



## Hearings Committee Meeting Agenda – 16 August 2023

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### NOTICE OF MEETING

This meeting will be held in the Supper Room, Waihinga Centre, 62 Texas Street, Martinborough and via audio-visual conference, commencing at 9.00am. The meeting will be held in public where noted and will be live-streamed and will be available to view on our [YouTube channel](#).

All SWDC meeting minutes and agendas are available on our website: <https://swdc.govt.nz/meetings/>

**Committee Membership:** Mayor Martin Connelly (Chair), Councillors Alistair Plimmer, Rebecca Gray, Pip Maynard, and Kaye McAulay.

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### A Open Section

**A1. Mihi / Karakia Timatanga - Opening**

**A2. Apologies**

**A3. Conflicts of interest**

**A4. Confirmation of Minutes**

Pages 1-4

**Proposed resolution:** That the minutes from the Hearings Committee meeting held on 19 July 2023 are a true and correct record.

### B Submissions Hearings on Regulatory Policies

Time	Submission Number	Name	Page
9.00am	010	Emma McDougall	70
9.10am	011	Richard Wards	71

### C Deliberations on Regulatory Policies

**C1. Local Easter Sunday Shop Trading Deliberations Report**

Pages 5-42

**C2. Dangerous, Affected and Insanitary Buildings Deliberations Report**

Pages 43-78

**D Submissions Hearings on 2023 Speed Review**

Time	Submission Number	Name	Page(s)
10.05am	006	Sian Hudson	213
10.10am	007	Anne Hynds	213
10.20am	030	Nika Richards	215
10.25am	034	Mike Firth	215
10.30am	036	Alistair and Jenny Boyne	215
10.35am	043	Ray Lilley	216
10.40am	044	Michael and Philippa Arapoff	216
10.50am	046	Jeniah Peterson	216
11.10am	056	Rosy Fenwicke	218
11.15am	057	Clem Beck	218
11.20am	059	Jamie Burns	218
11.25am	060	John Van Vliet	218
11.35am	077	Storm Robertson	221
11.40am	172	Martinborough Community Board – Storm Robertson (Chair)	251-253
11.50am	083	Rachael McGuckian	222
11.55am	085	Joelle Thomson	222
12.30pm	087	Tanya Cowen	222
12.35pm	089	Denish Kapuria	222
12.40pm	095	Belinda Milnes	222
12.45pm	005	Jack Sheppard	213
12.50pm	121	Tana Klaricich	225
1.00pm	132	Wilfred Van Beek	226
1.05pm	148	Mark Latimer	227
1.15pm	155	Jim Hedley	228
1.20pm	177	Pauline Hedley	245
1.25pm	173	Louise Lyster	254-255
1.30pm	159	Doug Rowan	231
1.35pm	165	Matthew Wos	232
1.40pm	178	Elisabeth Creevey	233
1.45pm	180	David Frow	233; 267-268
1.50pm	079	Guusje de Schot	221

**E Deliberations on 2023 Speed Review****E1.** 2023 Speed Review Hearings and Deliberations Report

Pages 79-278

**F Karakia Whakamutunga - Closing**



**Hearings Committee**  
**Minutes for the Greytown Memorial Park Water Bore Hole Proposal**  
**19 July 2023**

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<b>Present:</b>	Mayor Martin Connelly (Chair), Councillors Alistair Plimmer, Kaye McAulay, Rebecca Gray and Pip Maynard.
<b>In Attendance:</b>	Deputy Mayor Melissa Sadler-Futter
<b>Also in attendance:</b>	Amanda Bradley (General Manager Policy and Governance), Stefan Corbett (General Manager Partnerships and Operations), Robyn Wells (Principal Advisor Water Transition) and Amy Andersen (Committee Advisor). Adam Mattsen, Charles Barker, Owen Jeffries and Justine Jones (Wellington Water Limited).
<b>Submitters:</b>	Jo Woodcock, Louise Brown (Chairperson, Greytown Community Board) and Graeme Gray.
<b>Conduct of Business:</b>	This meeting was held in the Supper Room, Waihinga Centre, 62 Texas Street, Martinborough and via audio-visual conference. This meeting was live-streamed is available to view on our YouTube channel. The meeting was held in public under the above provisions from 12.31pm to 2:53pm except where expressly noted.

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**1. Karakia Timatanga – opening**

Mayor Connelly opened the meeting.

**2. Apologies**

There were no apologies.

**3. Conflicts of Interest**

There were no conflicts of interest declared.

**4. Submissions Hearings**

The Committee heard submissions from Jo Woodcock, Louise Brown (Chairperson, Greytown Community Board) and Graeme Gray.

**Jo Woodcock – Greytown Resident**

Ms Woodcock spoke in opposition to the proposal and provided a brief history of the Memorial Park Baths and its meaning; concerns regarding the impact of the proposed work on the community and key users including storage and recreation area; the consultation process and engagement with the community.

Ms Woodcock recommended that future proposals be advertised in the Greytown Grapevine publication.

Members queries included: ideas for alternative options to the Memorial Park; whether key users such as sports clubs/groups were contacted during the consultation period for feedback, and to provide the last paragraph of her verbal submission.

**Louise Brown – Chairperson, Greytown Community Board**

Ms Brown, on behalf of the Greytown Community Board (GCB), spoke in opposition to the proposal, noting concerns including: the consultation process and that a large group of people had not heard about the proposed changes; the location and planned disruption during peak times (including ANZAC Day); and the exploration of other alternatives to the Memorial Park; and consideration of the placement for the new pavilion.

Ms Brown noted the GCB had raised questions and toured the Waiohine Water Treatment Facility to further understand the issues and realities of the proposal and work required. Ms Brown also noted there are other bores at Waiohine Water Treatment facility which she stated were not at full capacity and thought this required further investigation.

Members queries included: whether the park was only meant to be a backup option, not intended for permanent water supply use, work required to increase flow for further use of the Waiohine bores, and whether the GCB supported long term removal of water treatment/the bore from the park entirely.

HEARINGS COMMITTEE RESOLVED (HC2023/01) to allow Graeme Gray to speak to make a verbal submission.

*(Moved Cr Plimmer/Seconded Mayor Connelly)*

Carried

**Graeme Gray – Greytown Resident**

Mr Gray spoke in opposition of the proposal, noting he had not seen anything relating to the consultation until only recently. Mr Gray informed he had met with the previous Partnerships and Operations Manager a year ago and a different plan for the water bore was relayed.

Mr Gray shared his concerns about the swimming pool (previous leaks and repairs completed, fragility of current infrastructure and potential damage from bore drilling) and the lack of alternative options in the proposal.

Mr Gray recommended the committee obtain a second opinion on the proposal.



Members queries included the proximity of water bore to sewerage lines and whether Mr Gray thought the risk of losing water supply to Greytown is higher than the issue of the placement of the bore in the Memorial Park Baths.

Mayor Connelly read out William Sloan's written submission received at the meeting (provided to the Hearings Committee by Ms Woodcock).

Written submissions were also sent to the Hearings Committee directly via email from Gary Hewson (Greytown Football Club) and pictures from Vicki Eckford (RSA).

Members acknowledged all the submitters for taking the time to provide feedback on the proposal.

## **5. Greytown Memorial Park Bore Hole Submissions Summary Report**

Mr Edwards, Chief Advisor-Drinking Water, Wellington Water Limited (WWL) spoke to matters included in the report and gave a presentation to provide further back to the proposal and address queries raised by the submitters.

Members queries included: clarification regarding previous communication from WWL on the status and operation of Bore 4 at Waiohine Water Treatment facility; what happens if Waiohine Water Treatment facility is unable to operate and if Featherston's water is not supplied by this facility; the current pipeline size and ability to provide effective supply; the water supply in relation to Greytown's population growth; potential damage to the swimming pool from bore drilling and consideration of any costs for repairs – and would WWL indemnify Council and cover costs; impacts of town boundary increases on hydraulic pressure; strategic view of bore placement; why options outside of the Memorial Park were not considered as part of the proposal; whether WWL were happy with the consultation process and the outcomes of this; whether any local water experts were canvassed as part of the consultation process; if there was a long-term view to put the bore in the Memorial park, complete the upgrade, then remove the bore when that is finished; why there could not be an intermediary pump system, rather than installing a new bore; and the lack of costings in the report.

The meeting was adjourned at 2:19pm.

The meeting was reconvened at 2:36pm.

## **6. Deliberations**

Members discussed concerns relating to the consultation and lack of respect to the community; the need for application of a strategic approach to water supply across Greytown and Featherston, including alternative options and investigation beyond the Memorial Park; the lack of costings and understanding of the Memorial Park's meaning

and impact on the community users; the need for consideration of previous investments (Waiohine); the limited amount of community engagement and feedback in the consultation process; and the possible use of citizen jury to decide ways forward in cases like this.

Members acknowledged WWL for taking the time to work with the GCB to tour the Waiohine Water Treatment facility and for their expertise.

*HEARINGS COMMITTEE RESOLVED (HC2023/02) to:*

1. Note that 4 submissions were received as part of the community consultation process on the proposed Soldiers' Memorial Park – New Bore and Pump.  
*(Moved Mayor Connelly/Seconded Cr Gray)* Carried
2. Recommend to the Infrastructure and Community Services Committee not to progress the proposed recommendation in the report for the Soldiers' Memorial Park – New Bore and Pump.  
*(Moved Cr Plimmer/Seconded Mayor Connelly)* Carried

7. Karakia Whakamutunga – closing  
Mayor Connelly closed the meeting.

The meeting closed at 2:53pm.

**Confirmed as a true and correct record**

.....(Mayor)

.....(Date)

## Local Easter Sunday Shop Trading Deliberations Report

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### 1. Purpose

This report is to provide the hearings committee with a summary of the analysis of the submissions on the Local Easter Sunday Shop Trading Policy consultation. A full set of submissions has been provided in Appendix 2.

### 2. Executive Summary

The purpose of the deliberations process is for the committee to consider the community engagement and consultation, legislation, alignment with key strategic documents, and officer advice on the Local Easter Sunday Shop Trading Policy. The committee will then make a recommendation to Council on whether to adopt the proposed Easter Sunday Shop Trading Policy at the upcoming Council meeting on 6 September 2023.

### 3. Recommendations

Officers recommend that the committee:

1. Note the Easter Sunday Shop Trading Policy (the Policy) is due for review under section 5C of the Shop Trading Hours Act 1990 (the Act).
2. Note that formal consultation with the community on the Easter Sunday Shop Trading Policy is required under legislation and took place between 12 June 2023 and 10 July 2023.
3. Receive the 24 submissions made for the Easter Sunday Shop Trading Policy consultation (Appendix 2).
4. Note results of the consultation indicated that the community's preference to retain the Policy with no substantive amendments.
5. Note that there are no members of the public who wish to speak to their submission.
6. Recommend to Council at its meeting on 6 September 2023 that it adopt the Easter Sunday Shop Trading Policy.

### 4. Background

The Shop Trading Hours Act 1990 (the Act) provides restricted trading days on Anzac Day morning, Good Friday, Easter Sunday, and Christmas Day. In 2016, amendments were made to the Act, which allows territorial authorities to develop and adopt a Local

Easter Sunday Shop Trading Policy. This Policy allows shops to open on Easter Sunday. Without a Policy there are set criteria for the types of shops that can trade on this day.

South Wairarapa District Council (SWDC) first adopted a Policy to enable Easter Sunday shop trading throughout the whole district on 2 March 2017. Under Section 5C of the Shop Trading Hours Act 1990, the current Policy will automatically revoke on 2 March 2024, if not reviewed. The Council is not able to stop the current Policy from revoking so to continue allowing shops to trade on Easter Sunday, a new Policy must be made.

All retail employees have the right to refuse to work on Easter Sunday without providing a reason to their employer (section 5H of the Act). The Policy does not enable shops to open for the sale of alcohol. Alcohol sale and supply is regulated under the Sale and Supply of Alcohol Act 2012. Alcohol cannot be sold on Easter Sunday (unless the off-licence holder makes and sells grape wine or fruit or vegetable wine on their premises).

Under Section 5C(H) of the Shop Trading Hours Act (1990), the Special Consultative Procedure (SCP) must be used when deciding to amend, revoke, replace or continue to Policy without amendment. Section 5(D) states that the decision whether to adopt, amend, revoke or replace a local Easter Sunday Shop Trading Policy must be made by a territorial authority, and may not be delegated to a committee or other subordinate decision-making body.

In June 2023 Council agreed to consult with the community on the option of continuing the Easter Sunday Shop Trading Policy with no substantive amendments. Minor changes to the wording were proposed to the Policy but these changes did not affect an existing right of a person to whom the policy applies. In accordance with section 5B(2) of the Act, consultation took place between 12 June 2023 and 10 July 2023.

## **5. Discussion**

### **5.1 Consultation Process**

Consultation on the Local Easter Sunday Shop Trading policy occurred between 12 June 2023 and 10 July 2023. The opportunity to make a submission was provided to the community. Additionally, identified key stakeholders were invited specifically to make a submission. These included most of the main religious groups in the district, First Union (the main union representing retail workers in the district), business associations in each of the three towns, the Māori Business association and Destination Wairarapa and meetings were held with most of them. Copies of the Statement of Proposal (SoP) and submission form were available on the website and in hardcopy at the libraries in each town and the Council office.

### **5.2 Submissions**

A total of 24 submissions were received on the Local Easter Sunday Shop Trading Policy and no submitters requested to speak to their submissions. All submissions were made

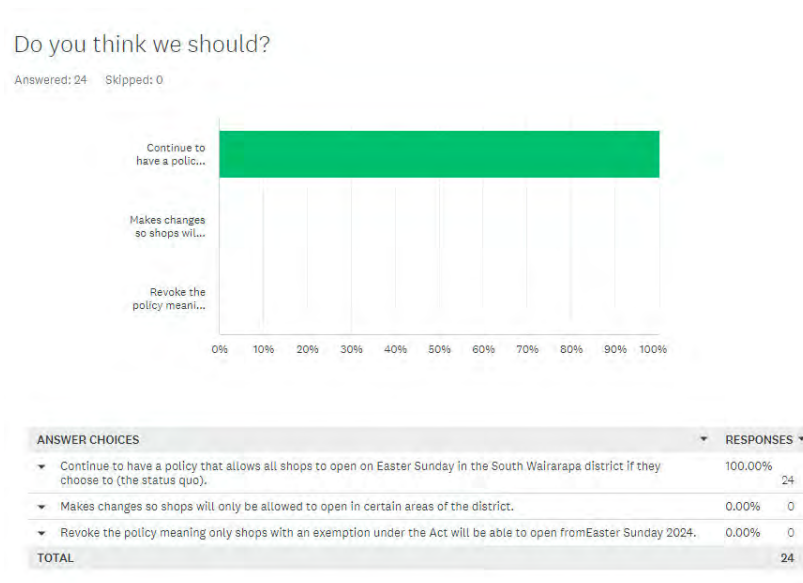
online, using the online platform (SurveyMonkey). One of the submitters did not include their full name or contact details. Their submission has been included.

## 6. Analysis

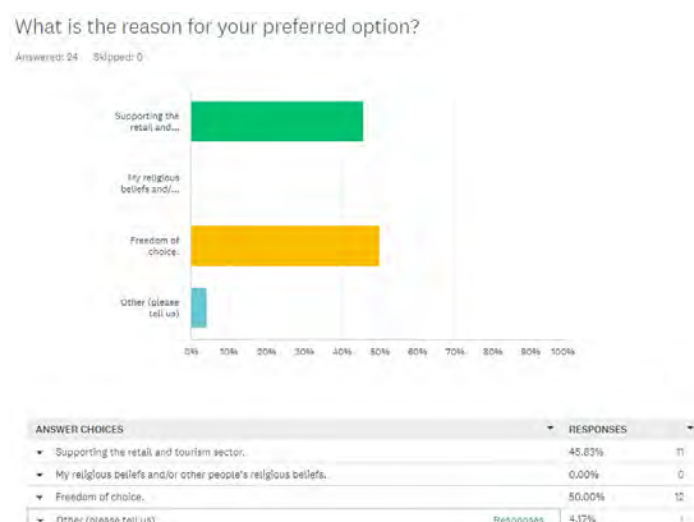
### 6.1 Submissions Analysis

A total of 24 submissions were received during the consultation period. Of these:

- 24 submitters supported the Policy (leave the policy as is – this means all shops will continue to be allowed to open on Easter Sunday in the South Wairarapa district if they choose to).



- Of the 24 submissions in support of the policy:
  - 46% indicated that supporting the retail & tourism sector was the reason for their preferred option.
  - 50% indicated freedom of choice was the reason for their preferred option.
  - 4% indicated that having a policy was both good for the region and supported the retail and tourism industry.



## 6.2 Additional Considerations

In addition to the community feedback, we also considered how the Policy may impact certain groups and sectors in our district from other information sources. This information is intended to complement the community feedback provided.

### 6.2.1. *Easter Events*

The Wairarapa Balloon Festival, which attracts large numbers of visitors from outside the region, took place over Easter weekend in 2023. We expect this to occur again in 2024. In addition, other community events will take place over the Easter weekend and as a tourist destination, several visitors travel to district over the holiday.

### 6.2.2. *Easter as a Day of Significance*

Easter as a Day of Significance Easter Sunday is a recognised day of significance across New Zealand. 35.6% of people in the Wellington Region identified as Christian (Census 2018). Under Section 5(G) of the Shop Trading Hours Act (1990), the provision requiring shop employees to work, or be available to work, on Easter Sunday is unenforceable. This means, that any employee can take Easter Sunday off work, without question or penalty.

### 6.2.3. *Impact of the pandemic*

It is important to consider the ongoing impact of COVID-19 on our community, including the economic impact on certain sectors (retail, tourism) across the South

Wairarapa district. Businesses in the district have indicated that removing the opportunity to trade on a given day may further contribute to this impact.

### 6.3 Out of Scope

5A of the Act outlines what cannot be covered in the Policy. A Local Easter Sunday shop trading policy may not:

- permit shops to open only for some purposes; or
- permit only some types of shops in the area to open; or
- specify times at which shops may or may not open; or
- include any other conditions as to the circumstances in which shops in the area may open

## 7. Options

Options	Advantages	Disadvantages
1. Recommend to Council to continue with the policy without amendment. This means that all shops will continue to be allowed to open on Easter Sunday in the South Wairarapa District of they choose to (status quo).	<p>Community supported this option.</p> <p>The whole district can benefit from trade and will gain business from visitors to the district for the long Easter Weekend.</p> <p>Allowing businesses to remain open on Easter Sunday will make provide more options for locals and visitors.</p> <p>Under the Act, workers can choose not to work on Easter Sunday without providing a reason to their employer.</p>	<p>Although workers can opt out of working on Easter Sunday, they may feel pressured to work on this day.</p> <p>Not respecting Easter Sunday as an important day in the Christian calendar. 35.6% of people in the Wellington Region identified as Christian (Census 2018).</p>
2. Recommend to Council to revoke the policy. This means that only shops permitted by Shop Trading Hours Act (1990) will be allowed to open Easter Sunday (e.g. Pharmacies, supermarkets)	<p>Takes away any pressure on workers to work on Easter Sunday for shops that would have been covered by the Policy.</p> <p>Respecting Easter Sunday as an important day in the Christian calendar.</p>	<p>There was no support from the community for this option.</p> <p>Only trade that is exempt under the Act such as pharmacies, garden centres, and petrol stations, can open on Easter Sunday.</p> <p>Businesses relying on the tourist trade in the long weekend will be disadvantaged</p>

3. Recommend to Council to amend the policy so shops will only be allowed to open in certain areas of the district.	Parts of the district identified can benefit from trade, for example cafes gaining visitors for the long Easter weekend.	<p>Would not align with Community submissions.</p> <p>The only towns which can benefit from Easter Sunday Trade are those specified in the policy.</p> <p>Council is not aware of a need to make the policy for specific parts of the district.</p> <p>Shop owners in towns that are excluded from the policy would be unfairly disadvantaged.</p>
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## 8. Strategic Drivers and Legislative Requirements

### 8.1 Significant risk register

- ☒ Relationship with iwi, hapū, Māori
- ☐ Climate Change
- ☐ Emergency Management
- ☐ IT architecture, information system, information management, and security
- ☐ Financial management, sustainability, fraud, and corruption
- ☒ Legislative and regulative reforms
- ☐ Social licence to operate and reputation
- ☐ Asset management
- ☒ Economic conditions
- ☐ Health and Safety

### 8.2 Strategic, Policy and Legislative Implications

We have committed to supporting economic development through our involvement in the Wairarapa Economic Development Strategy (WEDS). Economic development is a key part of our Long-Term Plan 2021-31.

The Local Government Act 2002 states that one of the purposes of Councils is to promote the social, economic, environment and cultural well-being of communities, in the present and for the future.

### 8.3 Significance, Engagement and Consultation

Consultation followed the Special Consultative Procedure as outlined in the Local Government Act (2002) and Shop Trading Hours Act (1990). The different ways that the community could have their say and present their views on the Statement of Proposal and policy was widely advertised and made available. The consultation period ran from 12 June 2023 to 10 July 2023.

## 8. Financial Considerations

Costs associated with reviewing the Policy and community consultation sit within current budget baselines. The enforcement of the Policy is through the Ministry for Business, Innovation and Employment (MBIE). There is no ongoing cost to Council associated with this Policy.



## **9. Prioritization**

### **9.1 Tangata whenua considerations**

Māori make up 14.2% of the South Wairarapa District population (Census 2018). Māori employers, business owners and employees may be affected. The consultation period was promoted to ensure that Mana Whenua, Māori business owners and Māori employees were specially invited to submit feedback.

### **9.2 Environmental/Climate Change Impact**

The Policy has no direct impact on Environment and Climate Change. It is noted that over the Easter break there will be increased traffic in the district.

## **10. Conclusion**

The Hearings Committee recommendations will be put forward to Council for consideration on 6 September 2023.

## **11. Appendices**

Appendix 1 – Local Easter Sunday Shop Trading Policy

Appendix 2 – Full set of submissions

Contact Officer: Kaity Carmichael, Lead Policy Advisor

Reviewed By: Amanda Bradley, General Manager; Policy and Governance

# **Appendix 1 – Local Easter Sunday Shop Trading Policy**



SOUTH WAIRARAPA  
DISTRICT COUNCIL  
*Kia Reretahi Tātau*

# Local Easter Sunday Shop Trading Policy

## *Kaupapa Here Tauhokohoko Toa-ā- rohe i te Aranga*

Date of Approval	DD MMM 2023
Policy ID	PI-AMS-002 (previously H1200)
Next Review	06 September 2028
Version History	02 March 2017 – H1200 Easter Sunday Shop Trading Policy adopted by Council

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Schedule A: Map of South Wairarapa District.....	4

# **Local Easter Sunday Shop Trading Policy**

## ***Kaupapa Here Tauhokohoko Toa-ā-rohe i te Aranga***

### **1. Relevant Legislation/*Ture whaitake***

- » [Shop Trading Hours Act 1990](#)
- » [Sale and Supply of Alcohol Act 2012](#)

### **2. Purpose/*Te Pūtake***

The purpose of this policy is to enable shops to trade on Easter Sunday if they wish. This policy is made under Subpart 1 of Part 2 of the Shop Trading Hours Act 1990.

### **3. Scope/*Tirohanga whānui***

This policy applies to all shops in the whole of the South Wairarapa district, with the exceptions of:

- » The sale and supply of alcohol which is regulated under the Sale and Supply of Alcohol Act 2012.
- » Those shops which are exempt under Part 4 of the Shop Trading Hours Act 1990.

### **4. Policy Statement/*Kaupapa here tauākī***

- » Shop trading is permitted on Easter Sundays throughout the whole of the South Wairarapa district as defined by the map in Schedule A.
- » The choice to open rests with each individual retailer. The Policy neither requires shops to open, or individuals to work on Easter Sunday.
- » Council recognises that Easter Sunday is a day of significance across New Zealand and some people will choose not to work or shop on this day. Subpart 2 of Part 2 of the Shop Trading Hours Act 1990 includes a workers choice provision that outlines a shop employee's right to refuse to work on Easter Sunday.

### **5. Definitions/*Whakamāramatanga***

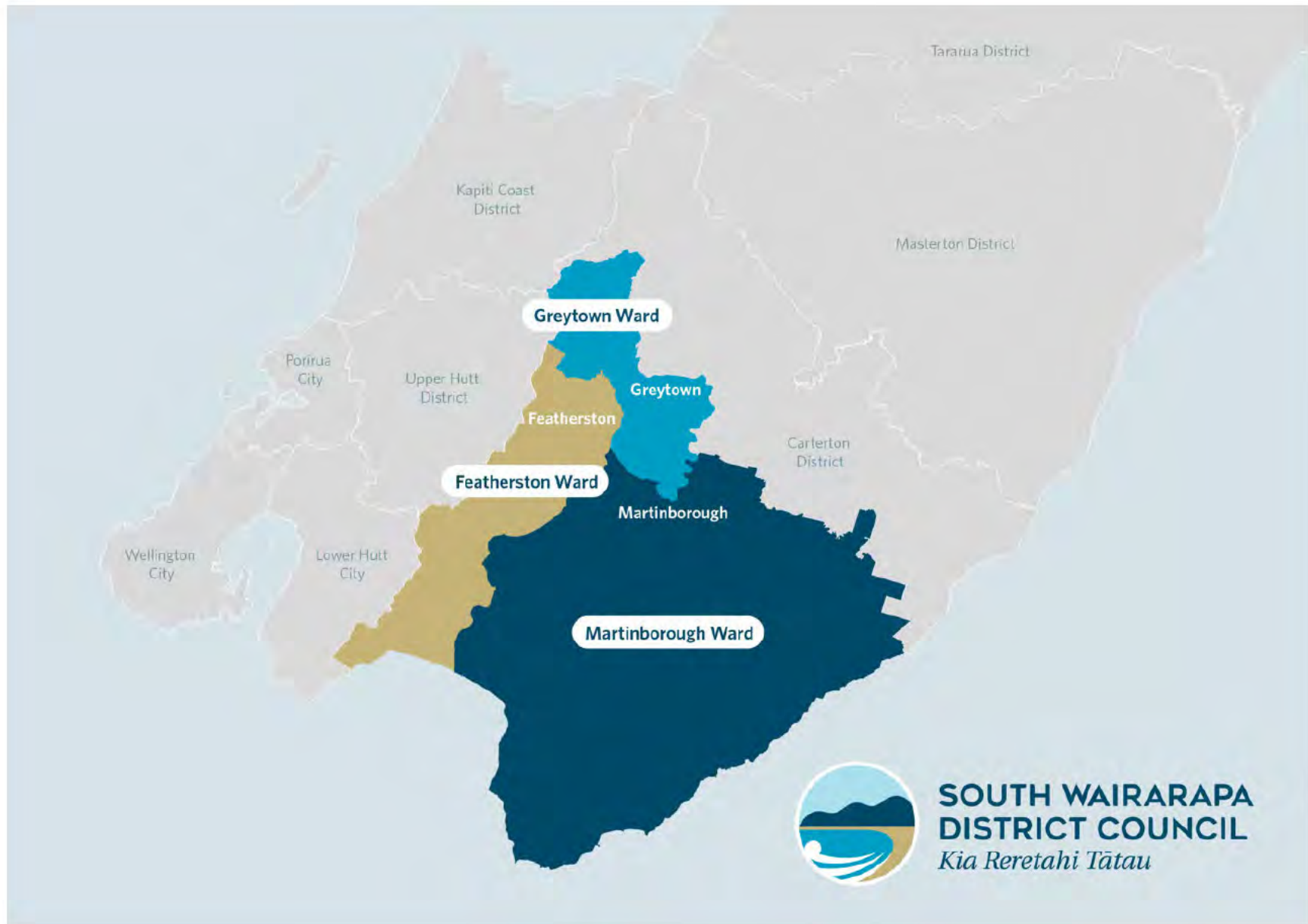
For the purpose of this policy:

**Shop** means building, place, or part of a building or place, where goods are kept, sold, or offered for sale, by retail; and includes an auction mart, and a barrow, stall, or other subdivision of a market; but does not include—

- (a) a private home where the owner or occupier's effects are being sold (by auction or otherwise); or
- (b) a building or place where the only business carried on is that of selling by auction agricultural products, pastoral products, and livestock, or any of them; or
- (c) a building or place where the only business carried on is that of selling goods to people who are dealers, and buy the goods to sell them again.

## **Schedule A: Map of South Wairarapa District**

DRAFT



## **Appendix 2 – Full set of submissions**



#1

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, June 13, 2023 1:28:57 PM  
**Last Modified:** Tuesday, June 13, 2023 1:30:04 PM  
**Time Spent:** 00:01:06  
**IP Address:** [REDACTED]

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## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Chris Webley
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

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## Q3

What is the reason for your preferred option?

Freedom of choice.

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## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

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## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

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No

#2

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, June 13, 2023 3:55:36 PM  
**Last Modified:** Tuesday, June 13, 2023 3:56:24 PM  
**Time Spent:** 00:00:48  
**IP Address:** [REDACTED]

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## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Tony Cox
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Freedom of choice.

---

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

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## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

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#3

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, June 13, 2023 3:59:49 PM  
**Last Modified:** Tuesday, June 13, 2023 4:01:10 PM  
**Time Spent:** 00:01:20  
**IP Address:** [REDACTED]

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## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Scott Reid
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Freedom of choice.

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## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

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## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

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#4

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, June 13, 2023 4:02:25 PM  
**Last Modified:** Tuesday, June 13, 2023 4:03:38 PM  
**Time Spent:** 00:01:13  
**IP Address:** [REDACTED]

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## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Sharon Cox
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

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## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Freedom of choice.

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## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

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## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

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005

#5

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Wednesday, June 14, 2023 10:26:23 AM  
Last Modified: Wednesday, June 14, 2023 10:27:28 AM  
Time Spent: 00:01:04  
IP Address: [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name Brenda Channer  
Address [REDACTED]  
City/Town [REDACTED]  
ZIP/Postal Code [REDACTED]  
Email Address [REDACTED]  
Phone Number [REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

#6

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 14, 2023 10:32:19 AM  
**Last Modified:** Wednesday, June 14, 2023 10:33:51 AM  
**Time Spent:** 00:01:32  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Paul Broughton
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

---

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

---

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

No

#7

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 14, 2023 12:23:09 PM  
**Last Modified:** Wednesday, June 14, 2023 12:27:14 PM  
**Time Spent:** 00:04:05  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Shane Kelly
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Other (please tell us):  
It's both good for the region and for its retail and tourism.

## Q4

Is there anything else you would like to tell us?

Common sense should prevail over belief.

## Q5

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

#8

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Wednesday, June 14, 2023 3:41:18 PM  
Last Modified: Wednesday, June 14, 2023 3:42:51 PM  
Time Spent: 00:01:32  
IP Address: [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name Angela Williams  
Address [REDACTED]  
City/Town [REDACTED]h  
ZIP/Postal Code [REDACTED]  
Email Address [REDACTED]  
Phone Number [REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No



009

#9

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Wednesday, June 14, 2023 6:50:26 PM  
Last Modified: Wednesday, June 14, 2023 6:51:12 PM  
Time Spent: 00:00:45  
IP Address: [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name Claire Terry  
Address [REDACTED]  
City/Town [REDACTED]  
ZIP/Postal Code [REDACTED]  
Email Address [REDACTED]  
Phone Number [REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Freedom of choice.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

010

#10

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 14, 2023 7:32:32 PM  
**Last Modified:** Wednesday, June 14, 2023 7:33:17 PM  
**Time Spent:** 00:00:45  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Daniel Millar
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Freedom of choice.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

Respondent skipped this question

011

#11

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 14, 2023 9:40:39 PM  
**Last Modified:** Wednesday, June 14, 2023 9:41:25 PM  
**Time Spent:** 00:00:46  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Kate Throp
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Freedom of choice.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

012

#12

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Saturday, June 17, 2023 1:43:01 PM  
Last Modified: Saturday, June 17, 2023 1:44:26 PM  
Time Spent: 00:01:25  
IP Address: [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Joanna Ludbrook
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

013

#13

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Saturday, June 17, 2023 3:05:09 PM  
**Last Modified:** Saturday, June 17, 2023 3:08:14 PM  
**Time Spent:** 00:03:04  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Denise Eilers
Address	[REDACTED]
City/Town	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

---

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

---

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

---

#14

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Saturday, June 17, 2023 4:46:58 PM  
**Last Modified:** Saturday, June 17, 2023 4:48:29 PM  
**Time Spent:** 00:01:30  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Kevin Gain
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

---

## Q4

Is there anything else you would like to tell us?

Very clear consultation document and submission form. Thank you!

---

## Q5

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

015

#15

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Sunday, June 18, 2023 1:53:41 PM  
**Last Modified:** Sunday, June 18, 2023 1:54:25 PM  
**Time Spent:** 00:00:43  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Indigo Freya
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

---

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

---

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

---

016

#16

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, June 22, 2023 7:06:53 AM  
**Last Modified:** Thursday, June 22, 2023 7:07:37 AM  
**Time Spent:** 00:00:44  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Jocelyn Konig
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Freedom of choice.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

No



#17

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 28, 2023 8:34:43 PM  
**Last Modified:** Wednesday, June 28, 2023 8:36:34 PM  
**Time Spent:** 00:01:50  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Maria Berry
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Freedom of choice.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

No

#18

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, June 30, 2023 10:32:05 PM  
**Last Modified:** Friday, June 30, 2023 10:32:39 PM  
**Time Spent:** 00:00:34  
**IP Address:** [REDACTED]

---

Page 1: Statement of Proposal

**Q1**

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name Jane

---

**Q2**

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

**Q3**

What is the reason for your preferred option?

