



Interim Speed Management Plan

Prepared for

Carterton District Council and South Wairarapa District Council

Prepared by

Tonkin & Taylor Ltd

Date

June 2023

Job Number

1020397.0000 v3.2



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Document control

Title: Interim Speed Management Plan					
Date	Version	Description	Prepared by:	Reviewed by:	Authorised by:
02/12/2022	1.0	Draft Plan	Sam Wilkie Shu Zhang	Alan Gregory	Chris Perks
05/12/2022	2.0	Draft Plan	Sam Wilkie Shu Zhang	Alan Gregory	Chris Perks
25/05/2023	3.0	Draft for SWDC review	Sam Wilkie Shu Zhang	Alan Gregory	Chris Perks
02/06/2023	3.1	Updated Section 5 with roads in CDC	Sam Wilkie Shu Zhang	Alan Gregory	Chris Perks
22/06/2023	3.2	Updated Sections 5 and 6 based on client feedback	Sam Wilkie Shu Zhang	Alan Gregory	Chris Perks

Distribution:

Carterton District Council and South Wairarapa
District Council

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2 PDF copies

1 PDF copy

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1 Introduction

Tonkin & Taylor Limited (T+T) has been commissioned by South Wairarapa District Council to prepare an Interim Speed Management Plan (ISMP) for the Carterton and South Wairarapa Districts. The ISMP for Carterton District Council (CDC) and South Wairarapa District Council (SWDC) follows the Waka Kotahi NZ Transport Agency (Waka Kotahi) Speed Management Guide and will provide an implementation plan for safer speeds in Carterton and South Wairarapa Districts. The development of a full speed management plan will start in late 2023 or 2024 for the 2024-2027 National Land Transport Planning (NLTP) cycle.

The first full speed management planning period, 1 July 2024 to 30 June 2027, is preceded by a transitional period, where local authorities can utilise interim speed management plans. The transitional period also includes an initial pre-interim period that enables RCAs to set speed limits under the Land Transport Rule: Setting of Speed Limits 2017, for a period not exceeding two months after the Land Transport Rule: Setting of Speed Limits 2022 comes into effect. For speed limit changes are required before the 2024/25 – 2026/27 land transport planning cycle, RCAs are encouraged to use the interim speed management process to make those changes sooner rather than later¹.

The technical review (of each road or section of road) identified a number of recommendations that have been collated to form an implementation plan. The full technical assessment is included in the Technical Assessment document (separate document available on the council website). The technical assessments review the Safe and Appropriate Speed (SaAS) from Megamaps and propose speed limits that may differ from the SaAS following a series of sense checks and reviews of the road characteristics and One Network Framework categories etc.

The Interim Speed Management Plan comprises a report including the following information:

- Strategic context including Land Transport Rule: Setting of Speed Limits 2022 (which came into effect on 19 May 2022), Government Policy Statement on Land Transport, Vision Zero, Road to Zero Strategy 2020-2030 and One Network Framework.
- Description of previous work related to speed management in Carterton and South Wairarapa Districts, especially around school safety programmes.
- Proposed speed management approach including principles and priorities to guide the application of speed management.
- Maps of proposed changes to speed limits for both districts and details for the urban areas within each district.
- Descriptions of proposed changes for urban areas and townships.
- Steps to implement the Speed Management Plan including engagement.

The appendix includes the following:

- Appendix A is a list of schools in both districts.
- Appendix B is a review of crashes in both districts.

¹ Appendix 5 of the Speed Management Guide Road to Zero Edition: <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition-appendices.pdf>

- Appendix C is the criteria for selecting a different speed limit within the range based on One Network Framework Categories.
- Appendix D contains details of crashes on local roads reported to Crash Analysis System (CAS) in both districts over the ten-year period of 2012-2021.

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2 Purpose of this Document

The purpose of this document is to take the information provided in the Waka Kotahi NZ Transport Agency Speed Management Guide and create an implementation plan for safer speeds in Carterton and South Wairarapa districts.

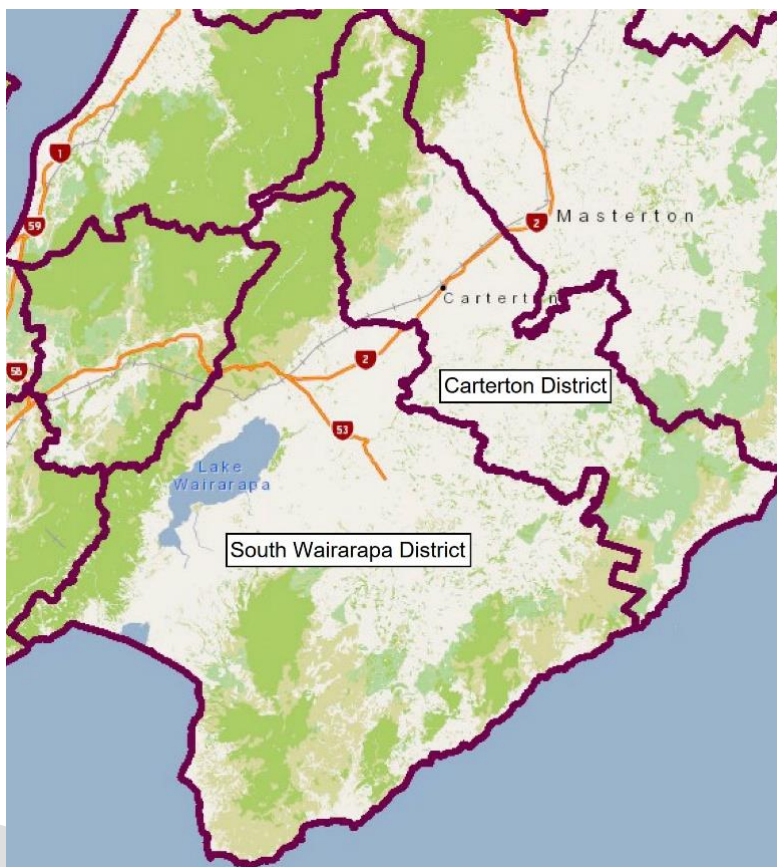


Figure 2.1: Location of Carterton District and South Wairarapa District

New Zealand's Road Safety Strategy 2020-2030 "Road to Zero" establishes a vision that no death or serious injury is acceptable while travelling on New Zealand roads.

Road safety risk can be reduced by investigating and funding infrastructure improvements to make a road safer at current speeds, or by managing travelling speeds down through a combination of road function, design, risk-targeted enforcement and education on safe behaviour, all reinforced by introducing appropriate speed limits for the roads.

The ISMP sets out what work needs to be done, by who and where, with a focus in this financial year (2022/2023) leading into South Wairarapa District Council (SWDC) 2021-2031 Long Term Plan and Carterton District Council (CDC) 2021-2031 Ten Year Plan.

3 The effects of speed

The relationships between speed and crashes, and the effects of speed on severity of crashes are well established. The higher the impact speeds are, the larger forces vehicle occupants must absorb in a crash, in accordance with kinetic energy principles. Occupant protection systems are effective when the impact speeds are low and moderate, but they cannot protect occupants as effectively from kinetic forces when the impacts speeds are high.

Pedestrians, cyclists or motorcyclists are particularly exposed to vehicle impacts, especially at speeds above the limits of human tolerance. The elderly and the very young are more vulnerable to being injured in a crash than road users in other age groups.

Excessive vehicle speed increases the likelihood of having a crash due to less response time to avoid hazards for drivers, and severity of a crash which is more likely to result in death or serious injury when one occurs.

How long it takes to stop (driving an average family car)

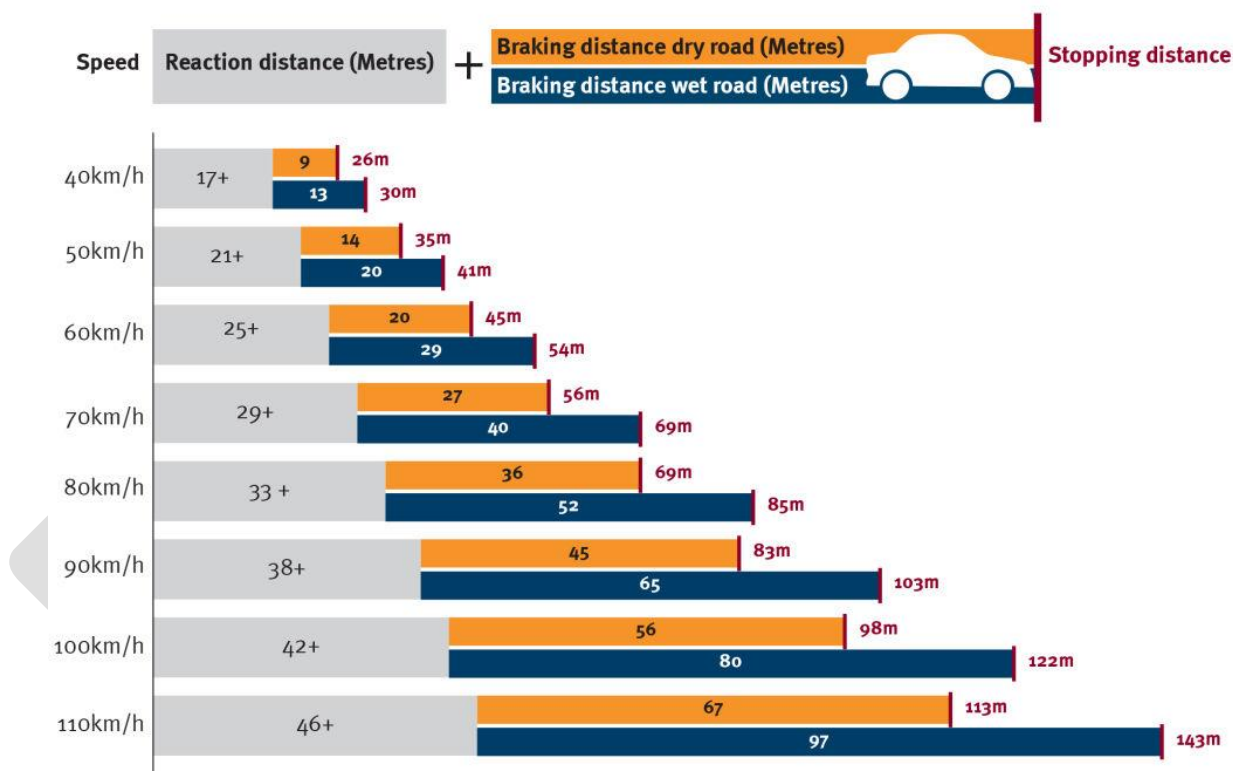


Figure 3.1: Reaction, braking and stopping distances at different speeds (Source: Wairarapa Road Safety Council²)

Higher speed results in more serious injuries because of greater crash forces. The physics of crashes means double crash impact speed leads to four times higher kinetic energy. These sudden crash forces and high deceleration are the causes of harm to drivers and passengers in a crash. Crashes involving pedestrians, cyclists, children, the elderly, and those struck by heavy vehicles are more likely to be injured or result in a fatality even at relatively lower speeds.

² <https://www.wairsc.org.nz/services/safe-speeds>

Research has shown that:

- A collision at 30 km/h is equivalent to falling from the first floor of a building.
- A collision at 50 km/h is equivalent to falling from the third floor of a building.
- A collision at 80 km/h is equivalent to falling from the eighth floor of a building.

This indicates the impact of a collision increases disproportionately as the vehicle speed increases. Research has also shown that a crash is twice as likely to be fatal should it occur at 120 km/h as at 100 km/h.

Data taken from Austroads Research Report AP-R560-18 is summarised in Figure 3.2. For crashes involving a pedestrian in urban areas, the risk of death increases from 10% at 50 km/h impact speed to 95% at 60 km/h.

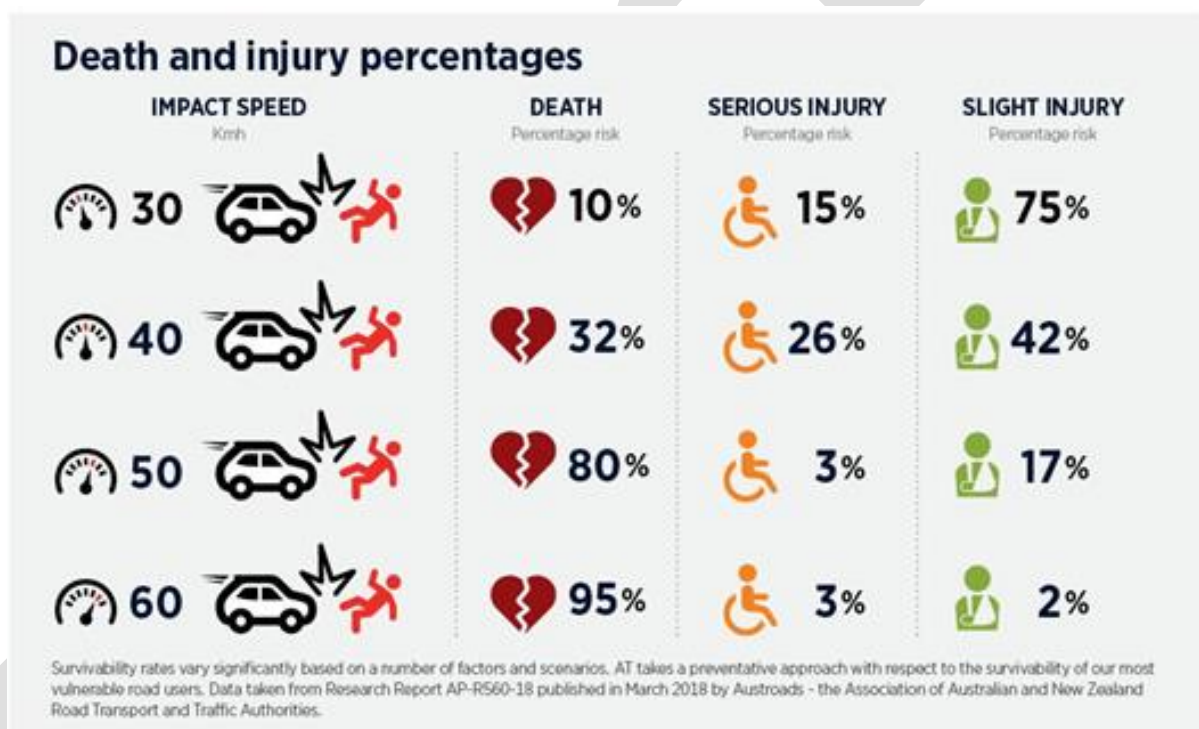


Figure 3.2: Safe speed for pedestrians (Source: Auckland Transport³)

³ <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-the-reasons/>

4 Speed Management – Why is it important?

Speed management is about achieving safe and appropriate speeds on the road network, reflecting diverse road functions and use, different road designs and the risks that exist on them. Ensuring the speed limits are aligned to the safety features and use of the road is proven to be effective in improving road safety, saving lives and preventing debilitating injuries⁴.

Driving at speeds in excess of the posted speed limit is a widespread social problem, many roads cannot be driven safely even at the posted speed limits as Waka Kotahi estimates that over 85% of the speed limits in New Zealand are above the safe and appropriate speed limits in the Speed Management Guide: Road to Zero Edition 2022. Exceeding the speed limit contributes to about 60% of fatal crashes in New Zealand, while 71% of injury crashes occur at speeds higher than the safe and appropriate speed.

Moving people and goods efficiently around our transport network is important. However, we also need to reduce death and serious injuries to help achieve a safe transport system by using an integrated speed management planning process, including safety infrastructure and safety enforcement.

Speed management also offers environmental benefits. Speeding results in increased greenhouse gases, harmful emissions and noise pollution. By reducing these environmental damages, our communities will be more attractive for living, working and visiting.

Speed management offers significant social, economic and environmental benefits. Speed management can help achieve appropriate speeds that achieve both safety and efficiency objectives, but it requires inputs from policy makers, engineers, educators, general public and the Police to be effective.

4.1 Land Transport Rule: Setting of Speed Limits 2022

The Land Transport Rule: Setting of Speed Limits ('the Rule') is part of the Tackling Unsafe Speeds programme. This Rule gives effect to a new regulatory framework for speed management and the requirements for safer speed limits around schools and has replaced the Land Transport Rule: Setting of Speed Limits 2017. This Rule came into force on 19 May 2022.

The Rule sets out some key components as follows:

- Waka Kotahi is required to produce a State Highway Speed Management Plan⁵. This plan sets out proposed speed management reviews and safety infrastructure changes on the State Highway network over a 10-year period. Plans will be developed every six years, with allowance for variation every three years (plans will provide more specific details about proposals for the first three years of the plan). An independent speed management committee will certify this plan.
- Road Controlling Authorities (RCAs) are required to work collaboratively with their regional transport committee and Waka Kotahi to produce regional speed management plans, set out speed management treatments in the region over a 10-year period. These plans will be developed every six years, and will be updated every three years, to align with the land transport planning process. Waka Kotahi (as regulator) is responsible for certifying regional

⁴ Development of the Waka Kotahi Speed Management Guide: Road to Zero edition:
<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/development-of-the-speed-management-guide-road-to-zero-edition/>

⁵ A draft Interim State Highway Speed Management Plan was published and open for consultation between 14 November and 12 December 2022.

speed management plans. All speed management plans will be made publicly available on the Waka Kotahi website.

- RCAs must ensure speed limits for roads outside at least 40% of the schools directly accessed from roads under their control comply with the new speed limits by 30 June 2024 and all roads outside schools comply with the new speed limits by 31 December 2027.
- RCAs are required to reduce speed limits around category 1 schools (mostly in urban areas) to 30 km/h and around category 2 schools (mostly in rural areas) to a maximum of 60 km/h. These could be variable speed limits where appropriate, with the lower speed applying during school travel times.
- Schools with an existing 40 km/h speed limit on 20 April 2021 and continuing until the commencement of this Rule will retain the speed limit, but RCAs will need to review the speed limits in its next speed management plan and set the new speed limit to 30 km/h or designate the school as a category 2 school.

4.2 Government Policy Statement (GPS) on Land Transport 2021

The GPS is central to how investment will be allocated across the land transport system and sets four strategic priorities as follows:

- **Safety** – Developing a transport system where no-one is killed or seriously injured.
- **Better Travel Options** – Providing people with better transport options to access social and economic opportunities.
- **Climate Change** – Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.
- **Improving Freight Connections** – Improving freight connections for economic development.

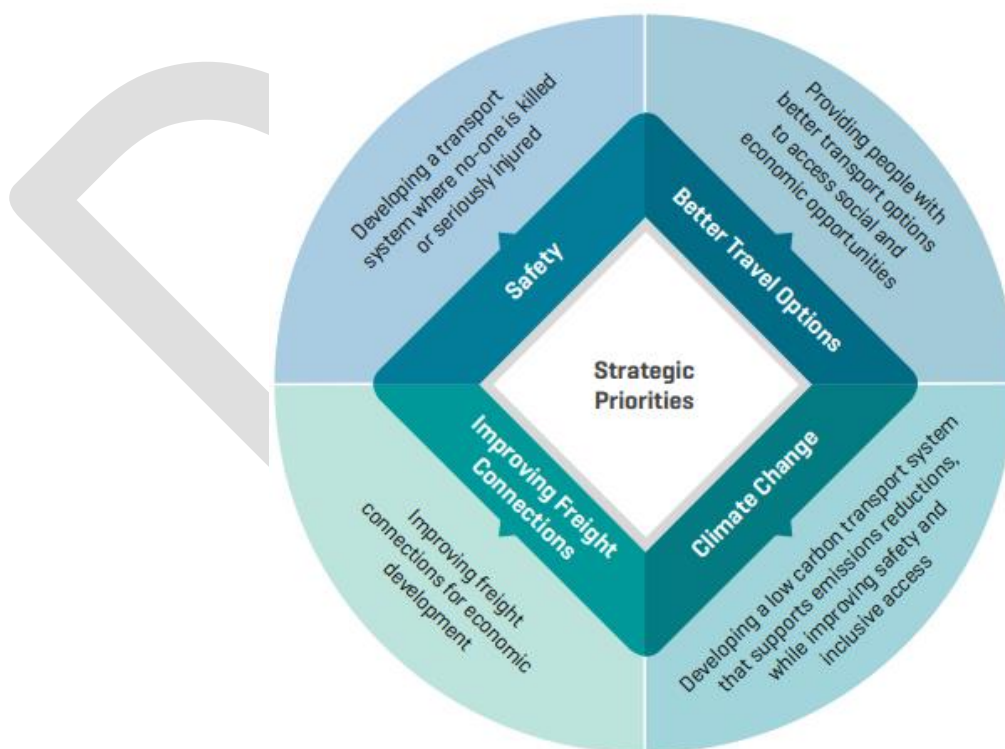


Figure 4.1: Strategic Direction of GPS on Land Transport 2021

This Interim Speed Management Plan is fully aligned with the GPS on Land Transport 2021. Table 4.1 Below demonstrates the consistency of the ISMP with the GPS.

Table 4.1: Alignment of this Interim Speed Management Plan with the GPS

GPS Priority	How the Speed Management Plan aligns with the GPS
Safety	In line with Vision Zero, Road to Zero and the 2021 GPS, the ISMP is working towards a local road network where no-one is killed or seriously injured. The ISMP paves the pathway to contribute to achieving the Road to Zero target of reducing 40% death and serious injuries by 2030.
Better Travel Options	Focus on urban areas and schools will lead to safe and appropriate speeds that also encourage more people to walk, cycle, scooter or use other forms of active travel.
Climate Change	Managing speeds can encourage more active travel which in turn can help reduce vehicle kilometres travelled/carbon emissions. It will also reduce harmful emissions and noise pollutions.
Improving Freight Connections	Managing speeds significantly reduces crashes, making journeys more reliable. As a result, improved safety and reduced number of fatal and serious crashes in the road network will result in fewer road closures and therefore less diversion of vehicles to a longer alternative route is needed.

The GPS on Land Transport supports investment in state highways and local road to accelerate the implementation of the Speed Management Guide through the Road to Zero activity class. The focus is on treating the top 10 percent of the network, which will result in reduction in deaths and serious injuries sought through Road to Zero.

4.3 Vision Zero and the Safety System

Vision Zero is a global movement to end traffic-related fatalities and serious injuries by taking a systemic approach to road safety, which emphasises:

- People make mistakes but serious or fatal outcomes are preventable.
- People are vulnerable to injuries.
- Responsibility is shared between road users, and the people who design and operate our roads.
- No death or serious injury on the roads is acceptable.
- Safety should be a critical decision-making priority in our transport decisions.

