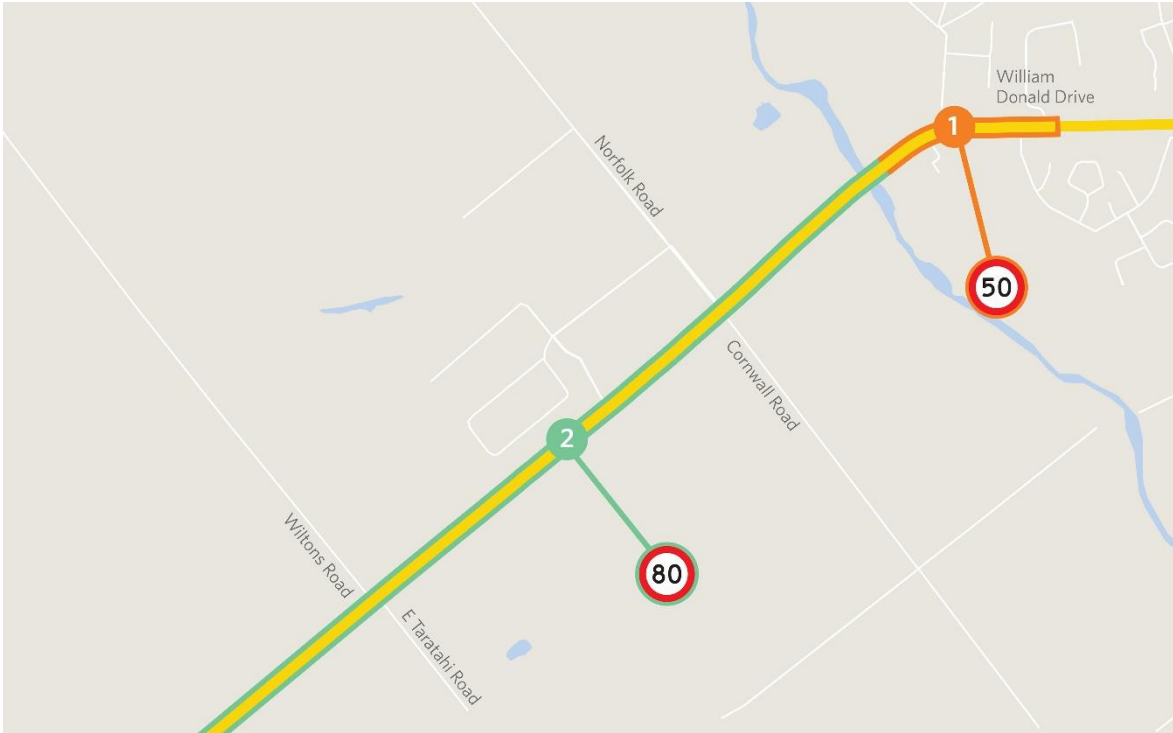


|  |   |
|--|---|
| <b>Heavy Haulage Association (HHA)</b>                                 | <ul style="list-style-type: none"> <li>• HHA would prefer to keep the open road speed at 100km/h in the areas between the various Wairarapa towns – rather than the 80km/h primarily proposed. These are the sections 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.</li> <li>• They have asked if there is a legal way to have higher speed limits at set times, for example between 7pm and 5am or for sections 2,7 and 12 to have 90km/h speed limits – closer to the current speed and the same max speed as trucks, so that there is no difference between heavy and light vehicles max speeds. This would lead to fewer overtaking manoeuvres being undertaken compared to the current 100km/h limit.</li> <li>• If speed limits are changed, they request new speed signage be designed to HHA's 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).</li> <li>• Regarding infrastructure, HHA 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 must be designed to be suitable specifically for oversize transporters. The dimension envelope that this Association seeks is 11.5m wide and 6.5m high. 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. Regarding median barrier, HHA seeks that oversized vehicles be able to travel on their own side of the barrier, without their load overhanging into the opposite lane.</li> <li>• HHA requests that roundabouts are designed for larger transporters to travel from the side roads – and not just straight through on the State Highway. This is because 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, HHA points 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.</li> <li>• HHA has made suggestions regarding mountable collars, the placement of signage and installing removable signage to allow for oversized vehicles.</li> </ul> |
| <b>Road Transport Association NZ</b>                                   | No formal submission received.  |
| <b>Ia Ara Aotearoa Transporting New Zealand (Road Transport Forum)</b> | No formal submission received.  |
| <b>Wairarapa MP Kieran McAnulty</b>                                    | <ul style="list-style-type: none"> <li>• MP supports the overall speed and infrastructure approach but would like to see other options explored for Featherston to Greytown section.</li> <li>• Highlighted the need for conversations with Carterton District Council and South Wairarapa District Council around speed limits on adjacent local roads to reduce the likelihood of rat-running.</li> </ul>   |
| <b>Cycling Action Network</b>  | <ul style="list-style-type: none"> <li>• Cycle Action Network supports speed reductions but has concerns about aspects of the safety improvements. They suggest the Wiltons Road/East Taratahi and Norfolk Road roundabouts could be improved by adding bike lanes around the outside.</li> </ul>   |