Supporting the retail and tourism sector.

---

**Q4**

Is there anything else you would like to tell us?

Respondent skipped this question

---

**Q5**

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

No

#19

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, July 03, 2023 9:50:40 PM  
**Last Modified:** Monday, July 03, 2023 9:52:56 PM  
**Time Spent:** 00:02:16  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name Michael Schaefer

Address [REDACTED]

City/Town [REDACTED]

ZIP/Postal Code [REDACTED]

Email Address [REDACTED]

Phone Number [REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Freedom of choice.

---

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

---

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

---

#20

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, July 07, 2023 12:02:27 PM  
**Last Modified:** Friday, July 07, 2023 12:04:46 PM  
**Time Spent:** 00:02:19  
**IP Address:** [REDACTED]

---

Page 1: Statement of Proposal

### Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name **carmen smith**

Address [REDACTED]

City/Town [REDACTED]

ZIP/Postal Code [REDACTED]

Email Address [REDACTED]

Phone Number [REDACTED]

---

### Q2

Do you think we should?

**Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).**

---

### Q3

What is the reason for your preferred option?

**Freedom of choice.**

---

### Q4

Is there anything else you would like to tell us?

easter is namely a christian holiday and it's ridiculous to hold an entire country hostage to a religious holiday. it's 2023 and not conservative america, it stands to reason and if shops or businesses wish to trade then they should be allowed to

---

### Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

**No**

---

#21

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Friday, July 07, 2023 2:31:33 PM  
Last Modified: Friday, July 07, 2023 2:35:15 PM  
Time Spent: 00:03:42  
IP Address: [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Joanna Baldwin
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

#22

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, July 07, 2023 4:43:25 PM  
**Last Modified:** Friday, July 07, 2023 4:43:58 PM  
**Time Spent:** 00:00:33  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Pavel Alexandrov
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Freedom of choice.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

#23

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Saturday, July 08, 2023 7:23:00 AM  
**Last Modified:** Saturday, July 08, 2023 7:24:31 AM  
**Time Spent:** 00:01:30  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	V
Address	Read
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

---

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No

#24

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Saturday, July 08, 2023 11:57:46 AM  
**Last Modified:** Saturday, July 08, 2023 11:58:48 AM  
**Time Spent:** 00:01:01  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Kiri
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

Do you think we should?

Continue to have a policy that allows all shops to open on Easter Sunday in the South Wairarapa district if they choose to (the status quo).

## Q3

What is the reason for your preferred option?

Supporting the retail and tourism sector.

## Q4

Is there anything else you would like to tell us?

Respondent skipped this question

## Q5

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

No



## **Deliberations and Adoption of the Dangerous, Affected and Insanitary Buildings Policy**

---

### **1. Purpose**

The purpose of this report is to provide the committee with a summary of the analysis or submissions on the Dangerous, Affected and Insanitary buildings policy, and seek adoption of the policy. A full set of submissions has been provided in Appendix 2.

### **2. Recommendations**

Officers recommend that the Council:

1. Note the Dangerous, Affected & Insanitary Buildings Policy (the Policy) is due for review under section 132 of the Building Act (2004) (the Act).
2. Note that formal consultation with the community on the Dangerous, Affected and Insanitary Buildings Policy is required under legislation and took place between 12 June 2023 and 10 July 2023.
3. Receive the 16 submissions received for the Dangerous, Affected and Insanitary Buildings Policy consultation (Appendix 2).
4. Note that there are two members of the public who wished to speak to their submissions.
5. Consider the submissions received and adopt the proposed Dangerous, Affected and Insanitary Buildings Policy (Appendix 1).

### **3. Executive Summary**

The purpose of the deliberations process is for the hearings committee to consider the community engagement and consultation, legislation, alignment with key strategic documents, and officer advice on the Dangerous, Affected and Insanitary Buildings Policy. The hearings committee will then consider whether to adopt the proposed policy.

### **4. Background**

The Building Act (2004) requires every Territorial Authority to have a Dangerous, Affected and Insanitary Buildings policy. This is to ensure that Council has a mechanism to identify dangerous and insanitary buildings and clearly states what action will be taken to ensure they do not pose a public safety or health risk.

This policy sets out the approach of Council to dangerous, affected, or insanitary buildings. In-line with one of the key purposes of the Act, this policy helps to ensure that people in and around buildings in the South Wairarapa District are safe.

In accordance with the requirements in section 131 of the Act, this policy sets out:

- the approach that Council takes in performing its functions under the Act;
- its priorities in performing those functions; and
- how the policy applies to heritage buildings.

South Wairarapa District Council last reviewed the [Dangerous and Insanitary Buildings Policy](#) in 2017. Section 132 of the Building Act (2004) requires Councils to review their Dangerous, Affected and Insanitary Buildings policy every 5 years. If changes to the policy are proposed, then Council is required to consult with the community using the Special Consultative Procedure (SCP), outlined in Section 83 of the Local Government Act 2002.

In June 2023 Council agreed to consult with the community on the Dangerous, Affected and Insanitary Buildings Policy (the Policy) with minor wording changes and amendments to meet new legislative requirements. In accordance with section 132 of the Building Act (2004), consultation took place between 12 June 2023 and 10 July 2023.

## **5. Discussion**

### **5.1 Consultation Summary**

The consultation period for the Dangerous, Affected and Insanitary Buildings Policy occurred between 12 June 2023 and 10 July 2023. During this time, the opportunity for the community to have their say was advertised via print and on the Council website. There was also online promotion through social media. The opportunity to make a submission was also sent directly to identified key stakeholders, including those members of the community who registered their interest using the online consultation registration form. Fire and Emergency New Zealand (FENZ) was contacted and invited to make a submission during the consultation period. Copies of the Statement of Proposal and submission form were available on the website and in hardcopy at the libraries in each town and the Council office.

### **5.2 Summary of Submissions**

A total of 16 submissions were received on the Local Easter Sunday Shop Trading Policy and 2 submitters requested to speak to their submissions. 14 submissions were made online, using the online platform (SurveyMonkey) and 2 provided their submission via email or letter. One of the submitters did not include their contact details. Their submission has been included.

## 6. Analysis

### 6.1 Submissions Analysis

Number	Submission Feedback	Officer Comment and Recommended Action
001	Fully agree with changes, support the amended policy	Noted.
002	Changes are needed to ensure councils assist in keeping the community safe. In similar vain to that of pool safety, owners should be legislated to keep their properties safe and hygienic. If someone enters one of these properties they run the risk of causing injury or death to themselves. First responders also run risk of injury or death when needing to help someone or put out a fire due to vandalism.	<p><a href="#">Section 121 of the Building Act (2004)</a> defines what dangerous, affected and insanitary buildings are. We cannot change these definitions.</p> <p>Under this legislation, the Building Act (2004) and associated policy may apply to buildings which appear run down or dilapidated, should the be deemed by building inspectors to meet the above criteria outlined in the Building Act (2004).</p> <p>FENZ assess the risk prior to entering any property.</p>
003	<p>I have read through the policy and am not an expert in drafting policy. But I will support anything that is targeted to address dangerous abandoned buildings on Fitzherbert Street in Featherston, they are beyond reason and present a dangerous unsecured exposure along our main street.</p> <p>Devil's advocate here, but the anti-regulation crowd could see this as a potential overreach one day if for example my berms get too long (regardless of whether this is covered under policy or not). Could it be possible to compromise slightly or assuage fears like that by front-footing with some negative statements ("This does NOT apply to...") or otherwise highlighting how it's a high threshold to satisfy requirements for action?</p> <p>The Fitzherbert Street derelict buildings owned by XXXXXXXX infringe against public safety in an arrogant and prolonged campaign of hate. Featherston will back any staff or elected who take down this alleged abuser.</p>	<p><a href="#">Section 121 of the Building Act (2004)</a> defines what dangerous, affected and insanitary buildings are. We cannot change these definitions.</p> <p>Under this legislation, the Building Act (2004) and associated policy may apply to buildings which appear run down or dilapidated, should the be deemed by building inspectors to meet the above criteria outlined in the Building Act (2004).</p> <p>There could be unintended consequences of extended the Policy beyond the legal requirements. Eg. Legal action.</p>
004	I have read and agree with the proposed changes.	Noted.
005	Please ensure this policy applies to the derelict buildings in the Featherston town centre, so that council is able to enforce that they are tidied up to improve our community	<p><a href="#">Section 121 of the Building Act (2004)</a> defines what dangerous, affected and insanitary buildings are. We cannot change these definitions.</p> <p>Under this legislation, the Building Act (2004) and associated policy may apply to buildings which appear run down or dilapidated, should the be deemed by building inspectors to meet the above criteria outlined in the Building Act (2004).</p> <p>There could be unintended consequences of extended the Policy beyond the legal requirements. Eg. Legal action.</p>
006	Excellent consultation document and well written policy. Clear and easy to understand, addresses all items required under legislation. Fully support new policy.	Noted.
007	So how does this change what the Council doesnt do at the moment of which there are several buildings on the main street which are in a state of disrepair and council cant do anything about them as they are privately owned	<a href="#">Section 121 of the Building Act (2004)</a> defines what dangerous, affected and insanitary buildings are. We cannot change these definitions.

	and have been for many years.	<p>Under this legislation, the Building Act (2004) and associated policy may apply to buildings which appear run down or dilapidated, should the be deemed by building inspectors to meet the above criteria outlined in the Building Act (2004).</p> <p>There could be unintended consequences of extended the Policy beyond the legal requirements. Eg. Legal action.</p>
008	<p>A) I support and applaud this review and the improvements it contains. I offer my support as a ratepayer in implementing the final policy.</p> <p>B) My feedback is in numerical order by section.</p> <p>2.2 SWDC will work with Mana Whenua and acknowledges their Tino Rangatirota in progressing this policy</p> <p>2.3 SWDC will include and inform Man Whenua of their communications and decisions arising from this policy implementation.</p> <p>3.1 Include SH2</p> <p>4.2 includes a principle that Buildings contribute to the wellbeing of the Community.</p> <p>5.2 Within 10 working days</p> <p>A complaint is defined as written , oral submission or a digital message. SWDC request formal iD is provided by a complainant.</p> <p>a) add within 20 working days</p> <p>b) and deliver a decision or direction within 20 working days</p>	<p>A) Noted.</p> <p>B) 2.2/2.3 - We are working with the Māori Stanidng Committee and mana whenua on several policies that will guide internal practice in relation to Te Ao Māori including bilingual approaches to appropriate documents</p> <p>3.1 – All buildings in the district are covered in the Policy, including those on all State Highways.</p> <p>4.2 How is wellbeing defined and who determines this? Section 5.2(d)xi. covers ‘Any other matters that SWDC considers may be relevant, taking into account the particular set of circumstances’. Community Wellbeing may fall into this category if determines as having a significant impact.</p> <p>5.2 Complaints are covered under our Compliments and Complaints Policy. Complaints can be anonymous.</p> <p>5.2(a/b) The number of working days will vary based on the work required.</p>
009	Looks good.	Noted.
010	<p>I don't really understand what you're saying with the changes? Would you be able to make the buildings on Featherston's Main Street safer with the proposed changes?</p> <p>I need it really clearly labelled, I can't understand what the point of the changes are if you can't do anything about those buildings owned by XXXXXXXXX</p>	<p><a href="#">Section 121 of the Building Act (2004)</a> defines what dangerous, affected and insanitary buildings are. We cannot change these definitions.</p> <p>Under this legislation, the Building Act (2004) and associated policy may apply to buildings which appear run down or dilapidated, should the be deemed by building inspectors to meet the above criteria outlined in the Building Act (2004).</p> <p>There could be unintended consequences of extended the Policy beyond the legal requirements. Eg. Legal action.</p> <p>Changes being made are those required under the Act.</p>
011	<p>Under section 1. I suggest including the Health and Safety at Work Act 2025.</p> <p>4.2 i dont think this considers the nature of the town or the impact the building has on the wellbeing of the community. It should also include non-building users eg passers by and neighbours</p> <p>5.2 - insert new bullet point - report back to the person who made the complaint. Also there is no mention if the person who make the complaint will be annonymous or not</p> <p>5.2d insert new bullet - community wellbeing</p> <p>5.2e insert at owners expenses</p> <p>5.2f - insert deadline eg xx working days insert</p> <p>5.4 Penalties for not maintaining the building</p> <p>Notes: This is an opportunity for the council to take</p>	<p>1. We have looked at the <a href="#">Health &amp; Safety at Work Act (2015)</a> and there are not relevant intersection sections (eg. Mining).</p> <p>4.2 The objectives of the Policy are outlined in the legislation.</p> <p>5.2 Feedback accepted – added under 5.2</p> <p>5.2d How is wellbeing defined and who determines this? Section 5.2(d)xi. covers ‘Any other matters that SWDC considers may be relevant, taking into account the particular set of circumstances’. Community Wellbeing may fall into this category if determines as having a significant impact.</p> <p>5.2e This is covered under <a href="#">Section 126(3)</a> of the Building Act. ‘The owner is liable for the costs of the work’.</p>

	<p>Featherston's two main commercial landlords to task over the state of their buildings. There should be a provision that if a building is not maintained, at the owners expense, then the council will take ownership of the building.</p> <p>5.2A this does not include a time period eg it should be investigation will be undertaken within 20 working days</p>	<p>5.2f The number of working days will vary based on the work required</p> <p>5.4 The penalties for not complying with a dangerous buildings notice are outlined in <a href="#">S128A</a> of the Building Act.</p>
012	<p>Any changes that support action to restore heritage buildings that pose a threat of injury to the public have my support. Please add to dangerous buildings the possible effect of being in a high wind zone which featherston is. The empty buildings owned by XXXXXX are a health hazard. The two with verandas over a public footpath are a risk to the public as they stand. Add earthquake and high winds and they are an accident waiting to happen.</p>	<p><a href="#">Section 121 of the Building Act (2004)</a> defines what dangerous, affected and insanitary buildings are. We cannot change these definitions.</p> <p>Under this legislation, the Building Act (2004) and associated policy may apply to buildings which appear run down or dilapidated, should the be deemed by building inspectors to meet the above criteria outlined in the Building Act (2004).</p> <p>There could be unintended consequences of extended the Policy beyond the legal requirements. Eg. Legal action.</p>
013	<p>Buildings that have not already been assessed as meeting minimum earthquake standards should be and if they aren't up to standards then the owners should be compelled to strengthen them as has happened in both masterton and carterton.</p> <p>The derelict featherston Buildings must be considered as both fire hazards and havens for vermin and the owners should be compelled to undertake regular maintenance to the over grown grounds and pest eradication</p>	<p>Requirements for Earthquake-prone Buildings are covered separately by <a href="#">sections 133AG – 133AY</a> of the Act, and not covered in this Policy. All earthquake prone buildings in the district have been notices have been issued. Building owners have 15 years to comply under legislation.</p>
014	<p>Featherston in particular has issues with dangerous, unsightly and insanitary buildings that are vacant, or in some cases derelict. The current proposal offers no remedy or steps/process for how the SWDC will protect pedestrians, nearby vehicles, or adjoining buildings from these risky buildings in the case of fires, ruin or earthquakes. It is not enough to simply look after tenant's or staff in occupied buildings.</p>	<p><a href="#">Section 121 of the Building Act (2004)</a> defines what dangerous, affected and insanitary buildings are. We cannot change these definitions.</p> <p>Under this legislation, the Building Act (2004) and associated policy may apply to buildings which appear run down or dilapidated, should the be deemed by building inspectors to meet the above criteria outlined in the Building Act (2004).</p> <p>There could be unintended consequences of extended the Policy beyond the legal requirements. Eg. Legal action.</p>
015	<p>1. This policy to include all buildings - whether they house tenants or not. Neighbouring properties are at risk if a property becomes dangerous (eg electrical/structure/fire risk, falling glass etc) See Timaru DC policy ""5.3 ..... Council is also required to consider whether any other buildings may be affected by a dangerous building and if so, what action, if any, is appropriate."</p> <p>2. Strengthen the Councils responsibility to fix the problem, for the health and safety of those in the building and adjacent, or passers by. See Timaru DC policy "5.1 When buildings that may be dangerous or insanitary come to the attention of Council, Council will act promptly to investigate and, if determined to be dangerous or insanitary, ensure they are made safe."</p> <p>3. Include the action required by Council if they choose not to use the DC pathway. At present clause 5.3 indicates the Council may apply to the District Court for non-compliance. The policy should include the action to</p>	<p>1. Dangerous, Affected and Insanitary Buildings that are included in this Policy are defined in the <a href="#">Building Control Act (2004)</a>. These definitions cannot be changed. Comparable policy provided refers to affected buildings. See definitions provided in the Act.</p> <p>2. Refer to Section 5.2 which outlines the steps SWDC will take following the identification of a dangerous, affected or insanitary building.</p> <p>3. This is the only option if the owner does not take action to comply.</p>



	be taken if the Council chooses not to take that route.	
016	<ol style="list-style-type: none"> <li>1. We recommend that SWDC work in accord with Mana Whenua to apply this Policy and recognise their authority to apply rahui and other tikanga as appropriate.</li> <li>2. Add a definition of what a complaint is . Something like " A complaint is a written document received from a ratepayer raising concerns about a building in the SWDC district."</li> <li>3. Add swdc will maintain explicit record keeping of each complaint and of each step of the investigative process.</li> <li>4. Add a 20 working day timeframe to each step of the investigative process.</li> <li>5. SWDC will require that each complainant will provide suitable identification.</li> <li>6. Vexatious and frivolous complaints may be unactioned by the decision of the CEO and Mayor and recorded as such</li> <li>7. SWDC is not liable for any costs arising from litigation by building owners as a result of the investigative process.</li> </ol>	<ol style="list-style-type: none"> <li>1. We are working with the Māori Stanidng Committee and mana whenua on several policies that will guide internal practice in relation to Te Ao Māori including bilingual approaches to appropriate documents</li> <li>2. Complaints are covered under our Compliments and Complaints Policy. Complaints can be written or verbal. They don't have to be from a ratepayer.</li> <li>3. We are in the process of drafting an Information Management Policy, which covers how we record and manage information under the Public Records Act.</li> <li>4. The number of working days will vary, based on the work required.</li> <li>5. Complaints are able to be anonymous.</li> <li>6. All complaints must be thoroughly investigated under legislation.</li> <li>7. Infringement fees and responsibility are outlined in <a href="#">Section 126(3)</a>, <a href="#">Section 129</a> and <a href="#">Section 128A</a> of the Building Act and <a href="#">Building (Infringement Offences, Fees and Forms) Regulations (2007)</a>.</li> </ol>

A total of 16 submissions were received during the consultation period. Of these:

- 5 submissions indicated clear support for the policy.
- 9 submissions requested the policy take into account the buildings on Featherston Main Street.

Feedback from all submissions was taken into account and addressed. Consideration of submission 011 resulted in a minor amendment to the Section 5.2 of the draft policy which states that 'SWDC officers will report back to the complainant with the outcome'.

## 6.2 Specific Buildings

[The Building Act \(2004\)](#) requires every Territorial Authority to have a Dangerous, Affected and Insanitary Buildings policy. This is legislative, so we must have one. [Section 121](#) of the Building Act (2004) defines what dangerous, affected and insanitary buildings are. We cannot change these definitions.

**Affected building** has the meaning as defined in section 121A of the Act: A building is an affected building for the purposes of this Act if it is adjacent to, adjoining, or nearby— (a) a dangerous building as defined in section 121; or (b) a dangerous dam within the meaning of section 153.

**Dangerous building** has the meaning as defined in section 121 of the Act: 1) A building is dangerous for the purposes of this Act if, - (a) in the ordinary course of events (excluding the occurrence of an earthquake), the building is likely to cause - (i) injury or death (whether by collapse or otherwise) to any persons in it or to persons on other property; or (ii) damage to other property; or (b) in the event of fire, injury or death to any persons in the building or to persons on other property is likely because of fire hazard or the occupancy of the building

**Insanitary building** has the meaning as defined in section 123 of the Act: A building is insanitary for the purpose of this Act if the building - (a) is offensive or likely to be injurious to health because - (i) of how it is situated or constructed; or (ii) it is in a state of disrepair; or (b) has insufficient or defective provisions against moisture penetration so as to cause dampness in the building or in any adjoining building; or (c) does not have a supply of potable water that is adequate for its intended use; or (d) does not have sanitary facilities that are adequate for its intended use.

The purpose of this policy is to set out:

- the approach that South Wairarapa District Council (SWDC) will take in performing its functions under Part 2 of the Act
- SWDC's priorities in performing those functions; and
- how the policy will apply to heritage buildings.

Under this legislation, the Building Act (2004) and associated policy may apply to buildings which appear run down or dilapidated, should they be deemed by building inspectors to meet the above criteria outlined in the Building Act (2004).

SWDC Building inspectors indicate that, at this time, they do not meet the above criteria, primarily because they are not occupied or accessible to the public and therefore do not pose an immediate risk to injury or death. If circumstances were to change and the above criteria were met, this Policy would be an opportunity to address the identified concerns.

## 7. Options

Options	Advantages	Disadvantages
1. Adopt the Dangerous, Affected and Insanitary Buildings policy without amendment.	Community supported this option.  Council will meet the legal obligations required under section 132 of the Building Act 2024.	None identified.
2. Amend the policy and consult with the community on further changes.	Members of the community who did not make a submission, may be able to share their views.	Would not align with Community submissions.  Council is not aware of a need to make further changes to the policy, and consultation using the SCP is required for amendments that change the intent of the policy.  Council will not meet the legal obligations required under section 132 of the Building Act 2024.

The recommended option is for Council to adopt the Policy, outlined in Appendix 1. Officers consider the advantages outweigh the disadvantages, and the option aligns with community feedback and legislative requirements.

## **8. Strategic Drivers and Legislative Requirements**

### **8.1 Significant risk register**

- ☒ Relationship with iwi, hapū, Māori
- ☐ Climate Change
- ☐ Emergency Management
- ☐ IT architecture, information system, information management, and security
- ☐ Financial management, sustainability, fraud, and corruption
- ☒ Legislative and regulative reforms
- ☐ Social licence to operate and reputation
- ☒ Asset management
- ☒ Economic conditions
- ☒ Health and Safety

### **8.2 Significance, Engagement and Consultation**

Consultation followed the Special Consultative Procedure as outlined in the Local Government Act (2002) and the Building Act (2004). The different ways that the community could have their say and present their views on the Statement of Proposal and policy was widely advertised and made available. The consultation period ran from 12 June 2023 to 10 July 2023.

## **8. Financial Considerations**

Costs associated with reviewing the Policy and community consultation sit within current budget baselines. There is no ongoing cost to Council associated with this Policy.

## **9. Prioritization**

### **9.1 Tangata whenua considerations**

Māori make up 14.2% of the South Wairarapa District population (Census 2018). Māori building owners may be affected. The consultation period was promoted to ensure that Mana Whenua, Māori business owners and Māori employees had an opportunity to submit feedback.

### **9.2 Environmental/Climate Change Impact**

The Policy has no direct impact on Environment and Climate Change.

## **10. Conclusion**

Subject to adoption, we will publish the Policy on our Council website and notify all identified stakeholders.

## **11. Appendices**

Appendix 1 –Dangerous, Affected and Insanitary Buildings Policy

Appendix 2 – Full set of Submissions



Contact Officer: Kaity Carmichael, Lead Policy Advisor

Reviewed By: Amanda Bradley, General Manager; Policy and Governance

# **Appendix 1 – Dangerous, Affected and Insanitary Buildings Policy**

# **Dangerous, Affected and Insanitary Buildings Policy**

***Kaupapa Here mo Ngā Whare  
Mōrearea, Ngā Whare Tata me  
ngā Whare Manuheko.***

Date of Last Approval	DD MMM 2023
Policy ID	PI-AMS-002 (previously H903)
Next Review	DD MMM 2028 In accordance with section 132 of the Building Act 2004, this policy is required to be reviewed at intervals of not more than five years.
Version History	First adopted 24 May 2006 Reviewed August 2017 (H903)

## **Contents/*Rārangi take***

Dangerous and Insanitary Buildings Policy .....	3
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2. Purpose .....	3
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4. Principles .....	3
5. Approach to dangerous, affected and insanitary buildings .....	3
6. Priorities .....	5
7. Heritage buildings .....	5
8. Definitions .....	5

## **Dangerous, Affected and Insanitary Buildings Policy**

### ***Kaupapa Here mo Ngā Whare Mōrearea, Ngā Whare Tata me ngā Whare Manuheko.***

#### **1. Relevant Legislation/*Ture whitake***

- » [Building Act 2004](#)
- » [Health Act 1956](#)
- » [Heritage New Zealand Pouhere Taonga Act 2014](#)
- » [Local Government Act 2002](#)

#### **2. Purpose/*Te Pūtake***

- 2.1 This policy has been prepared in accordance with sections 131 and 132 of the Building Act 2004 (the Act) which requires councils to adopt a policy on dangerous and insanitary buildings.
- 2.2 The purpose of this policy is to set out:
  - » the approach that South Wairarapa District Council (SWDC) will take in performing its functions under Part 2 of the Act
  - » SWDC's priorities in performing those functions; and
  - » how the policy will apply to heritage buildings.

#### **3. Scope/*Tirohanga whānui***

- 3.1 The policy applies to all buildings within the South Wairarapa district. Requirements for Earthquake-prone Buildings are covered separately by sections 133AG – 133AY of the Act.

#### **4. Principles/*Mātāpono***

- 4.1 The relevant principles of section 4 of the Act are taken into account in preparing and applying this policy.
- 4.2 In considering these principles SWDC seeks to ensure that:
  - » people who use buildings can do so safely and without endangering their health.
  - » buildings have attributes that contribute appropriately to the health, physical independence, and well-being of the people who use them.
  - » people who use a building can escape from the building if it is on fire.

#### **5. Approach to dangerous, affected and insanitary buildings/*Tukanga Aro ki ngā whare mōrearea, ngā whare tata me ngā whare manuheko.***

- 5.1 Whether a building is considered dangerous, affected or insanitary under the Act will depend on the individual circumstances of each case. SWDC will consider each case and determine the appropriate course of action based on the particular set of circumstances that exist.



5.2 SWDC must first be satisfied that the building in question is dangerous, affected or insanitary. To determine this SWDC will carry out the following steps.

- a) On receiving a complaint or information expressing concern that the building is dangerous, affected or insanitary, SWDC will consult the owner of the building, inspect the building and site and may also seek the advice of Fire and Emergency New Zealand (FENZ).
- b) Following the inspection and taking into account the advice or recommendations of FENZ, SWDC will determine whether the building is dangerous, affected or insanitary. In making this decision SWDC will take into account the provisions of sections 121, 121A and 123 of the Act.
- c) If SWDC is satisfied that the building in question is deemed to be dangerous, affected or insanitary SWDC will then determine the work or action that must be carried out to prevent it from being dangerous, affected or insanitary.
- d) In forming its view as to the work or action that is required to be carried out on the building to prevent it from remaining dangerous, affected or insanitary, SWDC will take the following matters into account:
  - i. The size of the building;
  - ii. The complexity of the building;
  - iii. The location of the building in relation to other buildings, public places, and natural hazards;
  - iv. The life of the building;
  - v. How often people visit the building;
  - vi. How many people spend time in or in the vicinity of the building;
  - vii. The current or likely future use of the building, including any special traditional and cultural aspects of the current or likely future use;
  - viii. The expected useful life of the building and any prolongation of that life;
  - ix. The reasonable practicality of any work concerned;
  - x. Any special historical or cultural value of the building; and
  - xi. Any other matters that SWDC considers may be relevant, taking into account the particular set of circumstances.
- e) Following the inspection of the building, after receiving advice from FENZ if applicable, and taking into account the matters listed above, SWDC will then decide whether immediate action should be taken to avoid the danger or to fix the insanitary conditions pursuant to the provisions of section 129 of the Act.
- f) If SWDC decide that immediate action under section 129 of the Act is not required, SWDC will issue a notice under section 124 of the Act requiring the owner to carry out the necessary work and to obtain a building consent before commencing work. The time required to obtain a building consent and commence work will depend on the particular set of circumstances, but shall not exceed six months from the time notice was served on the owner. Completion of the work for which a building consent has been issued shall depend on the particular set of circumstances of each case but shall not exceed any timeframes set out in the issued notice.

g) SWDC officers will report back to the complainant with the outcome.

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- 5.3 Where a property owner has failed to carry out the work within the time specified, SWDC may apply to the District Court for an order authorising it to carry out the work pursuant to section 130 of the Act. The full costs of carrying out such works will be recovered from the property owner.

## 6. Priorities/*Whakaarotau*

- 6.1 Priority will be given to buildings that have been determined to be immediately dangerous, affected or insanitary. Urgent action will be required, as outlined in 3.2(e) above.

## 7. Heritage buildings/*Ngā whare tuku iho*

- 7.1 With regard to heritage buildings that are determined to be dangerous, affected or insanitary, SWDC will seek to ensure, as far as reasonably practicable, that work carried out will not diminish the heritage values of the building. Property owners must take all reasonable steps to ensure that this objective is achieved.
- 7.2 If a notice is issued to the owner of a heritage building, under section 124 of the Act, a copy of the notice will also be sent to Heritage New Zealand Pouhere Taonga.

## 8. Definitions/*Whakamāramatanga*

**Affected building** has the meaning as defined in section 121A of the Act:

A building is an affected building for the purposes of this Act if it is adjacent to, adjoining, or nearby—

- (a) a dangerous building as defined in section 121; or
- (b) a dangerous dam within the meaning of section 153.

**Dangerous building** has the meaning as defined in section 121 of the Act:

- 1) A building is **dangerous** for the purposes of this Act if, -

- (a) in the ordinary course of events (excluding the occurrence of an earthquake), the building is likely to cause -
  - (i) injury or death (whether by collapse or otherwise) to any persons in it or to persons on other property; or
  - (ii) damage to other property; or
- (b) in the event of fire, injury or death to any persons in the building or to persons on other property is likely because of fire hazard or the occupancy of the building.

- 2) For the purpose of determining whether a building is dangerous in terms of subsection (1)(b), a territorial authority -

- (a) may seek advice from members of the Fire and Emergency New Zealand (FENZ) who have been notified to the territorial authority by the FENZ National Commander as being competent to give advice; and
- (b) if the advice is sought, must have due regard to the advice.

**Insanitary building** has the meaning as defined in section 123 of the Act:

A building is **insanitary** for the purpose of this Act if the building -

- (a) is offensive or likely to be injurious to health because -
  - (i) of how it is situated or constructed; or
  - (ii) it is in a state of disrepair; or
- (b) has insufficient or defective provisions against moisture penetration so as to cause dampness in the building or in any adjoining building; or
- (c) does not have a supply of potable water that is adequate for its intended use; or
- (d) does not have sanitary facilities that are adequate for its intended use.



## **Appendix 2 – Full set of Submissions**

#1

001

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Wednesday, June 14, 2023 10:38:20 AM  
Last Modified: Wednesday, June 14, 2023 10:39:55 AM  
Time Spent: 00:01:34  
IP Address: [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Paul Broughton
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

Fully agree with changes, support the amended policy

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

#2

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 14, 2023 11:21:16 AM  
**Last Modified:** Wednesday, June 14, 2023 11:24:04 AM  
**Time Spent:** 00:02:48  
**IP Address:** [REDACTED]

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## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Jen Bhati
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

Changes are needed to ensure councils assist in keeping the community safe. In similar vain to that of pool safety, owners should be legislated to keep their properties safe and hygienic. If someone enters one of these properties they run the risk of causing injury or death to themselves. First responders also run risk of injury or death when needing to help someone or put out a fire due to vandalism.

---

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

#3

003

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 14, 2023 11:47:11 AM  
**Last Modified:** Wednesday, June 14, 2023 11:55:24 AM  
**Time Spent:** 00:08:12  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Jack SHEPPARD
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes:

- A purpose statement and policy principles have been added to increase the clarity of the policy.
- The separate requirements for earthquake-prone buildings have been included.
- 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act.
- Minor editorial and formatting improvements have been made to make the policy easier to understand.

You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

I have read through the policy and am not an expert in drafting policy. But I will support anything that is targeted to address dangerous abandoned buildings on Fitzherbert Street in Featherston, they are beyond reason and present a dangerous unsecured exposure along our main street.

Devil's advocate here, but the anti-regulation crowd could see this as a potential overreach one day if for example my berms get too long (regardless of whether this is covered under policy or not). Could it be possible to compromise slightly or assuage fears like that by front-footing with some negative statements ("This does NOT apply to...") or otherwise highlighting how it's a high threshold to satisfy requirements for action?

The Fitzherbert Street derelict buildings owned by [REDACTED] infringe against public safety in an arrogant and prolonged campaign of hate. Featherston will back any staff or elected who take down this alleged abuser.

**Q3**

**No**

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

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#4

004

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 14, 2023 2:06:58 PM  
**Last Modified:** Wednesday, June 14, 2023 2:08:42 PM  
**Time Spent:** 00:01:43  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Denise Eilers
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes:

- A purpose statement and policy principles have been added to increase the clarity of the policy.
- The separate requirements for earthquake-prone buildings have been included.
- 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act.
- Minor editorial and formatting improvements have been made to make the policy easier to understand.

You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

I have read and agree with the proposed changes.

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?



005

#5

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, June 14, 2023 9:28:51 PM  
**Last Modified:** Wednesday, June 14, 2023 9:31:44 PM  
**Time Spent:** 00:02:52  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Amber
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

Please ensure this policy applies to the derelict buildings in the Featherston town centre, so that council is able to enforce that they are tidied up to improve our community

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

#6

006

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Saturday, June 17, 2023 4:50:00 PM  
**Last Modified:** Saturday, June 17, 2023 4:51:14 PM  
**Time Spent:** 00:01:13  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Kevin Gain
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy here. Tell us what you think of these changes below.