Vision Zero shifts the focus from assuming human error as the root of the road safety problem to creating a transport system that allows simple mistakes without resulting in life-ending and life-changing consequences.

The Safe System approach is a holistic safety approach underlying the Vision Zero strategy. The Safe System approach shifts responsibility from road users to people designing them, integrating core management and action areas to create a forgiving road system that protects people from being killed or seriously injured when they crash.

Road to Zero, the government's road strategy for 2020-2030, is grounded in the Safe System approach.

4.4 Road to Zero

Road to Zero⁶ is the Government's road safety strategy 2020-2030. The strategy establishes a vision for New Zealand to be a country where no one is killed or seriously injured in road crashes by adopting the world-leading Vision Zero approach where the core premise is "in every situation a person might fail, the transport system should not."

Road to Zero strategy articulates a vision, guiding principles for designing road network and making road safety decisions as well as setting targets and outcomes for 2030. The strategy sets a target of 40% reduction in deaths and serious injuries by 2030. This would mean around 750 fewer people would be killed on our roads, compared to 2018.

Road to Zero establishes five focus areas with respective actions in order to achieve the vision:

- **Infrastructure improvements and speed management** – Improve road safety of our cities and regions through infrastructure improvements and speed management.
- **Vehicle safety** – Significantly improve the safety performance of the vehicle fleet.
- **Work-related safety** – Ensure that businesses and other organisations treat road safety as a critical health and safety issue.
- **Road user choices** – Encourage safer choices and safer behaviour on our roads.
- **System Management** – Develop a management system that reflects international best practice.



Figure 4.2: Road to Zero – Focus areas (Source: Ministry of Transport⁷)

⁶ <https://www.transport.govt.nz/multi-modal/keystategiesandplans/road-safety-strategy/>

⁷ https://www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-strategy_final.pdf

4.5 Wellington Regional Land Transport Plan

The Wellington Regional Land Transport Plan (RLTP) 2021⁸ sets the direction for the Wellington Region's transport network for the next 10 – 30 years. The Wellington RLTP 2021 has identified five strategic objectives as follows:

- People in the Wellington Region have access to good, affordable travel choices.
- Transport and land use are integrated to support compact urban form, liveable places and a strong regional economy.
- The impact of transport and travel on the environment is minimised.
- People can move around the Wellington region safely.
- Journeys to, from and within the Wellington region are connected, resilient and reliable.

The Wellington RLTP 2021 also outlines the focus on safety for Carterton District Council and South Wairarapa District Council in order to develop a transport system where no-one is killed or seriously injured. Much of the work takes place as part of the low-cost, low-risk programmes and speed management has a key role. The focus of both councils' safety activities is on safe network operations, speed management and secondary collector road geometric and delineation improvements.

4.6 One Network Framework (ONF)

The One Network Framework (ONF) is the new national classification system enhanced and evolved from the ONRC to better include pedestrians, cyclists and public transport users and reflect that transport corridors are not just for travelling.

The ONF acknowledges the transport network has a 'Place' function. This means roads and streets are destinations for people, as well as transport corridors. The framework also introduces classifications for different modes of transport, recognising that our roads and streets have different functions for different modes.

The ONF is used to determine the function of our roads and streets and inform decision making. The ONF recognises that shared, integrated planning approaches between transport and land-use planners will result in better outcomes.

The ONF enables Road Controlling Authorities (like Carterton and South Wairarapa District Councils) to better define and differentiate between urban and rural transport needs. It also provides a consistent and level-playing field for future investment conversations, based on locally recognised needs.

Carterton District and South Wairarapa District include networks that have all the rural categories and all other urban categories except City Hubs and Transit Corridors.

⁸ Wellington Regional Land Transport Plan 2021: <https://www.gw.govt.nz/assets/Documents/2021/10/Wellington-Regional-Land-Transport-Plan-2021web.pdf>

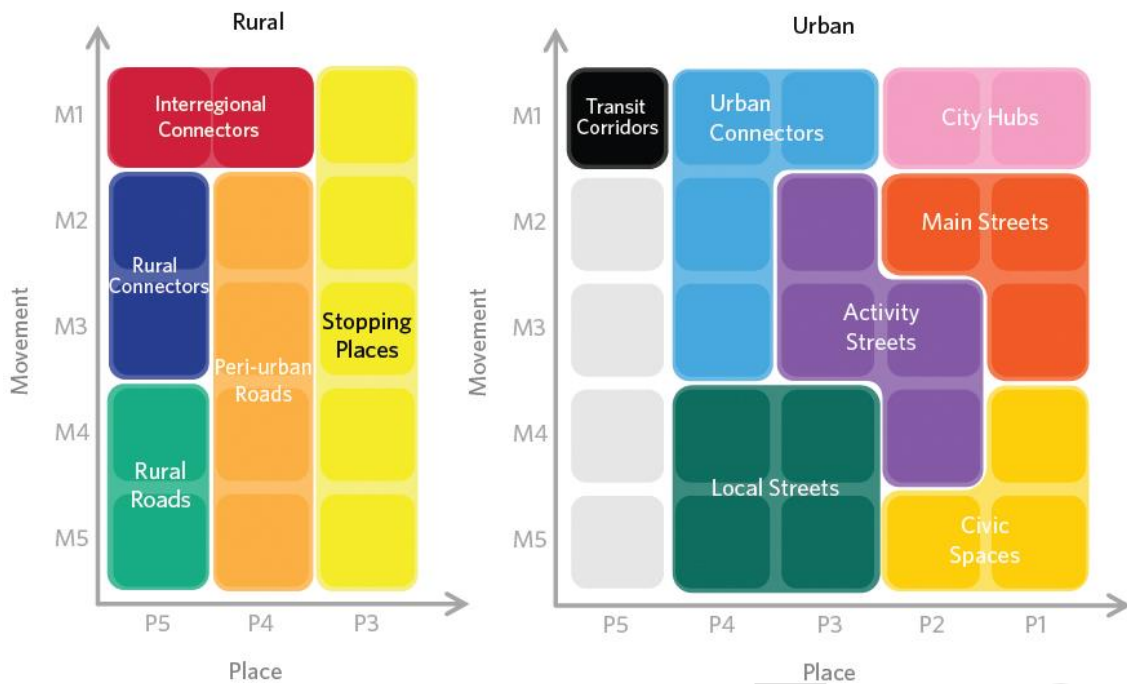


Figure 4.3: One Network Framework (Source: Waka Kotahi⁹)

4.7 Speed Management Guide: Road to Zero Edition 2022

The Waka Kotahi Speed Management Guide: Road to Zero Edition was published on 28 July 2022. This guide sets out an approach to speed management planning for Aotearoa New Zealand that draws together the Land Transport Rule: Setting of Speed Limits 2022, Road to Zero and One Network Framework. The result is a principle-based approach to setting speed limits and managing speeds.

Four guiding principles for speed management are designed in this guide in order to help guide the ISMP process and understand the rationale behind advice about speed limits from Waka Kotahi. The guiding principles are safety, community wellbeing, movement and place, and whole of system, as shown in Figure 4.4

⁹ <https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/images/ONRC-to-ONF.png>



Figure 4.4: Guiding principles for speed management (Source: Waka Kotahi¹⁰)

Principle 1 – Safety establishes the basic Safe System concept of human vulnerability – the human body’s tolerance to physical force which is at the core of speed limit setting. The Safe System approach is used to set safe speed limits by identifying the survivable impact speeds at which the possible types of crash that could occur in a given part of the transport network, as shown in Table 4.2.

Table 4.2: Survivable impact speeds for different collision scenarios (Source: Waka Kotahi¹¹)

Road users combined with road and section type	Safe System Speed
Roads and sections with people present outside and inside vehicles	≤30km/h
Roads with intersections with potential for side-on conflicts between vehicles	≤50km/h
Roads with potential for head-on conflicts between vehicles	≤70km/h
Roads with no potential for head-on or side-on conflicts between vehicles and no people present outside vehicles	≤100km/h

Principle 2 – Community Wellbeing establishes that the setting of speed limits needs to consider environmental, economic and other benefits in addition to reducing deaths and serious injuries. It also covers the qualitative impacts of poor road safety on choice of travel mode and route and accessibility. This principle aims to make roads and streets safe and accessible for all, especially children and other vulnerable users. Safe and appropriate speeds will reduce stress for road users to help people feel safer to use active modes or travel with children. Safe and appropriate speeds also provide equity benefits to Māori as road traffic mortality rates are between 60% and 200% higher for Māori compared with non-Māori. Locations where marae, kura or papakāinga may be in need of safe speed limits and further speed management approaches as these are destinations, where large groups including tamariki and kaumātua, concentrate for hui and tangihanga.

¹⁰ Figure 2 in Waka Kotahi Speed Management Guide 2022: Road to Zero Edition: <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf>

¹¹ Table 1 in Waka Kotahi Speed Management Guide 2022: Road to Zero Edition.

Principle 2 also aims to generate environmental and economic benefits. Reducing speed limits to safer speeds reduces emissions from diesel vehicles, the wind and rolling resistance and propulsion noise. Safe and appropriate speed limits reduce serious crashes and subsequently generate economic benefits by reducing the road crashes social cost which was estimated to be \$4.6 billion in 2019¹².

Principle 3 – Movement and Place integrates the movement and place-based approach of the One Network Framework into setting safe and appropriate speed limits. As a result, safe speed limits will be appropriate for the function and design of a road and street, and it will also help to identify places where the design and infrastructure need to be improved to better attuned to the speed limit.

Principle 4 – Whole of System combines safe and appropriate speed limits with an integrated, consistent and balanced approach to regulation and through the use of regulatory tools such as enforcement, engagement, and education, supported by monitoring and adaptation. The objectives of this principle are building public trust and understanding, understanding and influencing behaviours, partnering with Māori and continually reflect, learn and adapt to maximise public understanding and lower mean operating speeds.

4.8 Safe and appropriate speed limits

A safe and appropriate speed limit is a speed limit that is safe according to standards set by the Safe System approach and appropriate in terms of aligning with community wellbeing objectives as well as with the movement and place function, design and infrastructure of the street or road.

The Setting of Speed Limits Framework provides the rationale for identifying the safe and appropriate speed limits for all streets and roads. This framework is informed by the four principles that underpin the Speed Management Guide: safety, community wellbeing, movement and place, and whole of system.

The inputs into a safe and appropriate speed limit include the following:

- the Safe System speed thresholds for crash survivability.
- the One Network Framework Street categories that reflect the movement and place functions of a street or road.
- the infrastructure risk rating, which is a road assessment methodology to assess road safety risk.
- the presence or planned implementation of safety infrastructure to reduce the risk of harm for people outside vehicles.

The setting of a safe and appropriate speed limit involves integrating and aligning the One Network Framework Street categories with safe and appropriate speed limit ranges, then using criteria, either manually, or provided by MegaMaps¹³, to identify the safe and appropriate speed limit from within that range for the specific street or road. The safe and appropriate speed (SAAS) is based on several inputs including speed limit ranges for each of the new One Network Framework (ONF) street categories and the infrastructure risk rating (IRR). MegaMaps defaults to the lowest safe speed limit in the ONF range unless other criteria for higher speed limits are satisfied, which typically relate to the provision of Safe System infrastructure.

¹² Ministry of Transport Social cost of road crashes and injuries 2020 update June 2020: https://www.transport.govt.nz/assets/Uploads/Social-Cost-of-Road-Crashes-and-Injuries-2020_final.pdf

¹³ MegaMaps is the geospatial tool that contains speed management information and guidance for the network of each road controlling authority.

The Speed Management Guide sets out the range of safe and appropriate speeds for each urban and rural street category, as shown in Table 4.3 and Table 4.4. The full table with descriptions of each ONF category and the criteria that must be satisfied to select a different speed limit within the range are included in Appendix D.

Table 4.3: ONF urban street categories and safe speed limit ranges

ONF urban street categories	Safe and appropriate speed limit
Civic spaces	10-20km/h
Local streets	30km/h
Activity streets	30-40km/h
Main streets	30-40km/h
City hubs	30-40km/h
Urban connectors	40-60km/h
Transit corridors	80-100km/h

Table 4.4: ONF rural street categories and safe speed limit ranges

ONF rural street categories	Safe and appropriate speed limit
Interregional connections	60-110km/h
Rural connectors	60-100km/h
Rural roads	60-80km/h
Peri-urban roads	50-80km/h
Stopping places	40-80km/h

4.9 Existing condition of speed issues

The total number of fatalities on local roads¹⁴ in Carterton District over the 10-year period (2012-2021) was six (in six fatal crashes). The total number of fatalities on local roads in South Wairarapa District over the same 10-year period was eight (in seven fatal crashes). The total lives lost on local roads in both districts over the 10-year period are 14, that is on average 1.4 fatalities per year.

The total number of deaths and serious injuries on local roads in both districts over the same 10-year period is 92 (in 84 fatal and serious crashes). The total number of deaths and serious injuries on local roads and state highways in both districts between 2012-2021 is 146 (in 134 fatal and serious crashes) across both districts.

The top four contributing factors to fatal and serious injury crashes in both districts were:

- Alcohol.
- Loss of control.
- Poor observation.
- Inappropriate speed.

The relationship between speed and road trauma is well-established internationally and that's why it is important to set safe and appropriate speed limits.

¹⁴ i.e. excludes State Highways

The percentages of all crashes involving inappropriate speed in both districts in the 10-year period (2012-2021) are shown in Figure 4.5. The percentages of crashes involving inappropriate speeds dropped between 2012 and 2019 but increased in the recent two years. Although speed is a factor in most crashes and even if some crashes occurred at or below the posted speed limit (i.e., speed is not identified as a crash factor), the outcomes will likely be less severe should the crashes occur at the safe and appropriate speed limit.

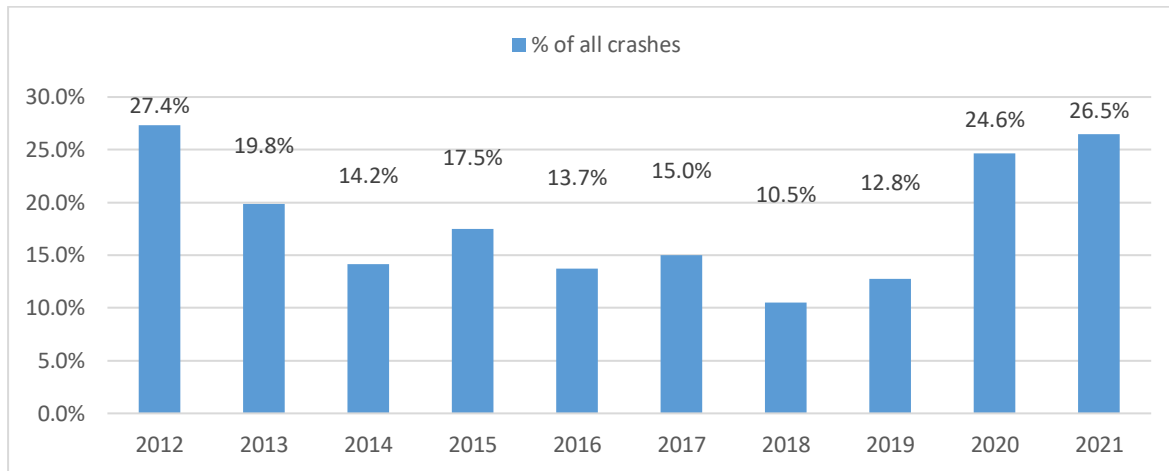


Figure 4.5: Percentages of all crashes involving inappropriate speed in Carterton and South Wairarapa Districts in 10-year period (2012-2021) from Crash Analysis System

However, Figure 4.6 shows that the percentage of death and serious injury crashes involving inappropriate speed was the highest of 53.8% in 2013 then reduced to the lowest of 4.8% in 2017.

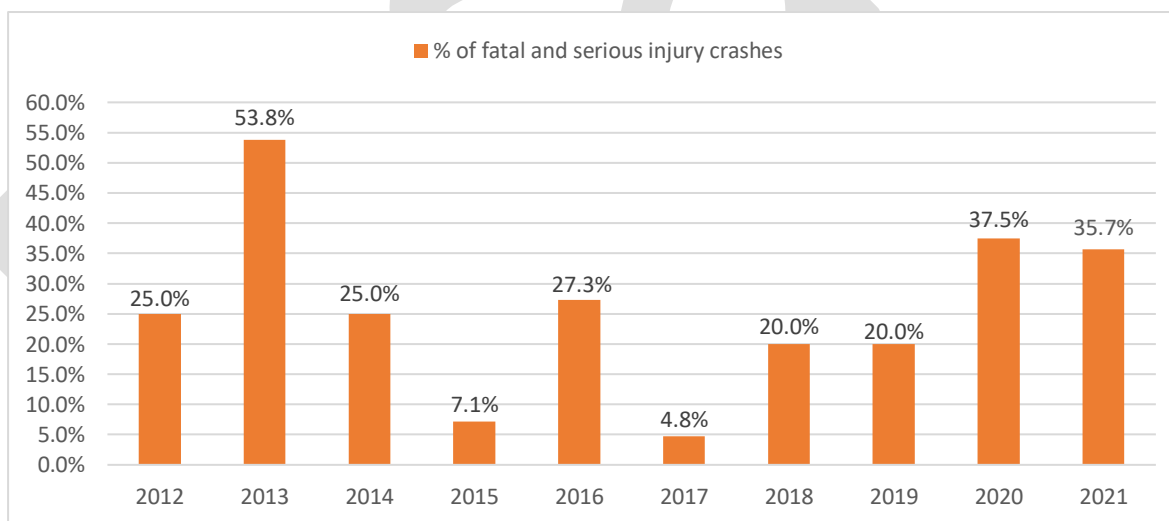


Figure 4.6: Percentages of fatal and serious injury crashes involving inappropriate speed in Carterton and South Wairarapa Districts in 10-year period (2012-2021) from Crash Analysis System

This means that we can reduce the number of death and serious injuries on our roads by implementing an effective speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.

It was also discovered that in both districts:

- Almost all crashes (91%) involving inappropriate speed in the 10-year period (2012-2021) happened in areas with a 100km/h speed limit.
- 73% of crashes involving inappropriate speed (2012-2021) occur during the day.
- Almost all crashes (91%) involving inappropriate speed involve one vehicle only.

Recent community feedback on Waka Kotahi's engagement on the SH2 Featherston to Masterton Speed Review¹⁵ included the following points:

- The majority of locals thought that speed needs to be reduced through the towns of Featherston, Carterton, Greytown and Masterton and that the current 70-100 km/h speed limits are far too fast.
- Many said they needed to go down to 50km/h to prevent crashes.

4.10 Past speed management in Carterton and South Wairarapa Districts

Both CDC and SWDC have been active in the area of speed management. The CDC Speed Limits Bylaw 2005 was reviewed and adopted in 2014 with a further review due in 2024. CDC and SWDC along with Masterton District Council fully adopted the Wairarapa Consolidated Bylaw 2019: Part Eleven – Speed in 2019. This Bylaw aims to set speed limits on any council-owned roads within the jurisdiction of the local authority. In addition, Carterton and South Wairarapa District Councils supported the Wellington Region's School Travel Plan Programme. In addition, both district councils have made efforts to target specific groups such as motorcyclists, young and senior drivers and issues such as fatigue and use of restraints. Following the Land Transport Rule: Setting of Speed Limits 2022, both district councils have been engaging with Waka Kotahi to record, update and share speed limit data in the National Speed Limit Register.

4.10.1 Carterton District Council Speed Limits Bylaw 2005¹⁶

The Carterton District Council Speed Limits Bylaw 2005 details posted speed limits in the following schedules:

- Schedule 4: Urban traffic areas – Road that have a speed limit of 50 km/h.
- Schedule 6: Roads that have a speed limit of 70 km/h.
- Schedule 7: Rural areas – Roads that have a speed limit of 50 km/h.

4.10.2 Wellington Region's School Travel Plan Programme¹⁷

A school travel plan is a practical approach to improving road safety and encouraging the whole school community to use active modes of transport to get to and from school. The benefits of school travel plans are:

- Improved health and well-being.
- Reduced traffic congestion.
- Increased children's travel options.
- Reduced pollution in our environment.

¹⁵ <https://www.nzta.govt.nz/assets/projects/sh2-masterton-to-featherston-speed-review/SH2-Masterton-to-Featherston-speed-review-engagement-summary-January-2021.pdf>

¹⁶ <https://cdc.govt.nz/wp-content/uploads/2017/01/Speed-Limits-Bylaw-2005-ReviewApril-2014-Final-adopted-25-06-14.pdf>

¹⁷ <https://www.gw.govt.nz/assets/Documents/2016/02/School-Travel-Plan-Brochure.pdf>

- Enhanced local communities.

Carterton and South Wairarapa District Councils along with other territorial authorities in the Greater Wellington Region supported the Wellington Region's School Travel Plans in 2016.

Actions which school communities have selected include:

- Walking and cycling initiatives: walk to school days, walking routes, walking school buses, cyclist skills training, cycle club and activity days.
- Education: road safety education programmes and initiatives and environmental education.
- Enforcement: parking and speeding monitoring and enforcement strategies.
- Engineering: assessment of infrastructure issues identified through the school travel plan, pedestrian crossings, cycling facilities, road markings and signage, etc.

More specifically, some of the initiatives in both districts include:

- Involvement in 'Movin' March' led by Greater Wellington Regional Council: this is to encourage safe active travel (walking, scooting or cycling) for years 1-6 predominantly. Students receive prizes for stamps on their travel passport after completing each trip. The school travel programme coordinator sends 'mailchimp' newsletters to all schools with links to Waka Kotahi safe school travel platforms which provide safe parking and stopping tips, safe crossing points and other information for parents and students about safe school travel.
- 'Safe Scooter Skills' and 'Bike Ready' programmes: this is led by the local school community police officer who provides scooter training in schools. The Wairarapa Road Safety Council owns 40-50 scooters, and the same amount of scooter helmets to suit all kids at all ages.
- Speed sessions in maths curriculum: the school travel programme coordinator uses a speed radar gun to measure speed and lets the children record speed to highlight the various travel speeds and distances of different vehicle types.
- Informal discussions around safe travel at assemblies: use of mobile phones when crossing roads, vehicle speeds and licence conditions, occasionally with NZ Police.
- Others: rural school bus safety sessions with Tranzit and GoBus, driver vehicle speed feedback signage on trailer outside schools where speeding is an issue.

