July 2021

Masterton to Featherston

We want to make your roads safer for everyone who uses them.

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. Most crashes are caused by a number of factors, but even when it's not the cause of a crash, speed is most likely to determine whether anyone is killed, injured, or walks away unharmed.

Infrastructure improvements have been prioritised alongside the speed review as part of the Wairarapa highway improvements on this high-risk section of SH2.

Formal consultation on the new speed limit proposals is required under the Land Transport Rule: Setting of Speed Limits (2017).

What we have heard

We have talked to the community, Councils, Police, and local businesses about the current speed limits between Masterton and Featherston, as well as infrastructure improvements – pedestrian crossing upgrades, designs for roundabouts and barriers - that support speed reductions.

Based on the feedback we've received, and our technical analysis, we have developed a proposal to lower speed limits.

What we know

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.

We want to make sure that speeds are appropriate for this road so that everyone who uses it can do so safely.

Have your say

We are now formally consulting on proposed new speed limits for SH2 between Masterton and Featherston. Before we make a decision, we want to hear from you. **Between the 26th July and 27th August we're taking your feedback.**

To find out more and give feedback

email **SH2Wairarapa@nzta.govt.nz,** or visit **nzta.govt.nz/projects/sh2-wairarapa-highway-improvements**

Scan the QR code

Open the camera on your mobile device and hover over the QR code to be directed to the website.

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WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

Overview

Speed is just one part of road safety. Along with speed reviews, we have designed new safety improvements.

Proposed new median safety barriers and roundabouts

We are seeking feedback from key stakeholders and the community on our design before applying for construction funding. If funding is approved, we will update people before construction starts.

Our designs include flexible road safety barriers down the middle of the road to prevent head-on crashes, and new roundabouts at Ngaumutawa Road, Norfolk Road and East Taratahi Road to improve safety at these key intersections. We are also designing turnaround options around the Clareville Saddlery area.

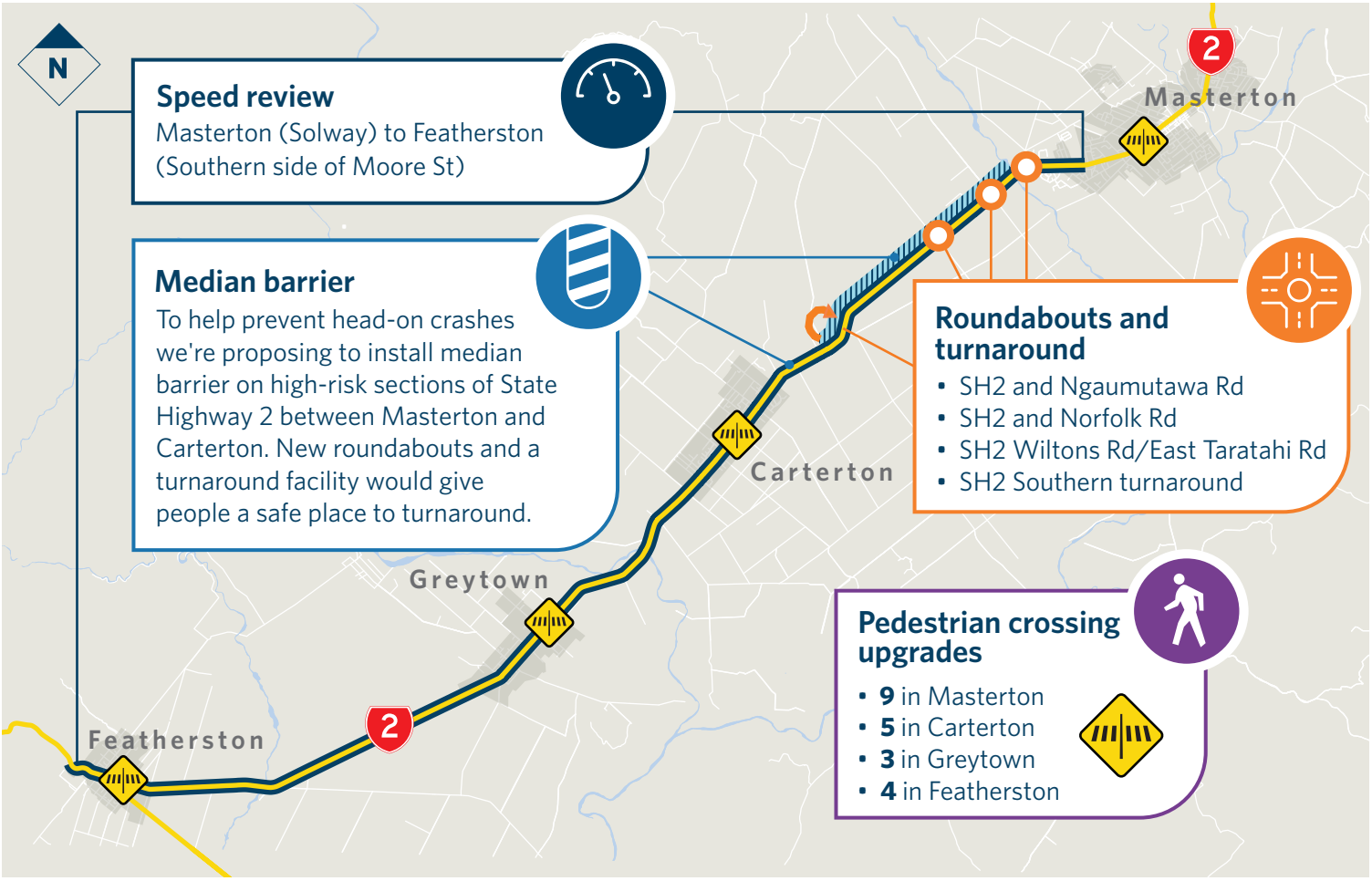
New roundabouts at Norfolk Road and Wiltons/East Taratahi Road would remove the need for intersection speed zones as part of the speed review.