## 6. DECISION

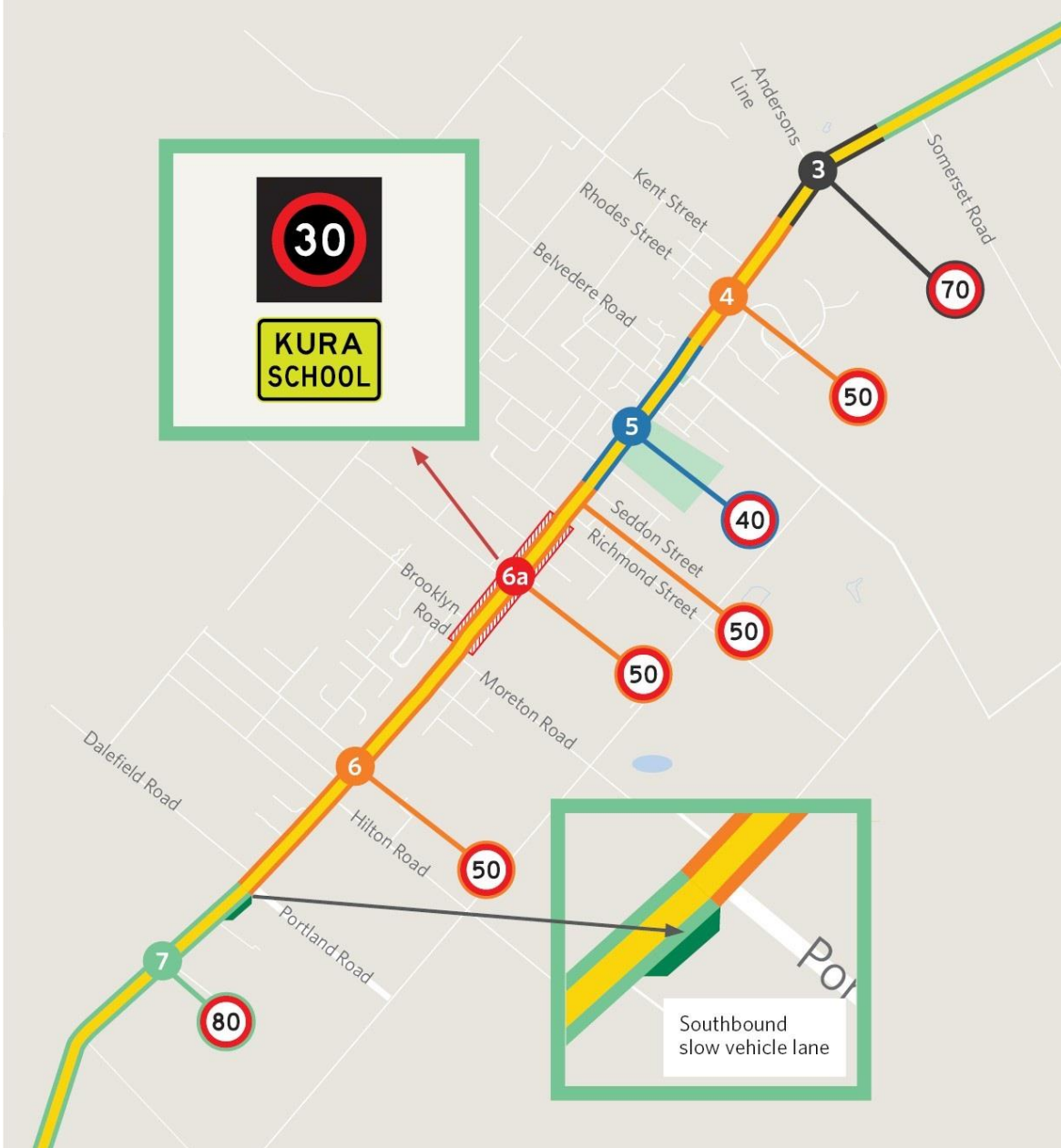
Based on the feedback we have received during engagement and consultation; the following speeds have been set as the new permanent speed limits. They take effect from 27 January 2023.