Both districts also had the following activities targeting certain groups or specific issues:

- Motorcyclists: A campaign was held in September 2021 and February 2022 to offer 'ride forever' on-road safety courses to the local riders and partner with local retailers to provide free 12-point safety checks.
- Young drivers: Newsletters, school bulletins, and in-person sessions at colleges promote 'drive.govt.nz' to both young drivers and their parents. A Wairarapa Driver Mentor programme has succeeded to reduce young driver crashes and licence breaches since 2017 by training and mentoring 45 voluntary driver mentors to help young drivers and refugees and migrants to obtain driver licences and secure local employment.
- Senior drivers: There have been regular 'Staying Safe' workshops for age concern clients which include 'Carfit' clinics and talks on travel time and routes planning, driver awareness and medication.
- Fatigue and distraction: Creative flyers with information on fatigued and distracted drivers are provided at participating service stations. Information on these topics is also provided online, in print, and on radio.
- Restraints: The public can book online or attend ad hoc for regular child restraint clinics.

- Others: road safety billboards on safe speeds, restraints, fatigue, distraction and motorcycle safety tips, engagement with road safety partners and participation of national road safety conference to keep up with the best practice.

4.10.3 National Speed Limit Register¹⁸

The Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 came into force on 19 May 2022. This regulation requires road controlling authorities to supply speed limit information to Waka Kotahi for the speed limits to be legally enforceable.

The National Speed Limit Register (NSLR) provides an online, maps-based, central source of speed limits for roads in New Zealand. It has combined the individual speed limit records of all Road Controlling Authorities in New Zealand.

Both Carterton District and South Wairarapa District have supplied the speed limit records in their respective districts and the speed limit information is now live in the National Speed Limit Register.

¹⁸ National Speed Limit Register: <https://speedlimits.nzta.govt.nz/>

5 2023 Speed Management Plan

5.1 Vision

Following the Vision Zero approach for road safety and ONF national classification system, any loss of life is not acceptable in the transport network and there will be more people using the streets and roads as 'Places'.

This Speed Management Plan aligns with the vision for the Wellington Region of:

“Our vision for Wellington is a connected region, with safe, accessible and liveable places – where people can easily, safely and sustainably access the things that matter to them and where goods are moved efficiently, sustainably and reliably (RLTP 2021 vision).”

5.2 Objectives and policies

The objective of this Speed Management Plan is to:

“Create a roading network where residents and visitors can travel safely and efficiently around the district, no matter how they travel”. People can move around the Wellington Region safely (RLTP 2021)

The policies underpinning this Speed Management Plan are:

- Ensure speed limits are appropriate to the movement and place function of the transport network.
- Ensure safe speed limits around schools/kura, marae and other areas of local significance.

5.3 Principles

Drawing on the principles set forward in the Waka Kotahi Speed Management Guide: Road to Zero Edition 2022 and New Zealand Government’s road safety strategy 2020-2030 “Road to Zero”, we have defined the following principles to guide the application of speed management for CDC and SWDC:

- The speed environment around schools at the start and end of the school day will be 30 km/h in the urban area. While in rural areas, the implementation plan will explain that a speed limit of 60 km/h or less is safe and appropriate for the road. The speed limits around rural schools will be reviewed in the next implementation plan.
- Similarly for marae, the speed environment will be 30 km/h in urban areas and 60 km/h in rural areas with those in rural areas having variable 30 km/h (with a manual flip-down speed limit sign) at times when the marae has events.
- Consider lowering the speed environment on roads with high risk.

Other areas for review such as town centres, residential speed limits and remote rural speed limits will be considered in subsequent reviews of the Speed Management Plan in conjunction with the development of the Regional Speed Management Plan for the Greater Wellington region, to ensure that there is a consistent approach to the treatment of these areas.

Changes to speed limits will be ongoing as development in the district continues, and to achieve alignment with the Governments Road to Zero Action Plan with respect to speed management. This initial Speed Management Plan provides guidance on Council’s approach to when, how and why speed should be managed on each of the roads identified.

Details on the technical assessment of each of the roads based on the above-mentioned criteria are included in the technical assessment documents (separate documents and will be available on the Council website).

5.4 Schools

The current speed limit on roads in the vicinity of urban schools within the towns of both districts are 50km/hr or 40km/hr and for rural schools either 70km/hr or 100km/hr depending on the location of the school. By 2027, Council will be required to have reduced the speed limits in the vicinity of all 14 schools within both districts to a maximum of 30km/hr for urban schools or 60km/hr for rural schools. Speed limits can be either variable or permanent. Where schools are located on a no exit road or within residential neighbourhoods then permanent speed limits would be installed. For locations that are on through roads with higher speed limits, then a variable speed limit is considered to be the most appropriate form of treatment.

5.5 Marae

There are four marae in South Wairarapa and Carterton where the current speed limits on roads in the vicinity of these marae are 100km/h. Marae are social centres where activities occur almost every day. When tangihanga, poukai or other hui are held, the capacity of marae grounds to hold all parked vehicles is insufficient. The demand then overflows to any available on-road parking. Especially at tangihanga, people walk to and from their vehicles in both daylight and after dark, crossing or walking along the roadway. Therefore, it is important to engage with marae and kōhanga reo (within the vicinity of the marae) on the development of speed management plans to ensure that this Speed Management Plan supports the desire of the community, improves road safety outcomes and reduces the impact of unsafe speed limits of all communities.

5.6 Assessment process for other roads

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

- Personal or Collective Risk: medium or above.
- Infrastructure Risk Rating: medium-high or above.
- Difference between the posted speed limit and SaAS more than 30km/h (inclusive).
- Difference between the mean operating speed and SaAS more than 5km/h (inclusive).

Figure 5.1 shows the entire process for assessing the proposed speed limit changes in Carterton and South Wairarapa.

Process for assessing the proposed speed limit changes in Carterton and South Wairarapa

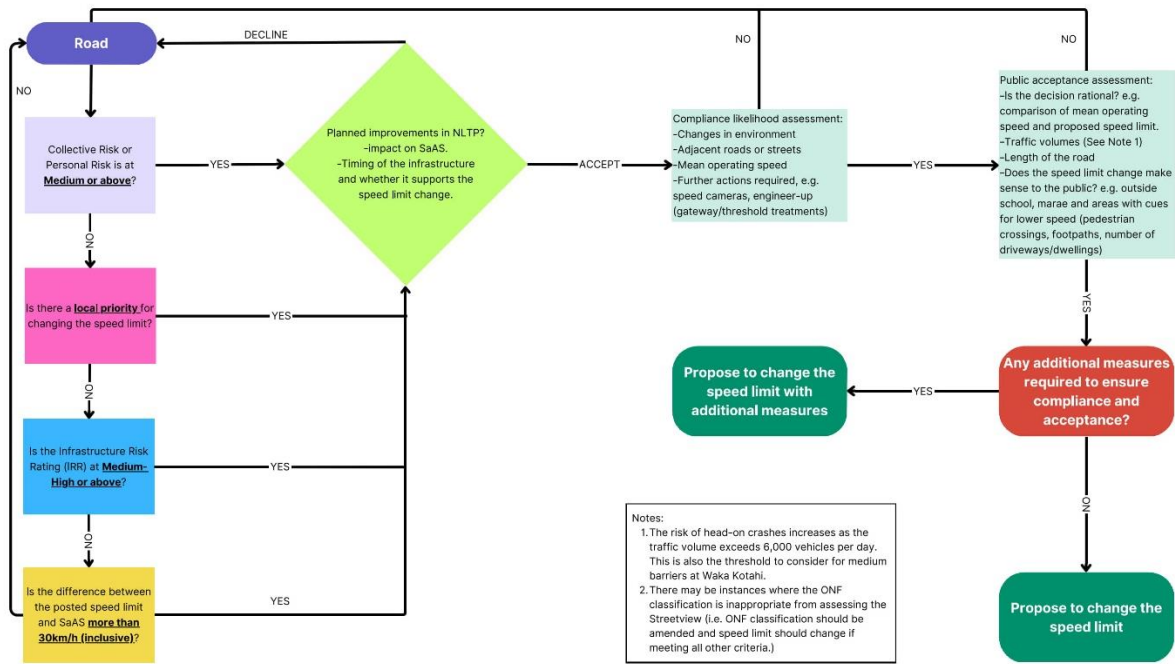


Figure 5.1: Flowchart for assessing the proposed speed limit changes

5.7 Future reviews

Future reviews of the Speed Management Plan are likely to focus on the urban areas of the districts. The rural roading network will continue to be a balance between safety and efficiency with speed limits required across local authority and regional boundaries to be consistent to avoid confusion and driver frustration. This will be a longer-term project requiring collaboration across the Greater Wellington region with Waka Kotahi and neighbouring territorial authorities.

6 Implementation Plan

The technical review (of each road or section of road) identified a number of recommendations that have been collated to form an implementation plan. The full technical assessment is included in the Technical Assessment document (separate document available on the council website). The technical assessments review the SaAS from Megamaps and propose speed limits that may differ from the SaAS following a series of sense checks and reviews of the road characteristics and ONF categories.

The plan for implementation will be reviewed every three years in alignment with the Long-Term Plan funding cycle to provide alignment with funding opportunities. The Speed Management Plan will also be reviewed when significant changes in development or funding occur, necessitating a change to the implementation plan.

This section shows the roads and road sections proposed for change in the upcoming three years (2024-2027). These roads and road sections focus on schools and marae and local priority roads identified by both councils. This section also shows the recommended future speeds identified by MegaMaps and these speeds will be reviewed in the future.

Due to funding limitations those locations that require physical works will need to be prioritised. The initial ranking has been undertaken based on risk, however due to the legislative requirements for schools these locations are likely to be prioritised in the first instance.

6.1 Proposed Speed Limits in Carterton District

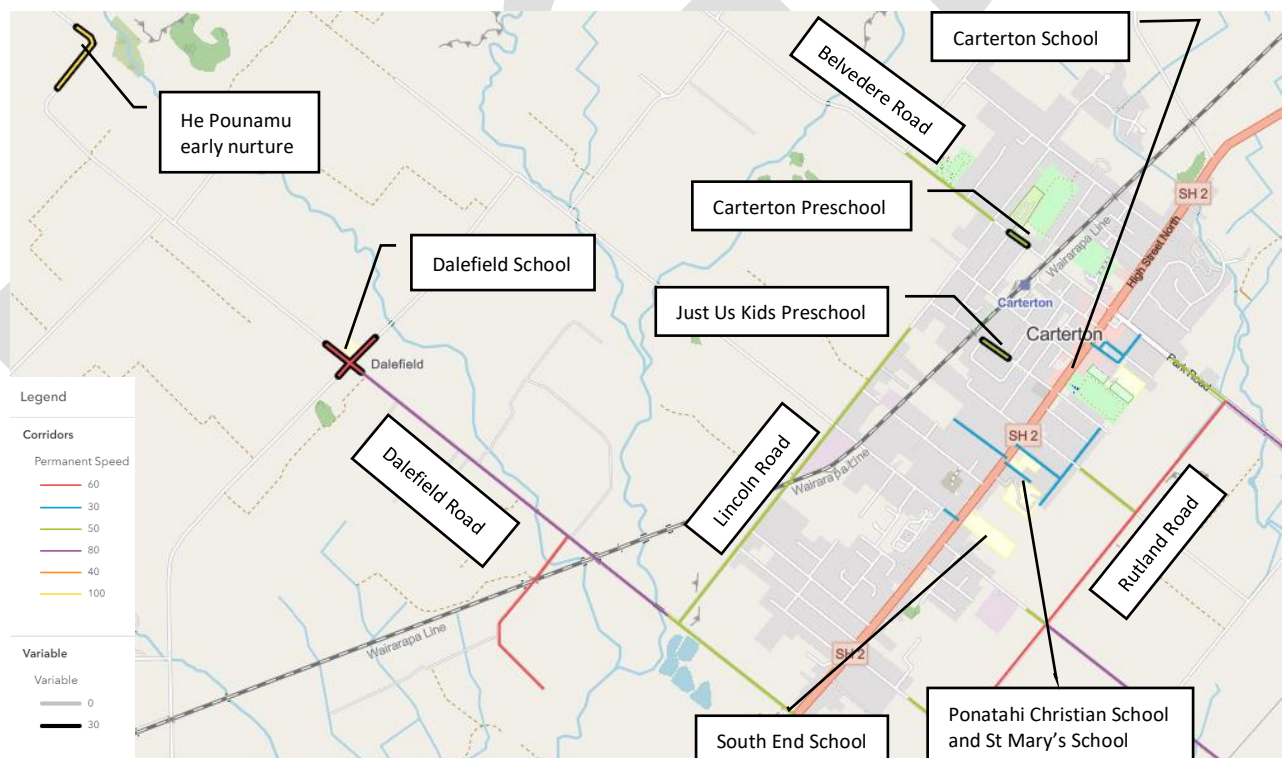


Figure 6.1: Map of proposed speed limits in Carterton township

Table 6.1: Proposed speed limits on roads near schools and marae in Carterton District

School Name	Road or road sections	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Carterton School	Dixon Street	50	30	30
	Nelson Crescent	50	30	30
	Tyne Street	50	30	30
	Holloway Street	50	10	30
Ponatahi Christian School and Saint Mary's School	King Street	50	30	30
	Deller Drive	50	30	30
	Howard Street	50	30	30
	Clifton Avenue	50	30	30
	Fairbrother street (Waklin Street to Richmond Road)	50	30	30
South End School	Brooklyn Road between SH2 and 95m northwest of SH2	50	30	30
Dalefield School	Dalefield Road between 85m southeast of Thomas Road and 175m northwest of Thomas Road	100	80	60 (30 VSL)
	Watersons Line between Dalefield Road and 95m southwest of Dalefield Road	100	60	60 (30 VSL)
	Thomas Road between Dalefield Road and 200m northeast of Dalefield Road	100	60	60 (30 VSL)
Hurunui o Rangī	Gladstone Road between Te Whiti Road and 3.4km northwest of Te Whiti Road	100	60	60 (30 VSL ¹⁹)
Gladstone School	Te Whiti Road between 140m southwest of Brooklands Road and 95m southwest of Fitzherbert Street	100	60	60 (30 VSL)
	Fitzherbert Street	100	60	30
Carterton Preschool and Playcentre	Belvedere Road between Augustus Street and Taylor Street	50	30	50 (30 VSL)

¹⁹ The Variable Speed Limit of 30km/h applies between 1.5km and 3.4km northwest of Te Whiti Road the time of events with a manual flip-down sign

Just Us Kids Preschool	Victoria Street between Fisher Place (northeast approach) and Porritt Place	50	30	50 (30 VSL)
He Pouanmu Early Nurture	Dalefield Road between 665 Dalefield Road and 718 Dalefield Road	100	60	100 (30 VSL)

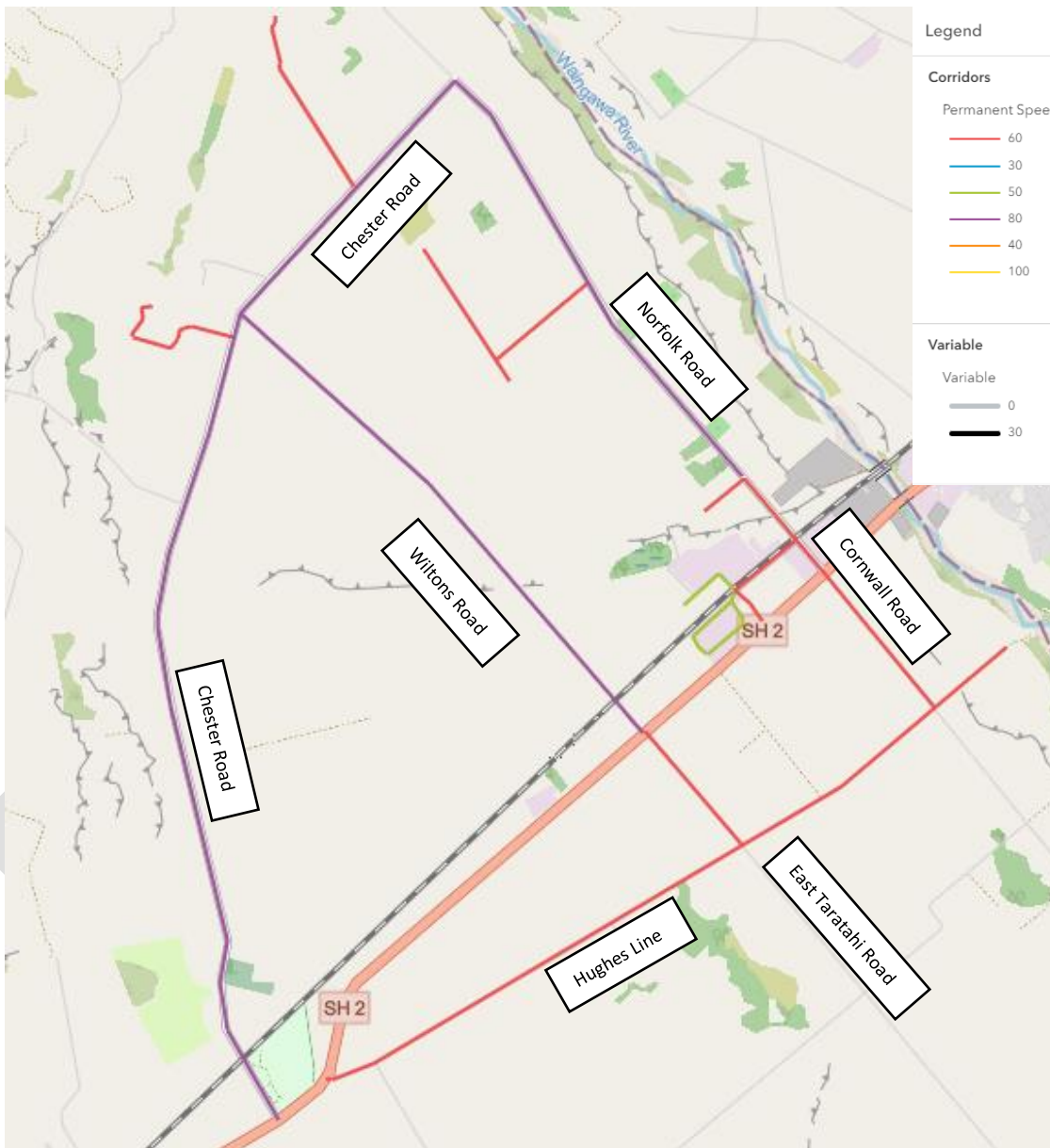


Figure 6.2: Map of proposed speed limits northeast of Carterton District



Figure 6.3: Map of proposed speed limits southeast of Carterton District

Table 6.2: Proposed speed limits on local priority roads in Carterton District

Road	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Lincoln Road from Belvedere Road to 185m southwest of Victoria Street	50	50	50
Lincoln Road from 185m southwest of Victoria Street to Dalefield Road	70	40	50
Moreton Road between SH2 and 350m southeast of SH2	50	30	50
Moreton Road between 350m southeast of SH2 and Rutland Road	50	50	50
Moreton Road between 150m northwest of Rutland Road and Carters Line	100	60	80
Rutland Road	100	60	60
Taverner Street	50	40	50
Hughes Line	100	60	60
Cornwall Road between SH2 and Hughes line	100	60	60
East Taratahi Road (between SH2 and Hughes Line)	100	60	60
Dalefield Road between SH2 and Lincoln Road	70	30	50

Road	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Dalefield Road between Lincoln Road and 75m northwest of Lincoln Road	70	60	50
Dalefield Road between 100m northwest of Lincoln Road and 85m southeast of Thomas Road	100	80	80
Dalefield Road between 85m southeast of Thomas Road and 175m northwest of Thomas Road	100	80	60
Carters Line between Moreton Road and Park Road	100	80	80
Watersons Line between Dalefield Road and 95m southwest of Dalefield Road	100	60	60
Thomas Road between Dalefield Road and 200m northeast of Dalefield Road	100	60	60
Belvedere Road between Taverner Street and Connollys Line	70	30/40	50
Park Road (between 205m southeast of Dixon Street and Rutland Road)	100	60	50
Richmond Road (between 50m southeast of Deller Drive and Rutland Road)	70	40	50
Hilton Road (between 25m southeast of Madison Street and Rutland Road)	100	60	50
Chester Road	100	60	80
Chester Park Drive	100	60	60
Parkers Road	100	60	60
Wiltons Road (between SH2 and Chester Road)	100	60	80
Norfolk Road (between SH2 and David Lowes Lane)	100	60	60
Norfolk Road (between David Lowes Lane and Chester Road)	100	60	80
Waingawa Road	100	60	60
Norman Avenue	100	60	60
Ahumahi Road	100	60	50
Pakihi Road	100	60	50

Road	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
David Lowes Lane	100	60	60
Maungahau Road	100	60	60
Jordan Road	100	60	60
Te Whiti Road between Gladstone Road and 130m northeast of Waipoapoa Road	100	60	60
Waipoapoa Road	100	60	30
Brooklands Road	100	60	30
Kokotau Road	100	80	80
Opuakaio Road	100	60	60
Johnsons Road	100	60	60
Waitangi Road	100	60	60
Baylys Road	100	60	60