We'd like to thank everyone who shared their thoughts and insights with us during this project. We have used this information alongside our research to shape this design.

Pedestrian crossings

Designs are finalised for three of the total 21 pedestrian crossings. Construction of the pedestrian crossings is funded from the National Land Transport Plan (NLTP) which is currently being finalised. We are progressing designs of the next batch of crossings and subject to funding will start construction at the end of the year.

The first crossings to be completed are in Masterton, Carterton and Featherston. These are being done during off-peak times later at night to minimise disruption to the flow of traffic.



Making SH2 in the Wairarapa safer

New median safety barriers and roundabouts

Speed is just one way we can make the roads safer. Along with proposing safer speed limits we've also designed new safety improvements for SH2 between Masterton and Carterton.

Our design includes flexible road safety barriers down the middle of the road to prevent head-on crashes, new roundabouts at Ngaumutawa Road, Norfolk Road and Wiltons Road to make these key intersections safer, and a turnaround bay near The Clareville Bakery.

The turnaround bay and the roundabouts will give people a safe place to change direction easily.

Our design also includes road widening in areas, off-road cycle facilities around the Ngaumutawa Road roundabout and pedestrian facilities.

All of our proposed changes cater for all vehicles, including trucks and agriculture vehicles.

As we are not proposing side barrier there will still be room for vehicles to pull over. Over dimension vehicles will be able to lift their loads above the barrier height to travel.

We'd like to thank all the locals who shared their thoughts and insights with us over the past few years. We have used this information, alongside our research, to shape these changes, which are designed to help prevent people dying or being seriously injured on this road.

What's next?

Over the next month we'll be sharing this design with key stakeholders and the community and we'll gather feedback to see if we need to make any tweaks before we apply for construction funding.

If construction funding is approved, we will update everyone again before work starts.