Excellent consultation document and well written policy. Clear and easy to understand, addresses all items required under legislation. Fully support new policy.

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?



#7

007

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, June 22, 2023 7:10:20 AM  
**Last Modified:** Thursday, June 22, 2023 7:17:19 AM  
**Time Spent:** 00:06:58  
**IP Address:** 203.160.112.57

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Jocelyn Konig
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

---

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

So how does this change what the Council doesn't do at the moment of which there are several buildings on the main street which are in a state of disrepair and council can't do anything about them as they are privately owned and have been for many years.

---

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

## REVIEW OF INSANITORY AND DANGEROUS BUILDINGS POLICY



Ken Stokes <[REDACTED]>  
To: [REDACTED] submissions

You replied to this message on 6/20/2023 10:09 AM.

Reply Reply All Forward

Viewed 6/29/2023 7:53 PM

Kia ora

following is my individual feedback on the draft policy. I

A) General comments

I support and applaud this review and the improvements it contains. I offer my support as a ratepayer in implementing the final policy.

B) My feedback is in numerical order by section.

2.2 SWDC will work with Mana Whenua and acknowledges their Tino Rangatiratanga in progressing this policy

2.3 SWDC will include and inform Mana Whenua of their communications and decisions arising from this policy implementation.

3.1 Include SH2

4.2 includes a principle that Buildings contribute to the wellbeing of the Community.

5.2 Within 10 working days

A complaint is defined as written, oral submission or a digital message. SWDC request formal ID is provided by a complainant:

a) add within 20 working days

b) and deliver a decision or direction within 20 working days

5.3 SWDC will keep a record of each complaint either written or digital as required. This intends that evidence is robust, timely and accurate.

Kind regards

Ken Stokes  
[REDACTED]

#8

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, June 30, 2023 10:33:44 PM  
**Last Modified:** Friday, June 30, 2023 10:34:21 PM  
**Time Spent:** 00:00:37  
**IP Address:** [REDACTED]

---

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name Janet

---

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes:

- A purpose statement and policy principles have been added to increase the clarity of the policy.
- The separate requirements for earthquake-prone buildings have been included.
- 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act.
- Minor editorial and formatting improvements have been made to make the policy easier to understand.

You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

Looks good

---

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

#9

010

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, July 07, 2023 11:17:21 AM  
**Last Modified:** Friday, July 07, 2023 11:19:02 AM  
**Time Spent:** 00:01:41  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name Emma McDougall  
 Address [REDACTED]  
 City/Town [REDACTED]  
 ZIP/Postal Code [REDACTED]  
 Email Address [REDACTED]  
 Phone Number [REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes:

- A purpose statement and policy principles have been added to increase the clarity of the policy.
- The separate requirements for earthquake-prone buildings have been included.
- 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act.
- Minor editorial and formatting improvements have been made to make the policy easier to understand.

You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

I don't really understand what you're saying with the changes? Would you be able to make the buildings on Featherston's Main Street safer with the proposed changes?

I need it really clearly labelled, I can't understand what the point of the changes are if you can't do anything about those buildings owned by [REDACTED]

## Q3

Yes

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

#10

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, July 07, 2023 11:18:27 AM  
**Last Modified:** Friday, July 07, 2023 11:33:04 AM  
**Time Spent:** 00:14:36  
**IP Address:** [REDACTED]

011

## Page 1: Statement of Proposal

### Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

**Name** Richard Wards  
**Address** [REDACTED]  
**City/Town** [REDACTED]  
**ZIP/Postal Code** [REDACTED]  
**Email Address** [REDACTED]  
**Phone Number** [REDACTED]

### Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy here. Tell us what you think of these changes below.

Under section 1. I suggest including the Health and Safety at Work Act 2025.

Section 4.2 i dont think this considers the nature of the town or the impact the building has on the wellbeing of the community. It should also include non-building users eg passers by and neighbours

5.2A this does not include a time period eg it should be investigation will be undertaken within 20 working days

5.2 - insert new bullet point - report back to the person who made the complaint. Also there is no mention if the person who make the complaint will be annonymous or not

5.2d insert new bullet - community wellbeing

5.2e insert at owners expense

5.2f - insert deadline eg xx working days

insert 5.4 Penalties for not maintaining the building

Notes: This is an opportunity for the council to take Featherston's two main commerical landlords to task over the state of their buildings. There should be a provision that if a building is not maintained, at the owners expense, then the council will take ownership of the building.

**Q3**

**Yes**

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

#11

012

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, July 07, 2023 12:47:31 PM  
**Last Modified:** Friday, July 07, 2023 12:52:52 PM  
**Time Spent:** 00:05:21  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name cheryl gallaway  
 Address [REDACTED]  
 City/Town [REDACTED]  
 ZIP/Postal Code [REDACTED]  
 Email Address [REDACTED]  
 Phone Number [REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy here. Tell us what you think of these changes below.

Any changes that support action to restore heritage buildings that pose a threat of injury to the public have my support. Please add to dangerous buildings the possible effect of being in a high wind zone which featherston is. The empty buildings owned by [REDACTED] are a health hazard. The two with verandas over a public footpath are a risk to the public as they stand. Add earthquake and high winds and they are an accident waiting to happen.

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

#12

013

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Saturday, July 08, 2023 11:05:44 PM  
**Last Modified:** Saturday, July 08, 2023 11:16:38 PM  
**Time Spent:** 00:10:53  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Neal goodall
Address	[REDACTED]
City/Town	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes:

- A purpose statement and policy principles have been added to increase the clarity of the policy.
- The separate requirements for earthquake-prone buildings have been included.
- 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act.
- Minor editorial and formatting improvements have been made to make the policy easier to understand.

You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

Buildings that have not already been assessed as meeting minimum earthquake standards should be and if they aren't up to standards then the owners should be compelled to strengthen them as has happened in both Masterton and Carterton.

The derelict Featherston Buildings must be considered as both fire hazards and havens for vermin and the owners should be compelled to undertake regular maintenance to the overgrown grounds and pest eradication

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?



#13

014

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Sunday, July 09, 2023 7:03:49 PM  
**Last Modified:** Sunday, July 09, 2023 7:10:48 PM  
**Time Spent:** 00:06:59  
**IP Address:** [REDACTED]

## Page 1: Statement of Proposal

### Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Tim
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

### Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

Featherston in particular has issues with dangerous, unsightly and insanitary buildings that are vacant, or in some cases derelict. The current proposal offers no remedy or steps/process for how the SWDC will protect pedestrians, nearby vehicles, or adjoining buildings from these risky buildings in the case of fires, ruin or earthquakes. It is not enough to simply look after tenant's or staff in occupied buildings.

### Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

#14

015

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, July 10, 2023 1:53:43 PM  
**Last Modified:** Monday, July 10, 2023 2:08:19 PM  
**Time Spent:** 00:14:35  
**IP Address:** [REDACTED]

Page 1: Statement of Proposal

## Q1

Please enter your contact information. Please note that your name and feedback will be in public documents. All other personal details will remain private.

Name	Sandra Davies
Address	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

## Q2

The Dangerous, Affected and Insanitary Buildings policy remains largely unchanged however we have made a few updates to align with changes to the Building Act (2013 and 2016) and make sure the policy is easy to understand by the community and council staff. Summary of key changes: • A purpose statement and policy principles have been added to increase the clarity of the policy. • The separate requirements for earthquake-prone buildings have been included. • 'Affected' buildings and priorities for dangerous, affected, or insanitary buildings have been added to the policy, as these are requirements under the Act. • Minor editorial and formatting improvements have been made to make the policy easier to understand. You can find a copy of the draft policy [here](#). Tell us what you think of these changes below.

I would like the Council to consider:

1. This policy to include all buildings - whether they house tenants or not. Neighbouring properties are at risk if a property becomes dangerous (eg electrical/structure/fire risk, falling glass etc)

See Timaru DC policy ""5.3 ..... Council is also required to consider whether any other buildings may be affected by a dangerous building and if so, what action, if any, is appropriate."

2. Strengthen the Council's responsibility to fix the problem, for the health and safety of those in the building and adjacent, or passers by.

See Timaru DC policy "5.1 When buildings that may be dangerous or insanitary come to the attention of Council, Council will act promptly to investigate and, if determined to be dangerous or insanitary, ensure they are made safe."

3. Include the action required by Council if they choose not to use the DC pathway. At present clause 5.3 indicates the Council may apply to the District Court for non-compliance. The policy should include the action to be taken if the Council chooses not to take that route.

Thank you for your consideration.

---

## Q3

No

Would you like to speak on behalf of your submission at the hearings on 19 July 2023?

---

**From:** [REDACTED]  
**To:** [submissions](#)  
**Subject:** SOUTH WAIRARAPA BRANCH NZLP FEEDBACK ON DANGEROUS ,AFFECTED AND INSANITORY BUILDINGS  
**Date:** Monday, July 10, 2023 9:40:11 AM

---

Kia ora

at our last meeting members discussed the proposed changes to this policy following are our amendments. Overall we support the improvements to the policy by including definitions from the Building Act 2004/

1. We recommend that SWDC work in accord with Mana Whenua to apply this Policy and recognise their authority to apply rahui and other tikanga as appropriate.
2. Add a definition of what a complaint is . Something like " A complaint is a written document received from a ratepayer raising concerns about a building in the SWDC district."
3. Add swdc will maintain explicit record keeping of each complaint and of each step of the investigative process.
4. Add a 20 working day timeframe to each step of the investigative process.
5. SWDC will require that each complainant will provide suitable identification.
6. Vexatious and frivolous complaints may be unactioned by the decision of the CEO and Mayor and recorded as such
7. SWDC is not liable for any costs arising from litigation by building owners as a result of the investigative process.

Kind regards

Ken Stokes on behalf of the South Wairarapa Branch of the New Zealand Labour Party.

## 2023 Speed Review Hearings and Deliberations Report

---

### 1. Purpose

The purpose of this report is to provide Council with the submissions on the 2023 Speed Review and a summary of the analysis of the submissions for consideration.

### 2. Executive Summary

Consultation on the draft 2023 Speed Management Plan Annual Plan 2023/24 occurred between 23 June 2023 and 23 July 2023 using the Special Consultative Procedure (Section 82 of the Local Government Act), which provides an opportunity for submitters to present their submissions orally. A total of 183 submissions were received and 32 submitters are speaking to their submissions, as part of the hearings process.

An overwhelming majority of submitters agreed with the proposal to reduce school speed limits. A slim majority of submitters agreed with reduction of speed limits and introduction of signage in front of marae. This will be an area where we will need to listen closely to reasoning in oral submissions. A large majority of submitters were opposed to the proposals laid out for high priority roads and many changes were requested – including for high use roads such as Ponatahi, Papawai, Cape Palliser, and Lake Ferry. A key decision will be whether we address high priority road speeds in the draft Speed Management Plan or defer those decisions at this time and concentrate on schools and marae. Again, the content of oral submissions on these roads will be important.

During the consultation period, we heard much frustration at the perceived blanket approach to speed reduction that lies behind the Government's Policy Statement and Waka Kotahi's Road to Zero Policy. Many residents saw these documents as taking insufficient account of local conditions. Disagreement with the policy behind recent speed reductions on the State Highways added to the strength of feeling from some submitters. Overall, the level and quality of engagement was excellent, and we have many suggestions for additions and exclusions that have greatly helped us shape the proposed draft Speed Management Plan.

### 3. Recommendations

Officers recommend that the Council:

1. Receive the *2023 Speed Review Hearings and Deliberations Report*.

2. Receive the full set of submissions on the 2023 Speed Review (Appendix 3)
3. Note that 183 submissions were received and of those received submissions, 32 are confirmed to be heard.
4. Recommend proposals regarding reduced school speeds are included in the draft Speed Management Plan.
5. Recommend proposals regarding reduced speed and signage near marae are included in the draft Speed Management Plan.
6. Recommend that Council Officers further consider consultation feedback, including the content of oral submissions, on High Priority Roads (both in terms of inclusions and exclusions, and suggested safe speed levels) and report back to Council with final advice.
7. Recommend that proposals for gravel roads are not included in the draft Speed Management Plan at this time.

#### **4. Background**

The New Zealand Government has launched the Road to Zero Strategy 2020-2030, that targets a 40% reduction in deaths and serious injuries by 2030. South Wairarapa District Council (SWDC), along with Waka Kotahi have a shared responsibility to bring about safe and appropriate measures to facilitate lower impact speed, especially to vulnerable road users around schools.

As a Council, we are focusing on infrastructure improvements and speed management on high priority roads, as well as intervention measures to achieve lower speed limits around schools and marae, through the development of a draft Speed Management Plan (Appendix 1). This plan has been developed with Carterton District Council and will help us transition from the way we have set speed limits in the past, to a new, more flexible approach that better considers local conditions and the surrounding environment, by establishing the priorities of our approach to speed management in the district.

Recent changes to the Land Transport Rule: Setting Speed Limits 2022 and direction from Waka Kotahi mean we must create a 3-year Speed Management Plan that sets out our approach for managing speed and safety, including safety goals, speed limit changes for the roading network, and engineering improvements.

On 7 June 2023, Council approved the draft Speed Management plan and the consultation document.

Following the hearings process and with direction from elected members, the draft Interim Speed Management Plan will be prepared and submitted to the Waka Kotahi Director of Land Transport for review, comments, and certification.

Following the Director of Land Transport approval Waka Kotahi publishes the plan, and South Wairarapa District Council submits the Plan to Greater Wellington Regional Council for inclusion into the regional speed management Plan.

## **5. Discussion**

### **5.1 Draft Speed Management Plan Priorities**

#### **Priority 1 – Reducing School Speed Limits**

The Government requires us to have reduced speed limits in the vicinity of all schools to a maximum of 30km/hour in urban areas and 60 km/hour in rural areas. Where schools are located on no-exit roads or within residential neighbourhoods, we propose permanent speed limits be installed. For locations that are on roads with higher speed limits, we propose utilising variable speed limits, as they protect pedestrian activity during high-use times while helping ensure driver acceptance and compliance. For rural schools we are proposing both options - a lower permanent speed limit of 60km/h at all times, with a variable speed limit of 30km/h during drop off and pick up times. Under this draft Speed Management Plan, these changes will be completed by 2024.

The following schools in the district are proposed to have a 30 km/hour speed limit:

- Kuranui College
- Greytown School
- St Teresa's School
- Featherston School
- Martinborough School
- South Featherston School

The following schools are proposed to have a 60km/hour permanent speed limit:

- Pirinoa School
- Kahutara School

#### **Priority 2 – Reducing Marae Speed Limits and Introducing Signage**

Our proposed approach is to install advance and directional signage at each marae location. There are also proposed speed limit changes around marae as part of our approach to high-risk roads. In some cases, there are papakāinga located next to marae that will be impacted by the proposed changes. Under the Interim Speed Management Plan these changes will be completed by the end of 2024.

The following marae are proposed to have new signage and/or speed limits:

- Hau Ariki Marae
- Pāpāwai Marae
- Kohunui Marae

### Priority 3 – Reducing Speed Limits on High Priority Roads

We have reviewed all the crash data for local roads within the South Wairarapa district for 2012-2021. Those roads that have had three or more serious or fatal crashes in this period have been considered to be high priority roads. A complete list of high priority roads can be found in the draft Speed Management Plan (Appendix 1) and Consultation Document (Appendix 2).

#### 5.2 Consultation Process

Consultation on the 2023 Speed Review occurred between 23 June 2023 and 23 July 2023. The 2023 Speed Review Consultation Document and submission forms were available on our website, from the Council office and the three libraries. The opportunity to submit was widely advertised to our community through social media and advertising in the Midweek.

The Māori Standing Committee and Community Boards were actively invited to participate in the consultation process, and two community boards have made submissions to the Speed Review.

#### 5.3 Consultation Topics

The consultation document allowed the community to provide feedback on the draft speed management plan, and asked the following questions:

1. Do you agree with the Councils' proposed approach and principles around schools?
2. Do you agree with the Councils' proposed approach and principles around Marae?
3. (Carterton only)
4. Do you agree with the Councils' proposed approach to the high priority roads included in this document?
5. Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration.
6. Should gravel roads be highlighted in our speed review and considered alongside our high priority roads? Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to Council for consideration.

#### 5.4 Consultation Documentation Inconsistencies

A few documentation inconsistencies have been identified through the process. These are outlined in the table below.

Description in Table 6.3	Reflected in Figure 6.4
30km/h zone on East Street, near Kuranui College, between Wakelin Street and 85m northeast of Wakelin Street	Extent is correct but no shown



30km/h zone on East Street, near Greytown School is proposed to run between 100m southeast of Church Street and extend to 75m northeast of McMaster Street	The speed is correct, Figure does not show the speed reduction zone extended 100m southwest of Church Street.
30km/h zone on Church Street between East Street and Reading Street.	Th extent and proposed speed is correct, but is shown as 60km/h

## 5.5 Submissions

A total of 183 submissions were received on the 2023 Speed Review consultation and 32 submitters are speaking to their submissions. 178 submissions were made online, using the online platform. 5 completed their submission on the physical submission form and 4 provided their submission via email or letter.

Type of Submission	Number Received
Online Submission	178
Written Submission	5
Total	183

An analysis of addresses provided indicates that 56% of submitters lived in the Martinborough ward, 20% in the Featherston ward, 18% in the Greytown ward and 6% in another area.

Submissions of those who wish to be heard are included in Appendix 3.

## 6. Analysis of Submissions

### 6.1 Speed around schools

174 submitters responded to the question on Councils' approach and principles around schools. Of these submitters:

- 73.6% of submitters agreed with Councils' proposed approach and principles around Schools.
- 26.4% of submitters did not agree with Councils' proposed approach and principles around schools.

Question 1: Do you agree with the Councils' proposed approach and principles around Schools?		
Number of Reponses	Yes	No
174	128 (73.6%)	46 (26.4%)

### 6.2 Speed around marae

168 submitters responded to the question on approach and principles around marae. Of these submitters:

- 51.8% of submitters agreed with Councils' proposed approach and principles around marae.
- 48.2% of submitters did not agree with Council's proposed approach and principles around marae.

Question 2: Do you agree with the Councils' proposed approach and principles around Marae?		
Number of Responses	Yes	No
168	87 (51.8%)	81 (48.2%)

### 6.3 Speed on high priority roads

163 submitters responded to the question on Councils' approach and principles on high priority roads in the area. Of these submitters:

- 26.4% of submitters agreed with Councils' approach and principles on high priority roads.
- 73.6% of submitters did not agree with Councils' approach and principles on high priority roads.

Question 4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?		
Number of Responses	Yes	No
163	43 (26.4%)	120 (73.6%)

Those who did not agree with the proposed approach to high priority roads were asked to provide feedback on roads they think should be excluded from the plan. Of these submitters:

- 26 indicated that current speed limits should remain the same on all high priority roads.
- 26 indicated that Ponatahi Road should be excluded from the proposed change.
- 9 indicated that Papawai Road should be excluded from the proposed change.
- 7 indicated that Cape Palliser Road should be excluded from the proposed change.
- Other roads suggested for exclusion from the high priority list include:
  - Lake Ferry Road
  - White Rock Road
  - Wood Stret
  - Kuratawhiti Street
  - Gregs Lane
  - Bidwills Cutting Road
  - Jellicoe Street

- Tora Road
- Underhill Road
- Purutanga Road

**In addition to this, several comments also noted that State Highway 2, between Featherston and Greytown should be reinstated to 100km/hour.**

*"The State Highways between towns are only 80kmh. Restore them to 100kmh, your data does not support these draconian measures and you are gaslighting an increasingly angry public who drive at 100kmh anyway while causing negligible harm."*

**A number of submitters also indicated that the proposed speed reductions would be frustrating to motorists, particularly commuters.**

*"Looking at the proposal, this will frustrate motorists no end."*

*"Because it cost time for people travelling. Even if it's 1 minute per person per day, if you times that by the amount of people travelling it adds up."*

**Several submitters also indicated that other external factors contribute to collisions and noted the unintended impact this review may have.**

*"As your document clearly outlines speeding motorists is 1 or 4 issues on the roads, with Alcohol, loss of control (due to alcohol or poor roads?), observations (poor roadside maintenance, and tree blocking visibility at junctions and signage?). Reducing speed will NOT stop the idiots, they will always speed"*

*"What ever happened to teaching kids/people to "Look right, Look left, look right again, and if safe, cross the road"*

*"The ideology of the policy makers aspirational concept of Road to Zero is flawed. Have they not factored in that us as humans make mistakes. Creating different speed zones in towns around schools and /or marae is realistic however changing speed in other areas of a town and in certain streets is piecemeal and unrealistic."*

*"Lowering the speed limit for main streets in and around the Martinborough township will significantly increase the turn out time for emergency services and personnel to respond to life threatening emergency situations. This will impact on Fire and Emergency, Ambulance and personnel to be effective in our roles and responsibilities to ensure we respond to incidences. This will have a direct affect on our ability to save peoples lives. More emphasis should be placed on roading infrastructure, appropriate cycle lanes, footpaths and lighting in and around Martinborough."*

**Additionally, a number of submitters indicated the importance of the speed management plan and speed reduction, and highlighted areas where additional consideration is required.**

*"There is no where to comment, so I'll do it here. The faster you go the bigger the mess. Many drivers are so young they lack driving experience. New Zealand drivers are the best tail gaters I have come across. Slowing down is proven to be safer. Anything over 30kph increases the chance of death, especially with a collision with pedestrians. slowdown"*

*Underhill Road MUST have speed-reducing strips on it outside "the stadium" .... YOU WILL KILL CHILDREN IF YOU DO NOT PUT JUDDER BARS ON UNDERHILL ROAD."*

*On the interactive map: 1. Market Street between East Street and Reading Street is marked as 60km/h. This road encircles the Greytown School playing field and is approx 100m in length. The 60km/h is EXCESSIVE in this school area and for such a short segment of Market Street.*

*I also would like Pirinoa to change to 50 rather than 60, with 80 coming into town as we have to reverse onto Lake Ferry rd when collecting children. And also alot of people wander across the rd between the store and the Cafe having parked on the opposite side of the road.*

*"You need to make the main road 30 km, a lot of school children cross the road to get to school. The double trucks speed down that road doing 60 km an hour or more."*

Question 5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan?		
Number of Responses	Yes	No
98	49 (50%)	49 (50%)

Those who indicated additional priority roads should be included in the Draft Speed Management Plan, most highlighted specific sections of roads that should be reduced. These include:

- Murphys Line
- Fabians Road
- Wakefield Street (Around Featherston Sports Hub)
- Bucks Road (DoC camping area)
- Regent Street
- Underhill Road (adjacent to the sports stadium)
- Te Awaiti Road
- Tora Farm Settlement Road
- Lake Ferry Road should be reduced further (going through Pirinoa)
- White Rock Road (From Ferry Road to Fraters Road)
- Dublin Street (as it's a heavy truck bypass)
- Princess Street
- Jellicoe Street

- Fox Street (at skate park, mini fell and playground area)
- Western Lake Road (from Moore Street)
- Woodside Road
- Humphries Street
- Martin's Road
- Reduced speed in all of Martinborough town boundary due to cyclists
- The entire block around the Martinborough square
- Church Road
- The exit from SH2 joining No 1 Lin
- Mora Road
- Bidwills Cutting Road
- Wards line
- Longbush Road
- Mahaki Road
- Corner of Reading Street/McMaster Street
- Oxford Street

Question 6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?			
Number of Responses	Yes	No	Maybe/Don't Know
104	29 (27.9%)	71 (68.3%)	4 (3.8%)

Of those who indicated that gravel roads should be considered, some submitters suggested specific roads for consideration. These included:

- Underhill Road
- Moroa Road
- Bucks Road
- Tora Road
- Ruakokopatuna Road
- Cundys Road
- Shooting Butts Road
- Humphries Street (gravel section)
- Hinekura Road
- White Rock Road

- Algies Road
- Te Muna Road
- Mahaki Road
- Wharetoto Road

## 6.4 Additional Submissions

Martinborough Community Board, Greytown Community Board and the Ministry of Education made written submissions to the 2023 Speed Management Plan Consultation.

### 1. Martinborough Community Board

Martinborough Community Board indicated overall support for the draft Speed Management Plan but indicated the importance of geographical consistency across the implementation. The board outlined potential areas for consideration, including Memorial Square, the outer block of memorial square, school/early childhood centers (rural and urban), and Huangarua and Putuatanga Roads.

### 2. Greytown Community Board

Greytown Community Board indicated that priority should be on road quality, traffic calming measures and driver education as opposed to reduced speed.

### 3. Ministry of Education

The Ministry of education indicated support for the proposed limit reductions around schools throughout the South Wairarapa district and encouraged engagement with schools in the area to ensure that the proposed changes will achieve the safest outcomes for each individual school. The submission recommended further consideration be given to the area around South Featherston School and recommended the use of traffic calming measures as part of the plan. The submission also outlined some proposed inconsistencies for consideration.

## 7. Summary of Considerations

### 7.1 Significant risk register

- ☒ Relationship with iwi, hapū, Māori
- ☒ Climate Change
- ☒ Emergency Management
- ☒ IT architecture, information system, information management, and security
- ☒ Financial management, sustainability, fraud, and corruption
- ☒ Legislative and regulative reforms
- ☒ Social licence to operate and reputation
- ☒ Asset management
- ☒ Economic conditions

☒ Health and Safety

## **8. Conclusion**

### **8.1 Next Steps**

Council will be presented with a final proposed Interim Speed Management Plan in the next few weeks and will consider the recommendations of the Hearings Committee. Once adopted, we intend to continue work to review the speed management planning for the district, developing a Full SMP to progress the implementation of principles-based Speed Management Planning provided for under the Rule. We will consider wider principles, appropriate speed changes and infrastructure changes to support road safety for the whole of our District roading network. This will set out the principles of developing safe and appropriate speeds across other areas of the local road network, with implementation set out over three-year action plans for 2024-2027.

Our future Full Speed Management Plan will involve further community engagement and public consultation to formalise our speed management planning for the 2024-2027 period. This will include collaborating with Waka Kotahi (State Highways), and other Road Controlling Authorities such as Carterton and Masterton District Councils, the Department of Conservation.

### **8.2 Strategic Context**

The Government Policy Statement (GPS) on land transport is central to investment decisions across the land transport system. The GPS supports investment in highways and local roads to accelerate the implementation of the Speed Management Guide which focuses on treating the top 10 percent of the roading network. Focusing on the top 10 percent will result in the greatest reduction in deaths and serious injuries as quickly as possible. The council plans to implement this strategy where possible as part of developing our 10-year speed management plan.

## **9. Appendices**

Appendix 1 – Draft Speed Management Plan

Appendix 2 – Consultation Document

Appendix 3 – Full set of 2023 Speed Management Plan Consultation submissions

Contact Officer: Tim Langley, Roading Manager

Reviewed By: Stefan Corbett, Group Manager, Partnership & Operations

# **Appendix 1 – Draft Speed Management Plan**





## 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:

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**Appendix A : List of Schools in Carterton and South Wairarapa Districts**

**Appendix B : Review of Carterton and South Wairarapa District Crash History**

**Appendix C : Existing speed limits**

**Appendix D : Safe and appropriate speed limits criteria**

Draft

## 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 later<sup>1</sup>.

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.

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<sup>1</sup> 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.

## 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 impact 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)

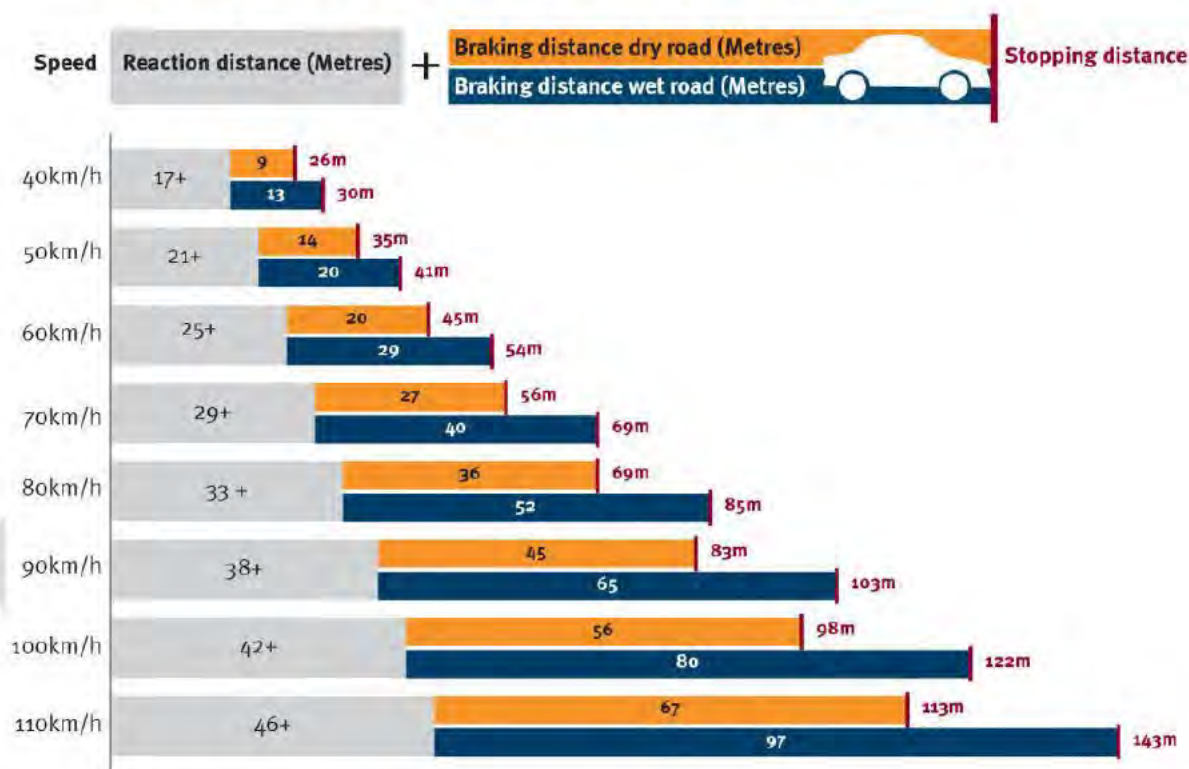


Figure 3.1: Reaction, braking and stopping distances at different speeds (Source: Wairarapa Road Safety Council<sup>2</sup>)

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.

<sup>2</sup> <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.

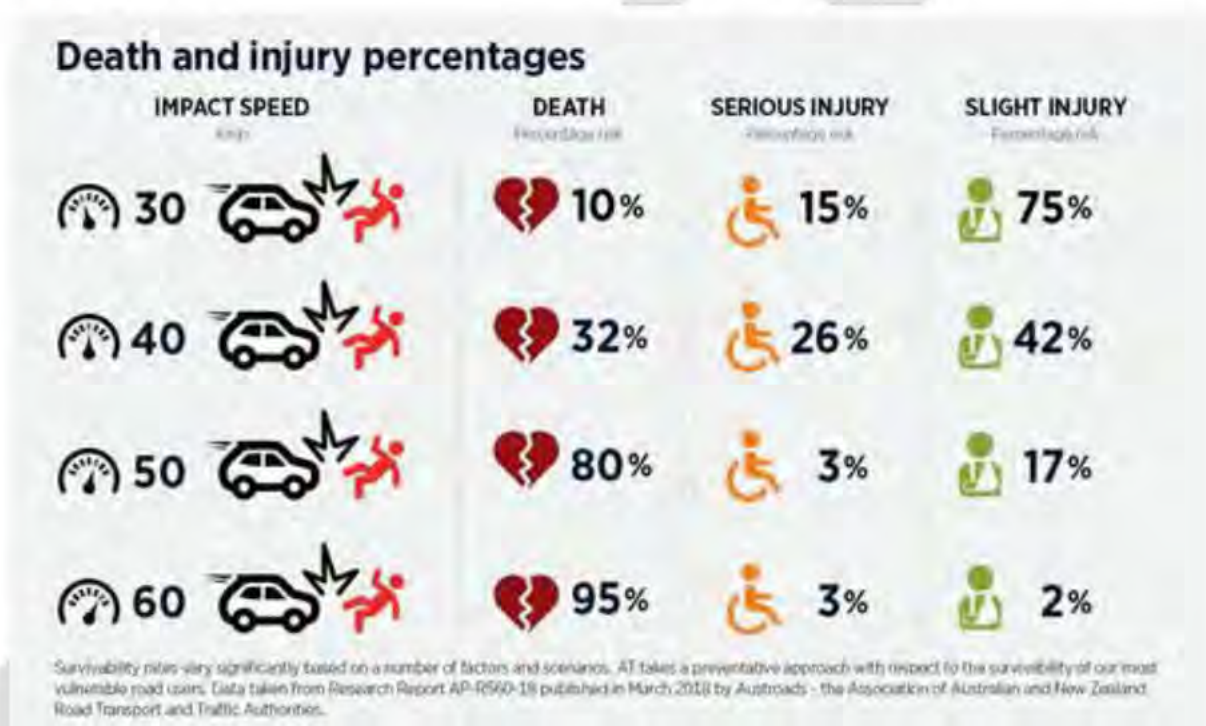


Figure 3.2: Safe speed for pedestrians (Source: Auckland Transport<sup>3</sup>)

<sup>3</sup> <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 injuries<sup>4</sup>.