6.2 Proposed Speed Limits in Greytown Township

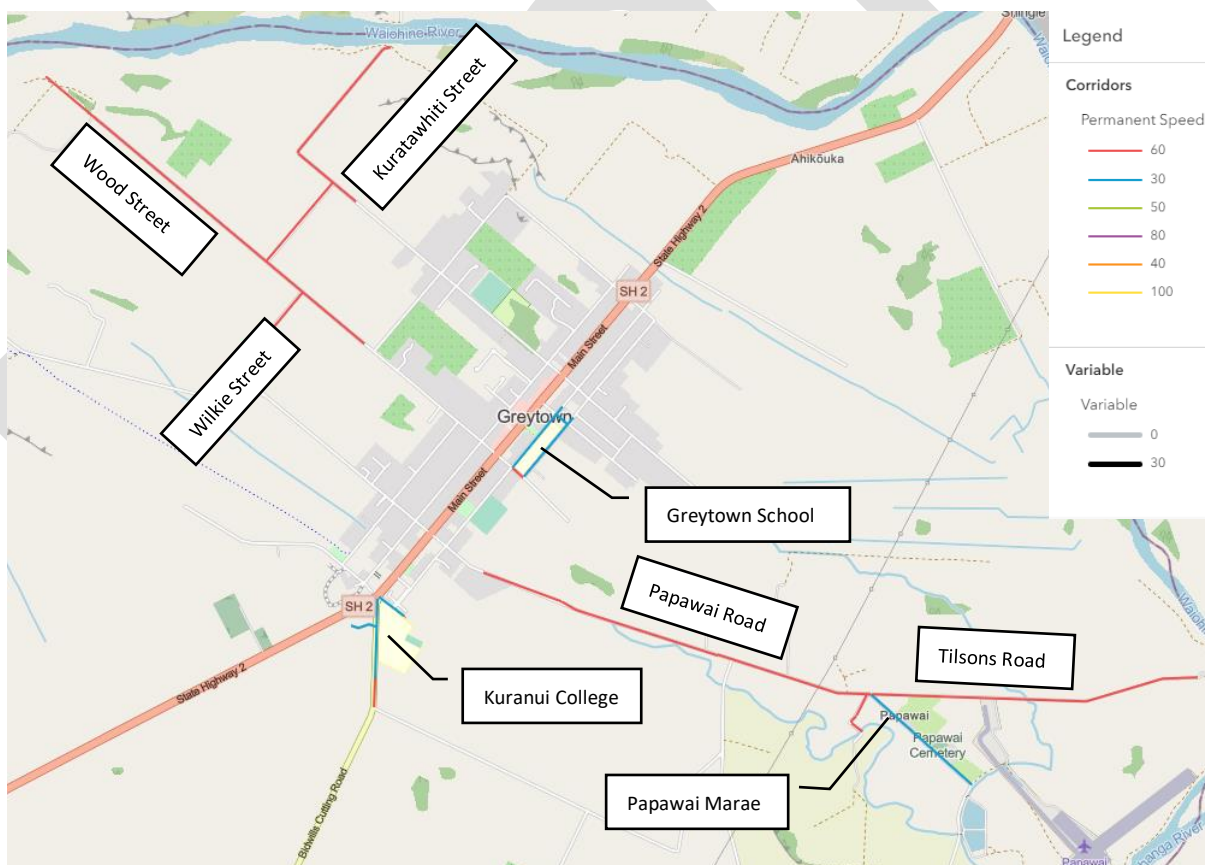


Figure 6.4: Greytown proposed speed limit changes map

6.2.1 Schools and marae in Greytown

Table 6.3: Proposed permanent speed limits on roads near schools and marae in Greytown

School Name	Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Kuranui College	Arbor Place	50	30	30
	Bidwills Cutting Road from Main Street (SH2) to 240m south on Bidwills Cutting Road	50	30	30
	Bidwills Cutting Road from 240m south on Bidwills Cutting Road to Kemptons Line (transition between proposed 60km/h and the existing 100km/h)	70	30	60
	East Street between Wakelin Street and 85m northeast of Wakelin Street	50	30	30
	Wakelin Street	50	30	30
Greytown School	Church Street between East Street and Reading Street	50	30	30
	East Street between 100m southwest of Church Street and 75m northeast of McMaster Street	50	30	30
	McMaster Street between East Street and Reading Street	50	30	30
	Reading Street between McMaster Street and Church Street	50	30	30
Papawai Marae	Pa Road	100	60	30

6.2.2 Other local priority roads in Greytown

Table 6.4: Proposed permanent speed limits on other roads with local priority in Greytown

Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Hawke Street	100	60	60
Hecklers Road	100	60	60
Kuratawhiti Street between 185m southeast of Hawke Street to the end of Kuratawhiti Street at Waiohine River.	100	60	60

Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Papawai Road between 375m southeast of East Street and Tilsons Road	100	80/60	60
Tilsons Road	100	60	60
Wilkie Street	100	60	60
Wood Street between 125m northwest of Mole Street and the end of Wood Street	100	60	60

6.3 Proposed speed limits in Featherston Township

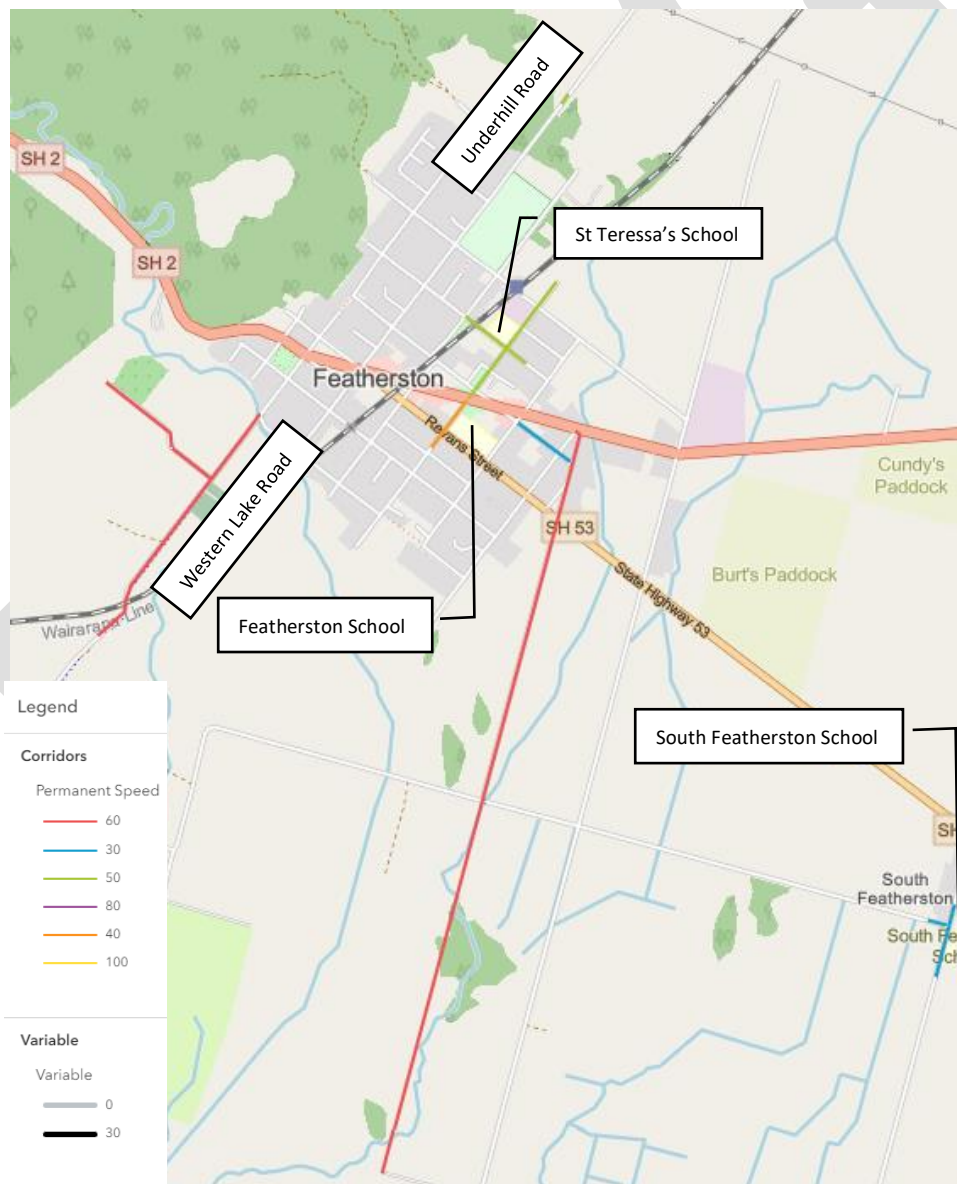


Figure 6.5: Featherston proposed speed limit changes map

6.3.1 Proposed permanent speed limits on roads near schools and marae in Featherston

Table 6.5: Proposed permanent speed limits on roads near schools and marae in Featherston

School Name	Road	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
St Teresa's School	Bell Street between Johnston Street and 100m southeast of Birdwood Street	50	30	30
	Birdwood Street between 20m northeast of Tait Crescent and Harrison Street East	50	30	30
Featherston School	Lyon Street between Revans Street (SH53) and Fitzherbert Street (SH2)	50	30	30
South Featherston School	South Featherston Road between Longwood East Road and 160m south of Longwood East Road	50	30	30
	South Featherston Road between Longwood East Road and 100m north of Longwood East Road	50	40	30
	Longwood East Road between South Featherston Road and 90m west of South Featherston Road	50	30	30
	South Featherston Road between 160m south of Longwood East Road and 360m south of Longwood East Road	100	60	60

6.3.2 Other local priority roads in Featherston

Table 6.6: Proposed permanent speed limits on other roads with local priority in Featherston

Road	Existing Speed Limits in NSLR (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Cundys Road	100	60	60
Donald Street between 20m south of SH53 and Longwood West Road	100	60	60
Underhill Road from 740m northeast on Underhill Road to 800m northeast on Underhill Road (relocation of speed limit threshold by 60m)	100	60	60
Western Lake Road from Moore Street to 80m southwest of Moore Street (relocation of speed limit threshold by 80m)	50	60	60
Western Lake Road from 80m southwest of Moore Street to 200m south of Railway crossing	100	60	60

6.4 Proposed speed limits in Martinborough Township



Figure 6.6: : Martinborough proposed speed limit changes map

6.4.1 Schools and marae

Table 6.7: Proposed speed limits on roads near school and marae in Martinborough

School Name	Road	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Martinborough School	Dublin Street from Greenaway Place to Vintners Lane	50	30	30
	Grey Street from 230m northwest of Jellicoe Street to the north-western end of Grey Street	50	30	30
	Roberts Street between Dublin Street and Grey Street	50	30	30
Hau Ariki Marae	Regent Street from 100m northeast of New York Street to 250m southwest of Puruatanga Road	100	60	30 VSL

6.4.2 Other local priority roads in Martinborough

Table 6.8: Other roads with local in Martinborough

Road	Existing Speed Limits in NSLR (km/h)	Safe and Appropriate speeds (km/h)	Proposed Speed Limit (km/h)
Cambridge Road from Memorial Square to Strasbourgh Street	50	30	30
Campbell Drive	50	30	40
Cork Street	50	30	30
Huangarua Road	70	30	60
Jellicoe Street between Memorial Square and Naples Street	50	30	30
Jellicoe Street between Naples Street and Ferry Road	50/70	30	40
Jellicoe Street between Ferry Road and 75m southwest of Campbell Drive	70	40	60
Jellicoe Street between 75m southwest of Campbell Drive and White Rock Road	100	80	60
Kansas Street	50	30	30
Memorial Square	50	30	30
Nelsons Road	70	40	40
Ohio Street	50	30	30
Martins Road	100	60	60
Oxford Street between Memorial Square and Cork Street	50	30	30
Ponatahi Road between Nelsons Road and 105m northeast of Nelsons Road	70	40	60
Ponatahi Road between 105m northeast of Nelsons Road and 170m northeast of Johns Way	100	80	60
Princess Street (between 50m northeast of New York Street West and Nelsons Road)	70	40	60
Puruatanga Road from Cambridge Road to 35m northeast of Regent Street	70	30	60
Puruatanga Road from 35m northeast of Regent Street to Todds Road	100	80	60
Texas Street	50	30	30

6.5 Proposed speed limits in other areas of South Wairarapa

6.5.1 Schools and marae

Table 6.9: Proposed speed limits on roads near school and marae in other areas of South Wairarapa

School Name	Road	Posted speed limits (km/h)	Safe and Appropriate Speeds (km/h)	Proposed Speed Limit (km/h)
Pirinoa School	Lake Ferry Road between 70m northeast of McDougalls Road and 220m southwest of McDougalls Road	70	30	60 (30 VSL)
Kahutara School	Kahutara Road between 250m west of Pukio West Road and 160m northeast of Pukio West Road	100	80	60 (30 VSL)
	Pukio West Road between Kahutara Road and 90m south of Kahutara Road	100	80	60 (30 VSL)
Tuhirangi – Kohunui marae	Lake Ferry Road (exact location of variable speed limit to be determined)	100	80	100 (30 VSL)

6.5.2 Other local priority roads in other areas of South Wairarapa

Table 6.10: Other roads with local in other areas of South Wairarapa

Road	Existing Speed Limits in NSLR (km/h)	Safe and Appropriate speeds (km/h)	Proposed Speed Limit (km/h)
Ben Avon Grove	100	30	30
Cape Palliser Road between Lake Ferry Road and 5.51km south of Whangaimoana Beach Road	100	60	80
Cape Palliser Road between 5.51km south of Whangaimoana Beach Road and 0.1km south of Te Miha Crescent	100	60	60
Cape Palliser Road between 0.1km south of Te Miha Crescent to 250m northwest of Tilsons Avenue	100	80	80
Cape Palliser Road between 250m northwest of Tilson Avenue and 105m south of Seaview Avenue	50	30	30
Cape Palliser Road between 105m south of Seaview Avenue and 100m south of Ben Avon Grove	100	60	80

Road	Existing Speed Limits in NSLR (km/h)	Safe and Appropriate speeds (km/h)	Proposed Speed Limit (km/h)
Cape Palliser Road between 100m south of Ben Avon Grove and the end of Cape Palliser Road	100	60	60
Ponatahi Road (between 170m northeast of Johns Way and Carterton)	100	80	80
Riverside Road	100	60	60
Foreman Jury Road	100	60	60
Hemi Street	50	30	30
Lake Ferry Road between 640m southwest of Raho Ruru Road and 230m southwest of McDougalls Road	100/70	80	60
Lake Ferry Road between 2.34km southwest of Cape Palliser Road and 2.48km southwest of Cape Palliser Road (relocation of speed limit threshold sign by 140m)	100	80	30
Lake Ferry Road between 2.48km southwest of Cape Palliser Road and the end of Lake Ferry Road	50	40	30
Mangatoetoe Grove	100	30	30
Seaview Avenue	50	30	30
Te Miha Crescent	100	30	30
Tilson Avenue	50	30	30
Western lake Road from 6.46km South of Cross Creek Road to 8.47km Northwest of East West Access Rd	100	60	60
Whangaimoana Beach Road	100	60	60

6.6 Recommended appropriate speed limits for future review

This section shows the recommended future speeds identified by MegaMaps and these speeds will be reviewed in the future.

6.6.1 Carterton District

Table 6.11: Recommended appropriate speed limits in Carterton District

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Admiral Road	100	60
Admiral Station Road	100	60
Ahiaruhe Road	100	60
Ahiaruhe Settlement Road	100	60
Andersons Line	100	60

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Arcus Road	100	60
Barley Flat Road	100	60
Beach Road	100	40
Belvedere Road (excluding section(s) already reviewed)	100	60/80
Bismark Road	100	60
Blakes Road	100	60
Borlase Road	100	60
Brooklyn Road (excluding section(s) already reviewed)	100	80
Buchanan Road	100	60
Cameron Road	100	60
Carters Line (excluding section(s) already reviewed)	100	60
Chester Road (excluding section(s) already reviewed)	100	60/80
Clifton Grove Road	100	60
Cobden Road	100	80
Cornwall Road (excluding section(s) already reviewed)	100	60/80
Craigie Lea Road	100	60
Dalefield Road (excluding section(s) already reviewed)	70/100/100	40/60/80
Dorset Road	100	80
Driscoll Road	100	60
Eringa Road	100	60
Flat Point Road	100	60
Foreman-Jury Road	100	60
Forest Glen	100	60
Francis Line	100	80
Gallon Road	100	60
Gertrude Street	50	40
Gladstone Braes	100	60
Gladstone Road (excluding section(s) already reviewed)	100	80
Glenburn Road	100	60
Haringa Road	100	80
Hinau Gully Road	100	60
Hoeke Road	100	60
Hughes Line (excluding section(s) already reviewed)	100	60/80

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Hururua Road	100	80
Jervois Road	100	80
Kaiwhata Road	100	60
Longbush Road	100	80
Mahupuku Road	100	60
Mangatarere Valley Road from Chester Road to McLennans Road	100	80
Mangatarere Valley Road McLennans Road to the end of Mangatarere Valley Road	100	60
Mannings Road	100	60
Marshall Road	100	60
Matarawa Road	100	60
McLennans Road	100	60
Millars Road	100	80
Moffats Road	100	80
Moreton Road (excluding section(s) already reviewed)	50	840
Mt Holdsworth Road	100	60
Neiches Lane	100	60
Ngatawhai Road	100	60
Nunu Drive	100	40
Para Road	100	80
Perrys Road	100	60
Puk Lane	100	40
Puketiro Road	100	60
Railway Road	100	80
Rayners Road	100	80
Reids Road	100	60
Riddells Road	100	60
Riversdale Road	100	60
Rocky Hill Road	100	60
Ruakiwi Road	100	60
Short Road	100	60
Somerset Road	100	80
Taumata Island Road	100	60
Te Awa Awa Road	100	60
Te Kopi Road	100	60
Te Wharau Road from Te Whiti Road to Driscoll Road	100	80
Te Wharau Road from Driscoll Road to Flat Point Road	100	60

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Te Whiti Road (excluding section(s) already reviewed)	100	60/80
Tea Creek Road	100	60
Thomas Road (excluding section(s) already reviewed)	100	80
Tiffin Road	100	60
Udys Road	100	60
Waihakeke Road from SH2 to Taumata Island Road	100	80
Waihakeke Road from Taumata Island Road to the southern end of Waihakeke Road	100	60
Waimana Road	100	60
Waingawa Road	100	60
Waiohine Gorge Road	100	80
Watersons Line	100	80
Westmere Road	100	60
Angus Place	50	40
Armstrong Avenue	50	40
Augustus Street	50	40
Austin Reid Avenue	50	40
Baillie Crescent	50	40
Ballinger Place	50	40
Barrett Place	50	40
Belvedere Road (excluding section(s) already reviewed)	50/70/100	40/40/80
Booth Street	50	40
Broadway	50	40
Brooklyn Road (excluding section(s) already reviewed)	50/70	40
Brown Avenue	50	40
Callister Place	50	40
Carrington Drive	50	40
Charles Street	50	40
Chisholm Place	50	40
Clifton Avenue	50	40
Connollys Line	50	40
Costley Street	50	40
Costley Street West	50	40
Daffodil Grove	50	40
Dakins Road	100	60
Danske Close	50	40

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Davy Street	50	40
De Lacy Lane	50	40
Diamond Street	50	40
Dixon Street (excluding section(s) already reviewed)	50	40
Dudson Place	50	40
East Taratahi Road (excluding section(s) already reviewed)	100	60/80
Endelave Way	50	40
Fantail Avenue	50	40
Faraday Street	50	40
Feist Street	50	40
Fisher Place	50	40
Frederick Street	50	40
Garrison Street	50	40
Hartley Avenue	50	40
Hereford Drive	50	40
Hilton Road (excluding section(s) already reviewed)	100/50	40
Hornsby Street	50	40
Hughan Place	50	40
Kea Court	50	40
Kent Street	50	40
Kenwyn Drive	50	40
Kupe Drive	50	40
Lincoln Road (excluding section(s) already reviewed)	50	40
Macs Lane	50	40
Madison Street	50	40
Masson Street	50	40
McKenzie Terrace	50	40
Memorial Square	50	40
Mill Grove	50	40
Molesworth Street	50	40
Moore Crescent	50	40
Park Road (excluding section(s) already reviewed)	50	40
Pembroke Street	50	40
Philip Street	50	40
Plimsoll Street	50	40
Porritt Place	50	40

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Portland Road	100	40
Rexwood Street	50	40
Rhodes Street	50	40
Richmond Road (excluding section(s) already reviewed)	50/70/100	40/40/60
Seddon Street	50	40
Stubbs Lane	50	40
Tait Place	50	40
Takahe Drive	50	40
Tararua Crescent	50	40
Tasman Crescent	50	40
Taverner Street	50	40
Taylor Street	50	40
Valkyrie Close	50	40
Victoria Street	50	40
Wakelin Street	50	40
Warrington Court	50	40
Wheatstone Street	50	40
William Wong Place	50	40
Woodlands Road	100	60
Wyndham Street	50	40

6.6.2 South Wairarapa District

6.6.2.1 Greytown township

Table 6.12: Recommended appropriate speed limits in Greytown Township

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Balfour Street	50	40
Bidwills Cutting Road from Kemptons Line to SH53	100	80
Church Street (excluding section(s) already reviewed)	50	40
Clara Anne Grove	50	40
Cotter Street	50	40
East Street (excluding section(s) already reviewed)	50	40
Garrity Lane	50	40
Governors Green Drive	50	40
Hastwell Street	50	40

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Hewson Lane	50	40
Horton Street	50	40
Hospital Road	50	40
Humphries Street	50	40
Hupenui Road	100	40
James Kidd Place	50	40
Jellicoe Street	50	40
Kempton Street	50	40
Kemptons Line between Bidwills Cutting Road and Cross Line	100	80
Kemptons Line between Cross Line and Fabians Road	100	60
Kuratawhiti Street	50	40
Loasby Place	50	40
Mahupuku Street	50	40
Market Road	50	40
Massey Street	50	40
Matai Grove	50	40
McMaster Street (excluding section(s) already reviewed)	50	40
Mole Street	50	40
North Street	50	40
Oak View Place	50	40
Orchard Road	50	40
Papawai Road between Main Street (SH2) and 375m southeast of East Street	50	40
Pierce Street	50	40
Prendiville Lane	50	40
Reading Street (excluding section(s) already reviewed)	50	40
South Street	50	40
Udy Street	50	40
West Street	50	40
Westwood Avenue	50	40
Wood Street between Main Street (SH2) and 125m northwest of Mole Street	50	40
Yule Grove	50	40

6.6.2.2 Featherston township

Table 6.13: Recommended appropriate speed limits in Featherston Township

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Ataahua Place	50	40
Bell Street (excluding section(s) already reviewed)	50	40
Bethune Street	50	40
Birdwood Street (excluding section(s) already reviewed)	50	40
Boar Bush Gully Road	50	40
Boundary Road from SH53 to 100m northeast of SH53 intersection	100	60
Boundary Road from 100m northeast of SH53 intersection to Fitzherbert Street (SH2) intersection	70	60
Boundary Road from Fitzherbert Street (SH2) intersection to 65m northeast of Fitzherbert Street (SH2)	70	40
Boundary Road from 65m northeast of Fitzherbert Street (SH2) intersection to the north-eastern end	50	40
Brandon Street	50	40
Card Crescent	50	40
Churchill Crescent	50	40
Clifford Square	50	40
Colonel Place	50	40
Crawford Street	50	40
Daniell Street	50	40
Donald Street (excluding section(s) already reviewed)	50	40
Farrier Grove	50	40
Fox Street	50	40
Hardie Grove	50	40
Harrison Street East	50	40
Harrison Street West	50	40
Hart Street	50	40
Hayward Street	50	40
Hickson Street	50	40
Johnston Street	50	40
Kenward Crescent	50	40
Kereru Grove	50	40
Kowhai Grove	50	40