You can sign up and subscribe to future updates here: **nzta.govt.nz/projects/sh2-wairarapa-highway-improvements**

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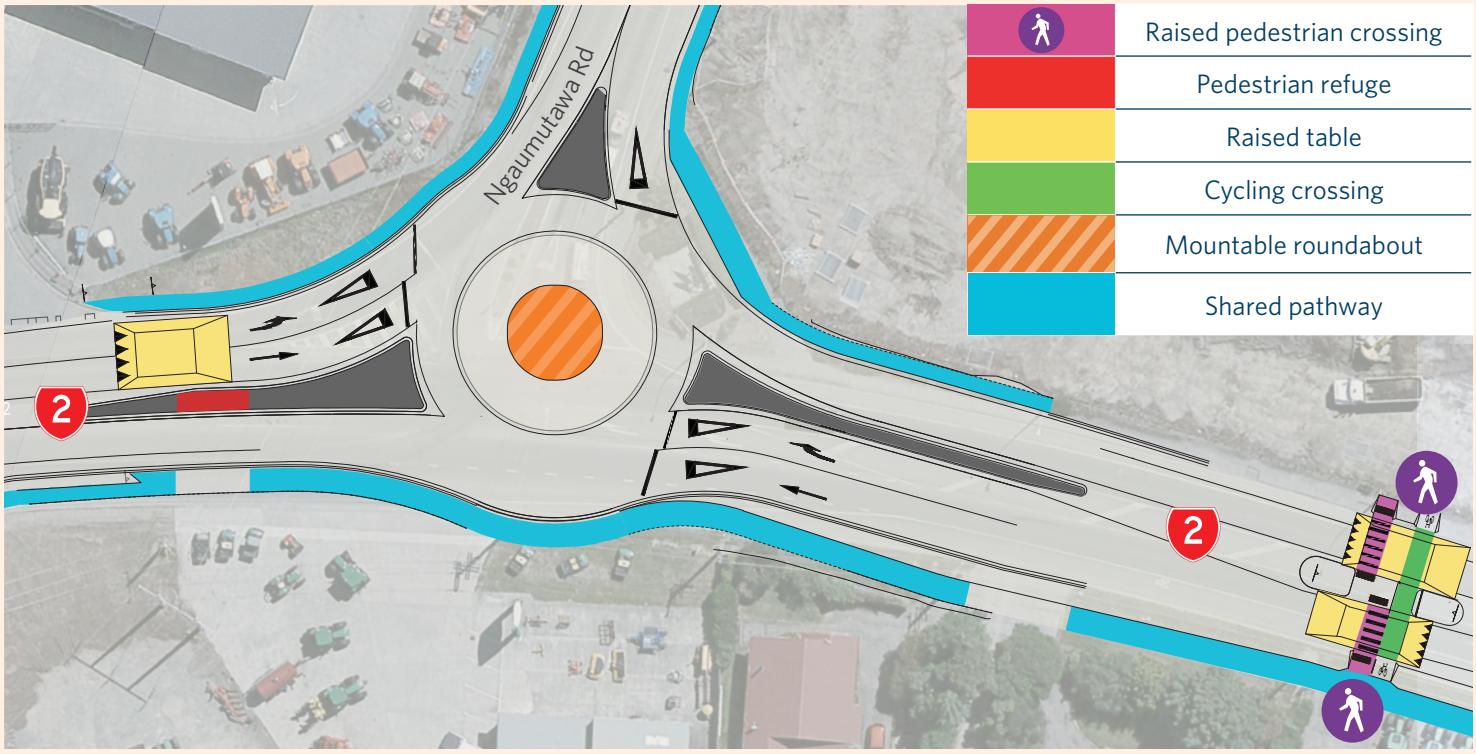
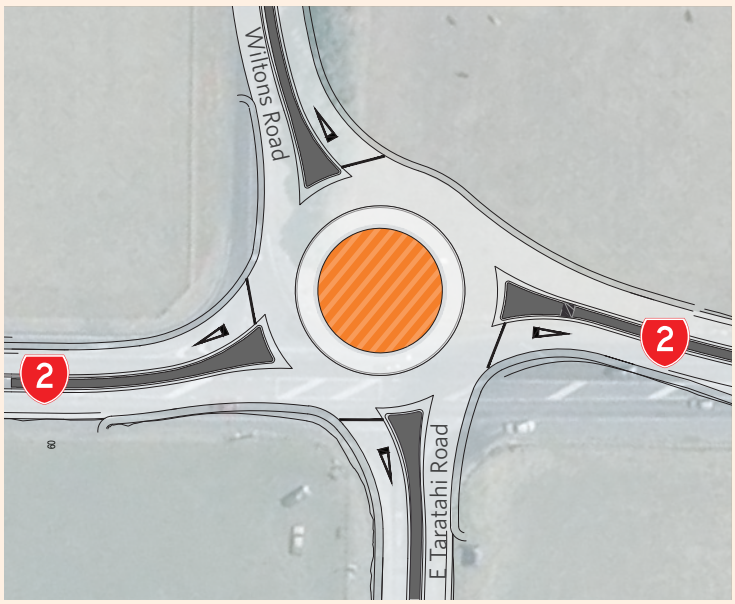
Roundabouts