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 speeds 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 Plan<sup>5</sup>. 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

<sup>4</sup> 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/>

<sup>5</sup> 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 Zero<sup>6</sup> 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 Transport<sup>7</sup>)

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

<sup>7</sup> [https://www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-strategy\\_final.pdf](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) 2021<sup>8</sup> 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.

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



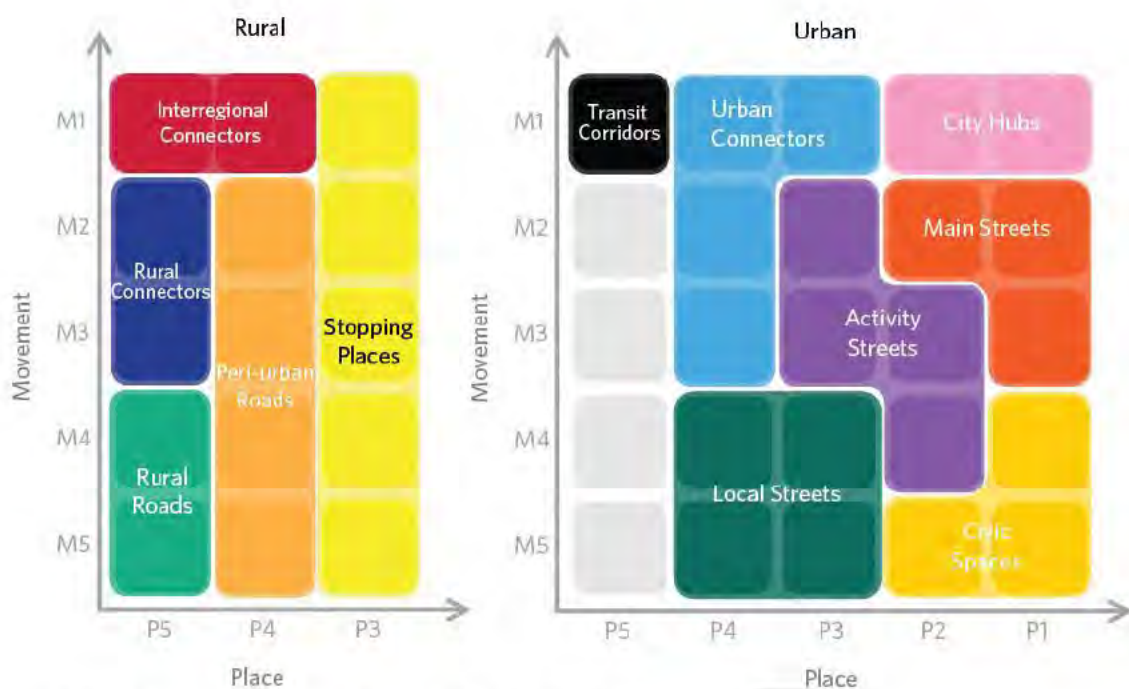


Figure 4.3: One Network Framework (Source: Waka Kotahi<sup>9</sup>)

#### 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

<sup>9</sup> <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 Kotahi<sup>10</sup>)

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 Kotahi<sup>11</sup>)

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.

<sup>10</sup> 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>

<sup>11</sup> 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 2019<sup>12</sup>.

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 MegaMaps<sup>13</sup>, 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.

<sup>12</sup> 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](https://www.transport.govt.nz/assets/Uploads/Social-Cost-of-Road-Crashes-and-Injuries-2020_final.pdf)

<sup>13</sup> 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 roads<sup>14</sup> 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.

<sup>14</sup> 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.

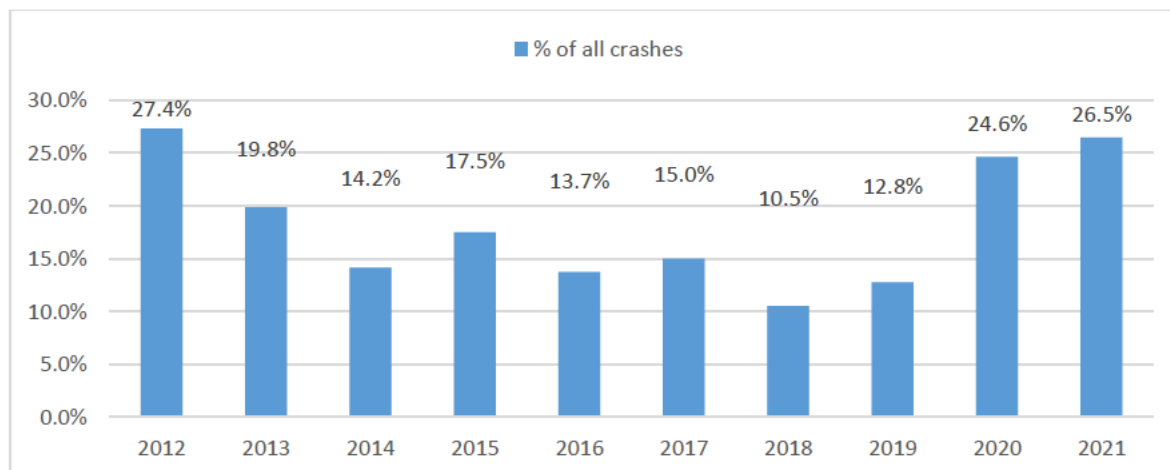


Figure 4.5: Percentages of all crashes involving inappropriate speed in Carterton and South Wairarapa Districts in 10-year period (2012-2021) from Crash Analysis System

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.

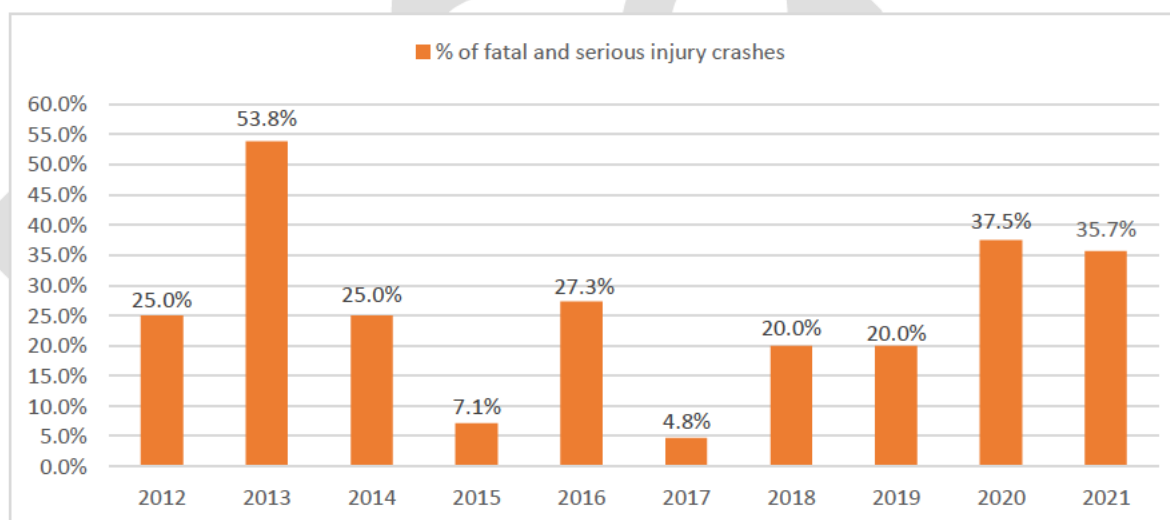


Figure 4.6: Percentages of fatal and serious injury crashes involving inappropriate speed in Carterton and South Wairarapa Districts in 10-year period (2012-2021) from Crash Analysis System

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 Review<sup>15</sup> 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 2005<sup>16</sup>**

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 Programme<sup>17</sup>**

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.

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

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

<sup>17</sup> <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 Register<sup>18</sup>

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.

<sup>18</sup> 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 Government's 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

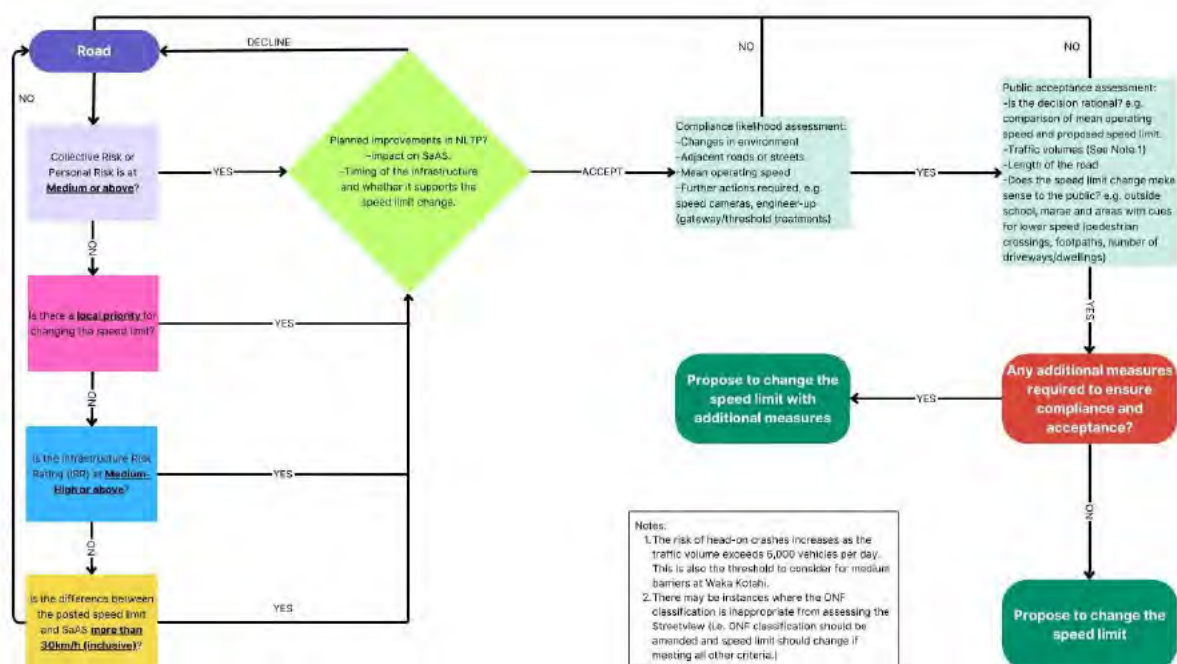


Figure 5.1: Flowchart for assessing the proposed speed limit changes

### 5.7 Future reviews

Future reviews of the Speed Management Plan are likely to focus on the urban areas of the districts.

The rural road 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

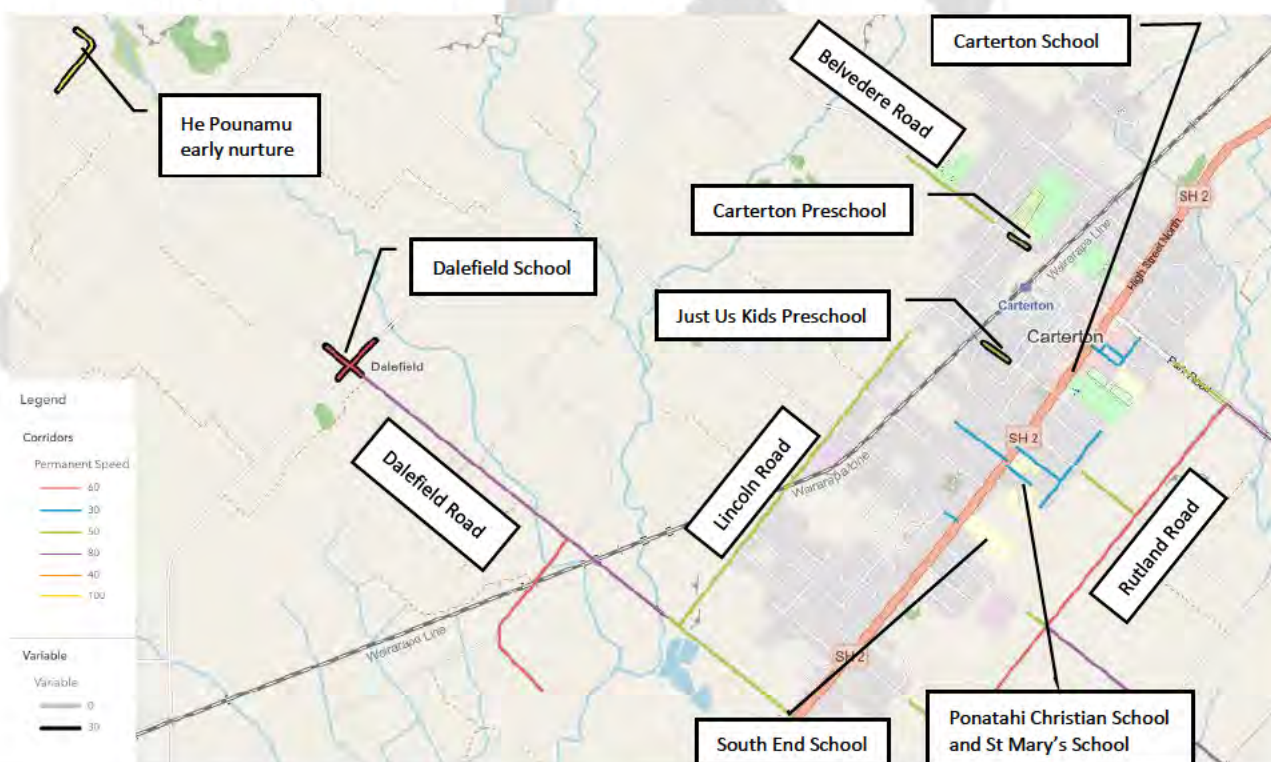


Figure 6.1: Map of proposed speed limits in Carterton township



**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 <sup>19</sup> )
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)

<sup>19</sup> 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)

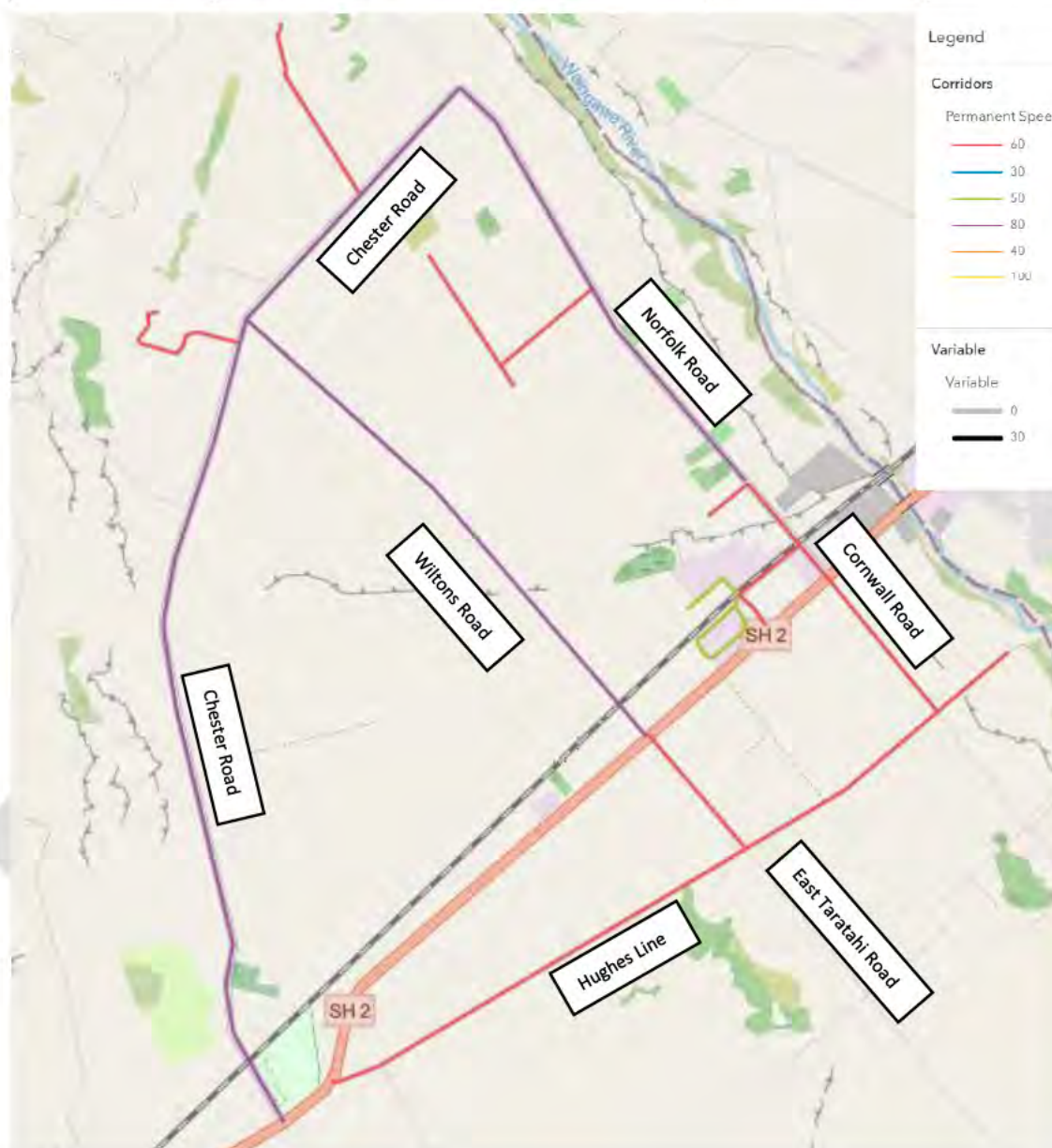


Figure 6.2: Map of proposed speed limits northeast of Carterton District





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

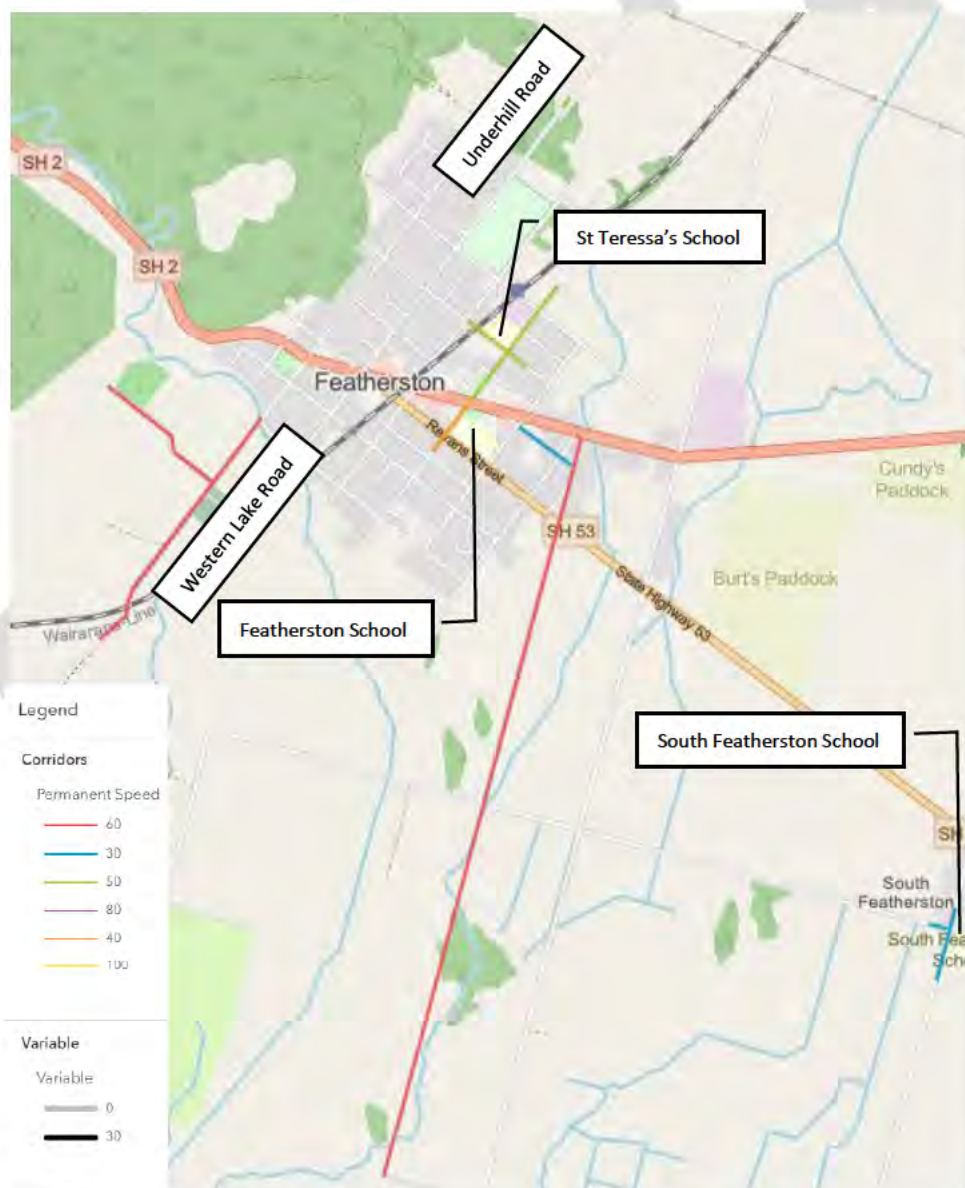


Figure 6.5: Featherston proposed speed limit changes map

### 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
Garritty 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 Bidwills 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

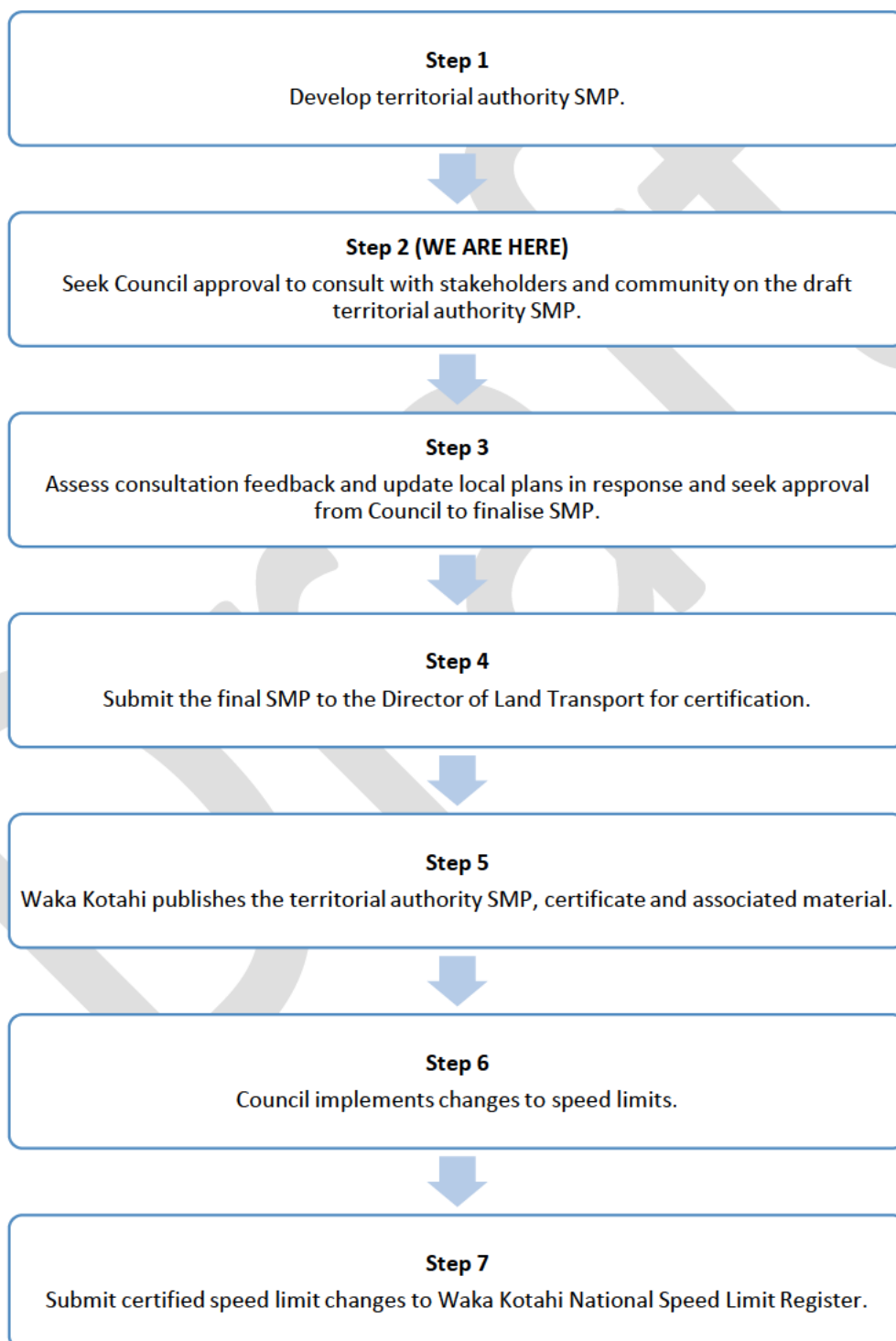
Road	Posted speed limits (km/h)	Recommended appropriate Speed Limit (km/h)
South Featherston Road from SH53 intersection to Longwood East Road	50	40
South Featherston Road from Longwood East Road to 170m southwest of Longwood East Road	50	40
South Featherston Road from 170m southwest of Longwood East 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

## 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.



## 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

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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.

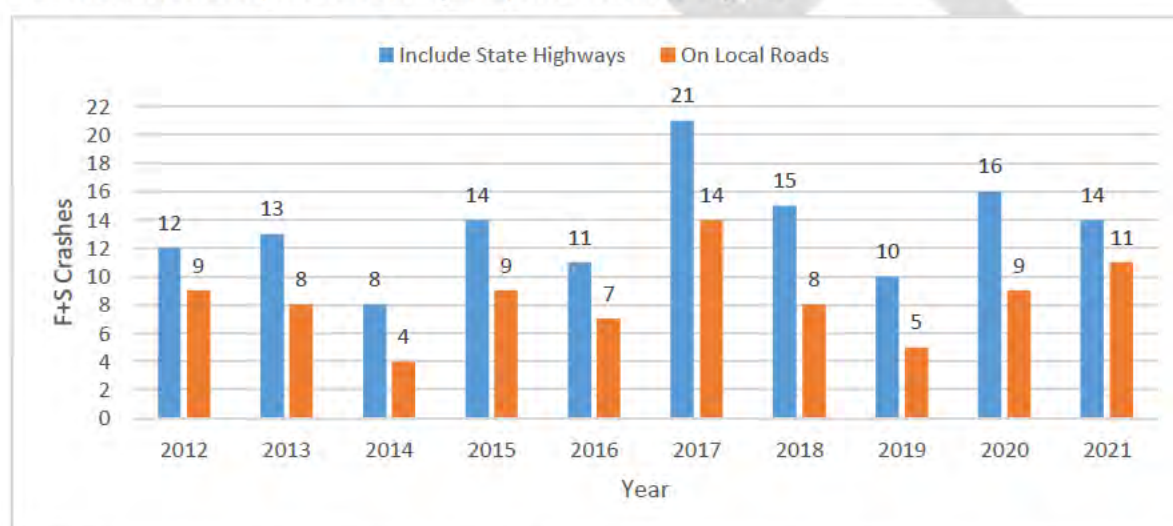


Figure Appendix B.1: Fatal and serious injury crashes by year in Carterton and South Wairarapa Districts 2012-2021

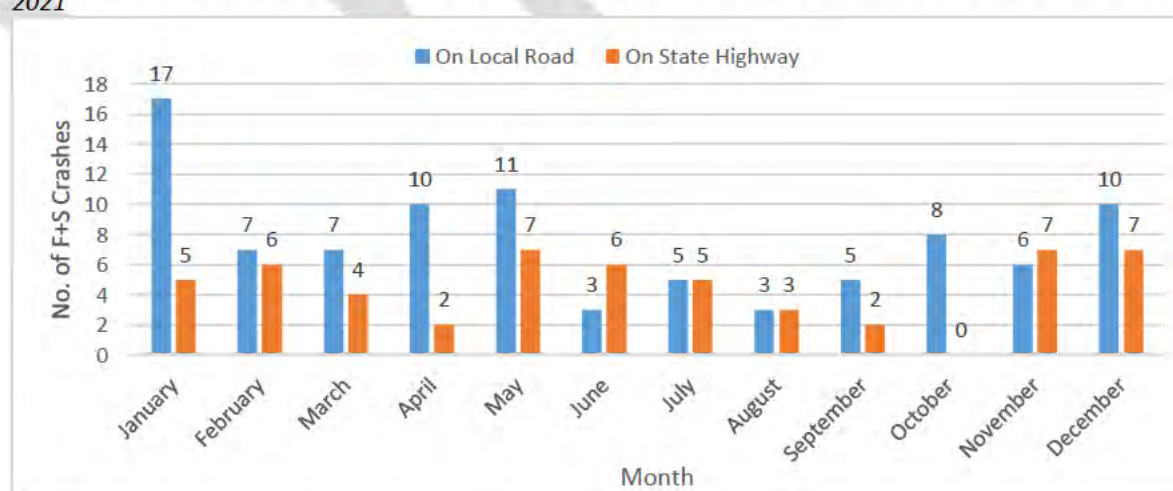


Figure Appendix B.2: Fatal and serious injury crashes by months in Carterton and South Wairarapa Districts 2012-2021



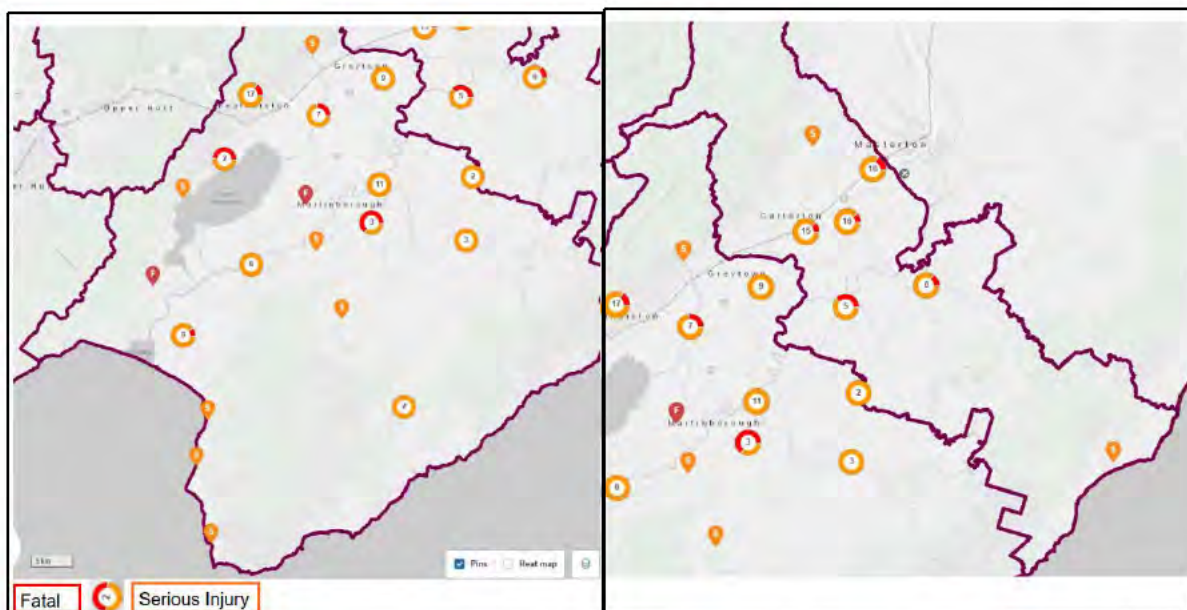


Figure Appendix B.3: Fatal and serious injury crashes in South Wairarapa District (Left) and Carterton District (Right) 2012-2021

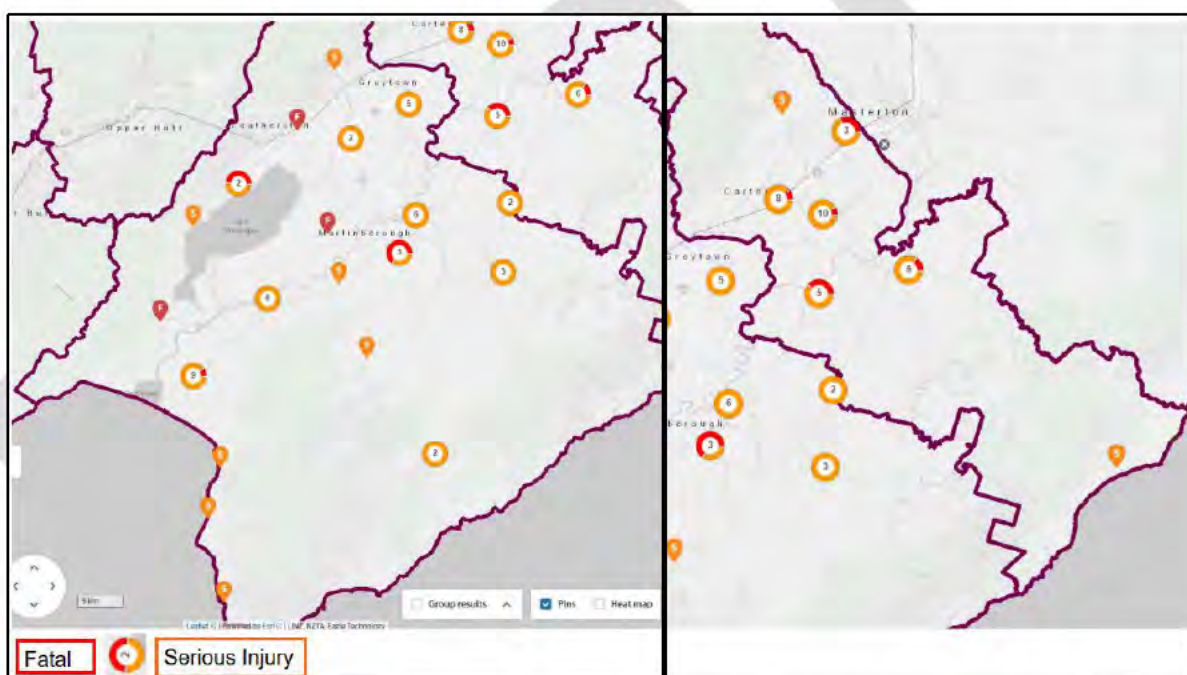


Figure Appendix B.4: Fatal and serious injury crashes in South Wairarapa District (Left) and Carterton District (Right) (excluding on State Highways) 2012-2021