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Ludlam Street	50	40
Lyon Street (excluding section(s) already reviewed)	50	40
McKerrow Place	50	40
Moore Street	50	40
Renall Street	50	40
Revans Street	50	40
Skipage Grove	50	40
Tait Crescent	50	40
Titoki Grove	50	40
Totara Grove	50	40
Underhill Road	100/50	40
Waite Street	50	40
Wakefield Street	50	40
Wallace Street	50	40
Watt Street	50	40
William Benton Street	50	40
Woodward Street East	50	40
Woodward Street West	50	40

6.6.2.3 Martinborough township

Table 6.14: Recommended appropriate speed limits in Martinborough

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Barlow Road	50	40
Birdie Way	50	40
Broadway Street	50	40
Burgundy Drive	50	40
Cambridge Road (excluding section(s) already reviewed)	50	40
Cologne Street	50	40
Daniel Street	50	40
Dublin Street (excluding section(s) already reviewed)	50	40
Eagle Place	50	40
Esther Street	50	40
Fairway Drive	50	40
Ferry Road from Jellicoe Street to 70m northwest of Jellicoe Street	70	40

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Ferry Road from 70m northwest of Jellicoe Street to the north-western end of Ferry Road	50	40
French Street	50	40
Greenaway Place	50	40
Grey Street (excluding section(s) already reviewed)	50	40
Hawkins Drive	50	40
Hinekura Road	100	60
Malcolm Street	50	40
Naples Street	50	40
Nelsons Road	70	40
New York Street from Princess Street to 25m southeast of Regent Street	50	40
New York Street from 25m southeast of Regent Street to Todds Road	100	40
New York Street West	50	40
Oxford Street (excluding section(s) already reviewed)	50	40
Panama Street	50	40
Princess Street from Vintners Lane to 50m northeast of New York Street West	50	40
Princess Street from 50m northeast of New York Street West to Huangarua Road	70	40
Puruatanga Road from Cambridge Road to 35m northeast of Regent Street	70	40
Puruatanga Road from 35m northeast of Regent Street to Todds Road	100	40
Radium Street	50	40
Regent Street from Puruatanga Road to 40m northeast of New York Street (excluding section(s) already reviewed)	100	40
Regent Street from 40m northeast of New York Street to 45m southwest of Burgundy Drive (excluding section(s) already reviewed)	50	40
Roberts Street (excluding section(s) already reviewed)	50	40
Sackville Street	50	40
Strasbourg Street	50	40
Suez Street	50	40
Syrah Lane	50	40
Todds Road from Dublin Street to 210m southwest of New York Street	50	40
Todds Road from 210m southwest of New York Street to Puruatanga Road	100	40

Road	Posted speed limits (km/h)	Recommended appropriate speed limits (km/h)
Tuscan Lane	50	40
Venice Street	50	40
Vintners Lane	50	40
Weld Street	50	40
Wilson Way	50	40

6.6.2.4 Other areas of South Wairarapa

Table 6.15: Other recommended appropriate speed limits for future review in other areas of South Wairarapa District

Road	Posted speed limits (km/h)	Recommended appropriate Speed Limit (km/h)
Ahikouka Road	100	60
Algies Road	100	60
Ashbys Road	100	60
Backwater Road	100	60
Bartons Road	100	60
Battersea Road	100	80
Beach Road	100	60
Bicknells Road	100	60
Bidwills Cutting Road	100	80
Bidwills Road	100	60
Birch Hill Road	100	60
Blue Rock Road	100	60
Bucks Road	100	60
Bush Gully Road	100	60
Camp Road	100	60
Cannock Road	100	60
Cape River Road	100	60
Chishams Road	100	60
Clarkes Road	100	60
Clay Creek Road	100	60
Cross Creek Road	100	60
Cross Line	100	80
Donalds Road	100	60
Dry River Road	100	60
Duddings Line	100	60
East West Access Road	100	80
Fabians Road	100	80

Road	Posted speed limits (km/h)	Recommended appropriate Speed Limit (km/h)
Fenwicks Line	100	60
Fraters Road	100	60
Georges Road	100	60
Glendhu Road	100	60
Glendryneoch Road	100	60
Glenmorven Road	100	60
Greens Road	100	60
Harris Road North	100	60
Haurangi Road	100	60
Hikawera Road	100	60
Hikunui Road	100	60
Hinekura Road from Todds Road to Te Muna Road	100	60
Hinekura Road from Te Muna Road to Cannock Road	100	80
Hinekura Road from Cannock Road to Moeraki Road	100	60
Hodders Road	100	60
Humes Road	100	60
Humphries Street	100	80
Humphries Street	100	60
Judds Road	100	60
Kahutara Road from Lake Ferry Road to 250m west of Pukio West Road	100	80
Kahutara Road from 160m northeast of Pukio West Road to SH53 intersection	100	80
Kaiwaka Road	100	60
Kemptons Line from 70m southeast of Bidwillls Cutting Road to Cross Line	100	80
Kemptons Line from Cross Line to Fabians Road	100	60
Kumenga Road	100	60
Kuratawhiti Street from Mole Street to 185m southeast of Hawke Street	100	60
Lagoon Hill Road	100	60
Lake Domain Road	100	60
Lake Ferry Road from White Rock Road to access of 239 Lake Ferry Road	100	60
Lake Ferry Road from access of 239 Lake Ferry Road to Kahutara Road	100	80

Road	Posted speed limits (km/h)	Recommended appropriate Speed Limit (km/h)
Lake Ferry Road from Kahutara Road to Pouawha Road	100	60
Lake Ferry Road from Pouawha Road to 640m southwest of Raho Ruru Road	100	60
Lake Ferry Road from 230m southwest of McDougalls Road to 2.34km southwest of Cape Palliser Road	100	60
Longwood East Road	100	60
Mahaki Road	100	60
Maramaramau Road	100	60
Mclvors Road	100	60
Moeraki Road	100	60
Moiki Road	100	60
Moroa Road	100	60
Murphys Line	100	60
Ngakonui Road	100	60
No 1 Line	100	80
Ocean Beach Road	100	60
Oystershell Road	100	60
Pahaoa Road	100	60
Pahautea Road from Buicks Road to Hikunui Road	100	60
Pahautea Road from Hikunui Road to Kahutara Road	100	80
Papatahi Road	100	60
Parera Road	100	60
Paruwai Road	100	60
Pharazyns Road	100	60
Phillips Line	100	60
Pouawha Road	100	60
Pukio East Road	100	60
Pukio West Road (excluding section(s) already reviewed)	100	60
Raho Ruru Road	100	60
Range Road	100	60
Ruakokoputuna Road	100	60
Settlement Road	100	60
Shooting Butts Road	100	60
South Featherston Road from SH2 intersection to SH53 intersection	100	60

Road	Posted speed limits (km/h)	Recommended appropriate Speed Limit (km/h)
South Featherston Road from SH53 intersection to Longwood East Road	50	40
South Featherston Road from Longwood East Road to 170m southwest of Longwood East Road	50	40
South Featherston Road from 170m southwest of Longwood East Road to Ashbys Road	100	60
South Soldiers Settlement Road	100	60
Southdown Drive	100	60
Summer Hill Road	100	60
Sutherland Drive	100	60
Te Awaiti Road	100	60
Te Hopai Road	100	60
Te Maire Road	100	80
Te Muna Road	100	60
Te Rata Road	100	60
Tora Farm Settlement Road	100	60
Tora Road	100	60
Underhill Road	100	60
Viles Road	100	60
Wainuioru Road	100	60
Waiohine Valley Road	100	60
Wairio Road	100	60
Wards Line	100	80
Warrens Road	100	60
Western lake Road from 200m south of Railway Crossing to 6.46km South of Cross Creek Road	100	60
Western Lake Road from 8.47 km northwest of East west Access Rd to the end of Western Lake Road at Ocean Beach	100	60
Whakarua Road	100	60
Whakatomotomo Road	100	60
Wharekauhau Road	100	60
Whareroto Road	100	60
White Rock Road from Jellicoe Street to Tora Road	100	80
White Rock Road from Tora Road to the end of White Road	100	60
Woodside Road	100	80/60

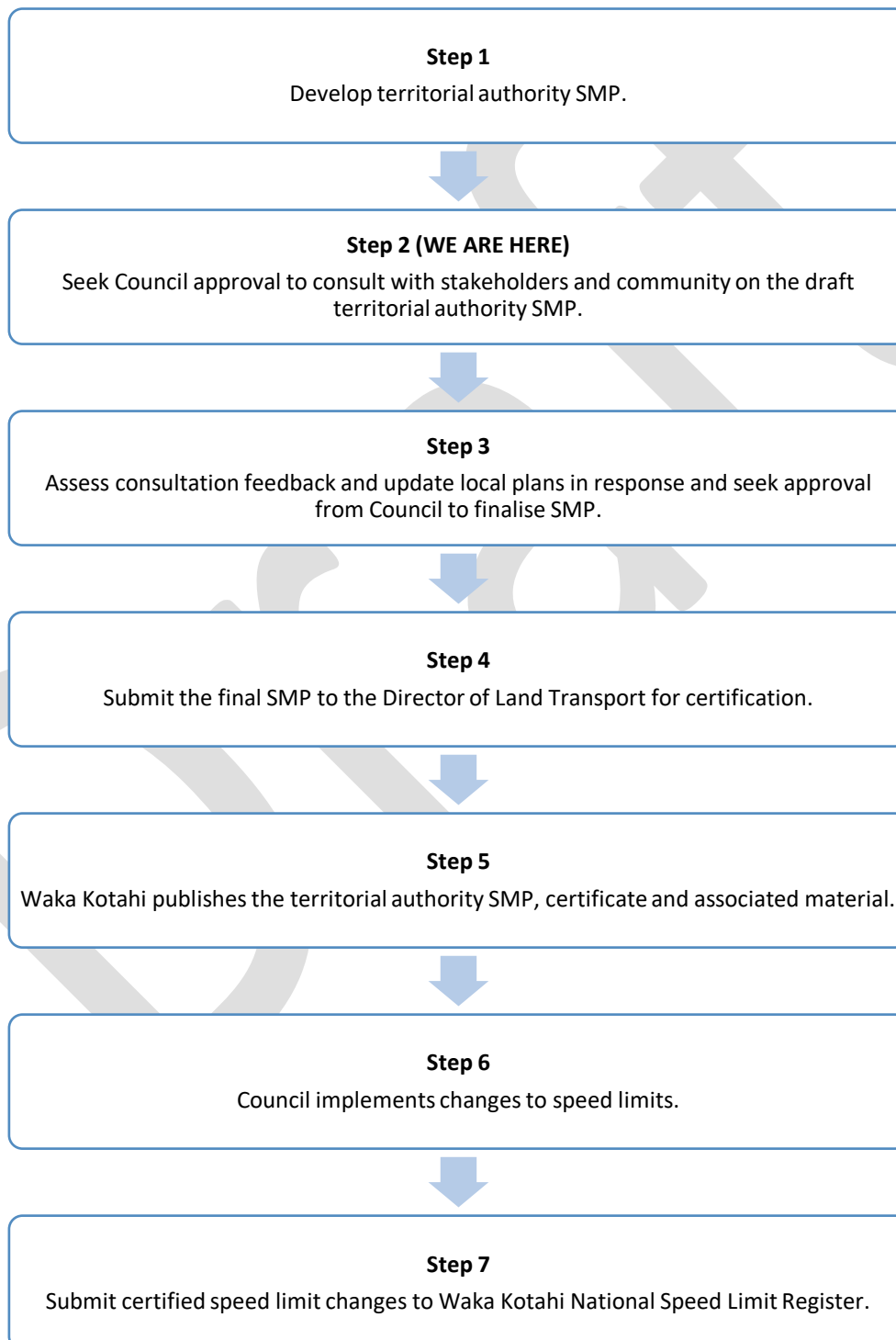
Road	Posted speed limits (km/h)	Recommended appropriate Speed Limit (km/h)
Yeronga Road	100	60

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7 What's next

7.1 Next Steps

Steps to implement the Carterton District Council and South Wairarapa District Council Interim Speed Management Plan (SMP) are detailed below, following the Speed Management Guide: Road to Zero edition 2022. It is currently at Step 2, and the public will be engaged on the principles and priorities, and any speed concerns.



7.2 Public engagement and consultation

Changing a speed limit is a legal process that includes a formal consultation step. The public will be introduced to the plan to manage speeds on the local roads, including proposed speed limit changes, which will be developed and refined using the technical information and feedback gathered from the engagement. During this consultation stage, the public and stakeholders will provide their local knowledge and any additional information that should be taken into account and might have an impact on the final decision.

Once all consultation feedback has been considered and a decision will be made on whether or not to accept the proposed speed limit changes. Everyone who provided a submission will be updated on the outcome of the decision.

DRAFT

8 Applicability

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

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

Tonkin & Taylor Ltd
Environmental and Engineering Consultants

Report prepared by:

Report prepared by:

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Shu Zhang
Transport Planner

Sam Wilkie
Senior Principal Transport Planner

Report reviewed by:

Authorised for Tonkin & Taylor Ltd by:

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Alan Gregory
Principal Transport Planner

Chris Perks
Sector Director – Transport

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Appendix A List of Schools in Carterton and South Wairarapa Districts

No.	School	Years	Urban/Rural	Area	Prioritisation Rating
1	St Mary's School	0-8	Urban	Carterton, Carterton District	High
2	South End School	0-8	Urban	Carterton, Carterton District	High
3	Kuranui College	9-15	Urban	Greytown, South Wairarapa	High
4	Pirinoa School	0-8	Rural	Pirinoa, South Wairarapa	High
5	Gladstone School	0-8	Rural	Gladstone, Carterton District	Medium-High
6	South Featherston School	0-8	Rural	Featherston, South Wairarapa	Medium-High
7	Kahutara School	0-8	Rural	Kahutara, South Wairarapa	Medium-High
8	Featherston School	0-8	Urban	Featherston, South Wairarapa	Medium
9	Martinborough School	0-8	Urban	Martinborough, South Wairarapa	Medium
10	Dalefield School	0-8	Rural	Carterton, Carterton District	Low-Medium
11	Carterton School	0-8	Urban	Carterton, Carterton District	Low-Medium
12	Ponatahi Christian School	7-13	Urban	Carterton, Carterton District	Low-Medium
13	Greytown School	0-8	Urban	Greytown, South Wairarapa	Low-Medium
14	St Teresa's School	0-8	Urban	Featherston, South Wairarapa	Low-Medium

Appendix B Review of Carterton and South Wairarapa District Crash History

A review of Crash Analysis System (CAS) for Carterton and South Wairarapa Districts during the past 10 years (2012-2021) shows on average eight to nine fatal and serious injury crashes occurred on local roads every year.

It is noted that crashes reported to CAS were attended by the Police and typically had a Traffic Crash Report (TCR) completed. These statistics may not cover all crashes occurred in the area, given higher underreporting rate on rural roads and in remote locations.

The analysis of the data for Fatal and Serious (F+S) Crashes which occurred in both districts during 2012-2022 is shown in Figure Appendix B.1 below. There were 20 fatal and 114 serious crashes that resulted in 21 deaths, 125 serious injuries, and 462 minor injuries.

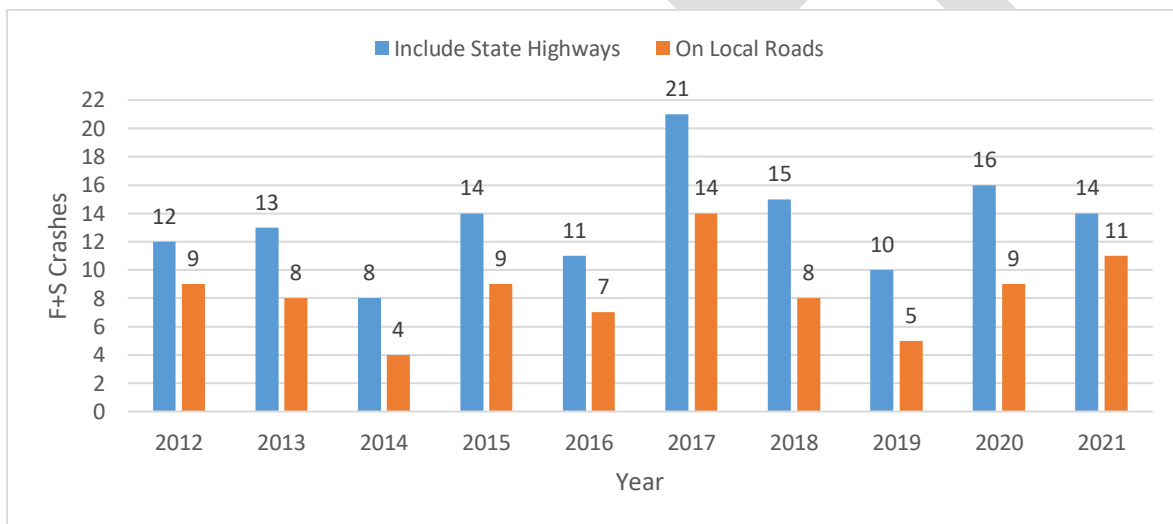


Figure Appendix B.1: Fatal and serious injury crashes by year in Carterton and South Wairarapa Districts 2012-2021

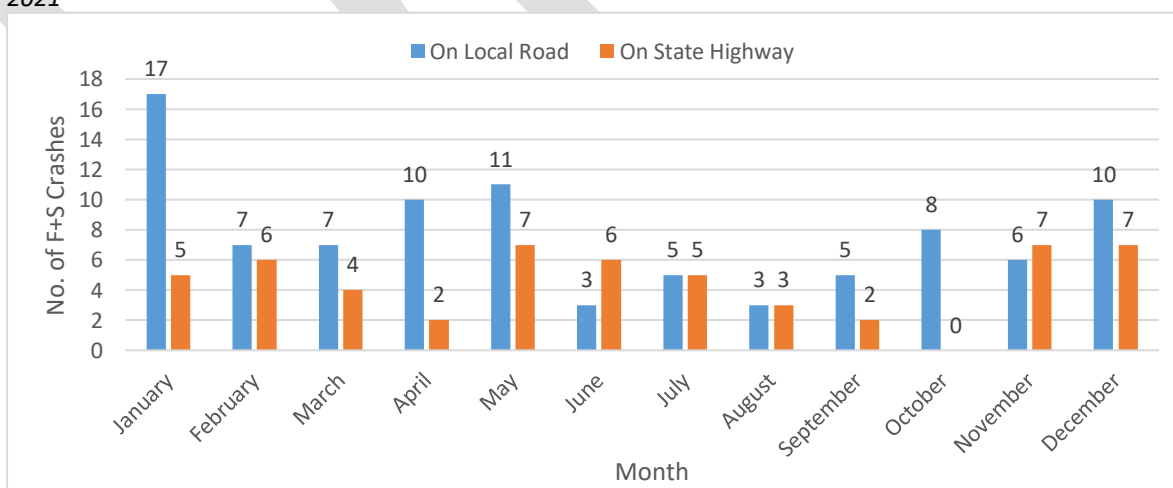


Figure Appendix B.2: Fatal and serious injury crashes by months in Carterton and South Wairarapa Districts 2012-2021

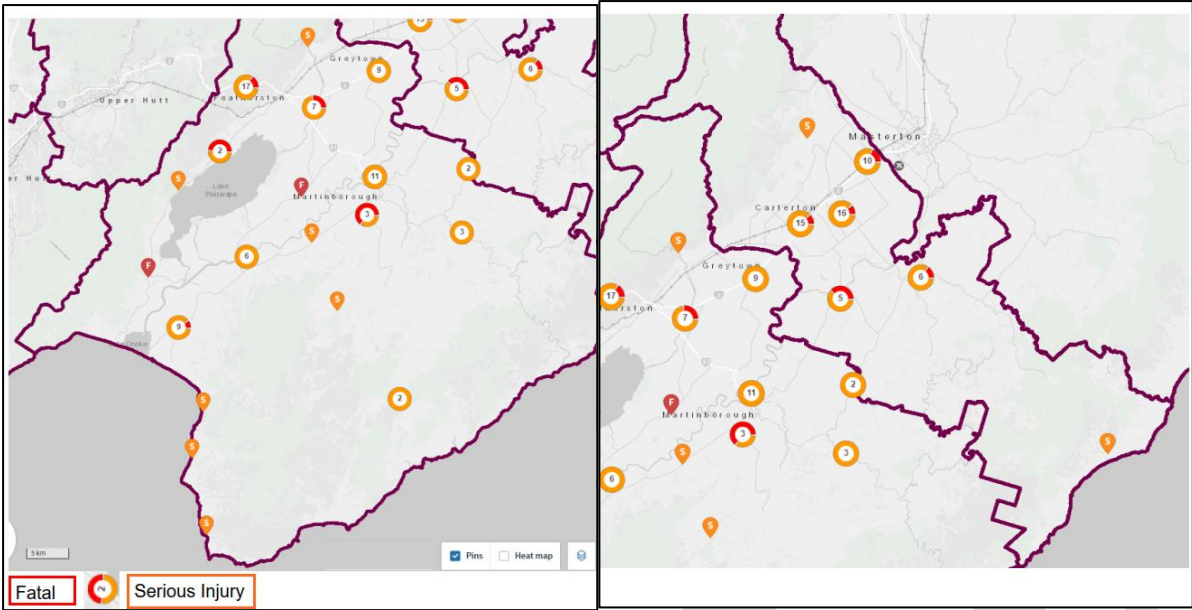


Figure Appendix B.3: Fatal and serious injury crashes in South Wairarapa District (Left) and Carterton District (Right) 2012-2021

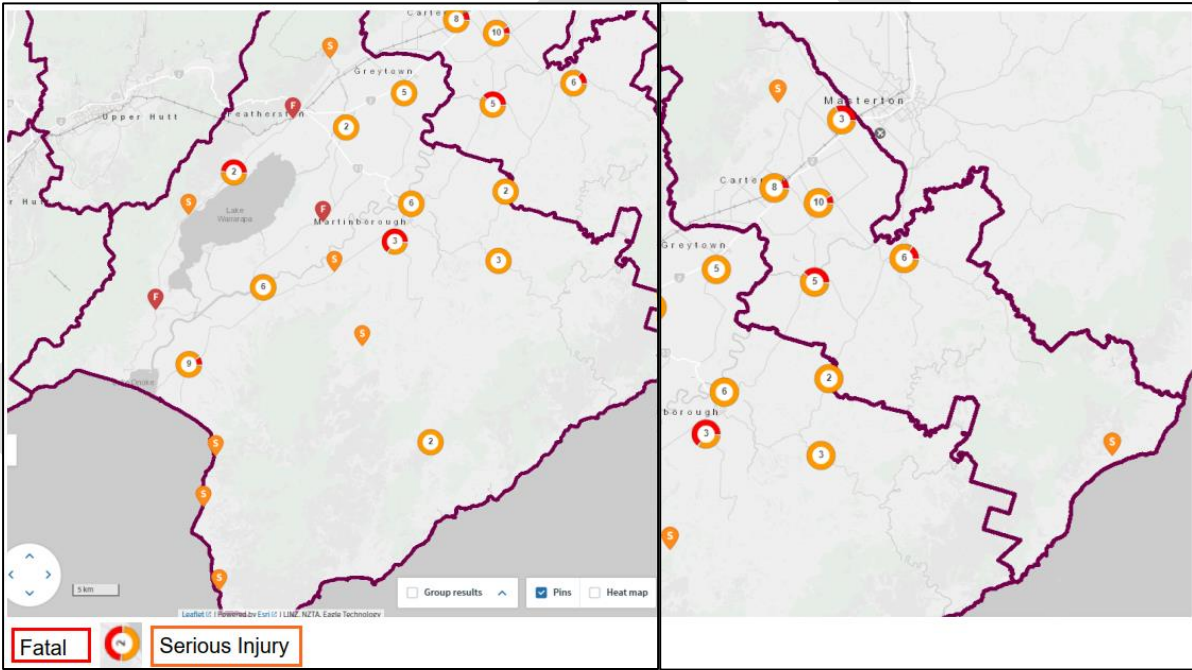


Figure Appendix B.4: Fatal and serious injury crashes in South Wairarapa District (Left) and Carterton District (Right) (excluding on State Highways) 2012-2021

The Top four contributing factors to fatal and serious injury crashes are shown in Appendix B Table 1.