SH2/Ngaumutawa Road roundabout

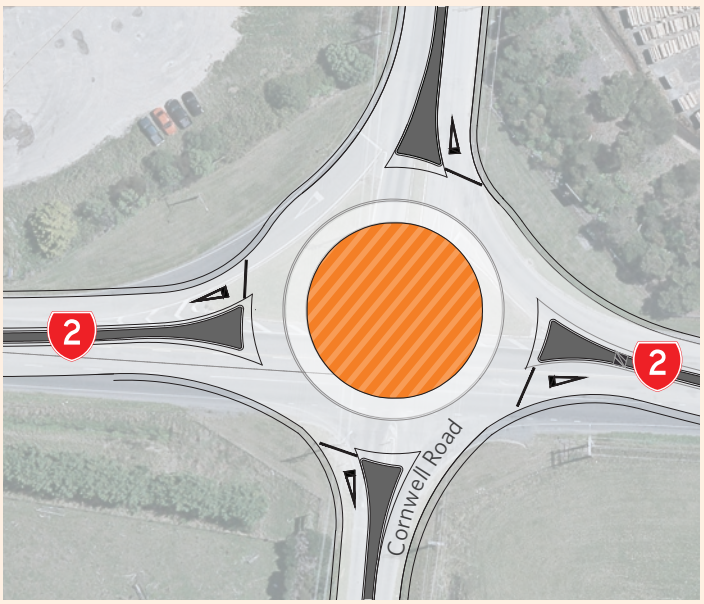
Our design includes a raised pedestrian crossing to make it safer for school children and others to cross the road, and a raised platform to help slow traffic approaching the roundabout. We're also proposing new pathways for cyclists and pedestrians.