# Masterton



| Section | Location  | Existing speed limit (km/h) | Permanent new speed limit (km/h) |
|---------|---|-----------------------------|----------------------------------|
| 1       | 260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge | 70                          | 50                               |
| 2       | 64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 220m southwest of Somerset Road.  | 100                         | 80                               |

# Carterton

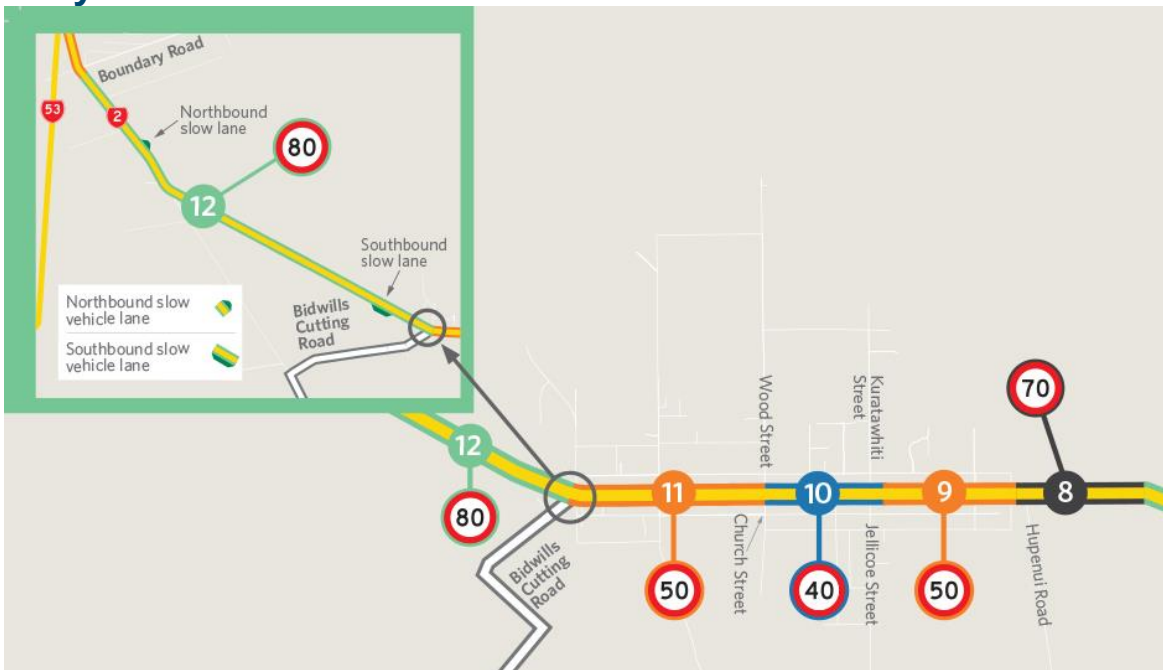


School Zone changes: During Stage 1 the speed limit on the electronic VSL will be 40km/h, and when the new speeds are introduced (Stage 2), this will be dropped to 30km/h.

| Section | Location  | Existing speed limit | New speed limit |
|---------|---|----------------------|-----------------|
| 3       | 240m southwest of Somerset Road to 205m southwest of Andersons Line                                   | 70                   | 70              |
| 4       | 205m southwest of Andersons Line to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout | 50                   | 50              |

| Section | Location  | Existing speed limit | New speed limit     |
|---------|---|----------------------|---------------------|
| 5       | 130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 10m south of Seddon Street   | 50                   | 40                  |
| 6       | 10m south of Seddon Street to 50m southwest of Portland Road (current 50/100 change point)  | 50                   | 50                  |
| 6a      | 40m north of Richmond Road to 70m northeast of Moreton Road   | 50 (40 School Zone)  | 50 (30 School Zone) |
| 7       | 50m southwest of Portland Road to 550m north-east of Hupenui Road. Current passing lane becomes a slow vehicle lane with wide centreline. | 100                  | 80                  |

## Greytown



| Section | Location  | Existing speed limit | New speed limit |
|---------|---|----------------------|-----------------|
| 8       | 550m north-east of Hupenui Road to 50m north-east of North Street | 70                   | 70              |

| Section | Location   | Existing speed limit | New speed limit |
|---------|--|----------------------|-----------------|
| 9       | 50m north-east of North Street to 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection                             | 50                   | 50              |
| 10      | 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to the SH2 / Wood Street / Church Street intersection         | 50                   | 40              |
| 11      | SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road   | 50                   | 50              |
| 12      | 85m southwest of Bidwills Cutting Road to 35m east of Boundary Road. Current passing lanes become slow vehicle lanes with wide centreline. | 100                  | 80              |

## Featherston



| Section | Location   | Existing speed limit | New speed limit |
|---------|--|----------------------|-----------------|
| 13      | 35m east of Boundary Road to 45m west of the SH2 / Birdwood Street / Lyon Street intersection  | 70/50                | 50              |
| 14      | 45m west of the SH2 / Birdwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection | 50                   | 40              |
| 15      | 30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street                                       | 50/70                | 50              |

## 7. SUBMISSIONS

See separate document.