Appendix B Table 1: Top four contributing factors to fatal and serious injury crashes in CDC and SWDC

Factors	Carterton and South Wairarapa Districts		New Zealand	
	Including SHs	Local Roads only	Including SHs	Local Roads only
Alcohol	28%	26%	33%	37%
Poor observation	27%	25%	30%	32%
Poor handling	26%	37%	27%	26%
Travel Speed	25%	29%	22%	23%

From Appendix B Table 1, the following findings are summarised:

- Travel speed in the two districts is higher than the national data.
- Travel speed is the second highest contributing factor to fatal and serious injury crashes on local roads in the two districts.

For Carterton and South Wairarapa Districts, the percentage of all crashes on local roads involving inappropriate speed²⁰ has varied from 5% to 19% in the ten-year period of 2012-2021, as shown in Figure Appendix B.5. The total number of crashes recorded in the two districts were 1,345, of which 657 crashes occurred on roads administered by CDC and SWDC.

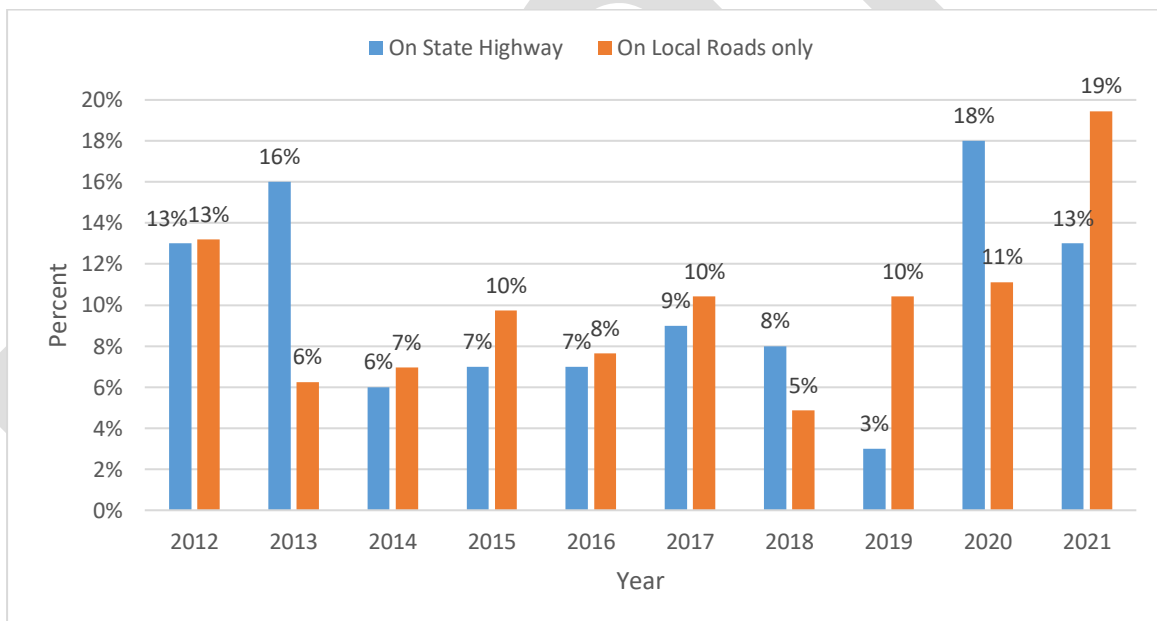


Figure Appendix B.5: Percentage of all crashes involving inappropriate speed in Carterton and South Wairarapa Districts, 2012-2021

²⁰ CAS crash contributing cause factors codes used: 110-113; 115-119 and 518

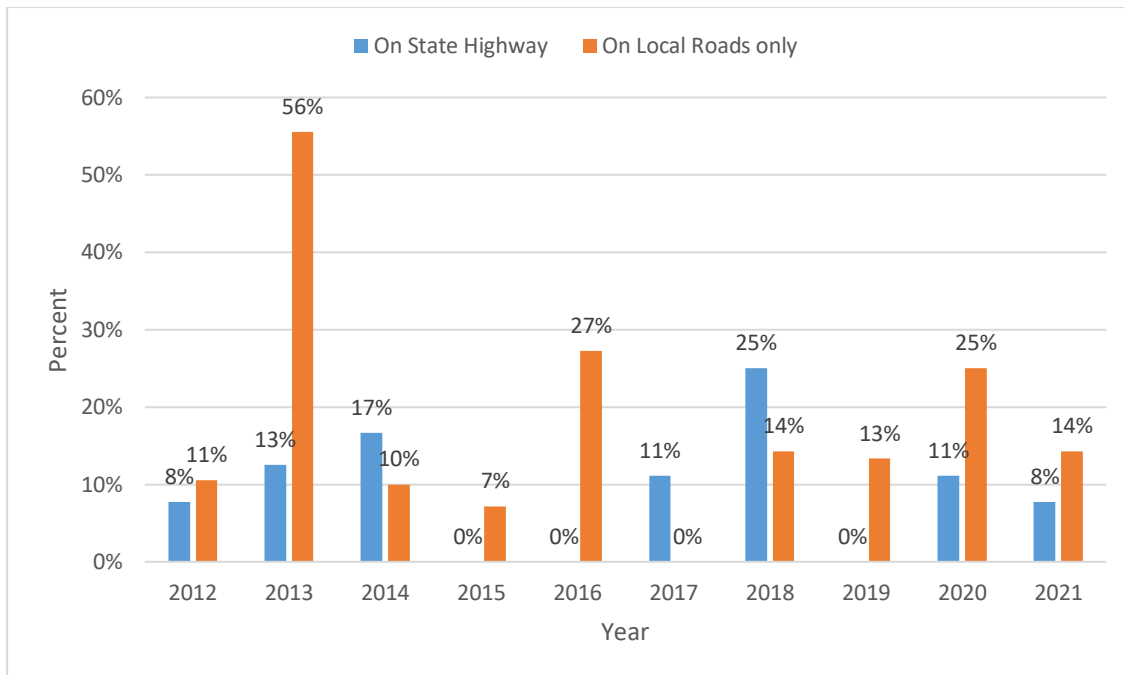


Figure Appendix B.6: Percentage of fatal and serious injury crashes involving inappropriate speed in Carterton and South Wairarapa Districts, 2012-2021

Figure Appendix B.6 shows that the percentage of fatal and serious injury crashes involving inappropriate speed occurring on local roads is much higher than those occurred on State Highways in eight of the ten years, with the highest of 56% on local roads in 2013.

Under the Road to Zero strategy, a significant change can be made in the number of death and serious injuries on our roads by implementing a good speed management programme. If drivers are driving at safe and appropriate speeds, the social costs will reduce considerably through possible lives saved and the reduction in the number of people who suffer from road trauma. Appendix B Table 2 shows other factors for the crashes involving inappropriate speed between 2012 and 2021, in Carterton and South Wairarapa Districts.

Appendix B Table 2: Other factors for the crashes involving inappropriate speed in Carterton and South Wairarapa Districts

Crashes involving inappropriate speed	Carterton and South Wairarapa Districts	
	On State Highways	Local Roads Only
Occurred on open roads	34%	49%
Occurred during night	13%	25%
Occurred at intersections	9%	15%

A clear relationship between crashes and inappropriate speed has been shown, in particular on our local roads where speed limits are currently higher than the SAAS.

B1 Crashes in Carterton, Greytown, Martinborough and Featherston

Similarly, the CAS database has been used to understand the reported crash history in the four urban areas in both districts (Carterton, Greytown, Martinborough and Featherston) over the 10-year period (2012-2021).

The analysis of the data for the reported fatal and serious injury crashes in the four areas during the 10-year period reveals:

- There have been 502 crashes in total, of which three are fatal crashes, 30 serious injury crashes, 122 minor injury crashes, and 347 non-injury crashes.
- The crashes resulted in 3 deaths, 33 serious injuries and 158 minor injuries.

The detailed number of fatal and serious injury crashes by year between 2012 and 2021 are illustrated in Figure Appendix B.7.

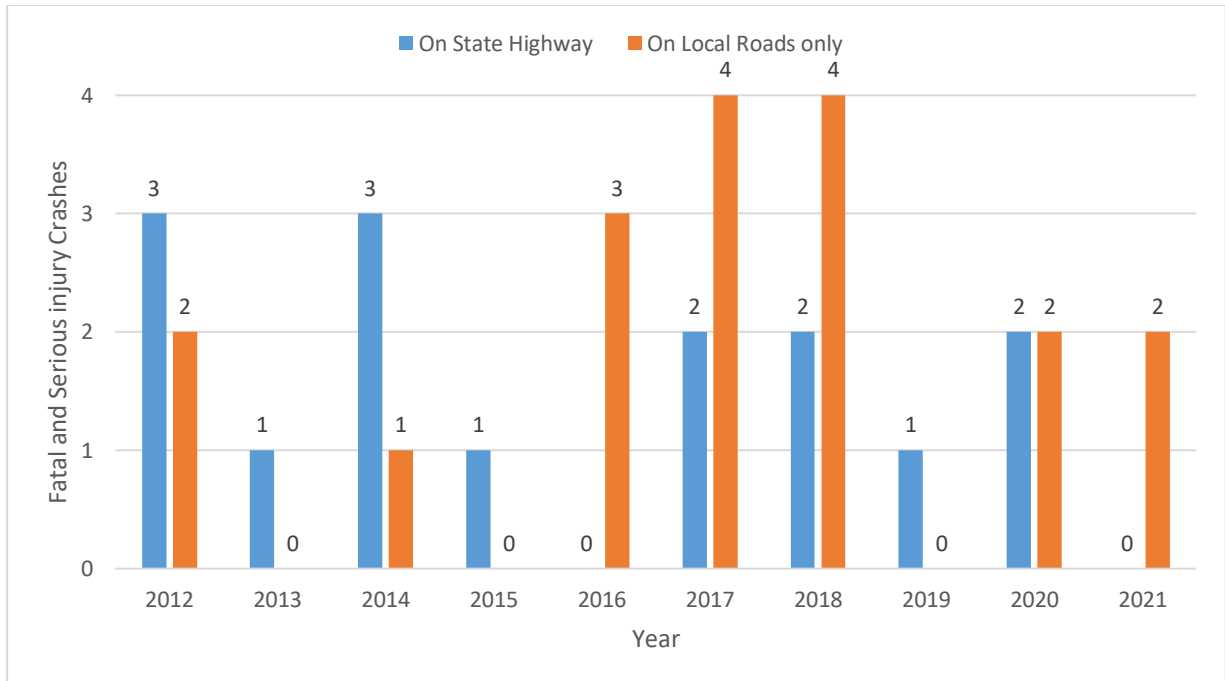


Figure Appendix B.7: Fatal and serious injury crashes by year in Carterton, Greytown, Martinborough and Featherston, 2012-2021

Figure Appendix B.7 shows that in recent six years (2016-2021), more fatal and serious injury crashes occurred on local roads than on state highways.

Figure Appendix B.8 shows the distribution of fatal and serious injury crashes in the four major urban areas. 17 crashes occurred on urban roads and 16 crashes occurred on rural roads in the areas.

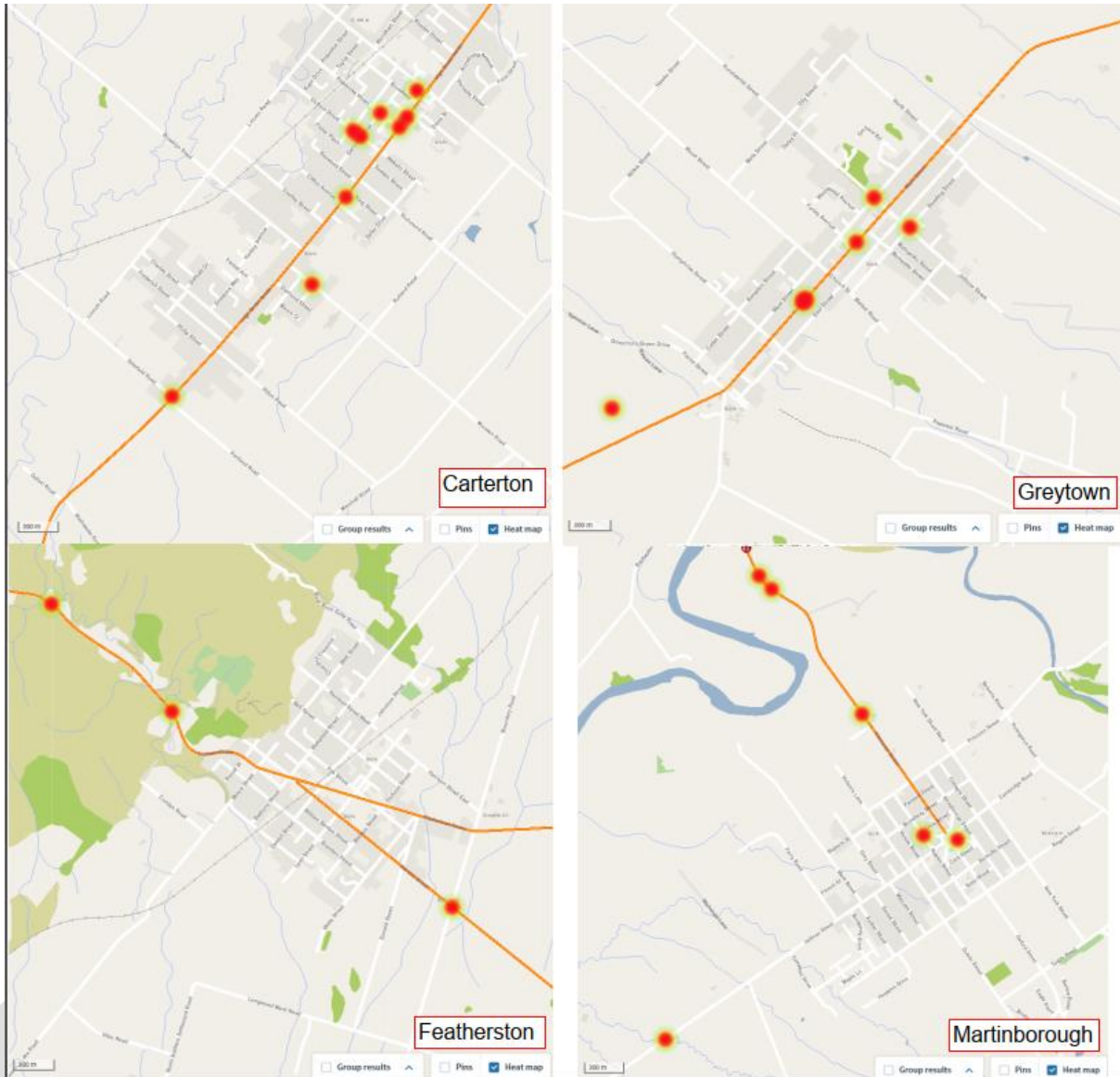


Figure Appendix B.8: Heatmap showing fatal and serious injury crashes within four urban areas in Carterton and South Wairarapa Districts, 2012-2021

Travel speed is among the top three contributing factors²¹ to fatal and serious injury crashes in these areas and these are:

- Alcohol: 10 crashes, 30%
- Poor observation: 10 crashes 30%
- Travel speed: eight crashes, 24%

The Figure Appendix B.9 shows all crashes involving inappropriate speed in the four areas. Detailed reviews of the crashes are in Appendix B1.1 to B1.4.

²¹ Note: one crash often has multiple contributing factors.

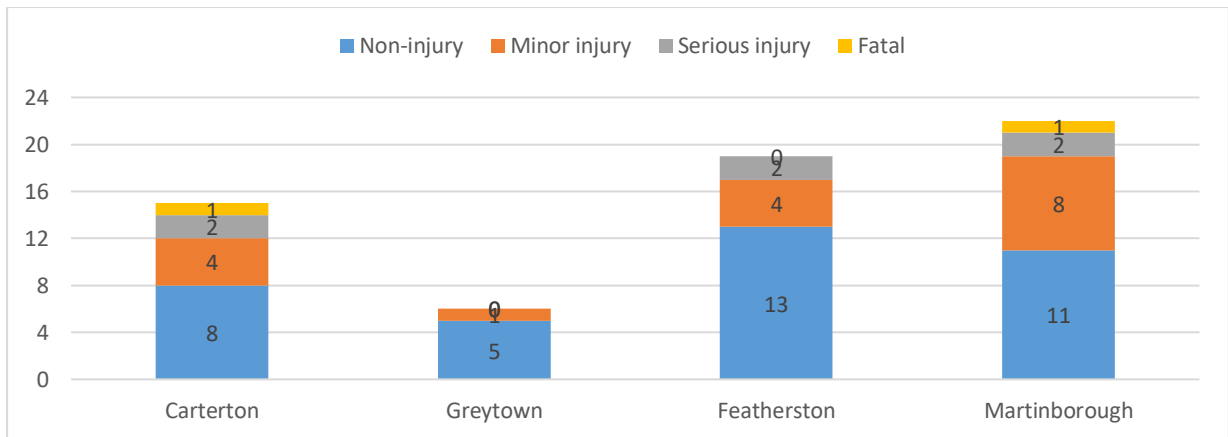


Figure Appendix B.9: Crashes involving inappropriate speed in four urban areas in Carterton and South Wairarapa Districts

B1.1 Carterton Township Crash Review

Carterton township is in Carterton District, approximately 15km southwest of Masterton in Masterton District or 9km northeast of Greytown in South Wairarapa District.

In Carterton township and the immediate area, 15 crashes have been recorded over the 10-year period involved travel speed as a contributing factor. Locations of these crashes are provided in Figure 10 and details of fatal and serious injury crashes involving inappropriate speed are provided in Appendix B Table 3.

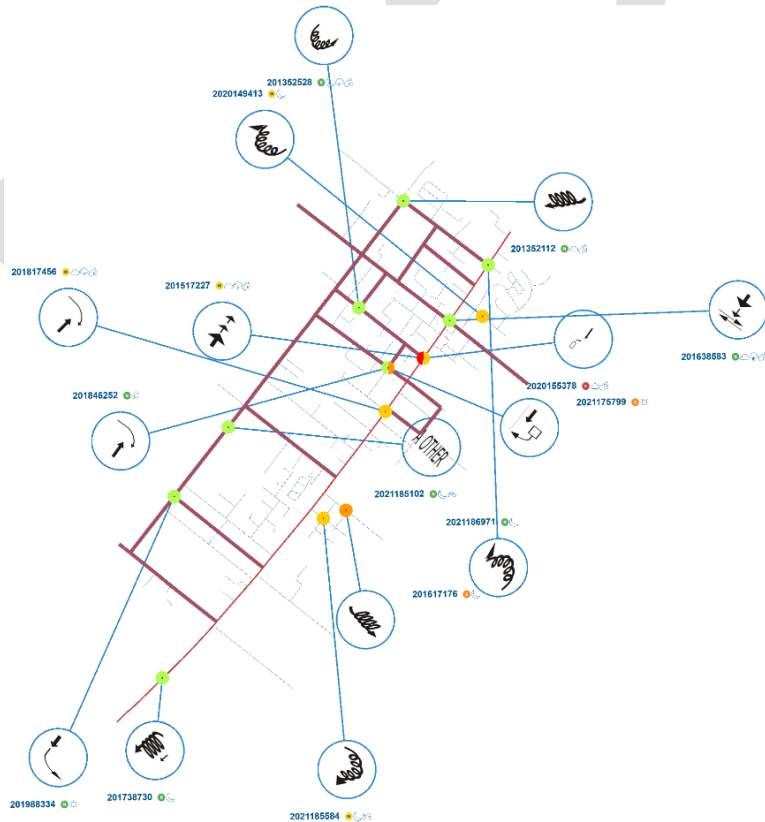


Figure 10: Collision diagram of crashes involving inappropriate speed in Carterton township and its vicinity, 2012-2021

Appendix B Table 3: Summary of fatal and serious injury crashes involving inappropriate speed for Carterton township, 2012-2021

Location	Code	Severity	Date and Time	Speed Limit	Description
Moreton Road	201617176	Serious	04/11/2016 Friday 1:27	50km/h	Driver driving west along Moreton Road. Vehicle has veered to the left hitting a tree on the side of the road
Victoria Street	2021175799	Serious	08/01/2021 Friday 15:02		Driver intended to turn right onto Garrison Street but veered left and then turned right. The driver collided with a car travelling west on Victoria Street.