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



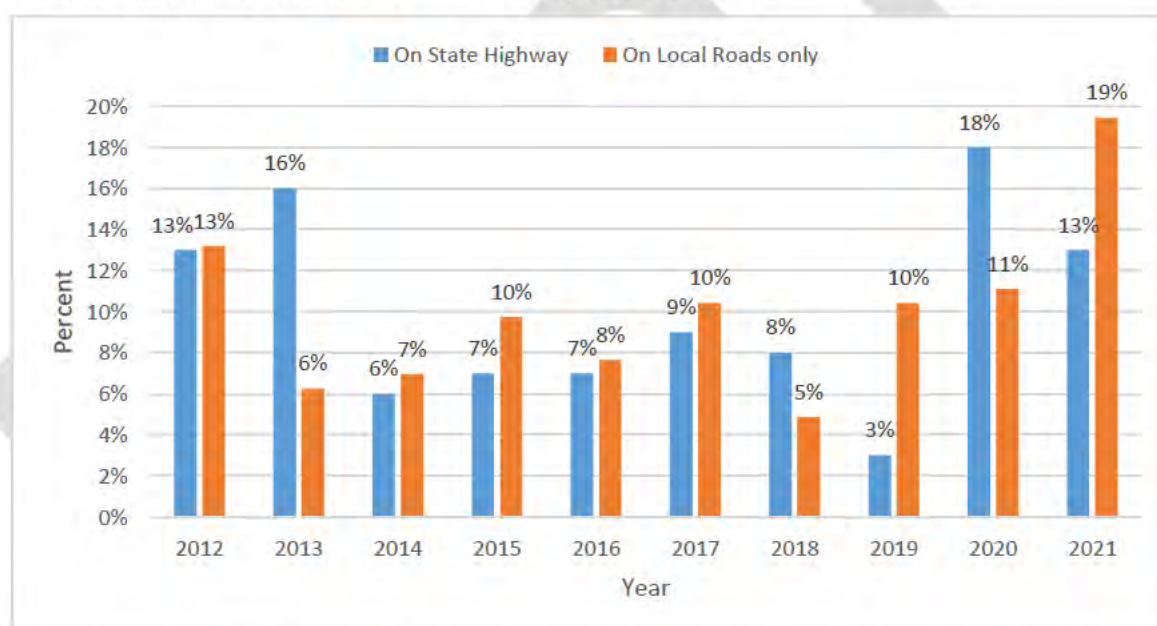
**Appendix B Table 1: Top four contributing factors to fatal and serious injury crashes in CDC and SWDC**

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 speed<sup>20</sup> 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*

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

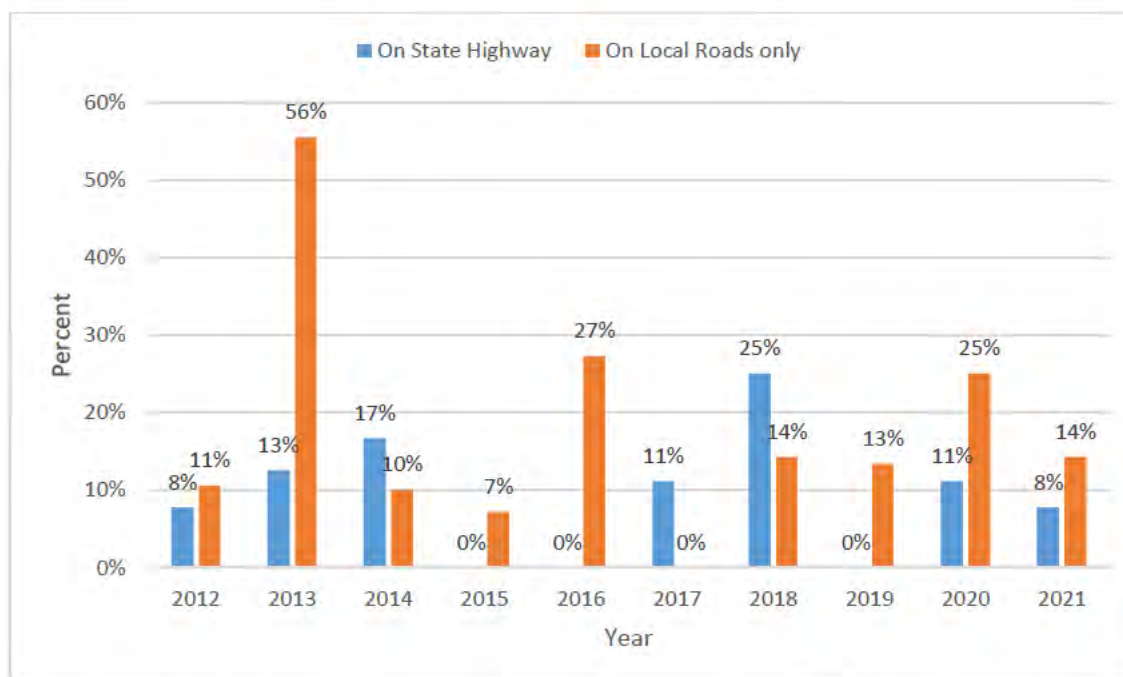


Figure Appendix B.6: Percentage of fatal and serious injury crashes involving inappropriate speed in Carterton and South Wairarapa Districts, 2012-2021

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.

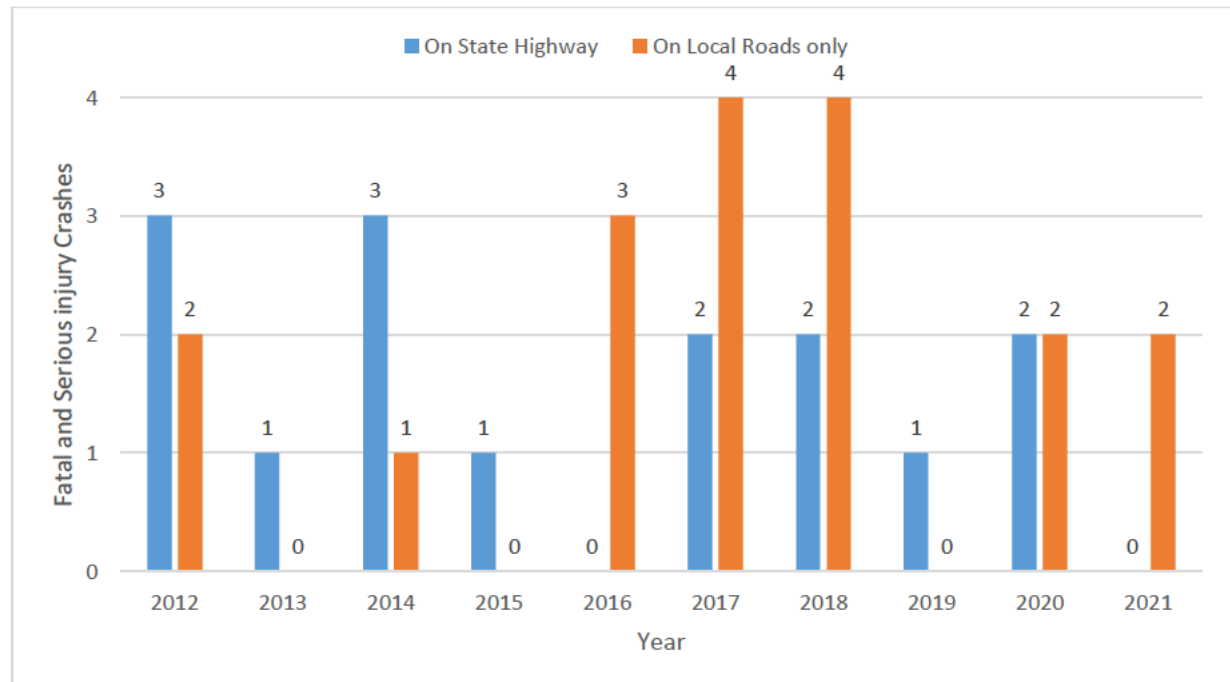


Figure Appendix B.7: Fatal and serious injury crashes by year in Carterton, Greytown, Martinborough and Featherston, 2012-2021

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.



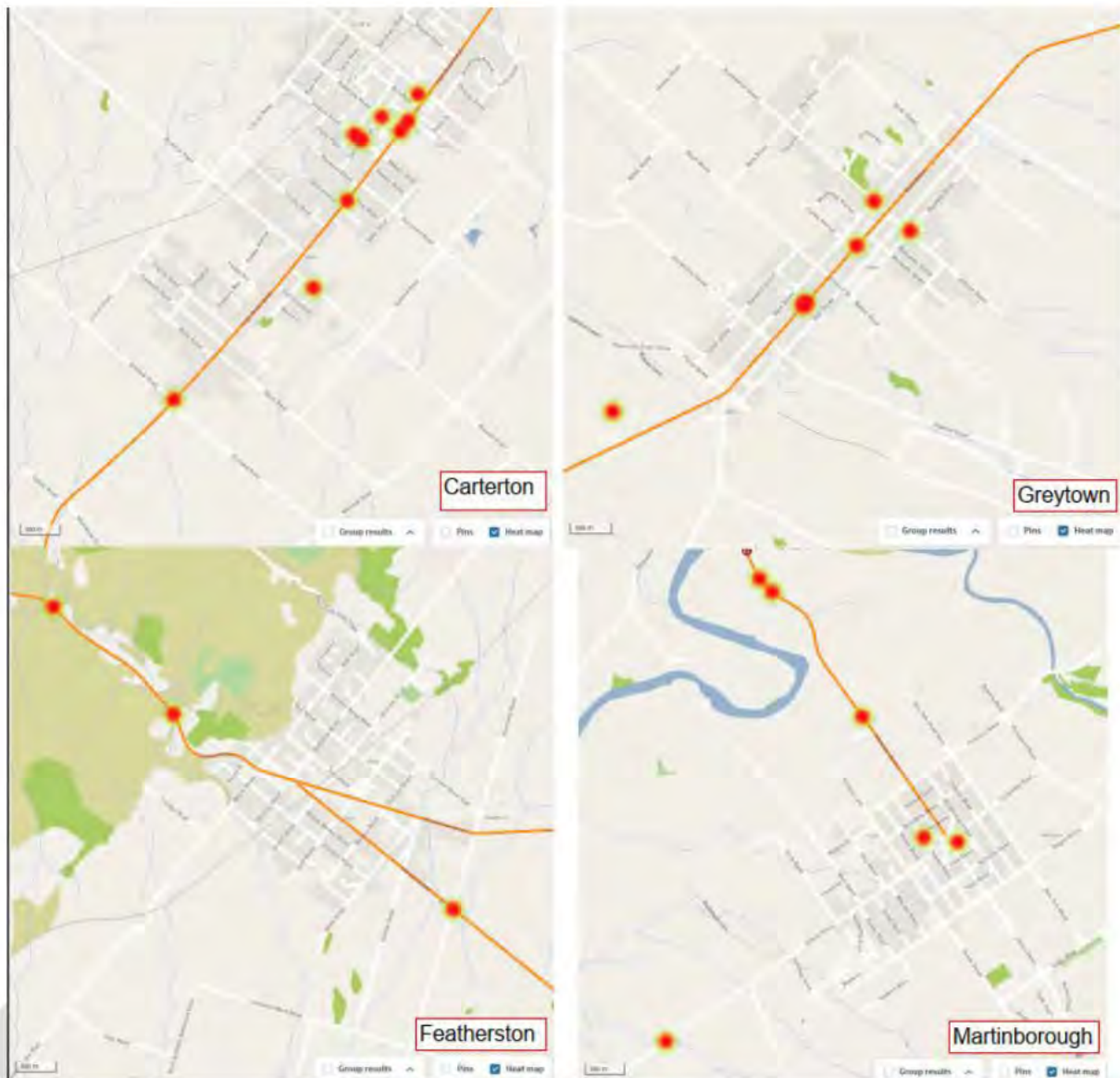


Figure Appendix B.8: Heatmap showing fatal and serious injury crashes within four urban areas in Carterton and South Wairarapa Districts, 2012-2021

Travel speed is among the top three contributing factors<sup>21</sup> 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.

<sup>21</sup> Note: one crash often has multiple contributing factors.

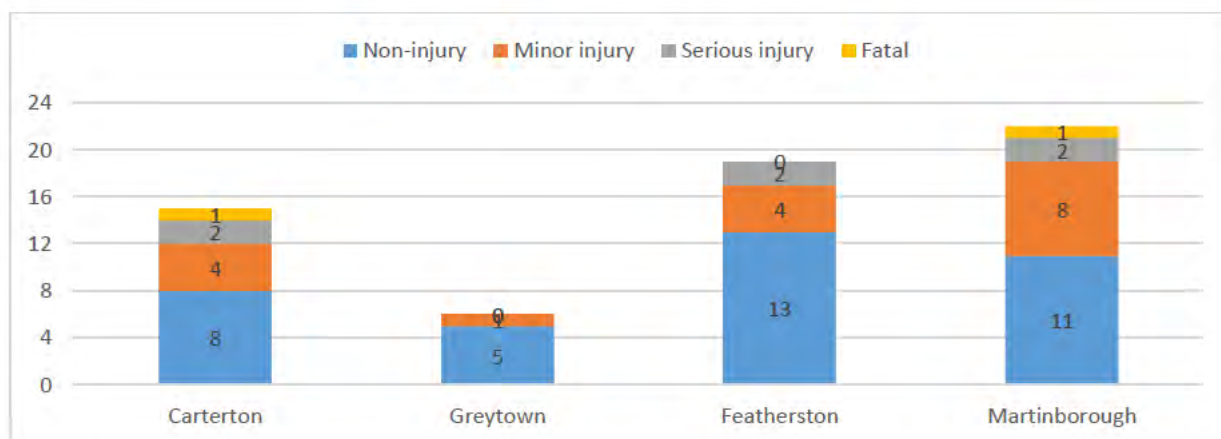


Figure Appendix B.9: Crashes involving inappropriate speed in four urban areas in Carterton and South Wairarapa Districts

### 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.

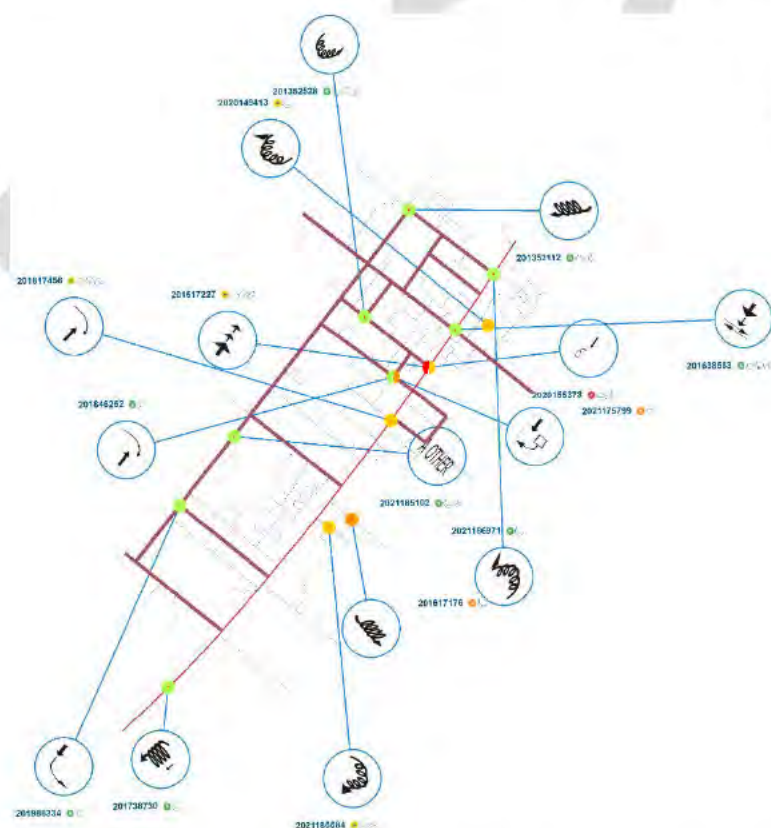


Figure 10: Collision diagram of crashes involving inappropriate speed in Carterton township and its vicinity, 2012-2021



**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.

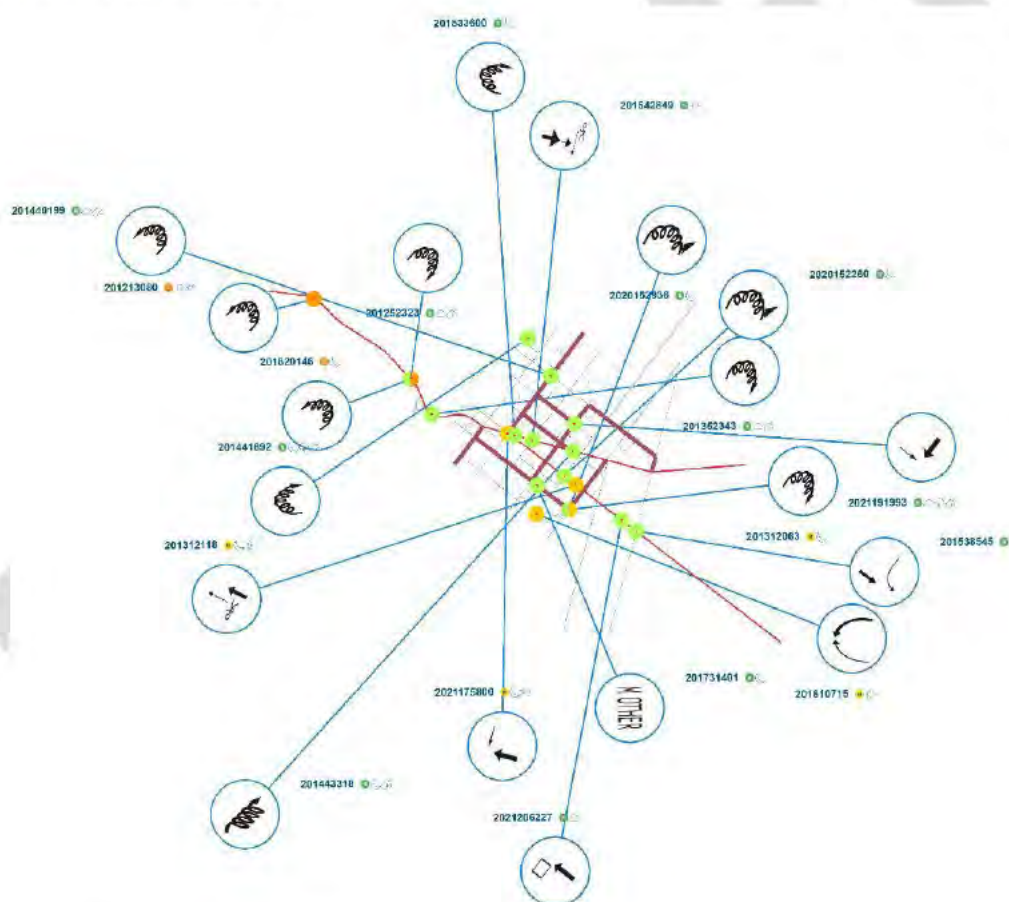


Figure 12: Collision diagram for crashes involving inappropriate speed in Featherston township and its vicinity, 2012-2021

### 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.

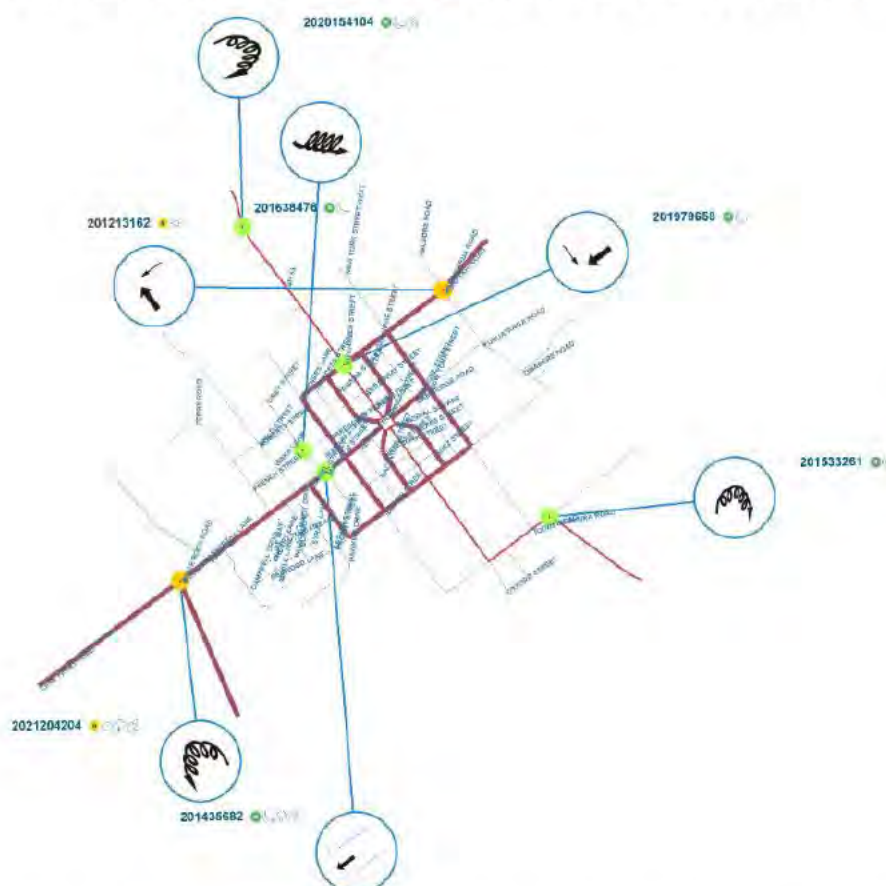


Figure 13: Collision diagram for crashes involving inappropriate speed in Martinborough township and its vicinity, 2012-2021

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 speed<sup>22</sup>.

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.

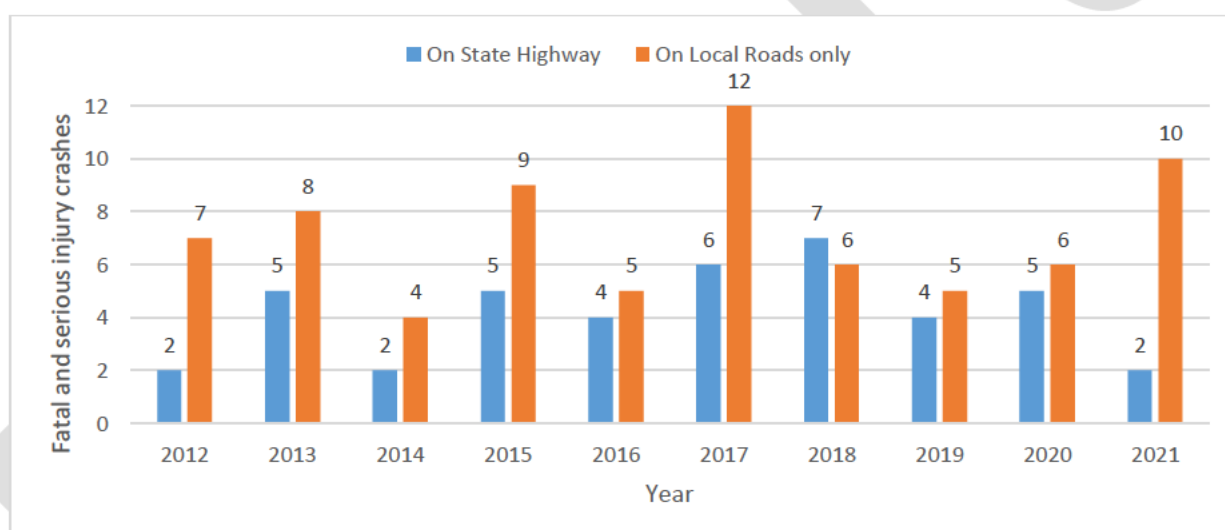


Figure Appendix B.14: Fatal and serious injury crashes by year on roads with maximum speeds of 100km/h 2012-2021

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.

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

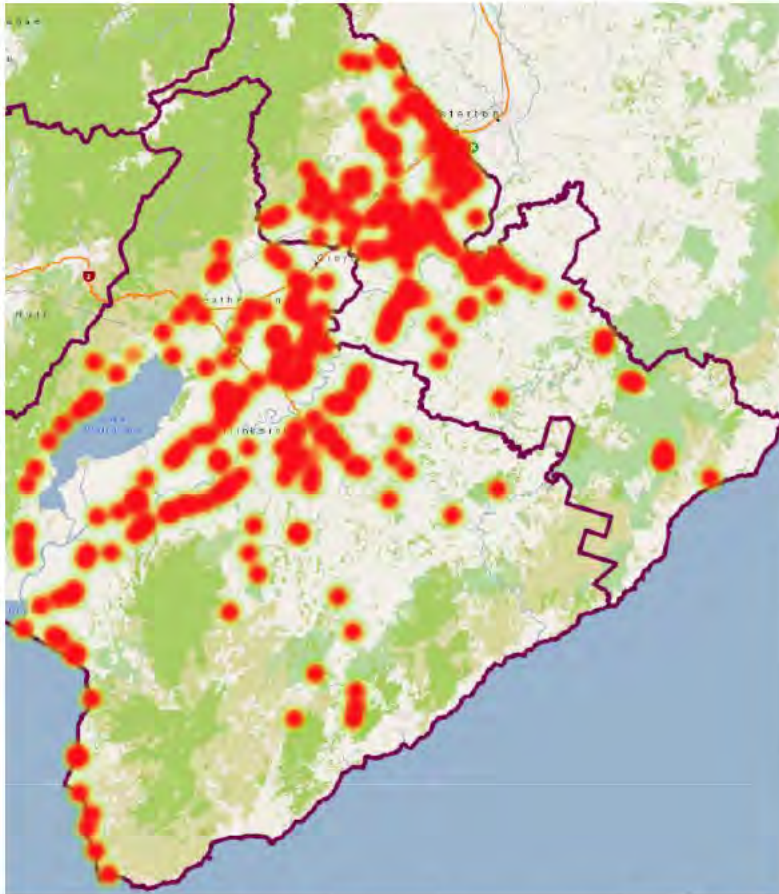


Figure 15: Heatmap showing fatal and serious injury crashes on open roads administered by CDC and SWDC, 2012-2021

Travel speed is among the top three contributing factors<sup>23</sup> 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 students<sup>24</sup>. 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.

<sup>23</sup> Note: one crash often has multiple contributing factors.

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



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**

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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.

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	<b>Criterion</b> <ul style="list-style-type: none"> <li>Not a fully mixed environment, with some street space allocated for different users such as footpath separate from vehicle lane</li> </ul>				
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	<b>Criterion</b> <ul style="list-style-type: none"> <li>On-street cycle lane or separated cycling facility provided</li> </ul> <b>Desirable or future characteristics</b> <ul style="list-style-type: none"> <li>All walking and cycling crossings along the corridor designed to achieve an operating speed of no more than 30km/h</li> </ul>		

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

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

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	<b>Criteria</b> <ul style="list-style-type: none"> <li>Road stereotype is unsealed</li> <li>OR:</li> <li>Alignment is tortuous</li> <li>OR:</li> <li>Infrastructure Risk Rating is 1.8 or over</li> <li>OR:</li> <li>Access Density <math>\geq 10/\text{km}</math></li> </ul>	SAAS is 80km/h unless criteria are satisfied for a higher or lower SAAS <b>Criteria</b> <ul style="list-style-type: none"> <li>Road is sealed and has a marked centreline and</li> <li>edgeline pavement markings</li> </ul> OR: <ul style="list-style-type: none"> <li>edge marker posts.</li> </ul> NOTE: 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.	<b>Criteria</b> Road is: <ul style="list-style-type: none"> <li>median divided, and</li> <li>alignment is straight or curved.</li> </ul>	
Interregional connectors	<b>Criteria</b> <ul style="list-style-type: none"> <li>Road stereotype is unsealed</li> </ul> OR: <ul style="list-style-type: none"> <li>Alignment is tortuous</li> </ul> OR: <ul style="list-style-type: none"> <li>Infrastructure Risk Rating is 1.8 or over</li> </ul> OR: <ul style="list-style-type: none"> <li>Access Density <math>\geq 10/\text{km}</math></li> </ul>	SAAS is 80km/h unless criteria are satisfied for a higher or lower SAAS <b>Criteria</b> Road is: <ul style="list-style-type: none"> <li>sealed and has a marked centreline and</li> <li>edgeline pavement markings</li> </ul> OR: <ul style="list-style-type: none"> <li>edge marker posts.</li> </ul> NOTE: 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.	<b>Criteria</b> Road is: <ul style="list-style-type: none"> <li>median divided, and</li> <li>alignment is straight or curved.</li> </ul>	<b>Criteria</b> Corridor is at least 5 km in length, and has: <ul style="list-style-type: none"> <li>stereotype is dual carriageway or median divided, and</li> <li>alignment is straight or curved, and</li> <li>land use is No Access, and</li> <li>2 or more lanes in each direction, and</li> <li>AADT is less than 25,000 per direction, and</li> <li>intersections are grade separated and have spacing of 1.5km or more, and</li> <li>personal Risk of Low or Low-Medium.</li> </ul> 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

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	KOKOTA U 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	WILTON S 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	KAHUTA RA ROAD	ROTOTAWA I 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	ADMIRA L ROAD	TE WHITI ROAD	2800	Mon	14/10 /2013	15:30	1	0	0	Yes	Open	Dry	Overcas t	Fine	A truck lost control and overturned when turning left.



201311725	TE WHARA U 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	PONATA HI 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 PALLISE R 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.

202117579 9	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.
202117630 3	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.
202120117 3	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.
202120893 9	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.





## **Appendix 2 - Consultation Document**

# Draft Speed Management Plan & Speed Review Consultation

## Statement of Proposal

Closes  
23 July 2023



**SOUTH WAIRARAPA  
DISTRICT COUNCIL**  
*Kia Reretahi Tātau*



Te Kaunihera-ā-Rohe o Taratahi  
**CARTERTON**  
DISTRICT COUNCIL



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# Speed Review Summary

## Why are we reviewing our speeds?

We are seeking public feedback on speeds and how we manage our roads.

The way we manage speed is changing, with Road Controlling Agencies (of which includes our councils) now required to have speed management plans. Plans need to outline a 10-year vision and a three-year implementation plan as a whole-of-network approach to speed management.

The New Zealand Government has launched the Road to Zero (R2Z) strategy 2020-2030, that targets a 40% reduction in deaths and serious injuries by 2030.

Wairarapa district councils, along with Waka Kotahi, have a shared responsibility to bring about safe and appropriate measures to facilitate lower impact speed, especially to vulnerable road users around schools.

## Our focus

We're focusing on infrastructure improvements and speed management on high priority roads, and intervention measures to achieve lower speed limits around schools, marae and early childhood education centres.

The addition of the Setting of Speed Limit 2022 to the Land Transport Rule states that 40% of schools must comply with the new, reduced speed limits by 30 June 2024, and the remainder by 31 December 2027.



Our Draft Speed Management Plan for the Carterton and South Wairarapa Districts will help us transition from the way we have set speed limits in the past to a new, more flexible approach that better takes into account local conditions and the surrounding environment. Rather than looking at speed limit changes on a street-by-street basis, our draft Speed Management Plan establishes the priorities of our approach to speed management in the district.

Changes to the Land Transport Rule: Setting of Speed Limits 2022, and direction from Waka Kotahi (New Zealand Transport Agency), mean we need to confirm this draft Speed Management Plan with the community before we can make it happen. The draft Speed Management Plan will then be certified by Waka Kotahi and will become law when the speed limits are recorded in the National Speed Limit Register.

## **Who is making this proposal?**

This statement of proposal has been jointly produced by South Wairarapa and Carterton District Councils for both districts as part of our joint roading venture called Ruamāhanga Roads. This combined roading maintenance contract has been in effect since 2019 to maximise efficiency, achieve increased regional consistency and value for money, as well as share and optimise the use of internal resources.

While we are working together to deliver our proposals, decisions for the two districts will be made separately by each Council's elected members. This means South Wairarapa District Council will make decisions on roads for all South Wairarapa roads, and Carterton District Council will make decisions on roads for all Carterton roads. There will be separate submission hearings for each council.

## **What information is available?**

To help you make an informed submission, we have the following documents available for you to view:

### **The Statement of Proposal (this document)**

This outlines what we are doing and why, and how you can provide feedback.

### **Technical Report**

This report explains in detail what we are proposing for each road, and the assessments made to inform these proposals.

### **Draft Interim Speed Review Management Plan**

Our overall approach and implementation plan related to safer speeds in Carterton and South Wairarapa.

### **Online Interactive Maps**

We have interactive maps available on our council websites that provide more detail than the maps included in this document.

You can view these at [cdc.govt.nz](http://cdc.govt.nz) and [swdc.govt.nz](http://swdc.govt.nz), and at your local libraries and council office.