SH2/Wiltons Rd/ E Taratahi Rd roundabout

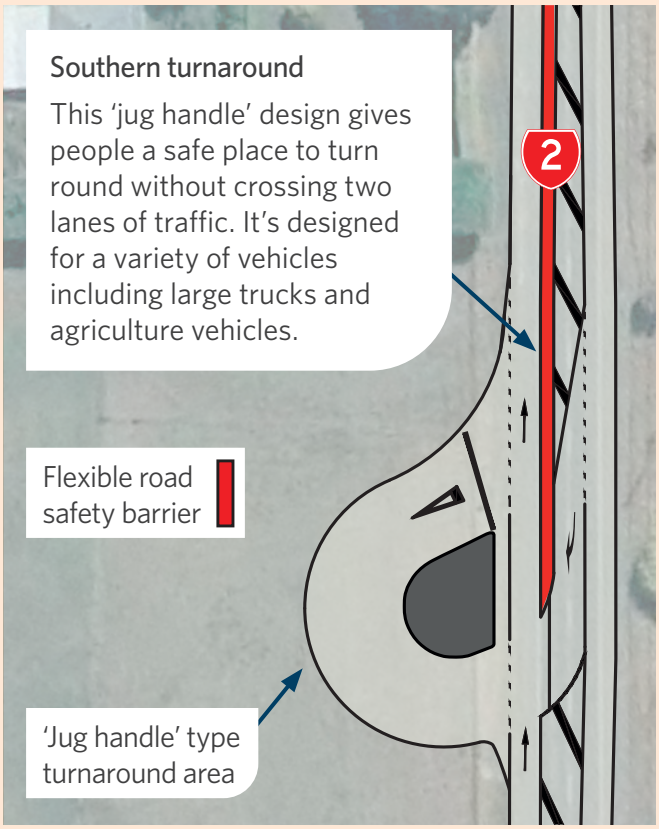


SH2/Norfolk Road roundabout



Turnaround

SH2 Southern turnaround



Median barriers

Flexible road safety barriers work

Flexible road safety barriers 'catch' vehicles that leave their lane before they hit something less forgiving – like other vehicles or roadside hazards such as trees, poles and ditches.

When a vehicle hits a barrier the high-tension wire cables flex, slowing down the vehicle and keeping it upright during and after a collision.

The barrier absorbs the impact, reducing the force on the people in the vehicle. Flexible road safety barriers are designed so they don't penetrate the passenger compartment of a vehicle.

They are also designed so a vehicle is not deflected into another traffic lane. Depending on the speed and angle of the impact, a number of posts may bend over. This is how the posts are designed.

What makes them ideally suited to many New Zealand roads is that they are narrow so can often be installed without significant widening of the road. They are also cost effective and they work – results show a 70–80 percent* reduction in road fatalities.

*2 Johansson, R. (2009) Vision zero – implementing a policy for traffic safety. Safety Science. 47(6), 826-831. doi: 10.1016/j.ssci.2008.10.023

What about motorcyclists?

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**

*Carlsson, A. (2009). Evaluation of 2+1 roads with cable barrier. Final report. VTI rapport 636A 4 3 8

Flexible road safety barriers are your safety net

Every day, someone makes a mistake on the road. Barriers offer a second chance, making sure that simple mistakes don't cost lives.

If you hit a flexible barrier, the steel cables flex, slowing down your vehicle and keeping it upright. They absorb the impact so you and the people with you, don't.

Pedestrian crossings

Construction has begun on three of the planned 21 raised pedestrian crossings as part of the Wairarapa safety improvements programme.

The design for the new raised platform crossings will be much safer for people walking and cycling, as well as driving. This is because they are brighter, bigger and bolder making them more visible. They include a significantly wider platform allowing more room for people crossing in both directions, as well as for people with restricted or assisted mobility. The entrance to each crossing will be level with the footpath and use an anti-slip surfacing.

For drivers, the pedestrian crossing design includes improved vehicle ramps that are longer and gentler to drive over. The platform height is also reduced so vehicles will experience a smoother entry and exit. We have worked with emergency services, local councils, and other key road-user groups to ensure the design is fit for everyone without compromising on safety.

We are progressing designs of the next batch of crossings and subject to funding will start construction at the end of the year.

More information about *Road to Zero* and how we are improving road safety in the Wairarapa is available on the project website.

For more information on the current or proposed pedestrian crossing improvements, please email:
wairarapa.pedestrian.crossings@nzta.govt.nz