In addition to the three fatal and serious injury crashes listed in Appendix B Table 3, there were 12 minor-injury and non-injury crashes involving inappropriate speed occurred within the ten-year period. One of the 12 crashes involved cyclist and none of the crashes involved pedestrians.

B1.2 Greytown Township Crash Review

Greytown is located in South Wairarapa District, approximately 9km southwest of Greytown in Carterton District.

Over the ten-year period 2012-2021, there were 94 reported crashes in the Greytown township area with the majority (68 crashes) happened along State Highway 2. These crashes resulted in one fatality, ten serious injuries and 47 minor injuries.

In Greytown township and the immediate area, six crashes have been recorded over the 10-year period involving travel speed as a contributing factor. None of these crashes involving inappropriate speed in Greytown were fatal or serious injury. None of the six crashes involved pedestrians or cyclists. Locations of these crashes are provided in Figure 11.

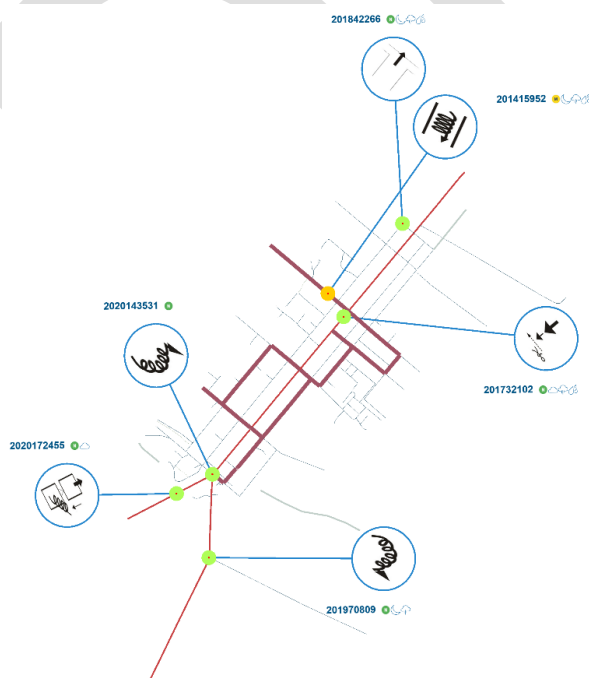


Figure 11: Collision diagram for crashes involving inappropriate speed in Greytown township and its vicinity, 2012-2021

B1.3 Featherston Township Crash Review

Featherston township is in South Wairarapa District, approximately 13km southwest of Greytown or 18km northwest of Martinborough in South Wairarapa District.

Over the ten-year period 2012-2021, there were 123 reported crashes in the Featherston township area with more crashes (71 crashes) occurred along State Highway 2 and State Highway 53. These crashes resulted in one fatality, three serious injuries and 30 minor injuries.

In Featherston township and the immediate area, 19 crashes have been recorded over the 10-year period involving travel speed as a contributing factor. None of these crashes involving inappropriate speed in Featherston were fatal but two crashes were serious injuries. None of the 19 crashes involved pedestrians but one of the crashes involved a cyclist. Locations of these crashes are provided in Figure 12. Two serious crashes involving inappropriate speed occurred on State Highway 2 and no fatal or serious crashes involving inappropriate speed occurred on local roads in Featherston township.

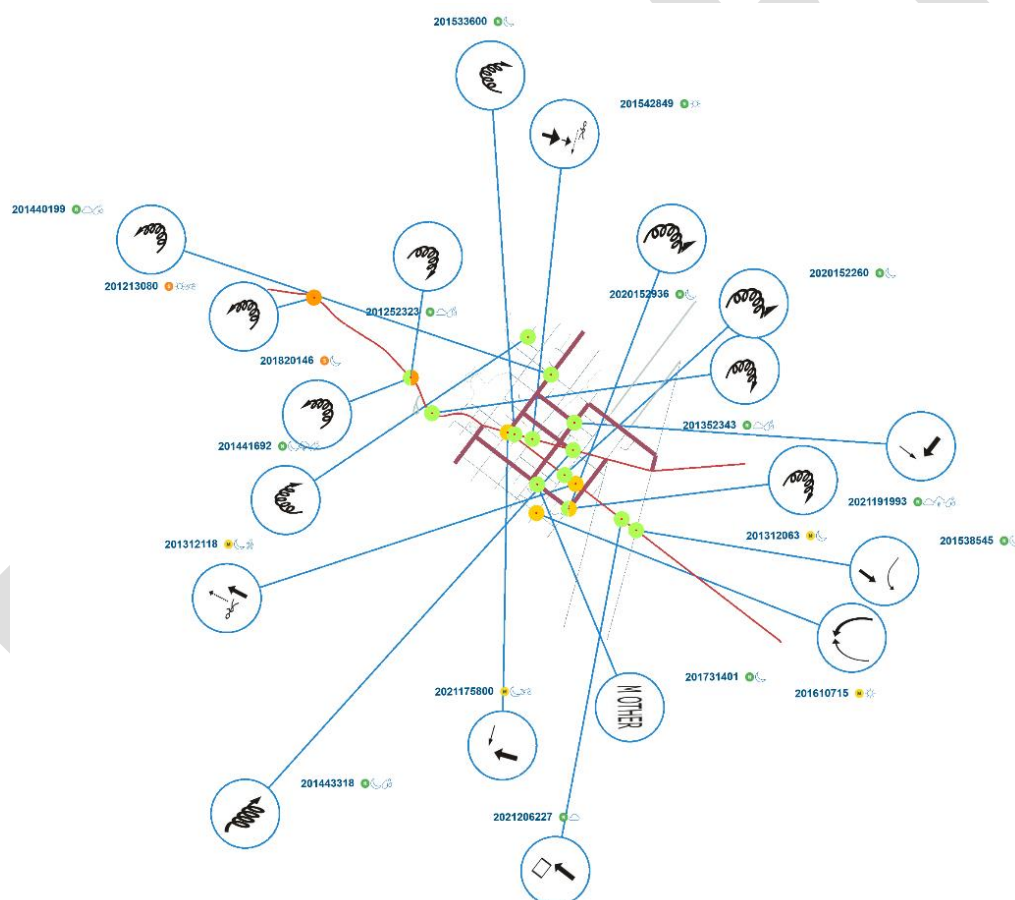


Figure 12: Collision diagram for crashes involving inappropriate speed in Featherston township and its vicinity, 2012-2021

B1.4 Martinborough Township Crash Review

Martinborough township is in South Wairarapa District, approximately 20km south of Greytown or 18km southeast of Featherston in South Wairarapa District.

Over the ten-year period 2012-2021, there were 107 reported crashes in the Martinborough township area with more crashes (73 crashes) occurred on local roads. These crashes resulted in one fatality, 12 serious injuries and 48 minor injuries.

In Martinborough township and the immediate area, 22 crashes have been recorded over the 10-year period involving travel speed as a contributing factor. One of these crashes involving inappropriate speed were fatal and two crashes were serious injuries. None of the 22 crashes involved pedestrians or cyclists. Locations of these crashes are provided in Figure 13 and details of fatal and serious injury crashes involving inappropriate speed are provided in Appendix B Table 4.

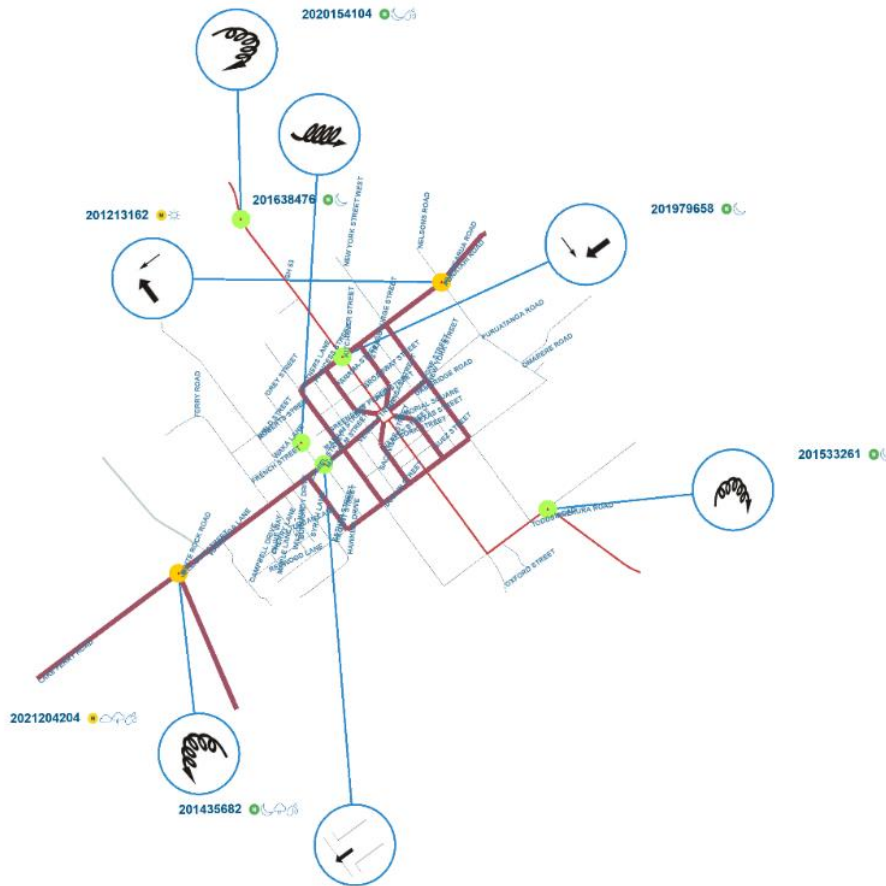


Figure 13: Collision diagram for crashes involving inappropriate speed in Martinborough township and its vicinity, 2012-2021

Appendix B Table 4: Summary of fatal and serious injury crashes involving inappropriate speed for Martinborough township, 2012-2021

Location	Code	Severity	Date and Time	Speed Limit	Description
Ponatahi Road	201414055	Serious	14/07/2014 Monday 17:15	100km/h	Vehicle lost control after a possible tyre blowout. Vehicle crossed the centreline, hit a bank and rolled once.
Shooting Butts Road	201600219	Fatal	29/09/2016 Thursday 7:00		A vehicle failed to remain on the gravel surface and collided with deep culvert with no seat belt fastened.
Fraters Road	2021176303	Serious	10/01/2021 Sunday 7:45		The driver entered a corner too fast and veered off onto the grass verge.

B1.6 Crashes on other roads

In Carterton and South Wairarapa Districts, MegaMaps shows approximately 32% of the roads (urban and rural) are unsealed. 44% of the rural roads in the two districts are unsealed.

Gravel, or other unsecured material can move if braking suddenly and a lot of crashes happen from vehicles losing traction and sliding off the roads at speed²².

CAS database has been used to understand the reported crash history in the rural area of Carterton and South Wairarapa Districts over the 10-year period (2012-2021).

The analysis of the data for the reported fatal and serious injury crashes in the rural areas during the 10-year period reveals:

- There have been 907 crashes in total, of which 19 fatal crashes, 95 serious injury crashes, 240 minor injury crashes, and 553 non-injury crashes.
- The crashes resulted in 20 deaths, 103 serious injuries and 336 minor injuries.

The detailed number of fatal and serious injury crashes by year between 2012 and 2021 are illustrated in Figure Appendix B.14.

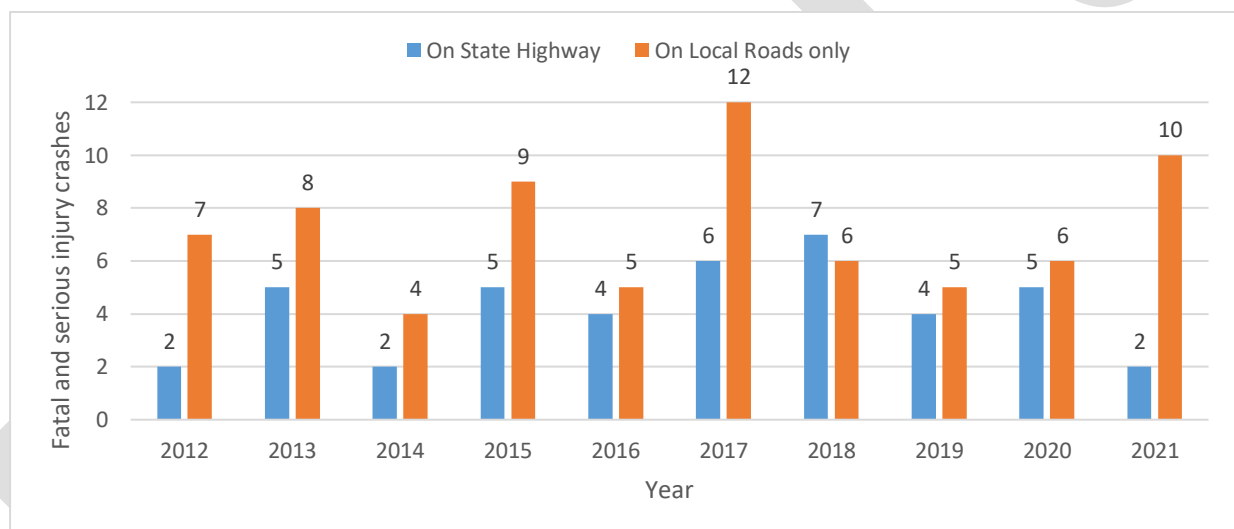


Figure Appendix B.14: Fatal and serious injury crashes by year on roads with maximum speeds of 100km/h 2012-2021

Figure Appendix B.14 shows that in the 10-year period, there were more fatal and serious injury crashes occurred on local roads than on state highway in Carterton and South Wairarapa Districts. Figure 15 shows the distribution of fatal and serious injury crashes on open roads of the two districts.

²² Paraphrased from Department of Conservation: <https://www.doc.govt.nz/parks-and-recreation/things-to-do/scenic-driving/tips-for-driving-on-unsealed-roads/>

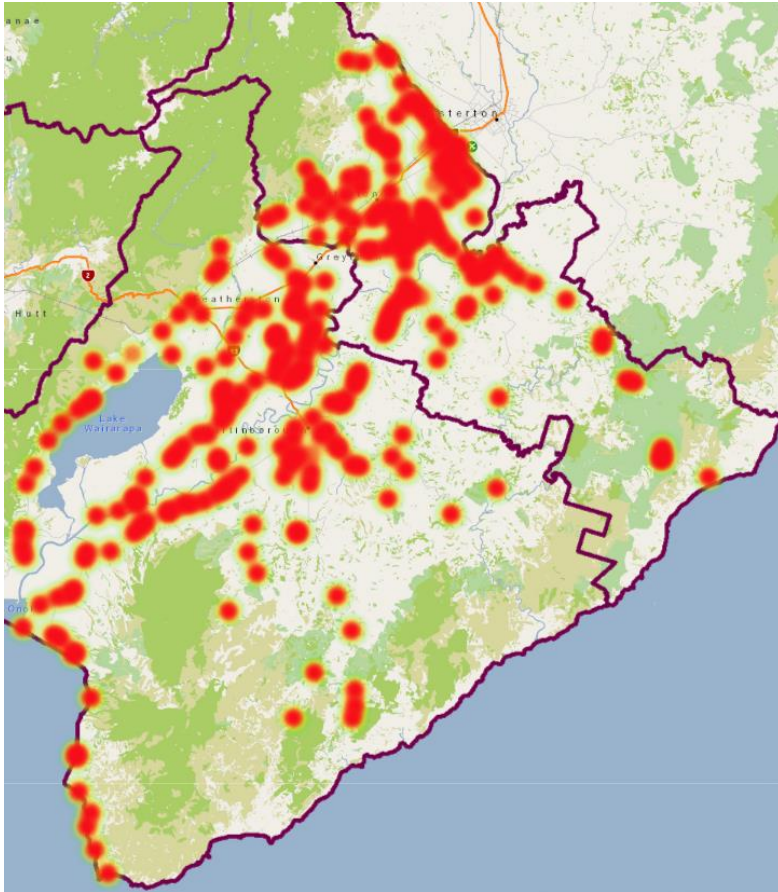


Figure 15: Heatmap showing fatal and serious injury crashes on open roads administered by CDC and SWDC, 2012-2021

Travel speed is among the top three contributing factors²³ to fatal and serious injury crashes in these areas and these are:

- Poor handling: 33 fatal and serious injury crashes, 29%
- Travel speed: 31 fatal and serious injury crashes, 27%
- Alcohol: 31 fatal and serious injury crashes, 27%
- Poor observation: 31 fatal and serious injury crashes, 27%

B1.7 Crashes related to schools

Carterton and South Wairarapa Districts have a total of 14 schools as listed in Appendix A, of which five are rural schools. As on 1 July 2021, the 14 schools have enrolled 2,678 students²⁴. National statistics indicate that an average of 13% of children would walk and or cycle to school unattended. If Carterton and South Wairarapa Districts were representative of the national average, of these students 348 would walk and or cycle to school unattended.

²³ Note: one crash often has multiple contributing factors.

²⁴ Source: Education Counts: South Wairarapa District: <https://www.educationcounts.govt.nz/know-your-region/territorial-authority/student-population/year?district=50®ion=9>
 Carterton District: <https://www.educationcounts.govt.nz/know-your-region/territorial-authority/student-population/year?district=49®ion=>

A total of four crashes occurred within the immediate 100m buffer area of schools in the two districts over the 10-year period. One of them was a serious injury crash and the other three were minor injury crashes. Although none of the crashes recorded involved inappropriate speed and none of these occurred during school time, there were high number of crashes that happened in the vicinity of schools where the posted speed limit is above 30km/h for urban schools and 60km/h for rural schools.

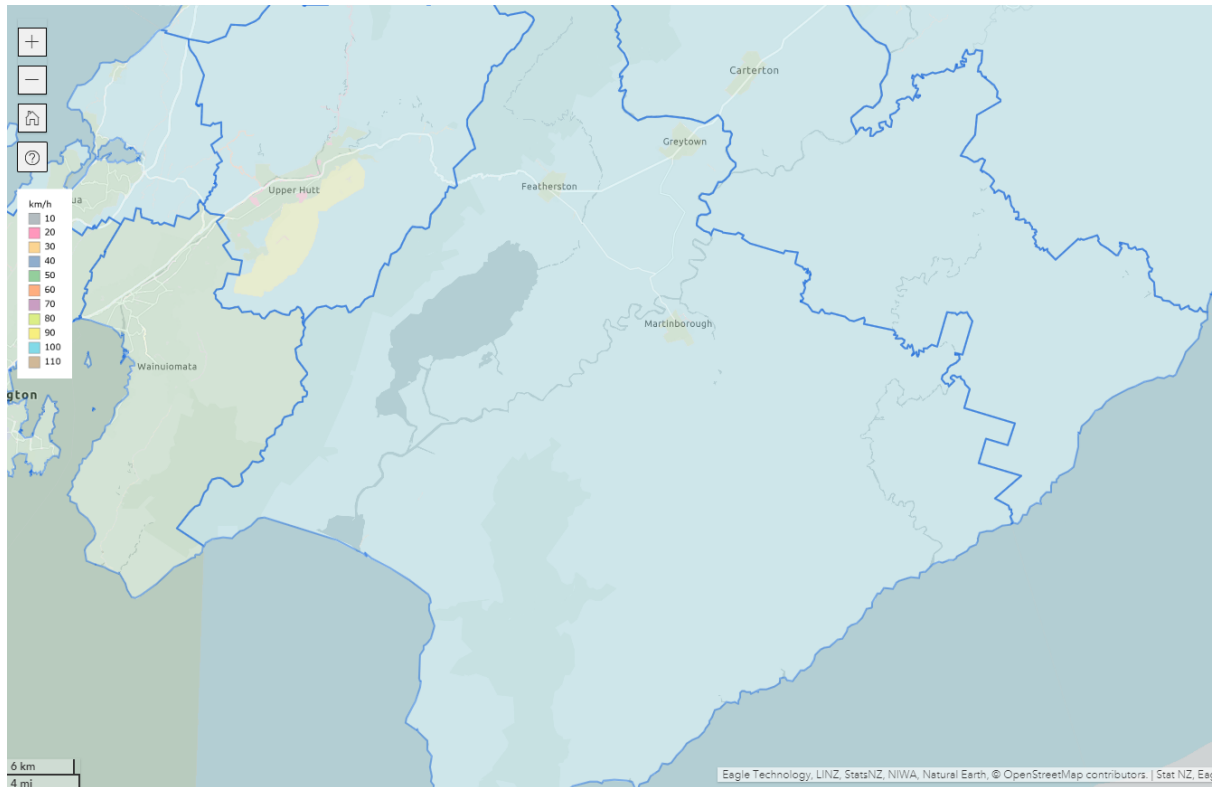
Two crashes occurred on local roads within 100m buffer area of schools in the two districts, as summarised in Appendix B Table 5.

Appendix B Table 5: Crashes occurred on local roads within 100m buffer area of schools in Carterton and South Wairarapa

Crash ID	Crash road	Date	Time	Injuries	Urban or open road	Surface	Natural Light	Weather	Description
201812272	Lyon Street	Sat, 20/03/2018	0:30	1 minor	Urban	Dry	Dark	Fine	Driver spun onto a raised island and hit a give-way sign.
201978414	Te Whiti Road	Mon, 18/11/2019	17:40	1 serious	Open	Dry	Bright sun	Fine	A wheel on the back of a tractor fell off and impacted with a cyclist.