# We are seeking your feedback

This statement of proposal includes a summary of the priorities in our draft Speed Management Plan and a submission form for your feedback. For speed limits to be effective, they need to be understood and supported by the community. That's why we want to hear from you about the approach we have taken in developing the draft Speed Management Plan and if there are other high priority roads we should be including.

Anyone can make a submission on any of our proposals. You may make a submission for both Carterton and South Wairarapa districts if you wish, however, we will need you to please fill out two separate submission forms. You can find additional forms on our websites, or at our Council offices and libraries.

**We are accepting feedback until 5pm, Sunday 23 July 2023.**

Further details on how you can have your say are included on pages 14 and 17





# Consultation process

## **Consultation opens for public feedback 23 June**

This is the date we will start accepting public feedback.

## **Consultation closes 23 July**

The finishing date for receiving public feedback.

## **Carterton District Council Hearings**

You can opt to speak to your Carterton submission.

## **South Wairarapa District Council Hearings**

You can opt to speak to your South Wairarapa submission.

## **Council deliberations**

The two councils will discuss your submissions and take into consideration any suggested changes as a result of public feedback. Carterton District Council will make decisions on Carterton roads.

South Wairarapa District Council will make decisions on South Wairarapa Roads.

## **Revised Speed Management Plan adopted by Councils**

Any changes as a result of public feedback will be made and a finalised version will be adopted by each Council in a public meeting.

## **Speed Management Plan certified by Waka Kotahi**

This confirms the plans meet the requirements and new speed limits can take effect.

## **Council implements changes to speed limits**

## **Submit certified speed limit changes to Waka Kotahi National Speed Limit Register.**





# Why are Councils required to have a Speed Management Plan?

The Government and Waka Kotahi are promoting zero tolerance of road deaths and serious injuries. Waka Kotahi's strategy, known as 'Road to Zero', is a plan to work towards zero road deaths and serious injuries. The Government is committed to tackling unsafe speeds as part of this vision. The risk of a crash occurring, and the resulting severity of injury resulting from that crash, depends significantly on the speed of the vehicles involved. A key part of the work to support this vision is reviewing speed limits all over the country with a view to lowering them in high-risk areas.

Recent changes to the Land Transport Rule: Setting of Speed Limits 2022 and direction from Waka Kotahi (New Zealand Transport Agency) mean we must create a 10-year Speed Management Plan that sets out our approach for managing speed and safety, including safety goals, speed limit changes for the roading network, and engineering improvements. The plan will be reviewed on a three-yearly basis.

We have taken a staged approach to speed management. Our initial focus is roads around schools, marae, and high-priority roads. In Carterton, we are also reviewing roads of Early Childhood Education Centres. The proposed changes involve both the lowering of speed limits in some places, as well as safety improvements particularly focused on improved signage.

Changes around schools and marae will be made by 2024, as well as roads we are consulting on in this document.

**The Draft Speed Management Plan that we have prepared aligns with the goals set out by Waka Kotahi, with the changes proposed in a way that will support compliance and community buy-in to the changes.**





# The Draft Speed Management Plan Statement of Proposal

## Executive Summary



There are 14 schools across both districts that will ultimately have lowered speed limits by 2024. In the interim plan, which takes effect in mid-2024, we are working on 6 urban schools and two rural schools in South Wairarapa, and 4 urban and 2 rural schools in the Carterton district.



The proposal would lower the speed limits to 30km/hr around urban schools and 60km/hr variable speed limit for rural schools in South Wairarapa, and either a 30km/hr permanent or variable speed limit for all schools in Carterton.



It would also lower the speed limits around marae. Hurunui-o-Rangi Marae in Carterton will have a proposed permanent lower speed limit with a variable speed limit during events. South Wairarapa will have a full-time limit around Pāpāwai Marae and Hau Ariki Marae, and a variable zone during events for Kohunui Marae. One marae in Carterton will also have a variable speed limit during events.



We are asking for feedback on proposed speed reductions on a number of high priority roads and changes may be incorporated into the interim plan. See the list of roads at the back of this document.



In South Wairarapa, we have included two gravel roads in our list of high priority roads. In Carterton, we have not included any gravel roads. Both councils would like to know if you think we should include all gravel roads, and whether there should be any speed reductions on these roads.



If there is a road you think should be added to the list of priority roads for a speed reduction, please mention this in your printed or online submission form, with reasons why these areas should be included. Any roads you suggest will be presented to councils for consideration.



To make an informed submission, we have the following documents for you to view:

- **The Statement of Proposal (this document)**
- **Technical Report**
- **Draft Interim Speed Management Plan**
- **Online Interactive Maps**

You can view these at [cdc.govt.nz](https://cdc.govt.nz) and [swdc.govt.nz](https://swdc.govt.nz), and at your local libraries and council office.



# The Draft Speed Management Plan Statement of Proposal

## Priority 1 – Reducing School and Early Childhood Education Centre speed limits

A lower speed limit decreases the chance of crashes occurring and reduces the injury severity if a crash occurs. This will reduce the risk for the students and others travelling to and from school.

The current speed limit on roads in the vicinity of urban schools and marae in Carterton and South Wairarapa is either 50km/h or 40km/h, and either 70km/h or 100km/h for rural schools (depending on the location of the school).

The Government requires us to have reduced the speed limits in the vicinity of all schools in Carterton and South Wairarapa to a maximum of 30km/h in urban areas and 60km/h in rural areas.

Where schools are located on no-exit roads or within residential neighbourhoods, we propose permanent speed limits be installed. For locations that are on through roads with higher speed limits, we propose utilising variable speed limits, as they protect pedestrian activity during high-use times while helping ensure driver acceptance and compliance. In Carterton, Elected Representatives have also proposed to reduce the speed limit on roads in the vicinity of Early Childhood Education Centres. Not all Early Childcare Centres have been included in the technical report, however we are asking you to let us know if you agree with the proposed changes and whether we should include all Early Childcare Centres in the Carterton district.

A variable speed limit is when the speed limit can change due to the road and driving conditions. In this instance, the lower speed limit will be in play during drop off and pick up times.

A permanent speed limit is a posted speed limit that applies at all times. The speed limit that is in play at any given time will be clearly signposted. These proposals align with the current Land Transport Rule: Setting of Speed Limit 2022.

For rural schools we are proposing both options - a lower permanent speed limit of 60km/h at all times, with a variable speed limit of 30km/h during drop off and pick up times.

**Under this draft Speed Management Plan, these changes will be completed by 2024. Maps highlighting all the proposed changes are included in the Consultation Draft Speed Management Plan document.**

## **The following schools are proposed to have a 30km/h permanent speed limit:**

- Kuranui College
- Greytown School
- St Teresa's School
- Featherston School
- Martinborough School
- South Featherston School
- Carterton School
- St Mary's School
- Ponatahi Christian School



## **The following schools and Early Childcare Centres are proposed to have a 30km/h variable speed limit:**

- Dalefield School
- Gladstone School
- Pirinoa School
- Kahutara School
- South End School and Kindergarten
- Just Us Kids Carterton
- He Pounamu Early Nurture Centre
- Carterton Preschool

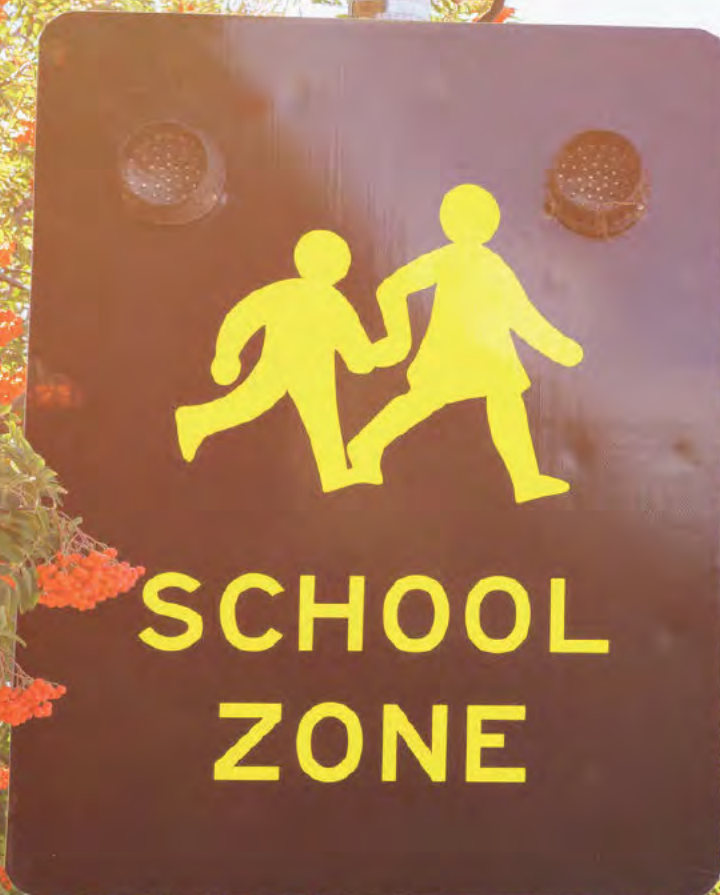




## **The following schools are proposed to have a 60km/h permanent speed limit:**

- Dalefield School\*
- Gladstone School\*
- Pirinoa School\*
- Kahutara School\*

\*This means the roads in the vicinity of these four schools will have a proposed permanent speed limit of 60km/h, with a variable speed limit of 30km/h during school pick-up and drop-off times at school terms. More information is available on pages 11-15.





## Priority 2 – Reducing marae speed limits and introducing signage

South Wairarapa and Carterton Districts have a number of marae, located in both urban and rural locations. Our assessments show that some marae do not have sufficient signage to identify their locations to road users.

Our proposed approach is to install advance and directional signage at each marae location. There are also proposed speed limit changes around several marae as part of our approach to high-risk roads. In some cases there are papakāinga located next to marae that will be impacted by the proposed changes.

Under the draft Speed Management Plan these changes will be completed by the end of 2024.

Maps highlighting all the proposed changes are included in both this document and the technical report.

**The following marae are proposed to have new signage and/or speed limits:**

- Hau Ariki Marae
- Pāpāwai Marae
- Kohunui Marae
- Hurunui-o-Rangi Marae





## Priority 3 – Reducing speed limits on high priority roads

We have reviewed all the crash data for local roads within the Carterton and South Wairarapa districts for 2012-2021. Those roads that have had three or more serious or fatal crashes in this period have been considered to be high priority roads.

We have assessed each of these roads as well as other high priority roads (as identified in the technical report) to determine what improvements are appropriate to lower the risk to road users. This includes safety improvements as well as changes to speed limits.

It is important to note that non-speed related safety improvements will not be addressed until the final Speed Management Plan is developed.

Any priority roads identified in our proposal as requiring a speed reduction are not yet finalised. Any submissions opposing our proposal will be discussed at council deliberations and taken into consideration before finalising the interim speed management plan.

The starting point is the safe and appropriate speed for each road reviewed. We considered the risks associated with features on each road including road width, whether there are many curves, hazards on the roadside, e.g. drains and poles, as well as how people are currently using the road including operating speeds (i.e. how close are people going to the proposed speed limit) and number of crashes. The Speed Management Guide Road to Zero Edition is referred to for guidance for safe and appropriate speeds depending on the features and characteristics of the particular road or road sections. We also considered how the land next to the road is used which indicates how people used the road e.g. number of people walking in the area and the safety risks associated.

Our speed management plan highlights additional safe and appropriate speeds for future review which are not included in this document. We are not consulting on these additional roads or proposing to lower the limits of these roads at this stage. We have included them in the speed management plan as they formed part of the overall assessment.

Maps highlighting all the proposed changes are included in both this document and the technical report. We also have more detailed interactive maps available on our council websites.



# What else are we asking?

## Roads identified by you

We have assessed our roads across the district and included any we believe are high risk or high priority. However, our local road users may be able to provide insight on roads they believe may need assessing in terms of speed reductions.

We're asking whether you have identified any roads you believe should be included in our speed review, with reasons for why these areas should be included. Any roads you suggest will be discussed at council deliberations and taken into consideration before finalising the final speed management plans.

## Gravel roads

In South Wairarapa, we have included two gravel roads in our list of high priority roads. In Carterton, we have not included any gravel roads. Both councils would like to know if you think we should include all gravel roads, and whether there should be any speed reductions on these roads.

We would also like to know if there are any specific gravel roads we should be looking at, and the reasons you think we should consider them.

Any roads you suggest will be presented to council for consideration.





# Have your say



**Complete one of our online submission forms at:**

South Wairarapa  
[swdc.govt.nz/consultation](https://swdc.govt.nz/consultation)



**Complete one of our online submission forms at:**

Carterton  
[cdc.govt.nz/haveyoursay](https://cdc.govt.nz/haveyoursay)



**Email your submission or feedback to:**

**South Wairarapa**  
[submissions@swdc.govt.nz](mailto:submissions@swdc.govt.nz)



**Email your submission or feedback to:**

**Carterton**  
[submissions@cdc.govt.nz](mailto:submissions@cdc.govt.nz)



**South Wairarapa**  
**06 306 9611**  
Between 9am and 4pm  
Monday to Friday  
(excluding public holidays)



**Carterton District Council**  
**06 379 4030**  
Between 9am and 4pm  
Monday to Friday  
(excluding public holidays)



**Pick up a submission form:**

## **South Wairarapa**

South Wairarapa District Council  
Office  
19 Kitchener Street, Martinborough

Greytown Library  
89 Main Street, Greytown

Featherston Library  
70-72 Fitzherbert Street,  
Featherston

Martinborough Library  
Waihinga Centre, Texas Street,  
Martinborough

## **Carterton**

Carterton District Council Office  
28 Holloway Street  
Carterton

Carterton Events Centre and  
Carterton Library  
50 Holloway Street

# Frequently asked questions

**Q. How did you identify the proposed speed limits?**

**A.** The starting point is the safe and appropriate speed for each road reviewed. We considered the risks associated with features on each road including road width, whether there are many curves, hazards on the roadside, e.g. drains and poles, as well as how people are currently using the road including operating speeds (i.e. how close are people going to the proposed speed limit) and number of crashes. The Speed Management Guide Road to Zero Edition is referred to for guidance for safe and appropriate speeds depending on the features and characteristics of the particular road or road sections. We also considered how the land next to the road is used which indicates how people used the road e.g. number of people walking in the area and the safety risks associated.

**Q. Why are only some Early Childcare Centres included?**

**A.** Carterton District Council's elected representatives requested for its Council to consider including Early Childcare Centres in addition to schools as part of its speed review. Not all Early Childcare Centres have been included in the technical report, however we are asking you to let us know if you agree with the proposed changes and whether we should include all Early Childcare Centres in the Carterton district.

**Q. Can I provide feedback on the speeds you are proposing for different roads?**

**A.** You are welcome to provide comment on speeds. Please note that our proposal aligns with Waka Kotahi guidance and reflects local knowledge and behaviour, including statistics around crashes. Details are set out in the technical assessment document. The speed limits in the vicinity for schools are proposed as part of the Setting of Speed Limit 2022 to the Land Transport Rule, which states that 40% of schools must comply with the new, reduced speed limits by 30 June 2024

**Q. Speed isn't the problem, drivers are. Why aren't you focusing on them?**

**A.** Even the most skilled drivers make mistakes. Good speed management gives drivers the cues they need to judge the safe and appropriate speed for the road they are on. The faster you go, the more likely you are to crash and the greater your risk of serious injury or death. No matter what causes a crash, vehicle speed directly affects the force of impact.

**Q. What is good speed management?**

**A.** Good speed management is when technology, data, first hand observation and local knowledge are used to inform interventions to make a road safer for drivers. This is why your feedback will help us understand if we have our proposals right or not.



**Q. Aren't you just trying to lower speed limits?**

**A.** No, we are using local knowledge and data to make sure we have done everything we can to make our roads safer. Our aim is to make sure that our local roads have travel speeds that minimise the risk.

**Q. What happens after the Council adopts the draft Speed Management Plan, is it just a case of changing the speed signs?**

**A.** Once the Council has adopted the draft Speed Management Plan, the plan will be submitted to the Director of Land Transport for certification. Then staff will be able to start implementing the changes included in the Speed Management Plan. New signs will be installed to inform the road users and the change will be recorded in the National Speed Limit Register. It will then be enforceable by NZ Police.

**Q. How do you make drivers slow down to the set speeds?**

**A.** We are only responsible for setting the road speed limits; the policing of vehicle speeds is the responsibility of the NZ Police.

**Q. Does going a few kilometres per hour faster or slower actually make any difference to safety?**

**A.** Yes, it does. Speed can be the difference between a correctable mistake and a fatal error. Every extra kilometre per hour increases the likelihood of someone being killed or injured in a crash. Regardless of what causes a crash, speed plays a part.

**Q. Will slowing down mean that it will take longer to get anywhere?**

**A.** Not necessarily. Research shows that going faster doesn't save as much time as we think. Waiting at intersections or for traffic to move means total travel times don't vary much, even if you drive 10 km/h slower.





# Submission Form

This submission form allows you to give feedback on the draft Speed Management Plan. Please fill out all sections so we can formally record your submission. You can make a submission in a number of ways:

**Online** - Complete the submission form online at: [swdc.govt.nz/consultation](http://swdc.govt.nz/consultation) or [cdc.govt.nz/haveyoursay](http://cdc.govt.nz/haveyoursay)

**Paper copy -**

- Email it to us at [submissions@swdc.govt.nz](mailto:submissions@swdc.govt.nz) or [submissions@cdc.govt.nz](mailto:submissions@cdc.govt.nz)
- Post to PO Box 6, Martinborough 5741 or PO Box 9, Carterton 5743
- Hand deliver to either Council office or any of our Carterton and South Wairarapa libraries

**Please provide your feedback by 5pm Sunday 23 July**

## Privacy Statement

### What We Do With Your Personal Information

All submissions (excluding contact details) will be made available to the public and media via the Council website.

## Your Details

**Full name** .....

**Organisation (if applicable)** .....

**Postal address** .....

**Phone** .....

**Email** .....

Would you like someone to contact you about your submission?

☐ Yes ☐ No

Would you like to participate in the hearing process?

☐ Yes (in person) ☐ Yes (online) ☐ No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

☐ South Wairarapa ☐ Carterton



## Feedback

Q1: Do you agree with the Councils' proposed approach and principles around Schools?

☐ Yes      ☐ No

Q2: (CARTERTON ONLY) Do you agree with the Council's proposed approach and principles around Early Childhood Education Centres?

☐ Yes      ☐ No

Q3: Do you agree with the Councils' proposed approach and principles around Marae?

☐ Yes      ☐ No

Q4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?

☐ Yes      ☐ No

If you answered no, is there a road on the high priority list that you think should be excluded? Please identify it and give your reason why.

.....

.....

.....

.....

**Q5:** Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration. You can use a blank sheet of paper if you need more room.

[illegible]

Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?

☐ Yes      ☐ No

Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration. You can use a blank sheet of paper if you need more room.

[illegible]

# Table 1: Proposed permanent speed limits for high 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
Rutland Road	100	60	60
Hodders Road	100	60	60
Hughes Line	100	60	60
Johnsons Road	100	60	60
Waitangi Road	100	60	60
Baylys Road	100	60	60
Cornwall Road between SH2 and Hughes line	100	60	60
Dalefield Road between SH2 and Lincoln Road	70	30/60	50
East Taratahi Road and Cornwall Road High between Cornwall Road and the end	100	60	60
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
Watersons Line between Dalefield Road and 95m southwest of Dalefield Road (the rest of Watersons Line?)	100	60	60
Thomas Road between Dalefield Road and 200m northeast of Dalefield Road (The rest of Thomas Road)	100	60	60
Belvedere road between Taverner Street and Connollys Line	70	30/40	50

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



Road	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
Park Road (between 207m southeast of Dixon Street and Rutland Road)	100	60	50
Park Road between Rutland Road and Carters Line	100	60	80
Carters Line between Park Road and Moreton Road	100	60	80
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 (between SH2 and Norfolk 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)	100	60	60
Norfolk Road (between David Lowes 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
David Lowes	100	60	60
Maungahau Road	100	60	60
Jordan Road	100	60	60
Gladstone Road (between Te Whiti road and 3.4km northwest of Te Whiti Road)	100	60/80	80
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
Ponatahi Road between Kokotau Road and 170m northeast of Johns Way	100	80	80

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

## Table 2: Proposed permanent and variable speed limits around 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
South End School and Kindergarten	Brooklyn Road between SH2 and 95m northwest of SH2	50	30	30 VSL
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-Rangi Marae	Gladstone Road between Te Whiti Road and 3.4km northwest of Te Whiti Road	100	60	60 (30 VSL with manual flip-down sign during events)
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

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



School Name	Road or road sections	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
Carterton Preschool Limited and Carterton Playcentre	Belvedere Road between Augustus Street and Taylor Street	50	30	30 VSL
Just Us Preschool	36 Victoria Street between Fisher Place and Porritt Place	50	30	30 VSL
He Pounamu Early Nurture	Dalefield Road	100	60	30 VSL

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



## Table 3: Proposed speed limits around schools and marae in South Wairarapa

School or Marae 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
Pāpāwai Marae	Pa Road	100	60	30

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



School or Marae Name	Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
St Teresa's School	Bell St 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
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

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



School or Marae Name	Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
Martinborough School (cont)	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
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)

**Table 4: Proposed permanent speed limits with local priority in Greytown**

Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed speed limits (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
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

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



## Table 5: Proposed permanent speed limits on other roads with local priority in Featherston

Road or road section	Existing speed limits in NSLR (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed speed limit (km)
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

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



## Table 6: Proposed permanent speed limits on other roads with local priority in Martinborough

Road or road section	Existing speed limits in NSLR (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed speed limits (km/h)
Cambridge Road from Memorial Square to Strasbourge 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
Kansas Street	50	30	30
Memorial Square	50	30	30
Nelsons Road	70	40	40
Ohio Street	50	30	30
Oxford Street between Memorial Square and Cork Street	50	30	30
Martins Road	100	60	60
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
Jellicoe Street between 75m southwest of Campbell Drive and White Rock Road	100	80	60

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.



## Other areas of South Wairarapa

**Table 7: Other roads with local priority in other areas of South Wairarapa**

Road	Existing speed limits in NSLR (km/h)	Safe and Appropriate Speeds (km/h)	Recommended appropriate speed limits (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 0.1 km 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
Cape Palliser Road between 100m south of Ben Avon Grove and the end of Cape Palliser Road	100	60	60
Ponatahi Road (between 170m northwest of Johns Way and Carterton)	100	80	80
Riverside 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 2.48km southwest of Cape Palliser Road and the end of Lake Ferry Road	50	40	30
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
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 Road	100	60	60
Whangaimoana Beach Road	100	60	60

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

# Maps

The following pages contain generalised maps to give an overview of the proposed speed reductions.

For more detailed maps, please view our interactive online maps on our council websites:

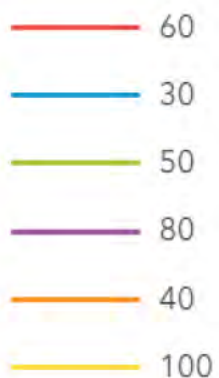
[swdc.govt.nz/consultation](https://swdc.govt.nz/consultation)

[cdc.govt.nz/haveyoursay](https://cdc.govt.nz/haveyoursay)

## Map key

### Corridors

#### Permanent Speed



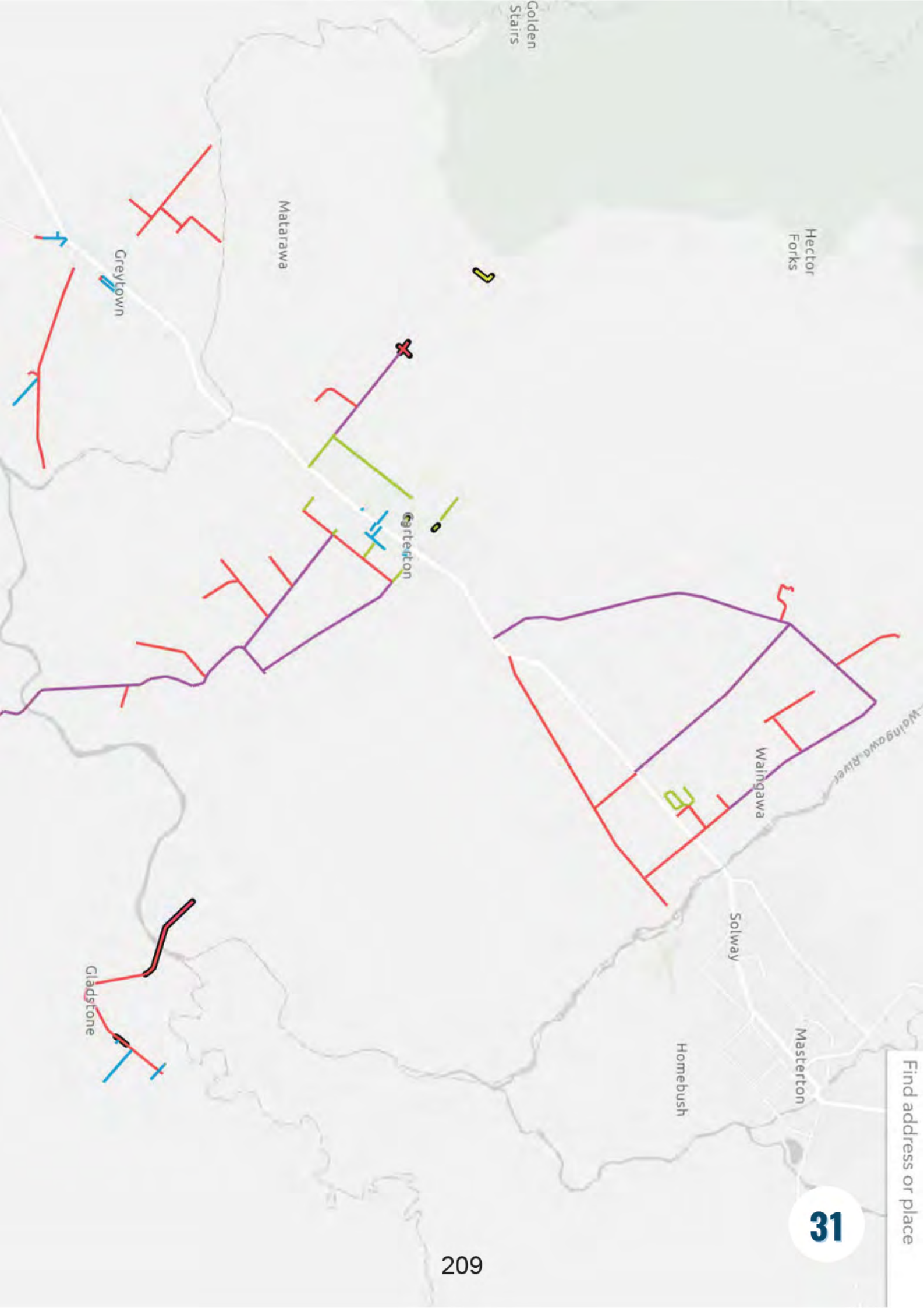
### Variable

#### Variable















# **Appendix 3 – Full set of 2023 Speed Management Plan Consultation Submissions**

#	First Name	Last Name	Q1.Do you agree with the Councils' proposed approach and principles around Schools?	Q3: Do you agree with the Councils' proposed approach and principles around Marae?	Q4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?	If you answered no, is there a road on the high priority list that you think should be excluded? Please identify it and give your reason why.	Q5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration.	Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?	Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration.
1	Jocelyn	Konig	Yes	No	No	State Highway 2 Featherston to Greytown should be reinstated back to 100km	Leave the speed limits on back roads as they are.	No	
2	Catherine	Clouston	Yes	Yes	Yes		Murphys Line Featherston between SH53 and Soldiers Settlement Road is 100km, gravel and quite dangerous for anyone cycling along it. It is quite narrow and potholes form easily.	As above	
3	Stephen	Duncalf	Yes	Yes	No	Looking at the proposal, this will frustrate motorists no end. As your document clearly outlines speeding motorists is 1 or 4 issues on the roads, with Alcohol, loss of control (due to alcohol or poor roads?), observations (poor roadside maintenance, and tree blocking visibility at junctions and signage?). Reducing speed will NOT stop the idiots, they will always speed. Then what about cyclists, do they come under this? Especially as some ebikes can exceed these speed limits and can cause injuries to people, as well as cause accidents with motorists. Honestly, I'd have to ask if there's any need to classify SH2 & SH53 as State highways if you reduce the speed limit to less than 100km? Reducing around schools agree (but only during hours of attendance i e. not over the Xmas period), central town areas where there's lots of pedestrians also agree, not a couple of blocks from these areas that's stupid.	No, current speed limit on roads is fine apart from close to schools etc. where it should be reduced, but only during school attendance times.	What speed are you proposing? I live on a gravel road where trucks normally travel in excess of 60km and cause damage to the to road which then causes damage to the cars that travel on the road as they aren't built like trucks. Cars can travel 50km on the road without much impact but rarely do, it's trucks and larger vehicles that are causing issues and damage.	Gravel roads that link specific townships and settlements, or directly used on a regular basis.
4	Jennifer	Scott	Yes	Yes					
5	Jack	Sheppard	Yes	Yes	No	The State Highways between towns are only 80kmh. Restore them to 100kmh, your data does not support these draconian measures and you are gaslighting an increasingly angry public who drive at 100kmh anyway while causing negligible harm. Underhill Road MUST have speed-reducing strips on it outside "the stadium" / Card Reserve similar to Cotter Street in Greytown. In fact, rip up the Cotter Street strips and plant them on Underhill Road -- there is NO pavement access there, Barr Brown Reserve opposite, hundred of sports kids unable to be seen from angle parking on the berm - and now dozens of speeding trucks from the stupidly-located quarry on Underhill Road/Algies. YOU WILL KILL CHILDREN IF YOU DO NOT PUT JUDDER BARS ON UNDERHILL ROAD.	No, I do not accept that you are taking State Highways off the table here. Listen to the public, and restore the State Highways to 100kmh — it is a lazy joke. The reduced speed around kura and marae is very good though. Traffic calming judder bars on Underhill Road please. No pavement; sports stadium; hundreds of kids dodging speeding trucks filled of quarry rocks; oh yeah and a cycle trail that is now being promoted down Underhill Road. YOU WILL KILL CHILDREN IF YOU DO NOT PUT JUDDER BARS ON UNDERHILL ROAD.	Perhaps	Underhill Road Moroa Road
6	Sian	Hudson	Yes	Yes	Yes		Papawai and fabians road	Possibly	
7	Anne	Hynds	Yes	Yes	Yes		Wakefield Street around the Featherston Sports Hub should also have a reduced speed limit - many schools / children's sports teams use the fields. As cars park on the grass verge (both sides of the road) there are no footpaths available. It is difficult to see young children crossing the road, who may in their excitement dash across the road. Wakefield Street is used by Featherston Quarry trucks and other heavy vehicles, including stock trucks. Bucks Road ( a narrow gravel road) in Featherston should also be included. It currently has a speed limit of 100km an hour - it is a no exit road that ends at a DoC camping ground. In the summer Bucks Road is a popular camping and swimming site.	Yes - it is great to see Underhill Road Featherston identified as a road that should have a reduced speed limit. Currently the speed limit is 100 km an hour. Underhill Road is a narrow rural road - (part tarseal and part gravel) and it is part of the 5 trails cycle network. There is a quarry at the end of Underhill Road. It is not wide enough for two trucks to pass each other and in the summer the dust from trucks and cars makes it impossible to see cyclists. I walk dogs down Underhill Road regularly and the road is enjoyed by cyclists, horse-riders and pedestrians alike. The current speed limit (100km an hour) is dangerous and I fear that someone will get injured or killed due to cars travelling at excess speeds for the road conditions. Bucks Road ( a narrow gravel road) in Featherston should also be included in the speed review. It currently has a speed limit of 100km an hour - it is a no exit road that ends at a DoC camping ground. In the summer Bucks Road is a popular camping and swimming site. This road is very narrow and in parts it is very challenging for two cars travelling in opposite directions to pass one another. There are many 'blind' corners. Due to the proximity of the newly opened cycle bridge - it is predicted that this road will be used by many more cyclists. The speed limit should be reduced to ensure public safety.	All of Underhill Road Featherston (including the gravel section). Bucks Road Featherston The newly named 'Kelly's Lane' - another small narrow gravel road that is part of the cycle network and ends at the Tauwharenikau river and new cycle bridge (on the Featherston side).