Scan the QR code

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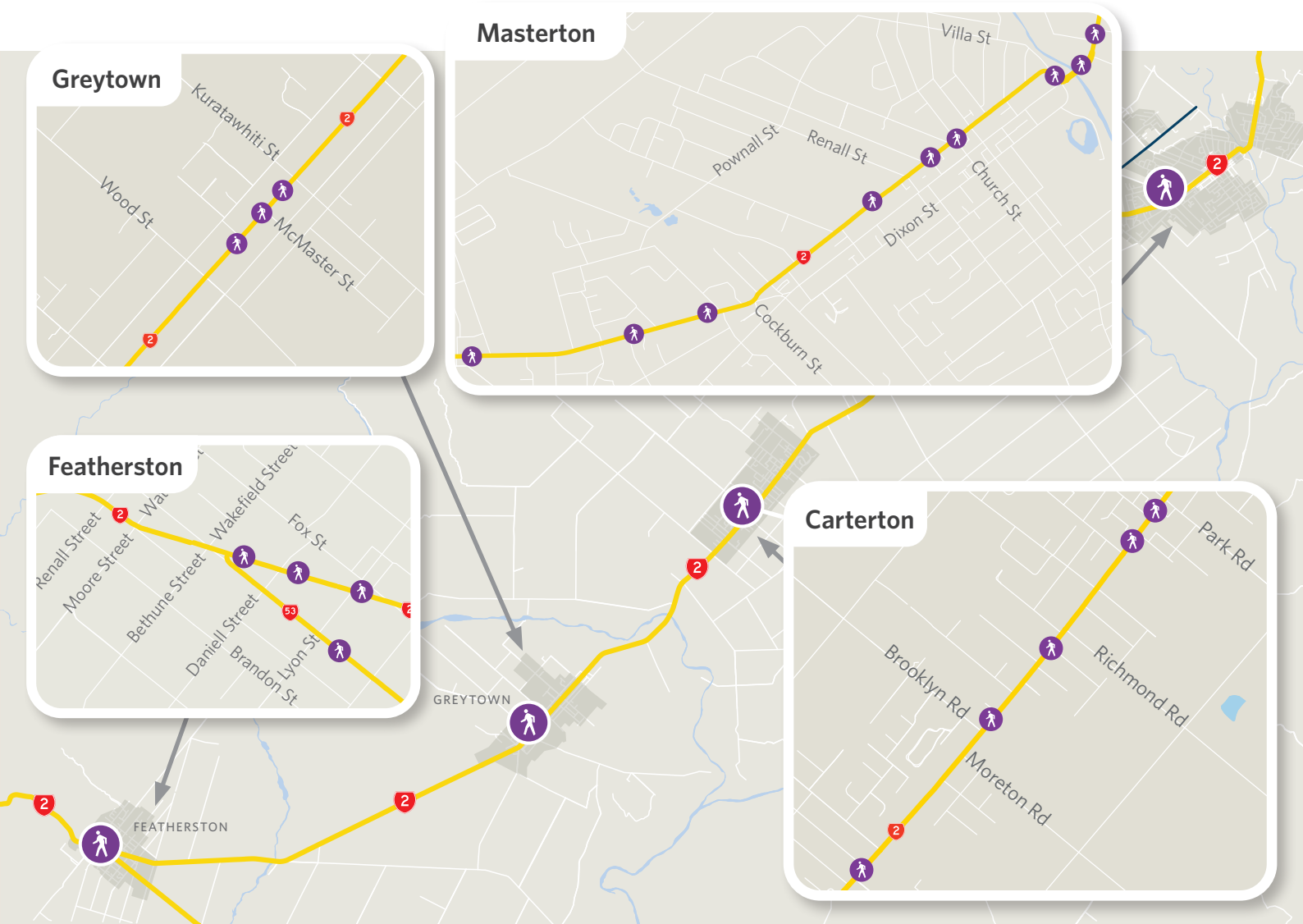

Proposed speed review changes

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Masterton

In addition to the speed limit changes, we are proposing an **intersection speed zones** (ISZ) at the intersection of SH2 and Norfolk Rd as well as SH2 and Wiltons / East Taratahi Road, subject to construction funding for the roundabouts.

Intersection speed zones are electronic signs that detect when someone is turning into or out of a side road and temporarily reduce the legal speed limit on the state highway. They also do this when someone is crossing the state highway from a side road.