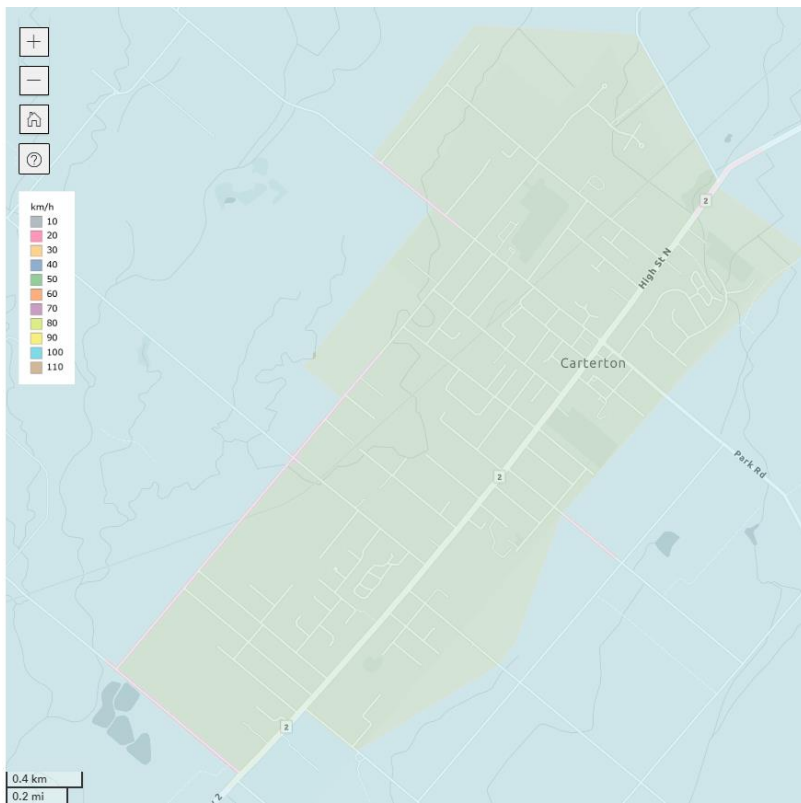
Appendix C Existing speed limits

The National Speed Limit Register shows that the existing speed limits are 100km/h outside the main four urban areas: Carterton, Greytown, Featherston and Martinborough, as shown in Appendix C.1.



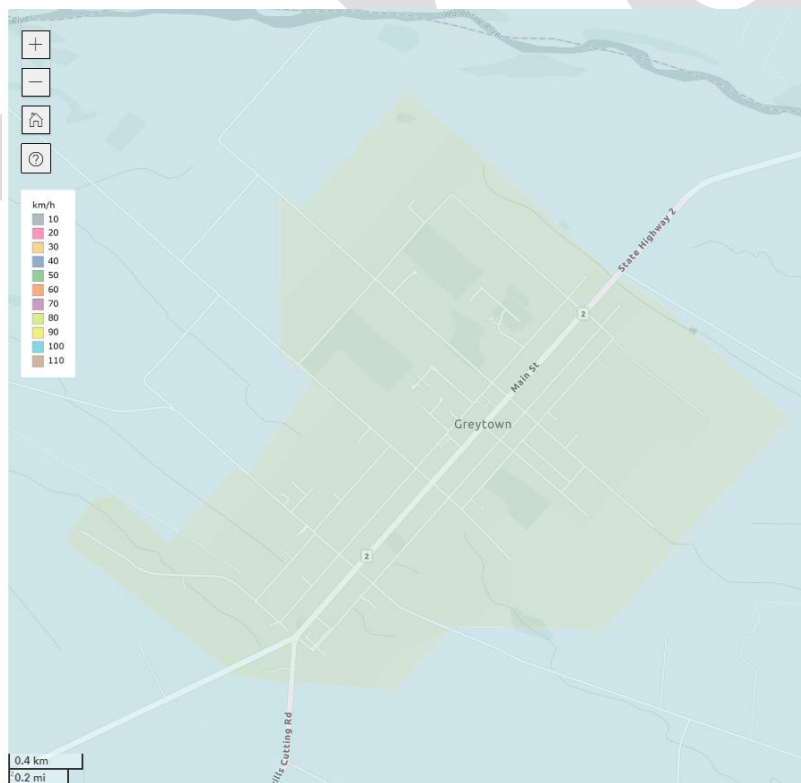
Appendix C.1: Existing speed limits in Carterton District and South Wairarapa District

The posted speed limit in the urban area of the township is shown in Appendix C.2.



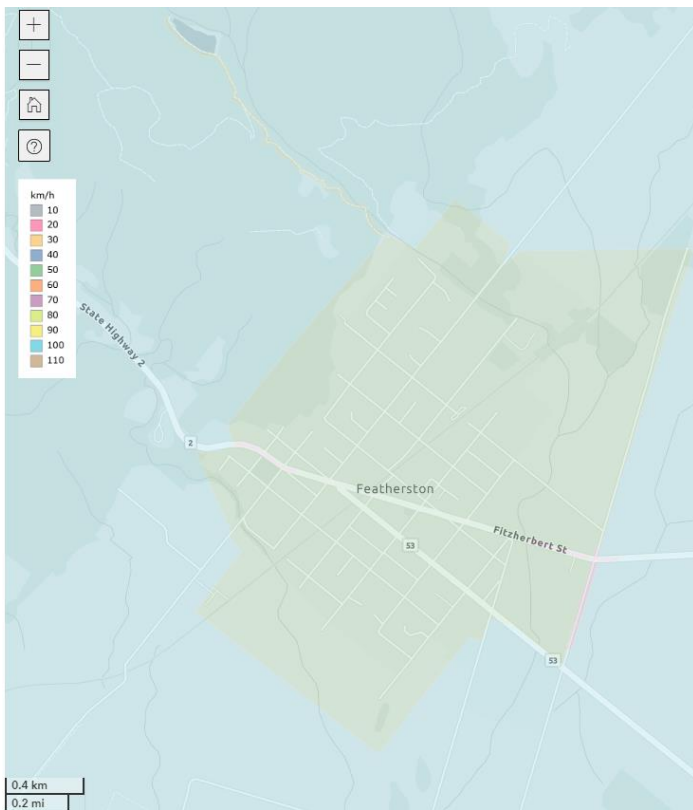
Appendix C.2: Posted speed limit in NSLR for Carterton township

The posted speed limit in the urban area of the township is shown in Appendix C.3.



Appendix C.3: Posted speed limit in NSLR for Greytown township

The posted speed limit in the urban area of the township is shown in Appendix C.4.



Appendix C.4: Posted speed limit in NSLR for Featherston township

The posted speed limit in the urban area of the township is shown in Appendix C.5.



Appendix C.5: Posted speed limit in NSLR for Martinborough township

Appendix D Safe and appropriate speed limits criteria

The setting of safe and appropriate speed limits involves integrating and aligning the One Network Framework street categories with safe and appropriate speed limit ranges and using the following criteria as advised in the Speed Management Guide: Road to Zero Edition 2022, as shown in Figure Appendix D.1 to Figure Appendix D.4.

Draft

ONF street category	Safe and appropriate speed limit 10km/h	Safe and appropriate speed limit 20km/h	Safe and appropriate speed limit 30km/h	Safe and appropriate speed limit 40km/h	Safe and appropriate speed limit 50km/h	Safe and appropriate speed limit 60km/h
Civic spaces	SAAS is 10 km/h unless the criterion is satisfied for a higher SAAS	Criterion <ul style="list-style-type: none"> Not a fully mixed environment, with some street space allocated for different users such as footpath separate from vehicle lane 				
Local street			SAAS is 30km/h			
Activity streets, main streets, city hubs			SAAS is 30km/h unless the criterion is satisfied for a higher SAAS	Criterion <ul style="list-style-type: none"> On-street cycle lane or separated cycling facility provided Desirable or future characteristics <ul style="list-style-type: none"> All walking and cycling crossings along the corridor designed to achieve an operating speed of no more than 30km/h 		

Figure Appendix D.1: Criteria for safe and appropriate speed limits – civic spaces, local streets, activity streets, main streets and city hubs

ONF street category	Safe and appropriate speed limit 40km/h	Safe and appropriate speed limit 50km/h	Safe and appropriate speed limit 60km/h
Urban connectors	SAAS is 40km/h unless criteria are satisfied for a higher SAAS	<p>Criteria</p> <p>Continuous formed footpath provided on at least one side of the road and either:</p> <ul style="list-style-type: none"> • is median divided, and • land use is not residential <p>OR:</p> <ul style="list-style-type: none"> • land use is controlled access <p>OR:</p> <ul style="list-style-type: none"> • is median divided or multi-lane undivided, and • AADT > 12,000 vpd (per carriageway for divided streets), and • on-street cycle lane is provided <p>OR:</p> <ul style="list-style-type: none"> • Separated cycling facility is provided. <p>Desirable characteristics</p> <ul style="list-style-type: none"> • Formal crossing facilities for pedestrians at all major intersections, and • All walking and cycling crossings along the corridor designed to achieve operating speeds of no more than 30km/h. 	<p>Criteria</p> <p>Continuous formed footpath provided on at least one side of the road and:</p> <ul style="list-style-type: none"> • is median divided, and • land use is not residential, and • separated cycling facility is provided, and • on-street parking is prohibited. <p>Desirable characteristics</p> <ul style="list-style-type: none"> • Formal crossing facilities for pedestrians at all major intersections, and • All walking and cycling crossings along the corridor designed to achieve operating speeds of no more than 30km/h.
Transit corridors	Safe and appropriate speed limit 60km/h	Safe and appropriate speed limit 80km/h	<p>Safe and appropriate speed limit 100km/h</p> <p>Criteria</p> <p>Road is:</p> <ul style="list-style-type: none"> • median divided, and • land use is 'no access' or 'controlled access', and • alignment is straight or curved, and • right-turn movements across opposing lanes are not permitted except at roundabouts. <p>Desirable Characteristics</p> <ul style="list-style-type: none"> • A fully separated cycling along or adjacent to the corridor.

Figure Appendix D.2: Criteria for safe and appropriate speed limits – urban connectors and transit corridors

ONF street category	Safe and appropriate speed limit 40km/h	Safe and appropriate speed limit 50km/h	Safe and appropriate speed limit 60km/h	Safe and appropriate speed limit 80km/h
Stopping place	<p>Criteria</p> <ul style="list-style-type: none"> No formal off-road parking provided (roadside parking occurs), and pedestrians are expected on the roadside or crossing the road. 		<p>SAAS is 60km/h unless criteria are satisfied for a higher or lower SAAS</p> <p>NoteOTE: SAAS must be no higher than the adjacent sections of rural road; for instance, if criteria are met for a SAAS of 80km/h but the SAAS of adjacent road sections either side of the Stopping Place are 60km/h, then the SAAS of the Stopping Place would also be 60km/h.</p>	<p>Criteria</p> <ul style="list-style-type: none"> All parking is provided off road and is physically separated from traffic lanes, and Parking area is accessed via appropriate turning facilities on the main road (for example, a right-turn bay). <p>Desired characteristics</p> <ul style="list-style-type: none"> All walking and cycling crossings along the corridor designed to achieve an operating speed of no more than 30km/h
Peri-urban roads		<p>Criteria</p> <ul style="list-style-type: none"> Land use is not rural (that is, adjacent land use is transitioning to urban and has an access density of 10/km or more). <p>Desired characteristics</p> <ul style="list-style-type: none"> Continuous formed footpath provided on at least one side of the road. 	<p>SAAS is 60km/h unless criteria are satisfied for a higher or lower SAAS</p>	<p>Criteria</p> <p>Is sealed, has a marked centreline and:</p> <ul style="list-style-type: none"> alignment is straight, and carriageway width is 7.6m or more <p>OR:</p> <ul style="list-style-type: none"> alignment is curved, and carriageway width is 8.5m or more. <p>Desirable characteristics</p> <ul style="list-style-type: none"> Has some form of edge delineation such as edgeline pavement markings and/or edge marker posts.
Rural roads			<p>SAAS is 60km/h unless criteria are satisfied for a higher SAAS</p>	<p>Criteria</p> <p>Is sealed, has a marked centreline and:</p> <ul style="list-style-type: none"> is multilane undivided <p>OR:</p> <ul style="list-style-type: none"> alignment is straight <p>OR:</p> <ul style="list-style-type: none"> alignment is curved, and land use is remote rural or no access <p>OR:</p> <ul style="list-style-type: none"> alignment is curved, and land use is rural residential, and carriageway width is 8.5m or more <p>OR:</p> <ul style="list-style-type: none"> alignment is curved, and land use is rural residential, and AADT is less than 6,000vpd, and carriageway width is 7.6m or more, and <p>OR:</p> <ul style="list-style-type: none"> alignment is winding, and AADT is less than 3,000vpd, and carriageway width is 7.6m or more, and access density is less than 5/km. <p>Desirable characteristics</p> <ul style="list-style-type: none"> Has some form of edge delineation such as edgeline pavement markings and/or edge marker posts.

Figure Appendix D.3: Criteria for safe and appropriate speed limits – stopping place, peri-urban roads and rural roads

ONF street category	Safe and appropriate speed limit 60km/h	Safe and appropriate speed limit 80km/h	Safe and appropriate speed limit 100km/h	Safe and appropriate speed limit 110km/h
Rural connector	<p>Criteria</p> <ul style="list-style-type: none"> Road stereotype is unsealed OR: Alignment is tortuous OR: Infrastructure Risk Rating is 1.8 or over OR: Access Density $\geq 10/\text{km}$ 	<p>SAAS is 80km/h unless criteria are satisfied for a higher or lower SAAS</p> <p>Criteria</p> <ul style="list-style-type: none"> Road is sealed and has a marked centreline and edgeline pavement markings <p>OR:</p> <ul style="list-style-type: none"> edge marker posts. <p>NOTE:</p> <p>Any roads that do not meet these criteria should have a SAAS of under 80km/h until such time that delineation is improved to the minimum standard.</p>	<p>Criteria</p> <p>Road is:</p> <ul style="list-style-type: none"> median divided, and alignment is straight or curved. 	
Interregional connectors	<p>Criteria</p> <ul style="list-style-type: none"> Road stereotype is unsealed <p>OR:</p> <ul style="list-style-type: none"> Alignment is tortuous <p>OR:</p> <ul style="list-style-type: none"> Infrastructure Risk Rating is 1.8 or over <p>OR:</p> <ul style="list-style-type: none"> Access Density $\geq 10/\text{km}$ 	<p>SAAS is 80km/h unless criteria are satisfied for a higher or lower SAAS</p> <p>Criteria</p> <p>Road is:</p> <ul style="list-style-type: none"> sealed and has a marked centreline and edgeline pavement markings <p>OR:</p> <ul style="list-style-type: none"> edge marker posts. <p>NOTE:</p> <p>Any roads that do not meet these criteria should have a SAAS of under 80km/h until such time that delineation is improved to the minimum standard.</p>	<p>Criteria</p> <p>Road is:</p> <ul style="list-style-type: none"> median divided, and alignment is straight or curved. 	<p>Criteria</p> <p>Corridor is at least 5 km in length, and has:</p> <ul style="list-style-type: none"> stereotype is dual carriageway or median divided, and alignment is straight or curved, and land use is No Access, and 2 or more lanes in each direction, and AADT is less than 25,000 per direction, and intersections are grade separated and have spacing of 1.5km or more, and personal Risk of Low or Low-Medium. <p>NOTE: Approval is required from Waka Kotahi for a speed limit of 110km/h. The implications of increased emissions from a 110km/h speed limit should also be considered</p>

Figure Appendix D.4: Criteria for safe and appropriate speed limits – rural connector and interregional connectors

Appendix E Reported fatal and serious injury crashes involving inappropriate speeds on local roads in Carterton and South Wairarapa districts

Crash ID	Crash road	Side road	Metres from side Road/feature	Day	Date	Time	FAT	SEV	MIN	School Zone	Urban or open road	Surface	Natural light	Weather	Description
201211368	HUGHES LINE	CORNWALL ROAD	260	Fri	24/02/2012	18:20	0	1	2	Yes	Open	Dry	Bright sun	Fine	A vehicle attempted to have a car racing with another vehicle but then lost control when travelling onto the opposite side.
201211632	KAHUTARA ROAD	EAST-WEST ACCESS ROAD	540	Sun	22/04/2012	12:25	0	1	0	No	Open	Dry	Bright sun	Fine	Front wheel of vehicle lost control on change of road surface when the driver of exiting raised bridge downhill with possible excessive speed.
201211934	PONATAHI ROAD	CARTERTON LONGBUSH ROAD	1500	Tue	15/05/2012	13:30	0	1	0	Yes	Open	Dry	Overcast	Fine	A truck loaded with logs travelling north to Martinborough had its trailer rolled over and started to slide down the road.

201310008	KOKOTAU ROAD	PONATAHI ROAD	1200	Tue	12/02/2013	18:15	1	0	0	Yes	Open	Dry	Bright sun	Fine	A vehicle travelling home came a round a moderate bend and went to the right side of the road then lost control and went through the fence. The vehicle rolled and the driver was ejected possible through the sunroof.
201310009	WILTONS ROAD		0	Sun	17/02/2013	8:11	1	1	0	Yes	Open	Dry	Bright sun	Fine	A vehicle collided with the side of a locomotive after failing to stop at railway crossing with East Taratahi Road. The driver was thrown out of the vehicle landing 20-30m south of the crossing.
201310024	KAHUTARA ROAD	ROTOTAWAI ROAD	870	Thu	30/05/2013	2:59	1	1	0	No	Open	Wet	Dark	Fine	A vehicle came around a bend and lost control sliding sideways into a fencepost before coming to a full stop.
201310051	ADMIRAL ROAD	TE WHITI ROAD	2800	Mon	14/10/2013	15:30	1	0	0	Yes	Open	Dry	Overcast	Fine	A truck lost control and overturned when turning left.

201311725	TE WHARAU ROAD	PUKETIRO ROAD	2040	Sat	18/05/2013	4:00	0	1	0	Yes	Open	Wet	Dark	Fine	A car travelling down Te Wharau Hill Road and drove straight ahead over the side of the hill and broke through a fence. Driver probably intoxicated and there were no brake marks prior to the crash.
201414055	PONATAHI ROAD	JOHNS WAY	2250	Mon	14/07/2014	17:15	0	1	0	No	Open	Dry	Twilight	Fine	A vehicle lost control after a possible tyre blowout. The vehicle hit grass verge before overcorrecting and crossed centreline hitting a bank and rolled once.
201510997	LAKE FERRY ROAD	POUAWHA ROAD	50	Sat	21/03/2015	18:00	0	1	0	No	Open	Dry	Bright sun	Fine	Head-to-tail crash occurred at a right-hand bend on Lake Ferry Road. The front vehicle slowed down as approaching the bend but the car behind didn't reduce the speed and crashed into a ditch.

201600026	CAPE PALLISER ROAD	WHANGAIM OANA BEACH ROAD	750	Sun	24/01 /2016	13:00	1	0	0	No	Open	Dry	Bright sun	Fine	A motorcyclist enters corner too fast and from too far to the left and fell from the bike and got trapped under a car travelling in the opposite direction.
201600219	SHOOTING BUTTS ROAD	WHITE ROCK ROAD	1170	Thu	29/09 /2016	7:00	1	0	0	No	Open	Dry	Dark	Fine	Driver travelling west has failed to remain on a straight section of Butts Road with gravel surface. The vehicle left road and collided with deep culvert then rolled.
201617176	MORETON ROAD	BOOTH ST	100	Fri	4/11/ 2016	1:27	0	1	0	No	Urban	Dry	Dark	Fine	Driver driving west along Moreton Road. Vehicle has veered to the left hitting a tree on the side of the road
201810317	WESTERN LAKE ROAD	ROTOMANU RISE	1090	Fri	12/01 /2018	15:50	0	1	1	No	Open	Dry	Overcast	Fine	A truck was heading north on Western Lake Road when it went across the road and slid sideways back onto the left-hand side where the front has hit a tree breaking the tree off and causing the van to roll over onto the driver-side.

201950099	TE WHITI ROAD	WAIPOAPOA ROAD	235	Sat	2/02/2019	20:20	0	1	0	Yes	Open	Dry	Twilight	Fine	Driver consumed alcohol and drove off at speed then crashed into a bank and rolled his vehicle.
201960957	NORFOLK ROAD	CHESTER ROAD	567	Fri	2/08/2019	8:26	0	1	1	Yes	Open	Dry	Bright sun	Fine	The driver was possibly exceeding the speed limit when coming to the corner past Chester Road. The driver hit the grass verge, then fence and rolled multiple times and then coming to a stop in the middle of a grass paddock.
2020143468	LAKE FERRY ROAD	WHAKATO MOTOMO ROAD	537	Su	19/01/2020	11:45	0	1	0	No	Open	Wet	Overcast	Light rain	The motorcyclist was approaching a left hand bend with poor visibility at an estimated speed of 120kmph. The motorcyclist was then thrown from his motorcycle into a ditch on his side of the road.

202014897 1	DAKINS ROAD	EAST TARATAHI ROAD	567	Sat	21/03 /2020	17:36	0	2	0	Yes	Open	Dry	Overcas t	Fine	A vehicle was driving at speed and hit the bank to the left of the road which caused the vehicle to roll approximately 50 metres down the road. Neither passenger nor driver was wearing seatbelts.
202015537 8	HIGH STREET SOUTH	PEMBROKE STREET		Fri	19/06 /2020	12:26	1	0	1	Yes	Urban	Wet	Overcas t	Fine	A driver overtook a line of northbound traffic at speed. He then clipped one of the cars he has overtaken and then has collided head-on with a southbound vehicle.
202016524 4	BUCKS ROAD	UNDERHILL ROAD	2430	Sat	26/09 /2020	13:30	0	1	2	No	Open	Dry	Overcas t	Fine	A driver lost control of the vehicle on a corner travelling at about 50km/h. The vehicle came to a stop once it made impact with the grass bank and tree.
202016796 0	ADMIRA L ROAD	TE WHITI ROAD	3142	Sat	17/10 /2020	11:23	0	2	0	Yes	Open	Dry	Overcas t	Fine	Competitor's vehicle has left the road on the exit to a right hand bend.

2021175799	VICTORIA STREET	GARRISON STREET		Fri	8/01/2021	15:02	0	1	1	Yes	Urban	Dry	Bright sun	Fine	A vehicle intended to turn right into Garrison Street but then veered left and turned right and collided with another vehicle travelling on the opposite direction.
2021176303	FRATERS ROAD	WHITE ROCK ROAD	645	Sun	10/01/2021	7:45	0	1	0	No	Open	Dry	Bright sun	Fine	The driver entered the corner too fast and veered off onto the grass verge on the left of the road before crashing into a ditch and flipped onto its side causing extensive damage.
2021201173	EAST WEST ACCESS ROAD	TE HOPAI ROAD	653	Mon	27/09/2021	23:30	0	1	0	No	Open	Wet	Dark	Light rain	A vehicle lost control and the vehicle spun 180 degrees as it crossed both lanes and went into a culvert on the other side of the road.
2021208939	TORA ROAD	WHITE ROCK ROAD	4315	Sat	25/12/2021	15:07	0	1	1	No	Open	Dry	Overcast	Fine	Driver lost control of the vehicle shortly after transitioning onto gravel road due to inexperience with driving on gravel road.

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