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8	Derek	McLuskie	Yes	Yes	Yes		All of Underhill Road, Featherston - particularly the gravel section. This road is very narrow and the current speed limit of 100km is dangerous. Cars and trucks regularly swerve the pot-holes (which can be substantial). In the summer the dust kicked up by cars and trucks makes it extremely difficult to see pedestrians and cyclists (as well as other cars). Bucks Road, Featherston should also be included in the Draft Speed Management Plan. It is also a narrow, gravel road that is frequently used by trampers, campers and swimmers alike.	Yes	As above All of Underhill Road, Featherston and Bucks Road Featherston.
9	James	Macfie	No	No	No	I disagree with the premise of lowering speeds around certain buildings in an attempt to lower overall road deaths so, no, I don't think there's any one road that should be excluded but all.	No	If there is evidence of there being more road deaths on gravel roads then yes. If not, then no.	--
10	Donna	Bennett	Yes	No	No	No			
11	Casey	Magee							
12	Seth	Rance	Yes	Yes	No		Keep the speeds as they are.		
13	Ethan	Hammond	Yes	No	No	Hughslane until you have finished the Highway upto masterton	Change hughslane back to 100kms	No	
14	Laura	Courtman	Yes	Yes	No				
15	John	Dyckhoff	Yes	Yes	No	There is no need to reduce the speed on Ponotahi road	No	Yes	
16	Laura	Courtman	Yes	Yes	No				
17	Charl	Jacobs	Yes						
18	Guy	Walmsley	No	No	No	What ever happened to teaching kids/people to "Look right, Look left, look right again, and if safe, cross the road".		No	
19	Elaine	Herve	Yes	No	Yes		I support the 50km on Belvedere to Connollys Line. Thank you.  Would you look into extending the 70km limit to beyond the stream and the dangerous double corners and bridge. As a pedestrian walking dogs and also cyclist these corners and bridge are scary as drivers do take them at 100km. It is impossible to always be safely walking facing the traffic without crossing the road blind.  These corners have on more than one occasion been discussed on social media as dangerous.		
20	Rex	Haslip	Yes	Yes	Yes		Regent Street for its entire length While the local Marae is covered with a reduction (Despite some disgraceful driving being exhibited by Marae activity participants recently, perhaps the Marae needs protection from itself) the rest of Regent Street is 50km, inspite of their being other public facilities that also require people to frequent them in the day and night time hours, namely the Tennis court, Rugby Ground, Bowling club and a Gym. Signage in this area is very poor and at the western end of Regent Street where there is no Footpaths, this has become a raceway with may vehicles obviously exceeding the 50km limit. This at a minimum requires more signage	No	
21	bruce	sullivan	Yes	Yes	No				
22	John	Rhodes	Yes	Yes	Yes		No road in the district should have a speed limit above 80 kph. We are in a climate crisis. Motor vehicles travelling at 100 kph emit more carbon dioxide than those travelling at 80 kph.	all roads should be considered	
23	Tony	Cox	Yes	No	No	Ponatahi Road, it is perfectly safe as a 100kmh road, I have been driving it for many years.			
24	Murray	Higginson	Yes	Yes	No		Put Masterton Featherston highway back to 100km and leave everything alone .Maintain the roads and there would be no problem	No	None
25	Jacqui	Eyley	No						
26	Abby	Hammersley	Yes	Yes	No				
27	Gina	Smith	Yes	Yes	Yes		No	No	

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28	Harry	Howard	No	Yes	No	I believe all the former 100kph roads proposed to drop to 60kph, should only drop to 80kph. All propose 100kph roads proposed to drop to 80kph, should remain at 100kph. All proposed 30kph school zones should be 30kph variable zones, only active during school drop offs/pick ups, except Kurinui College Bidwills Cutting Rd entrance, remain at 50kph. Free following and unrestricted arterial routes must be preserved, otherwise traffic will be push into secondary roads. The greatest improvement to road safety from a network perspective will be engineered solutions, improved road quality, better roads surfaces, better intersection layout, including better signage.	State Highways should be included in the one review, it's the same network and making changes to one, will have impacts on the other.	Consider a blanket 80kph speed limit on any 'open road' unsealed roads. This should be a national standard attached to 'open road' speed set out in the road code, so that there is not a need for unnecessary signage.	as above
29	John	Ryan	Yes	Yes	Yes				
30	Nika	Richards	Yes	Yes	No	On the interactive map: 1. Market Street between East Street and Reading Street is marked as 60km/h. This road encircles the Greytown School playing field and is approx 100m in length. The 60km/h is EXCESSIVE in this school area and for such a short segment of Market Street.			
31	Thomas	Pepper	Yes	No	No			Should seal highly used gravel roads instead.	Marora road needs sealing
32	Chris	Miller	Yes	Yes	Yes		There is increasing concern for the safety of tamariki on the stretch of Underhill Road adjacent to the Sports stadium, tennis court and soccer fields - particularly as there are no footpaths along there and with muddy verges, kids will stay out of the mud by walking on the road behind the backs of cars. The potential for harm - particularly as this road is now being used by heavy vehicles going to and from the quarry - is a real risk. I believe this stretch of the road should be considered as well - if we genuinely want to reach Net Zero.	Yes. I think that would be wise. Gravel roads should be considered.	
33	Katie	Rees	Yes	Yes	No	Ponetahi road, I don't believe slowing this road will achieve			
34	Mike	Firth	Yes	No	No	Pontahi road & Kuratau road Both have small volumes of traffic and are of small risk at the current. Sorry limit. It would also make the journey from south Wairarapa north take far to long.	Te Awaiti road & Tora settlement road. Both are coastal road that should be 50kms/hr due to the amount of people that walk or ride bikes along them	No	As above
35	Peter	Hull	Yes	Yes	Yes				
36	Alistair and Jenny	Boyne	Yes	Yes	No	Ponatahi Road and the Lake ferry road beyond 239 and the White Rock Road to Tora Road remain at 100kms and the Tora Road , and at 404 Tora Road reduced to 80kms on gravel section to the Te Awaiti Read			
37	shirley	Baker	Yes	No	Yes	you need to make the main road 30 km, alot of school children cross the road to get to school. The double trucks speed down that raod doing 60 km an hour or more. This makes the glass rattle and the lights move. I have brought this up several times, does it take a child to be knocked over and killed. Theses college students walk around with the face looking down at the cell phone. They dont all live on the same side as the college and alot of them need to cross the main road. Please open your eyes SW city council.	you need to make the main road 30 km, alot of school children cross the road to get to school. The double trucks speed down that raod doing 60 km an hour or more. This makes the glass rattle and the lights move. I have brought this up several times, does it take a child to be knocked over and killed. Theses college students walk around with the face looking down at the cell phone. They dont all live on the same side as the college and alot of them need to cross the main road. Please open your eyes SW city council. SWe have the child care centre on the main raod and parents use this road to drop off their children. Does not make sense as to why you have not uncluded this in your plans. Ignorence is not bliss. I invite you to my house to listen to the traffic and see the dangers. Let alone the damage to the roads done by the trucks. More and more people live in Greytown and nothing is done about the build up of gtraffic and the constance traffic on the main road. Its not all about the revenue to Greytown, surely safety is paramount,	Main Road. Does not make sense why you made it 30km on the main street to church strewet. When there is a child care centre on the main road. Parents are having to cross the busy road with their child	
38	Joy	Rogerson	Yes	No	Yes		Tora Road (gravel)	Yes definitely. Try living on a gravel road with trucks and boaties thrashing past at 100km. It's severely dangerous to me and visiting family.	Tora Road
39	Charles	Post	Yes	Yes	No	Not enough speed reduction around Gladstone School, particularly at to southern end between Fitzherbert and Admiral. The 30kmph variable speed limit should start around 100m further south than is proposed to allow cars time to slow down to 30 before reaching he school. Otherwise cars will approach the school at 60kph.	Not considered	on a risk basis - if there have been serious enough crashes to warrant it.	



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40	Scott	Wylie	Yes	Yes	No	Ponatahi Road reduced to 80km/h. This is only going to cause more accidents from people getting impatient and overtaking in stupid spots, as I have seen in other speed reduced areas.	Lake Ferry Road going through Pirinoa Village should be reduced to 50km/h	No	No
41	Hamish	Reud	No	No	No	All speedlight should stay the same			
42	Michael	Schaefer	No	No	No				
43	Ray	Lilley	Yes	Yes	Yes		White Rock Road, from the Ferry Road corner to Fraters Road. Higher densities of dwellings and accommodation have developed in the past five years, and now exceed the levels of accommodation and business traffic on Jellicoe/Ferry between Pinot Grove and White Rock Road, which under the new speed restrictions proposals will be limited to 60 kmh. That same limit should apply from the beginning of White Rock Road down to Fraters Road corner. This stretch of road currently carries domestic. commercial, forestry and farming traffic, often heavily loaded yet doing 100 kmh. It has much more private and commercial dwellings traffic as the traffic counts will indicate. From peersonal experience the proposed 60 kmh limit for Jellicoe/Ferry should also apply to White Rock road, at least as far as Fraters.	Yes	Ruakokopatuna Road.
44	Michael and Philippa	Arapoff	Yes	Yes	Yes				
45	John	MONRO	Yes	Yes	Yes		Yes. Following a meeting with councillors and staff Monday 3rd July in St Andrew's Hall we discussed the serious problem of noise from heavy good vehicles along Dublin St , though this also includes Princess St and Jellicoe St. One of the things that might help this is to reduce speed limits for HGVs to 30 kph along these stretches of roads. Research has show a singificant overall reduction in noise by 1.6 decibels with each 10 km/hr speed reduction. Allied to improving the irregular road surface residents of Dublin St might be able to sleep better at night and have less intrusive noise levels through the day. So my wife (Tess) and I would strongly urge that the proposed 30kph limit by the Martinborough Primary School should be extended along the length of Dublin St to Jellicoe St, and although not directly concerning us, along Princess St as well, both for safety concerns especially for the school, but especially for noise abatement for all the residents living alongside this route. The extra time HGVs would take to traverse the town would be less than a minute so I hope HGV operators will not wish to submit against this proposal. . Thank you for the opportunity to submit, and also thank you for the extensive work you have commissioned to improve safety on New Zealand's roads.		
46	Jeniah	Peterson	Yes	Yes	Yes		Western lake road from Moore street it's too fast at 100kms especially for people exciting the Cemetery I've seen some near misses with drivers doing well over 100 kms	Yes	Cundys road where I was riding my horse and can't as people go very fast
47	Shane	Hunt	Yes	Yes	No	All roads that are 100kph should stay at 100kph except areas by a school should be reduced it is peoples driving that is bad not the speed limit	No	No	

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48	Chris	Hooson	Yes	No	No	This is a Government Policy - you are not funded by central Government to undertake this work and the Council should write , ensuring that the overburdened ratepayers are able to see your letter, and state the Council will not comply with any central Government requests unless accompanied by sufficient ongoing funding to totally cover all the costs. Further this will delay both responses by Volunteer Fire and Medical responders, along with all emergency services, and any resulting deaths lie firmly with the Council should they introduce this plan	NO - This is a Government Policy - you are not funded by central Government to undertake this work and the Council should write , ensuring that the overburdened ratepayers are able to see your letter, and state the Council will not comply with any central Government requests unless accompanied by sufficient ongoing funding to totally cover all the costs. Further this will delay both responses by Volunteer Fire and Medical responders, along with all emergency services, and any resulting deaths lie firmly with the Council should they introduce this plan	NO - This is a Government Policy - you are not funded by central Government to undertake this work and the Council should write , ensuring that the overburdened ratepayers are able to see your letter, and state the Council will not comply with any central Government requests unless accompanied by sufficient ongoing funding to totally cover all the costs. Further this will delay both responses by Volunteer Fire and Medical responders, along with all emergency services, and any resulting deaths lie firmly with the Council should they introduce this plan	NO - This is a Government Policy - you are not funded by central Government to undertake this work and the Council should write , ensuring that the overburdened ratepayers are able to see your letter, and state the Council will not comply with any central Government requests unless accompanied by sufficient ongoing funding to totally cover all the costs. Further this will delay both responses by Volunteer Fire and Medical responders, along with all emergency services, and any resulting deaths lie firmly with the Council should they introduce this plan
49	Corina	Lawson	Yes	No	No	Lowering the speed limit for main streets in and around the Martinborough township will significantly increase the turn out time for emergency services and personnel to respond to life threatening emergency situations. This will impact on Fire and Emergency, Ambulance and personnel to be effective in our roles and responsibilities to ensure we respond to incidences. This will have a direct affect on our ability to save peoples lives. More emphasis should be placed on roading infrastructure, appropriate cycle lanes, footpaths and lighting in and around Martinborough.			
50	Joanna	Baldwin	Yes	Yes	Yes		Fox Street at skate park, mini fell, playground area! This area is accident waiting to happen, cars fly off Fitzherbert Street onto fox, there is no pedestrian crossing either	No	No
51	Graeme	Sargent	Yes	No	No	All of them. Speed restrictions are totally unnecessary.	No	No	
52	Sandie	Perry	Yes	No	No	Not necessary to change existing speed limits in the South Wairarapa.	No	No	
53	Nicola	Perry	No	No	No	I think that all of the changes are totally unnecessary in and around the Martinborough area.	I think all of the changes are totally unnecessary in and around the Martinborough area.	Not necessary.	Existing speed limits are just fine, people just need to take note of the road and weather conditions and adjust their driving accordingly.
54	Benno	Gypser	No	No	No	None. I think the existing speed limit is good enough.	Answer as above. Waist of money.	No. If everyone would drive to their ability and conditions, we would not need any changes at all.	Answer as above
55	Cheryl	Gallaway	Yes	Yes	Yes		Fox street and birdwood intersection should be 30km also. Residents have been asking for this black spot between facilities for children and elderly to be made safer for as many years as I have lived in Featherston. 7 years. Speed bump on this interaction would be great. If the fire station argues it will impede a fast emergency response, I would argue that their route should nagate this section of road that is predominantly used by pedestrians that are mostly children and elderly (playground , skatepark, RSA and retirement flats).  I see on the map that Martinbourough and greytown schools have a blue line (30) and yes featherston schools don't. They need to be 30km also.	Yes	

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56	Rosy	Fenwicke	No	No	No	<p>The information in the technical document provides proof that there is no need for the proposed speeding restrictions. 1. drivers already drive to the conditions (see Table 2.1 on page 4). The current operating speed are generally below at ot just over the proposed speed limit already and any further steps taken to reduce the speed limit will not only be superfluous and a waste of money (which the councils acnnot afford) but worse will do absolutely nothing to fix a problem which does not exist.</p> <p>2. Nowhere in any of the documents do we have hard statistical evidence that speed has played a factor in any accidents on any roads. Instead we have statements to that effect. I could make the statement that wearing water wings will stop people dying on NZ roads and it would have just as much credibility as the statements in the documents presented.</p> <p>3. Nowhere is there any acknowledgement that roads with uneven cambers, poor sight lines and potholes are more likely to cause accidents than speeding.</p> <p>4. I would rather see money spent on ensuring that drink/drug drivers are apprehended by the scarce local police force before they cause accidents than that same money (there is no extra) spent on decorating the area with confusing speed sign graffiti.</p> <p>4. The current system is simple. 1. Open road speed limit: 100 km/hr. 2. Urban speed limit: 50 km/hr. 3. Above all drive to the conditions bearing in mind the limitations of the vehicle you are driving. Putting road signs all over the place with different speeds over short distances on different roads is likely to cause distractions and inattention to what is in front of the driver. Sudden braking causes tail ending, causes accidents. Above all when a law is ridiculous as these speeding laws will be if they are instituted then it will be ignored. And it won't matter.</p> <p>The Road to Zero policy is already a flop. NZ has experienced the highest road toll in the last 12 months (since the policy was introduced) since 2017. The fixation with a numerical assessment of deaths as a sign post of road safety is flawed. It takes no account of the number of vehicles on roads and the distances travelled. Policy which does not take into account numbers of deaths/per drivers/per distance travelled, is inherently flawed and thus will do nothing to make our roads safer. I would suggest the councils delay any changes and spending until a proper analysis of the cause of road deaths and accidents in the South Wairarapa is completed.</p>	<p>No.</p> <p>More information needed.</p>	<p>How do we know that gravel roads are a problem? There is no evidence in the technical report which supports this statement.</p> <p>Until we do know this and that other methods of mitigating any risks identified are not more cost effective ( bang for the buck) then it will be a waste of money to signpost and police speed limits roads where drivers tend to drive to the conditions perfectly adequately.</p>	No.
57	Clem	Beck	Yes	No	No		<p>This report , although published with good intent, is a very good example of setting parameters for what you want to hear whilst ignoring all else and giving little , or no encouragement , to submit alternative suggestions . Whilst all reasoning for change is “ supposedly based on “ SAFETY “ , it is primarily based on the safety of car passengers cocooned in their steel box . Nowhere in this review do I denote any reference to exposed people on steel frames - BICYCLES !</p> <p>During weekends especially , there can be over 600 bicycles in and around Martinborough enjoying our unique wine village . Consider that our bicycle hire outlets in Kitchener Street alone contribute this number , which does not include “ Crocodiles “ and bicycles supplied with accommodation and visitors who bring their own bicycles . Having visited the largest hire facility , it is obvious your consultants , only provided a “ desktop “ report and failed to visit and view . Living in Princess Street we continually see close calls between vehicles and bicycles , made worse by the signs advising drivers to give bicycles 1.5m of clearance which is an invitation to cross the centre line ( if any ) and risk a head on collision with another vehicle . Let us be proactive and reduce our entire village to 50kmh maximum by erecting 5 large signs welcoming visitors to the most condensed ,unique Wine Village in the world and ask them to respect all pedestrians , bicycles , moving objects and our environment and take the time to enjoy what Martinborough has to offer . Signs would be double sided so that when people leave our village they get a thank you and be safe message . I suggest Signs should be big and erected at the following points</p> <p>1. Ponatahi bridge , corner of Martins Road and Hinakura Road , intersection of Shooting Butts and Todd’s road , Jellicoe Street before Ferry Road and Kitchener Street before Palliser Vinyard .</p> <p>In conclusion , I feel this suggestion promotes both safety for all and promotes the unique nature of Martinborough “ The Most Unique Wine Village in The World ‘ . Thanking you for your consideration in this matter .</p>		
58	Jocelyn	Kebbell	Yes	No	No	Lake Ferry Road (apart from outside Pirinoa School)			
59	Jamiee	Burns	No	No	No	Pa Road, Papawai Road, Wood Street, Kuratawhiti Street	No	No	No
60	John	Van Vliet	No	No	No	Pa Road, Papawai Road, Wood Street	no	No	no

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61	Melissa	Burns	No	No	No	Gregs Lane, Pa Road, Papawai Road, Wood Street	No	No	No
62	Richard	Schofield	No	No	No	<p>The proposals are highly nuanced, whereas this survey is highly dumbed done to prevent meaningful feedback.</p> <p>Where do I get to say:</p> <ul style="list-style-type: none"> <li>- 30kmph is slower than the new town centre 40 kmph limits - that makes no sense</li> <li>- Bidwills Cutting Rd is a major thru route, a fixed 30kmph is not acceptable, and why did the council spend money on car parks there if it is so dangerous?!</li> </ul> <p>I could go on, but you obviously don't want meaningful feedback.</p>		No. Some gravel roads are straight with good visibility, others aren't. Unless you want to set different limits for different roads, leave them alone. Is there any data that says they need attention?	
63	Stuart	Campbell	Yes	No	No				
64	Brett	Abercrombie	Yes	Yes	Yes		<p>1. Dublin St West from Jellicoe St to Greenaway PI - should also be 30km/hr (same as School Zone starting at Greenaway PI). Many young school children attend After School Care and Activities at the St Andrews Church Hall (at the Jellicoe St end of Dublin St West), and often cross the road from the Martinborough School side of Dublin Street to the Church side of Dublin Street.</p> <p>2. Extend the 30km/hr Permanent School Zone from Greenaway PI to Venice St (rather than Vintners Lane). Otherwise speed change is on a sharp corner and there is a good chance sign will not be seen as drivers are navigating the sharp corner. This section of Dublin St is also outside the public pool and many children cross the road between Venice St and Vintners Lane in order to access the pool and park.</p>	Yes	Shooting Butts Road between White Rock Rd and Rapaki Hillside Walk
65	Neil and Greg	Montgomery-Crowe	Yes	Yes	Yes		Woodside Road and Humphries Street (sealed portions) should be reduced from 100 to 80km as stated in the original recommendation . The gravel sections of each of these roads should be reduced to 60km. The intersection Woodside Road/Humphries Street is very dangerous given the current 100km particularly at the intersection. Commuter train traffic along these roads travel at speed and in convoy after a full days work .	Yes all gravel roads should be reduced to a minimum of 60km. Please include the gravel section of Humphries Street in the Wilkie/Wood/Hawke/Kuratawhiti Streets speed revision.	<p>Please include the gravel section of Humphries Street. This section should be aligned with Wilkie Street in the Wilkie/Wood/Hawke/Kuratawhiti Streets proposal.</p> <p>Also the gravel portion of Woodside Road, Underhill Road and the Waiohine Valley Road.</p>
67	Dave	Shepherd	Yes	Yes	No	The speed limits need to be simplified and be consistent across the urban and locations. You can't have one rural road speed limit of 70km/hr and then another at 60km/hr as this creates confusion for all motorists. Should be one speed limit as it's now for urban edges of town last at 70km/hr	Martin's Road.	No	
68	Bruce	McLean	Yes	No	No	Princess street north end is currently 70kmh and the plan proposes 60kmh to beyond the bridge to the north of Martinborough and onto Ponatahi road. This change is supported 100% except that the proposed 60kmh is still too fast and hazardous especially where tourists on multi-person bikes travel. It would seem logical (given the remainder of Princess St is at 50kmh) and safer to impose a 50kmh limit rather than the proposed 60kmh over the length of the revised plan.	Traffic at 100kmh is dangerous on White Rock (west end) before it intersects with Ferry Road. 100kmh is now dangerous in this area where there has been urban development and where Brackenridge exists. The road is also currently in use by a number of logging trucks. The existing 100kmh limit is also too fast to approach the White Rock Rd/Ferry Rd intersection. A reduction from the existing 100kmh for (say) 2 to 3 km is needed at the western end of White Rock Road.	No	N/A



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69	Graeme	Locke	No	No	No	This is an appalling submission form as it doesn't lend itself to qualify a question, the resultant answer and really solicit your residents point of view. You have designed this to pre determine an outcome. For example Q1 broadly speaking I and everyone else would agree safer speeds around schools is critical. However you asked a question in the consultation document around whether this should be variable or permanent. There is no question that relates to this view. For the record this should be variable given the limited times throughout the day and school year considerations. We are well used to the variable approach and timings as they exist today and see no good reason for this to change outside of reducing the speed. Similarly for the "priority" roads. There is no evidence in the consultation document that I can see that outlines a specific need for change (outside of Waka Kotahi's point of view - fine if they are paying for it but they are not). We already have many variable speed limits some of which are ridiculously close to each other eg: (40 to 50, 70 to 80 etc...) and is a minefield to navigate. Have we learnt nothing around the issues with SH2? If limits must change then keep them consistent. For the back interconnecting roads keep the speed limit as it is. This enables safer legal overtaking to be done (where its safe to do so) as most drive 10-20kms under the limit now. Reducing this will ensure the average speed will go well below the posted limit with the potential to cause more accidents and more risky option taking by drivers. The only recommendation I support is the extension of 70km's on Jellicoe Street to just past White Rock Road given the large amount of traffic now turning into White Rock Road that actually makes perfect sense.		No its a waste of money as the few people who drive these roads do so at a speed that is generally less than the speed limit. Council has bigger priorities	
70	Edward	Allen	Yes	Yes	Yes			YES	Hinakura Rd. from Hikawera Rd. to Bush Gully Rd.to Pahaoa station White Rock Road from Tuturumuri Tora Road from pavements end past Tuturumuri to coast Ruakokopatuna Rd/Haurangi Rd Fenwicks line
71	John and Elizabeth	MacGibbon	Yes	Yes	Yes		We agree with the speed proposals for Martinborough, in the Interim Speed Management Plan, with the following exception: We would like to see the proposed maximum speed limit of 30kph in Dublin Street be extended further west, to the intersection with Jellicoe Street Our support for this extension is on the basis of safety, noise reduction and street surface preservation: 1. Safety: Dublin Street, up to the junction with Jellicoe Street, is a heavy traffic bypass. There is considerable heavy traffic use on the street. There has been a significant increase in heavy traffic use of the street over the past 20 years, and predictions are for this to increase further, particularly due to forestry development. Truck speeds can be considerable – easily reaching the current limit of 50kph and sometimes exceeding it. 2. Noise reduction: the heavy trucks are very noisy and a reduction in speed would reduce this noise. 3. Street surface preservation: a reduction of speed to 30kph along the whole of the Dublin Street heavy traffic bypass would considerably reduce wear and tear in the street surface. We appreciate that work has recently started on improving the condition of the street surface, but the improvements are only being made to the worst-affected areas. The reality is that the sub-surface of the entire street is inadequate for sustained heavy traffic use and the current repairs are at best a temporary fix. Extending the 30kph speed limit to Jellicoe Street would at least extend the life of the current inadequate repairs.	Yes	Shooting Butts Road, Martinborough
72	Kim	Hayes	Yes	Yes	No	Cape Palliser Road - as a frequent traveler of this road and knowing others who travel daily, we do not want the speed reduced on this road, we all drive to the conditions and have always used our initiative and common sense. We find that tourists and visitors drive slowly on this road anyway, as they are all busy looking at the scenery. By reducing the speed you are going to literally have them crawling along, while those that are travelling to and from work will become frustrated and I can see that is where the accidents are going to happen. Sometimes I feel that those making these recommendations need to live in areas or at least talk to those who do before making decisions.		No, the majority of people who drive on gravel roads know how to drive on a gravel road and they are your frequent users who will be disadvantaged. As I said above, others need to drive to the conditions.	

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73	Martina	Day	Yes	Yes					
74	Chris	Cox	Yes	Yes	No	Unless your introducing variable speeds zones due to traffic volume, leave all the roads as they are. Apart from the morning/afternoon work/school runs the roads highlighted are low traffic volumes. Every other time there's little traffic			
75	Laura	Courtman	No	No	No	On Jellicoe street coming from Lake Ferry Road the speed will go from 100 to 60 to 40 to 30 at the square. This is too many changes in a short piece of Road for people to pay attention to. It should just go 60 until Ferry Road then 40 through the middle of Martinborough. The same goes for roads coming in from other directions. Also Ponatahi Road from Martinborough to Carterton being 80. (And other roads changing to 80) I don't believe people will stick to this as it has a huge impact on business and profitability in the area. 90 if any change would be much more realistic. I also would like Pirinoa to change to 50 rather than 60, with 80 coming into town as we have to reverse onto Lake Ferry rd when collecting children. And also alot of people wander across the rd between the store and the Cafe having parked on the opposite side of the road.		No	
76	Karen	Coltman	Yes	Yes					
77	Storm	Robertson	No	Yes	Yes			No, they will need separate evaluations based on state of road condition, location and environmental considerations	
78	sue	Ball	Yes	Yes	Yes			Yes	All of Underhill road plus Bucks Road and Algies Road
79	Guusje de Schot	De Schot	Yes	Yes	No	1. Ponatahi Rd from Johns Way to Carterton, I believe this road speed should remain at 100km/h. Please keep it at 100km/h. As part of the "Martinborough back road" it provides an alternative route to SH2 for rural drivers - rural freight, rural services, and work commuters between Martinborough and Masterton. Bends and indicative safe speeds are well-signed, no passing lines are in places. Natural road features like curves, inclines and declines, camber, slow traffic anyway where it needs to slow. While the road speed is 100km/h, some vehicles travel at 70, 80, 90, and 100 km/h which means traffic can flow easily as passing is possible in well-known places. If you impose an 80 km/h speed limit, you'll get queues of traffic behind one car going 80 or 70, and then you'll create a new traffic hazard - driver frustration leading to increased impatience and impulsive overtaking. 2. Cape Palliser Rd between Lake Ferry Rd and Whangaimona Rd - please keep at 100km/h, same reasons as above. There's a long straight stretch between the Ferry turn off and the descent into Whangaimona, both of which naturally slow traffic anyway - reducing the speed to 80 km/h will make felons of us ordinary average law-abiding sensible drivers. 3. Cape Palliser Rd between Whangaimona Rd and Te Miha Cres (Whatarangi) - please make it 80 km/h - if you make it 60 km/h, drivers will sometimes have to sit on 40 km/h and frustration will follow. 4. Cape Palliser Rd between Te Miha Crescent and Tilsons Ave (Ngawi) - please keep the road speed at 100 km/h, this road features lovely long stretches of straight road, and its a long piece of road - speed reduction will affect rural workers and businesses needing to get to and from towns, both ways. 5. Cape Palliser Rd between Seaview Ave (Ngawi) and Ben Avon Grove (Mangatoetoe) - please leave this stretch of road at 100 km/h. Same reasons as above, plus the roads natural features - bends, inclines and declines, cambers, road works - will naturally cause traffic to slow. 6. Cape Palliser Rd between Ben Avon Grove and the end of the road - please make this 80 km/h not 60 km/h - local drivers currently manage balancing getting from A to B with sharing the road with tourists who drive very slowly and frequently stop...a 60 km/h speed limit would result in traffic queues and jams in the high tourist times, and frustrated all roads in greytown and carterton	I believe Lake Ferry Rd from the north side of the Pirinoa Hall to the south side of Pirinoa School, past the Pirinoa Store and Land Girl, should be 30 km/h. Especially since the last accident outside the store. It gets very busy in that area and traffic pulling out from the store and Land Girl dont have a long sighted view of oncoming traffic due to the roads curve.		
80	paul	southey	No	No	No			no	
81	Jayne	Parris	Yes	No	No	I do not think the speed limit on any of the high priority list need to be reduced. The road to zero will not achieve it's aim by reducing speed limits on these roads. Road maintenance is a far better use of council and government money. The reduction on SH2 that has already taken place does not achieve anything other than extending the amount of time traffic is on the road, along with frustrating frequent travellers between Featherston and Masterton, where once you leave those areas you can travel again at 100k. No sense at all.	none	nonone	
82	Kevin	Nation	Yes	Yes	Yes				

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83	Rachael	McGuckian	Yes	Yes	Yes	Yes I agree - But I would advocate for the speed limit of 50km along the length of Jellicoe Road onto Lake Ferry Road, up to the point of the Martinborough Awhea Road (White Rock Road) junction. This would ensure a consistent speed through to this intersection and prevent trucks exiting onto Lake Ferry Road, heading to Martinborough speeding up to simply apply their engine breaks before entering the village on Jellicoe Road. There are a number of residential entry points on this early stage of Lake Ferry Road, entering onto this road can be dangerous with vehicles regularly travelling over the recommended speed of 70km. Dropping it to 60km will have little impact - be braver and drop it to 50km up to White Rock Road. It will eliminate any confusion.	Given the nature of cycling traffic and pedestrians in the main vineyard road of Martinborough, I would advocate a simple approach of 50km within the general town boundaries - full stop. Make is simple for people to comply - this would Princess St North, Huangarua to Martins Road.		
84	Sam	Hunter	No	No	No				
85	Joelle	Thomson	Yes	Yes	Yes		Dublin Street in Martinborough has signs that indicate it is a heavy traffic bypass, however, this street is the location of Martinborough Primary School, which has been here for approximately 150 years. It is full of primary school children on bikes, scooters and walking and is, therefore, highly inappropriate as a truck bypass. It is also a residential zone and is extremely noisy 24/7 with trucks, the majority of which appear to ignore the current 40km speed limit. The majority of vehicles travelling down this street also ignore the speed limit, which I can see from working from the front room of my home, which I have turned into an office. It is disturbing to see and hear the speeding on this street, especially given it is home to a primary school. I therefore propose that the permanent speed restriction on this street is 30km and that speed bumps are installed along with a high number of new speed restriction signs and I also propose that the truck bypass be moved to a more suitable location - ie, on a street that does not have a primary school on it	Yes.	Te Muna Road.
86	John	Dyckhoff	Yes	Yes	No	No requirement to change the limit on Ponatahi Road	No	Yes	
87	Tanya	Cowen	Yes	Yes	Yes		The entire block around the square, I live on the corner of Kansas & Naples Streets. Naples street is a racetrack, esp. when they are driving towards Regent Street. And if they are travelling from Regent St end to the square there is no slowing down as the swing into Kansas Street. We've even had one car miss the street altogether , then drive along the footpath, only to pop out on to the street again. Park, & then go to the Puke...!!! Police were notified...	Yes	
88	Shelley	Hancox	Yes	Yes	No	All of them.	Can't see any legitimate justification for lowering these speed limits in such a blanket way. I note that the report (god knows how much that has cost over-burdened SWDC ratepayers) lists multiple contributing factors including inappropriate speed for conditions to accident and Injury rates but the only proposed solution is to reduce speed.	No	
89	Denish	Kapuria	Yes	Yes	Yes				
90	Jenny	Wilkie	No	No	No		NO	NO	
91	Toni	Cook	Yes	No	No		Moore street, featherston	No	
92	Donna	Bennett	Yes	No	No				
93	Michael	Bing	No	No					
94	Hamish	Rees	Yes	Yes	No	The proposed roads present very limited risk and the cost benefit of these works is not appropriate or necessary. This is especially relevant given the councils current rates increases, under funding of key infrastructure and the complete embarrassment that is a abatement notice in relation to sewer treatment facilities in Martinborough	Leave the speed limits alone and focus on actual issues rather than following a fruitless government led idea that produces little benefit	No	No
95	Belinda	Milnes	No	No	No	No, you are ignoring all the relevant road and accident data.	None I strongly object to all the speed restrictions as they are not evidence based	No see above	None
96	Ceilidh	Hooper	Yes	Yes	No				