Location	Current speed (km/h)	Proposed new speed	Current mean operating speeds
1 260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	70	**50**	60-64
2 64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 220m southwest of Somerset Road	100	**80**	85-89
2a 150m northeast of the Norfolk Road / Cornwall Road intersection to 220m southwest of the Norfolk Road / Cornwall Road intersection	100	**80 (intersection speed zones 60kmh*) *if required**	85-89
2b From 175m north of East Taratahi Road to 200m south of East Taratahi Road	100 (70 ISZ)	**80 (intersection speed zones 60kmh*) *if required**	85-89

Carterton

Electronic variable school zone signs are an enforceable speed limit that can be activated during peak school traffic times.

The school zone speed limit may operate from 35 minutes before school until the start of school, and from 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school.

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. When the school zone is active, the speed limit is 30 or 40kmh and will be displayed on an electronic sign. At all other times the speed limit is 50km/h.

	Location	Current speed (km/h)	Proposed new speed	Current mean operating speeds
3	240m southwest of Somerset Road to 205m southwest of Andersons Line	70	**70**	65-69
4	205m southwest of Andersons Line to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout	50	**50**	50-54
5	130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 10m south of Seddon Street	50	**40**	40-44
6	10m south of Seddon Street to 50m southwest of Portland Road, **(current 50/100 change point)**	50	**50**	50-54
6a	40m north of Richmond Road to 70m northeast of Moreton Road	50 (40 advisory)	**50 (school zone speed limit 30 or 40)***	50-54
7	50m southwest of Portland Road to 550m northeast of Hupenui Road. Current passing lane becomes a slow vehicle lane with wide centreline.	100	**80**	85-89

Greytown

	Location	Current speed (km/h)	Proposed new speed	Current mean operating speeds
8	550m northeast of Hupenui Road to 50m northeast of North Street	70	**70**	85-89
9	50m north-east of North Street to 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection	50	**50**	50-59
10	40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to the SH2 / Wood Street / Church Street intersection	50	**40**	45-49
11	SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road	50	**50**	50-54
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**	90-94

Featherston

	Location	Current speed (km/h)	Proposed new speed	Current mean operating speeds
13	35m east of Boundary Road, current 70/100 change point, to 45m west of the SH2 / Birdwood Street / Lyon Street intersection	70/50	**50**	60-64
14	45m west of the SH2 / Birdwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection	50	**40**	45-49
15	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	70/50	**50**	65-69

Masterton to Featherston speed review consultation submission form

How to respond - Feedback is due by **Friday 27th August 2021.**

You can:

- mail this prepaid form for free
- email **SH2Wairarapa@nzta.govt.nz**
- provide feedback online: **nzta.govt.nz/projects/sh2-wairarapa-highway-improvements**

Scan the QR code

Open the camera on your mobile device and hover over the QR code to be directed to the website.

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Name:

Email:

Phone:

Address:

Organisation (if applicable):

◯ Please tick if you do not wish to receive further information

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.)

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?

PRIVACY STATEMENT

The information requested in this consultation/survey is being collected by Waka Kotahi NZ Transport Agency for the purpose of seeking feedback on the proposed changes to speed limits on State Highway 2 Masterton to Featherston, in accordance with the Land Transport Rule: Setting of Speed Limits 2017. Any personal information you submit as part of this process will be stored and processed by Waka Kotahi (who will use the information for analysis and reporting purposes), in accordance with the Privacy Act 2020. Please note that any feedback you provide is public information, and Waka Kotahi may identify you as the submitter should it publish your feedback or provide it to a third party if requested under the Official Information Act 1982. Please clearly indicate, therefore, if your feedback is commercially sensitive, or if for some other reason your feedback should not be disclosed and/or you should not be identified as the submitter. Any other personal information that you provide, however, will not be made public. Under the Privacy Act 2020 you have the right to request access to and correction of any personal information you supply as part of this process. If you wish to do so, please email SH2Wairarapa@nzta.govt.nz

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