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97	wendy	boerman	Yes	Yes	No		Recommend Jellicoe street be reduced to 40km at White Rock Road. Martinborough school children, cyclists and scooter users as well as those on foot, cross Jellicoe twice daily....50km is too fast to stop at a split second if needed, especially large trucks, construction and logging, loaded up, these guys would never stop in time to avoid a child . In fact, a 40km speed limit within the Martinborough township would be an even better idea. All main roads into town and subsidiaries 40km.	n/a	n/a
98	Ruby	Barker-Thomson	Yes	Yes	Yes		Dublin street		
99	Tony	Allen	No	No	No	Changing the speed limits on rural roads like Ponatahi Road and Cape Palliser Road is a nonsense. NZ has 1,000s of kms of these sorts of roads and picking these out further enforces the view that these changes are crazy. These are not is the top 1% of dangerous roads in NZ. The prime Minister has stated that only the most dangerous 1% are to be targeted, why are they even here? Further, changes to the speed limits in these sorts of roads will be largely ignored (as has happened on SH2) as the chances of being "caught" are pretty much nil. People will drive to the conditions as they always have. Schools etc should have temporary speed reductions. The vast majority of the time these institutions are not being used so there is no danger to the kids etc. Why speed limits around them need to be permanently changed is way beyond me.	No	No they should not. It is mainly locals who use them, putting a sign up changing the speed limit is not going to change anything. People will still use these roads at the same speed they always have, don't waste your time.	No
100	Jacqui	Eyley	No	No	No		The road from Campbell Drive to Brackenridge should be 80km. Trucks are too fast here and there are people walking. All roads between towns should remain at 100km	No	
101	Ceilidh	Hooper	Yes	Yes	No				Mahaki Road needs to be tar sealed as there is an increased amount of traffic on this road due to the new subdivision. The increase traffic means that there are more othholes and the re
102	Dylan	Firth	Yes	No	No	Broadly speaking it is disappointing to see the continuation of this work across NZ where there has been Government commitment to focus on the 1% of most dangerous roads. I would have hoped this focus was continued on with community areas. The myopic focus on speed only vs the state of the roads and safety where there is damage is disapointing. It should be noted that a huge proportion of the population do not support these measures. But do not have the time, understanding or desire to engage with a process that they see as a forgone outcome. While I support reducing speeds in areas proven to need it through assesment against actual use or number of issues/incidents in the past. For example schools, when in use, or high crash areas. Not against a criteria which is so tight it makes all urban roads 30kmph and all others 80kmph. Specifically for this proposal I highlight concerns with the Ponatahi Rd proposal. This is a large and long stretch of road used for commuting and business purposes. A reduction in speed will overly impact travelers and users.  It should also be noted in the Tonkin and Taylor report it does not highlight a number of key metrics which have been included for other roads in the proposal, such as where the speed measurements are taken and vehicle number of movements. It is disappointing that there is a lack of consistency here and makes the information hard to asses. But from what is provided it states the average speed is already 81kmph on this road. Which seems to give a rational for reducing speed, but without the information I have highlighted above, it is hard to agree with the justification. I highly disagree with the proposal for this and more broadly the whole thing.	no	no	
103	Guy	Walmsley	No	No	No	All roads should stay at the current speed limit. Road to Zero is nonsense and a total waste of tax payers money. Put the money towards driver education and teach them to concentrate. it's not a "joyride". Heavy fines for cellphone useage, repeat offences,drink/drug driving.			
104	John	Tanner	Yes	Yes	No	Featherston to Carterton		Yea	All



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105	Liam	Knight	Yes	Yes	No	I disagree with the proposal for Papawai Road, with it proposed to be reduced from 100km to 60km. It is a ridiculous proposal given the lack of evidence presented regarding accidents under the current 100km and that the proposed reduction to 60km would reduce accidents - making it safer. If the speed were to reduce to 60km - there would be limited if nonexistent compliance which I would thought was a significant part of the considerations in determining a reduction as safer. Indeed reducing it to 60km is likely to make it less safe - as you see drivers taking matters into their own hands. There might be merit to reducing the speed to 80kms along its length with a further reduction to 50kms - 100 metres prior to 270 Papawai Road and for the length of Tilsons Road and Hecklers Road thereafter. This is likely to ensure compliance with the speed.			
106	Eli	Thomas			No				
107	Kelly-Ann	Hubbard	Yes	Yes	No	Ponatahi Road & Kokotau Road These roads are perfectly fine for travelling at 100km in good weather, it makes no sense to change the speed.	No - state highway should be increased back to 100 as well. Ridiculous to have it changed here but no where else in the country. Crap drivers will still crash regardless.		
108	Shane	Kelly	Yes	Yes	No				
109	Julian	Greenall	Yes	Yes					
110	Matt	Campbell	Yes	Yes	No	Poniati road should be excluded because, 1 ,it's one of the roads in the best condition in wairarapa, if you're not able to drive 100kph there you might as well make all roads 80kph. 2, slowing traffic hinders economic productivity and in these times probably not the best thing to do. 3, causes frustration amongst road users as a lot of vehicles travel well under 100kph now these same vehicles will more than likely travel well under 80kph, causing people to take unnecessary risks to pass just to get up to 80kph. 4, It will push more vehicles on to longbush road to get to Masterson quicker which is already happening as a consequence of the road works on state highway 2. Longbush road is very narrow and windy much more dangerous than Poniati road I would have thought. Leave it be please!	No	No	
111	Greig	Hamlyn	No	No	No			No	
112	Liz	Larkin	Yes	Yes		The back road from Martinborough to Masterton is the only way we go now, the speed limits accompanied with the roadworks just make the traveling to Masterton to long, we will just go over the hill if these changes take place. You are just going to kill the rural townships. Also I think that there is a hidden agenda of not maintaining our roads. Clearing this is the case out at the beach. The councils needs to stick to what they are good at or coming up with ways to keep our rates down. The system is broken and doesn't need playing with.	Absolutely not	We aren't idiots we know how to drive on country roads we've done it for years. Stop wrapping us in cotton wool and micro managing us.	
113	Louise	Hight	No	No	No			No	
114	Angela	Sinclair	Yes	Yes	No	Ponatahi - this is a well used road as the main link between Martinborough and carterton/ masterton. This will increase time to get to masterton for work/ hospital appointments and make make Martinborough a less appealing place to live. Jellicoe - too many speed changes on one piece of road.	No	No	N/a
115	Pip	Wilkinson	Yes	Yes	No	Ponatahi and Longbush roads need to be 100km roads. These are not heavy traffic roads like state highways. We need these to stay as 100km. Restricting speed is still not going to get road toll down as there are other factors, fog frost rain etc. We in Nz also dont have the Policing Policing Policing staff to monitor. It is fine as it is. Longbush - between REIDS road to HINAKURA rd, narrow and windy, not road marked in small portion. This needs to have trees removed by vineyard op Whakarua road. New culvert has been put in and there is no where to go when meeting oncoming vehicle. This would be suitable to be reduced in speed . Approx 5km of road	No	No. If you can't drive on gravel stay off them. I have lived my whole life on gravel and no accident. Same as my kids who also drive. No as they dont have the traffic volume as a main road/highway. People drive to the conditions and not the speed.	None. To be fair every single person I know who lives on gravel wouldn't do 100km anyway. Again drive to the conditions. With gravel they are usually very low traffic volume and not an issue. If it was a gravel state highway absolutely restrict.
116	Fiona	Firth	Yes	No	No	Ponatahi Rd should not be reduced to 80km, it is a back road access to masterton for people from Martinborough and is not dangerous			

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117	Richard	Le Mare	Yes	Yes	Yes	There is no where to comment, so I'll do it here. The faster you go the bigger the mess. Many drivers are so young they lack driving experience. New Zealand drivers are the best tail gaters I have come across. Slowing down is proven to be safer. Any thing over 30kph increases the chance of death, especially with a collision with pedestrians. slow down		Yes. The gravel roads should have slower speed limits. Some times it appears that drivers think the are in the Indianapolis 500.	Ruakokopatuna rd
118	Alistair	Holmes	Yes	Yes	No	All roads	No	No	None
119	Donna	Grewal	Yes	Yes	Yes		No	Yes	N/A
120	Emma	Bargh	Yes	No	No	Ponatahi - there is no need for a reduced speed limit. There is no major school and no one is out walking on the roads or anything. People know to slow down for stock and those who travel that road often do so a lot so are aware of pot holes and risks etc.		No - I know very few people who travel 100km on gravel roads as it is. People more often than not reduce their speed on these roads anyway	
121	Tana	Klaricich	Yes	Yes	Yes		I BELIEVE THAT SOUTH FEATHERSTON ROAD SHOULD BE 30KM FROM THE INTERSECTION OF SH53/SOUTH FEATHERTON ROAD AS THERE ARE A NUMBER OF OUR CHILDREN THAT WALK ALONG THAT ROAD TO AND FROM SCHOOL. I ALSO BELIEVE THAT IT SHOULD BE 30KM FOR A GREATER DISTANCE AFTER OUR SCHOOL TRAVELLING SOUTH ALONG SOUTH FEATHERSTON ROAD, POSSIBLE ANOTHER 100M. FAR TOO MANY VEHICLES, INCLUDING LARGE CATTLE TRUCKS AND FARM UTES, ARE STILL GOING WAY TOO FAST OVER THE REQUIRED SPEED ZONE AT OUR SCHOOL.		
122	Dallas	Powell	Yes		No				
123	Daniel	Whiting	Yes	Yes	No	Papwai Road between east street and fabains, has no schools and maria quite far away, its a pretty straight road with heaps of time to notice people pulling out of drive ways	put speed back to 100 on state high ways the problem isnt the road its the stupid driver becomeing statoranry all of a sudden with out notice With lowering the speed limtis that you have alrready done, has cause more risk to people on the road due to the fact that people are getting bored on distracteed pulling out there phones or falling asleep behind the wheel	no	no
124	Taylor	Dewis	Yes	Yes	No	Ponatahi rd. Accidents on that road usually happen on corners. People will still travel at 80km around those corners which is too fast anyway therefore reducing the speed to 80km won't change anything.		Yes	
125	Shaun	Wethead	Yes	Yes	Yes		Church road in Greytown should be 30km not 60km as noted on the interactive map	Yes	
126	Hana	Pakai	Yes	Yes	Yes		I drive to marty everyday using the ponatahi road. Few potholes here and there but my biggest issue is the no lines on the outside of the road . When it's foggy the only way I can drive the road is in the middle of the road or using the reflective white Pilar's.which can be dodgy both ways. Would be nice if the road was properly painted so I don't have to worry when driving at night .( i work night shift)		
127	Angela	McFetridge	No	No	No	Ponatahi Road and White Rock Road		No - it's not driver speed, but rather driver competence and people cutting corners to miss the nightmare that the Whakapuni hill is.	
128	Jane	Lenting	Yes	Yes					
129	Abhirami	Durairaj	Yes	Yes	Yes		The exit from SH2 joining No 1 Line and Morea road along the no 1 line has to be limited to atleast 60 kmh. There are quiet a number of properties close to the main road and the entry/exit from our property to a 100kmh road has been very tricky and dangerous. Could you please consider? I am happy to discuss. Thanks		
130	Jane	Lenting	Yes	Yes	Yes		no	don't know	N/A
131	Meg	Excell	Yes						

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132	Wilfred	Van Beek	Yes	No	No	People should drive according to the conditions. Most accidents happen when people go over the speed limit or are fatigued. Lowering the speed limit doesn't stop people from speeding. The list of roads to comment on is too long to comment on in this survey. State highways should be 100km/h. And there should be an opportunity to pass slow vehicles.	No	No. Just tarseal gravel roads	
133	Bernadette	Saywell	Yes	No	No	The ideology of the policy makers aspirational concept of Road to Zero is flawed. Have they not factored in that us as humans make mistakes. Creating different speed zones in towns around schools and /or marae is realistic however changing speed in other areas of a town and in certain streets is piecemeal and unrealistic.	keep reminding people to drive to the conditions and improve road safety with better maintained roads.	In this day and age there should be no gravel roads.	
134	Pieter	Van Beek	No	No	No	Because it cost time for people travelling. Even if it's 1 minute per person per day, if you times that by the amount of people travelling it adds up		Same	
135	Catherine	Mitchell	No	No	No	All the roads should be excluded This is a stupid plan with no doubt a sinister objective of not saving lives but revenue gathering for Central Government. In addition I take offence to the countless increases in rates over the years not being spent on crap water but unnecessary sign changes and speed bumps! Roll on the changes of government who will kick this stupid idea into touch!	No, Status quo please.	No	None
136	Barry	Brailey	No	No	No	Most (probably all) of the reductions appear completely unnecessary. The cost of new signage alone would be a flagrant waste of money, for speed reductions that are not supported by credible evidence that they will in some way make roads safer.  I do support temporary speed reductions around all schools during school hours, it should be noted that schools only operate 5 days a week for about 40 weeks a year. Meaning that 80% of the time children are not present hence permanent speed reductions seem excessive, to say the least.  This plan, if implemented, will significantly impact travel time around the Wairarapa and is likely only necessary because so much traffic now avoids SH2 (due to excessive speed reduction there also). For businesses and workers within the region, this is annoying at best and probably costly for those that travel as part of their work.	No, this process is a waste of ratepayer money.	No	N/A
137	rachel	cooper	Yes	Yes	Yes				
138	K	Gruender	Yes	No	No	Ponatahi Road. There is absolutely no need for a 80kmh limit. This is the main connection between Martinborough and Masterton for people traveling to work, school, childcare, supplies, tradespeople, deliveries, freight etc. It's in good order and mostly open with no tight corners and many long open stretches with excellent visibility. Yellow lines are in place at the right areas already and anyone with some common sense will slow down for a corner. There are no schools, major businesses or many houses along the road. Blanket lower limits will lead to frustration, delays, cost increases for tradespeople and an increase of accidents bc people will overtake slow cars and ignore the speed limit anyway.		You could consider 80kmh limit for all gravel roads. Hardly anyone will be going faster anyway as this is unsafe. Maybe. How about lowering the speed limit to 80 or 60 on all gravel roads? 100kmh limit on the is typically ridiculous and would be very unsafe. Especially with the terrible maintenance gravel roads have had in the last few years. 80km or 60km signs on gravel roads like the popular route to Tora beach might make visitors slow down and not crash because they are going too fast.	Tora Road. Terribly maintained in the last few years by council, visitors struggle with the road conditions and locals ruin their cars having to drive on it. 80kmh limit may make people slow down.Tora Road (gravel part)? Alternatively, invest in some tarseal of particularly bad stretches?!
139	Abby	Hammersley	Yes	No	No	The Ponatahi road should not be reduced to 80kms, the road is used to bypass the main drag from Masterton to Martinborough via Greytown and I think more crashes would occur due to impatient drivers if the speed were to be reduced. 100km is a comfortable speed limit for that road and if people aren't comfortable they can drive slower. Drive the road nearly everyday for work and 100kms is a safe reasonable speed. The Cape Palliser road should also not be reduced. If people aren't comfortable they can go slower and drive to conditions but the road is perfectly fine to drive 100kms for the most part. Rural roads shouldn't be considered in lowering speeds. If you don't know how to drive to conditions and slow down for corners regardless of speed then you shouldn't be driving at all. The speed at the Gladstone area shouldn't be reduced either. speeding isn't the issue. There should be a stop sign on the Gladstone road turn off as people just simply pull out of intersection and don't look for traffic. Also drive Te whiti road nearly every day too and 100kms is safe it's just the people who don't look when pulling onto road from Gladstone Rd.	No		No

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140	Trudy	Tannant	No	No	No				
141	Doug	Harris	Yes	Yes	No	(1) Longbush road. Ridiculous to reduce the speed here in the same was as the main road Featherston-Masterton. Unless you want to encourage people to check phones, make calls, send txts etc. These are long or curvy roads, mainly with good visibility. Not accident areas of note. (2) Tora road from Tuturumuri. 80k is good 60k is ridiculous, just as 100k is. 70k is appropriate but Lisa don't seem to use this so if not 70 then Definitely not 60, yes 80k			As above 70k on the gravel to Tora
142	Manu	Didsbury	No	No	No	Cape palliser road Ponatahi road Te whiti These roads are safe 100kmph speed limit roads if people are: -Not speeding (over 100kmph) -Haven't been drinking or on any form of drugs. -Are not on their phone and actually watching the road Not looking at a cow or a sheep if you want to see a animal go to a zoo with everyone else -And driving to the road conditions as if the roads are wet you drive slower if the roads are dry faster in a corner use your breaks. Main thing I'm trying to get across is that people are going to keep crashing even at 80kmph if they are not watching the road or can't drive a car and in that case they should be at home. Also since the main highway from masterton to fetherston has been reduced there has been a lot more traffic on ponatahi road and te whiti and from what I've seen they do not know how to drive these roads it's bloody dangerous they can't go around a corner without slamming on the breaks and going 60 often taking locals by surprise as these corners are usually 80 to 100 corners. If this proposal goes ahead it will not stop people from speeding as if someone goes 120 or 150 in a 100 they are going to do 120 or 150 in a 80kmph speed limit if they want to break the law they will and they are the people that die or kill innocent others not people driving to the conditions that know how to drive. I hope this makes sense to you all and I hope you make the right decision for the rural and local community who use and live on there roads and to who it will negatively affect the most with no positive outcome for us. And as for 30 past schools that's just ridiculous. And a speed limit past a Marae is silly I have Maori in me I'm not racist but a Marae is a meeting place for Maori much the same as where any people meet whatever the race and if they can't pull out of the driveway of the Marae safely how can they pull put of their own driveway at home. Thanks for your time ☐		No. Gravel roads should be driven to the conditions. And also the drivers experience on gravel as a person that has lived on a gravel road can drive in straight parts safely at 80+kmph, but a (towny) or person that has never or rarely driven gravel might only be able to go 30 to 40 safely. If people can't recognize this they shouldn't have been given a driver's license or should stick to the highway.	
143	Rochelle	McCarty	No	No	No	This is absolutely ridiculous. The speed limit on state highway 2 has been reduced to 80 and now people drive at 60. Now when you drive through town at 10 pm there are no cars you still have to drive 40 this will be the same when driving past schools and maraes There is no need for all roads in town to go to 40. There are already speed restrictions past schools so why change it. Cape palliser road should not be reduced neither should underhill road		No	
144	Dunan	MacKay	No	No	No	No the speed limit has been working for decades	No	No	
145	Emma	McGregor	No	No	No	I significantly disagree with most of the proposed speed amendments.	No	No	No
146	Richard	Coltman	Yes						
147	Brian	Deverill	Yes	No	Yes				
148	Mark	Latimer	No	No	No	There are already speed restrictions on the schools when schools are operating if they are not working then need policing not more restrictions. Police the people that are complying. And stop punishing normal road users with un thought out speed restrictions. And for the rates you have now doubled of mine I don't want spent on this rubbish pay off the debts so we are not going to get hammered even more.	No	No	



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149	Kim	Lace	Yes	Yes	No			No	
150	colin	fenwick	Yes	Yes	No	The Ponatahi Road. This is a very good road with very little serious accidents. The only improvement would be a passing lane coming into Martinborough.	All gravel roads should be reduced to 80 kph.	Yes.	All gravel roads.
151	Petra	Fransen	Yes	No	No	Yes, Ponatahi Road. Largely straight rural road. Back roads of Carterton - road works are temporary and once completed the risk will be lowered and less traffic on back roads. Easily managed with temporary signs until road works are finished. For all Marae - lower speed limits should be for events only. The risk is lower than schools as Marae are generally less busy day to day - events are the exception.	No. From my personal experience the lowering of speed limits has caused more frustration and lack of concentration when driving.	No I don't think it's necessary. Drivers already adjust speed on gravel roads due to conditions and regardless of speed limits.	
152	Brendon	Redfern	No	No	No	Longbush Rd, Papawai Rd, the reduced speed to 30kph around schools and early childhood centres, Riverside Rd. 1/ Any speed limit review should only be done following majority support from ratepayers. 2/. Any review should be postponed until the general election as a new government may reverse NZTA's speed reduction plan. So why waste rate payers money on doing it now. 3/. I regularly travel on the abovementioned roads by many modes of transport including on a bicycle and believe in particular, the papawai and longbush reductions are completely unnecessary. 4/. Productivity of our region is being effected by speed reductions. 5/. The Papawai marae is already in a speed reduced section, so it is unnecessary to reduce the limit for the whole Papawai road, for such a small distance that the marae occupies toward the end of Papawai road. 6/. It is unconstitutional to impede the travel of motorists for the majority of times that schools and maraes are not in att	No.	No.	None.
153	Alistair	Mackenzie	Yes	No	No	Sh53 Kitchiner St should only a speed restriction in the square area and 500m West were resteraunts & shops are ( the CBD)	We would like to see the heavy Duty truck bypass Dublin st reduced to 30 km/hr the presence of a school, swimming pool etc means a large number of school aged pedestrians. The bypass is not fit for class 1 road (zone Kitchiner SH53 - Princess St ,Dublin St to Jellico St	No leave as current Driver common sense should apply!	
154	Richard	Kirton	Yes	Yes	Yes		In general I support the lowering of speed limits for safety across the Wairarapa. I believe the proposal should go further to lower the speed limit on all main roads within the region. Safety of vehicle users is not the only aspect of safer roads. The safety of walkers, runners and cyclists need to be considered. From an environmental perspective we need to encourage low carbon travel. Lower speed limits on often travelled roads encourages the use of cycling particularly as a means of transport. We are lagging the rest of NZ in terms of cycleways and safe cycling options. Our rural roads are narrow and unsafe. Lowering the speed limits adds mere minutes to vehicle travel but can be the difference between life and death for other users.  The roads I would encourage you to consider in the SW region are: - Woodside Rd to the Train station. Very busy high speed road. - SH 53 between Featherston and Martinborough - Bidwells cutting Rd to SH53 intersection - Wards Line - Western Lake Rd from Featherston to Cross Creek turn off. - Longbush to Martinborough (Part of Tour Aotearoa)	Yes	Underhill Rd (North) - Woodside station to the road end Underhill Rd (South) - Featherston to the Road end
155	jim	hedley	No	No	No	All roads need to stay at their existing speeds. The Road to Zero means nobody will be able to drive these roads unless they are doing Zero. People make mistakes at all speeds, just because you have a speed limit for it doesn't mean they will abide by it. Drivers have to drive to the conditions of the road and the majority do, but you are implementing a policy that is not enforceable to the minority that don't worry about the conditions and the speed limit set. by putting a lower speed limit will never fix that.		No gravel roads are treated with respect and accordingly those that live or drive alot on them drive to the conditions of those roads.	

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156	Chris	Rawson	No	No	No	First of all, I make this submission in full knowledge that the Council is highly likely to ignore any and all public feedback on this speed management plan and go with whatever its "preferred option" might be, just as NZTA did during its sham consultation over the speed reductions on SH2. It's clear by the structuring of this consultation's survey that the Council is only doing the bare minimum required in seeking public feedback while also attempting to "subtly" steer any submitted feedback toward supporting the Council's position that these speed reductions are "necessary". In my considered opinion as a local resident and regular user of these roads, and someone who has successfully driven a wide variety of vehicles for over 30 years without causing a single fatality, no, these speed reductions are not in any way necessary. I am, in general, opposed to *all* proposed speed reductions because the statistics around the number of fatalities and/or injuries per million kilometres travelled and/or million vehicles travelling a particular stretch of road do not appear to support the assertion that these speed reductions are necessary. I also object to the methodology Tonkin & Taylor has used to identify "safe and appropriate speeds" for these roads - the same flawed methodology they used in their absurd recommendations for speed reductions on SH2. Their analysis of these roads appears to be based on an algorithm, eg number of curves per section of road / width of the road / surrounding environment / et cetera ... and *not* based in any way on, for example, *actually driving on these roads*. Local drivers who are familiar with these roads have no issues travelling safely on them at the existing speed limits; drivers from outside the region who are not familiar with the roads have the OPTION to travel on these roads at a rate below the speed limit if they feel safer doing so. As NZTA is often fond of saying, "It's a limit, not a target", and the speeds on these roads should not be reduced to the lowest common denominator and force skilled local drivers with high familiarity of these roads and their features to travel at an absurdly low speed just because tourists from outside the district feel safer travelling at those speeds (or because consultants in Auckland and Wellington, not familiar with the actual road conditions have analysed a "safe and appropriate speed" via an algorithm rather than actual driving experience). I am additionally opposed to all suggested speed reductions under the "Road to Zero" campaign because NZTA has already been directed by the Prime Minister to scale back the scope of their changes to speed limits in New Zealand under this campaign, for a variety of reasons which include lack of public support for the changes. NZTA's public consultation around their speed limit changes has been a farce, and they have explicitly admitted in their response to an OIA I issued over their speed reductions on SH2 that they never had any intention of respecting public feedback on the speed reductions *or* exploring any safety improvements to these roads *instead of* speed reductions. Considering the already low Police presence on local roads, I am mystified as to how the Council proposes to enforce these lower speeds anyway - Police have to come all the way from Masterton to patrol these roads, and in general they do not bother patrolling much outside SH2 itself. I also know via people familiar with the matter that many sworn Police personnel are growing tired of having to focus so much on speed enforcement to the expense and neglect of other priority work; these proposals will only add more unwelcome and frankly unneeded work to an already overburdened enforcement organisation. To reiterate, I am opposed to *all* of the proposed speed reductions, but I am particularly and vehemently opposed to the following proposals:  1. Reduction of the existing open-road limits on Cape Palliser Road - the proposed speed reduction to 80 kph from Lake Ferry Road to just past Whangaimoana Beach Road (where I live) is ridiculous. This is a wide, fairly well-maintained road with good visibility, and there are two sections of the road that are perfectly straight for more than a kilometre. There is no good reason for anyone to be forced to drive 20 kph slower than the current limit on this stretch of road. Past Whangaimoana Beach Road, there is also little to no justification for any explicit speed limits, because the nature of the road imposes a speed lower than 100 kph on most drivers anyway, or at least it does on the curvy / narrow sections - the straightaways just before Ngawi are perfectly safe to travel at the existing open-road limit of 100 kph. 2. I also strenuously oppose the reduction of the speed limits on Ponatahi Road between Martinborough and Carterton from the current open-road limit to anywhere from 80 kph all the way down to 60 kph. This road has become a vital bypass corridor for locals trying to efficiently transit east-west (and vice versa) across the district without hitting the absurd traffic snarl that SH2 has become thanks to NZTA's "improvements" to the formerly most-efficient arterial route through the district. This road is also fairly well-	No	No - in general, people are already travelling at safe and reasonable speeds for the conditions of these roads.	N/A

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						<p>maintained with generally good visibility, and locals familiar with this road have no issue travelling it safely under the existing speed limits. Reducing the limit on this route to 80 kph or less all but eliminates any efficiency gained in bypassing SH2 when transiting across the district.</p> <p>3. I oppose posting explicit speed limits on Whangaimoana Beach Road, which is the road I live on. Residents and visitors are already travelling at safe and reasonable speeds for the local conditions, especially since more than half of this road is gravel. There is no benefit to be gained by posting explicit limits here when everyone using this road is already travelling it safely.</p> <p>In conclusion, I am opposed to the entirety of the Council's speed management proposals for the reasons outlined above, and I am particularly and strenuously opposed to the changes proposed for Cape Palliser Road, Whangaimoana Beach Road, and Ponatahi Road. I welcome the opportunity to speak at a hearing in support of my position, especially if I have the option to speak remotely via Teams / Zoom / etc.</p>			
157	Lee	Carter	Yes	No	No	<p>Please leave all targeted high priority roads at the same road speed they are currently at. There is no need to reduce the speed of your indicated high priority roads.</p>	no	<p>No, people should understand the fabric of the road they are driving on and drive to the road condition - as simple as that.</p>	n/a
158	Cerelia	Diprose	No	No	No	<p>All of them should be excluded. You've significantly increased our rates, and your communications about why explicitly state that the deteriorating condition of our roads is a major driver for this.</p> <p>Dropping speed limits and adding extra rules is a cop out - you've used the same consultancy NZTA and the 'Road to Zero' programme used, and it became abundantly clear that reducing speed limits was shorthand for 'we don't intend to appropriately maintain the roads concerned, so we're going to reduce the speed limits and wash our hands of the matter'.</p> <p>"It's not a target" is an ethos clearly applied by locals on ALL roads for which you have proposed speed reductions. I am a frequent traveller, in cars and motorcycles, on all of them, and I consistently observe drivers choosing speeds appropriate to the conditions on all of them.</p> <p>The design of this survey makes it clear, as in so many other cases, that this consultation is designed to railroad submitters into not speaking on the whole issue. As such, I'm using this text field to supply additional feedback beyond your questions.</p> <p>If you spend any time travelling on the South Wairarapa roads tapped for speed limit reductions, you would know that locals already exercise common sense in selecting speeds appropriate to the conditions. The hazardous nature of the roads during cold, rainy, and foggy conditions should not be used to justify speed limit reductions that prevent us from travelling at 100kph when conditions are safe to do that.</p> <p>What you should do, in the short term, is post signs in areas where the surface is compromised to indicate that the road may be slippery when wet or icy. It's easy to see which areas have compromised surfaces... some areas on Kahutara Road and Lake Ferry Road (particularly the 8km stretch from Martinborough to the first bend on Lake Ferry Road) reflect so much light even in winter that one can think, in fog, that there is oncoming traffic even when there isn't. Fix the roads, instead of regulating to compensate</p>		<p>No - your ratepayers apply common sense in our use of roads, including gravel roads.</p>	

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						<p>for their dismal condition.</p> <p>The Labour government's Road to Zero policy was misguided enough to be an issue that drove voters away from them, and when this was recognised, the party abandoned the policy. This council should do similarly - as implementing this policy would incentivise me (and no doubt many other ratepayers) to vote for an alternative council as soon as the next opportunity to do so presents itself.</p> <p>We have supported you in raising our rates by 39% because we were led to believe that this would enable you to maintain our roads better, thereby making our travels around the rural south Wairarapa safer and more efficient.</p> <p>I'm tired of consultation after consultation about speed limits. I'm tired of the implication that drivers can't make good decisions - if that's your opinion, please advocate for policies that mandate professional driver training at learner and restricted license stages, and periodic practical testing for fully licensed drivers.</p> <p>I have some measure of faith in our council to make better decisions than speed reductions - but should you go through with this, that faith will be lost entirely.</p>			
159	DOUG	ROWAN	Yes	No	No	<p>It is well known practice that speed reductions occur with supporting data which includes crash history, minor and serious injury crash data, fatal crash data, to arbitrarily reduce speed limits because NZTA have a mandate for some areas is an absurdity, why are motorists to be punished and made to drive at a 30kph speed limit in a 50 kph area when there has been no crash history to support a reduction, I wholeheartedly support variable speed limits around all schools due to the vulnerability of children, it's also absurd to want reductions around marae, and not shopping centres, churches, libraries, petrol stations who receive more traffic flow, also if Council were foolish enough to reduce speed limits to 30kph who is going to enforce the speed limit, certainly not the police they have very little capacity now, when did you last see a speed camera van in Martinborough, a police car carrying out dedicated speed enforcement, have you obtained police speed tickets issued data to support a problem with speeding drivers, please don't get sucked into the police and NZTA's road to zero scheme, this exact programme was established in the late 2010 to 2013 era under a different name, it failed then as it will now due to lack of resourcing, ability and will</p>			
160	Robert	Carter	Yes	No	No	do not reduce speeds on any roads - leave road speeds as is. There is no need to change the road speed.	no	no - do not change any gravel roads speed limits	none
161	David	Houston	Yes	Yes	No	Reducing Ponatahi road to 80 is seems unnecessary and frustrating. The bends and curves already limit a large number of 100 km/h stretches. I suspect it will lead to more aggravated drivers on the road, and at times when this is the only exit from Martinborough during flooding, it will slow down an already slow process.	Princess street to Dublin Street in Martinborough should be slowed down at the curve transition. Along with safety issues for children and pedestrians crossing in this area, trucks frequently use engine braking leading up to the corner, causing excessive noise, often early in the morning. Also the 30 zone around the Martinborough school should extend to Jellicoe. There's no reason to have 50 km/h for two blocks when residents are already exhausted with truck and traffic noise.	No opinion.	
162	Matthew	Connelly	Yes	Yes	No	The reduction in speed out Ponatahi all the way to Carterton. There is no need for that to be 80km/h. The roads are good, plenty of visibility (yes, people should reduce speed on the corners, as you would on any road). Driveways have good visibility. I can't understand reducing the speed here.	Yes, in Martinborough it should be 30km/h on the following: Princess street from Kitchener to Dublin. Dublin Street from Princess to Jellicoe. Reason being, with Considine park (pool, park, and potential pump track) heaps of Children play along the road, and cross the road. Then on Dublin, heaps of children walk to school, crossing wherever. This will increase safety of our children, elderly, dogs, and general population making use of these facilities. Too many trucks, and other vehicles come racing down Princess rounding the corner onto Dublin. A side effect will be a reduction in noise from empty stock trucks.		



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163	sam	beesley	No	No	No	The blanket reduction in speed across the region is nonsense solution to reduce harm and fatalities and the main government policy of road to zero is likely to be binned at the next election by the new incoming government. Poor driver training, elderly drivers unable to maintain a reasonable speed, poor maintenance of vehicles or driving very old poorly designed vehicles, poor maintenance of existing road infrastructure, risk taking behaviour, drug driving, inattention and general distractions, inadequate vision acuity, are far more significant inputs that speed alone. Existing speeds should be left as they are and other factors addressed	none	no	no
164	Tracey	Phelps	No	No	No	The main highway between Masterton and Featherston should be 100	No	No	No
165	Matthew	Wos	No	No	No		No	No	N/A - should be out of scope
166	Heidi	Addis	Yes	No	No			People who don't know how to drive on gravel roads shouldn't be on them!	
167	Karen	Duncalf	Yes		No	Around schools I agree with the reduce speed limits. Reducing speeds on State Highways is ridiculous and will cause more accidents.	I feel Mahaki Road should have a speed restriction as some Trucks come down so fast.	Some yes, Mahaki Road is a rough road to go down when it is really bad. I would like to see this done as a proper road instead of having to keep being scraped because of all the potholes.	Mahaki Road
168	Linda	Mackenzie	Yes	Yes	Yes		SH53 Kitchener Street CBD, Dublin Street from Princess to Jellicoe Street should be 30kph, particularly passing the school. To help with the noise of heavy trucks 24 hrs a day I believe that the restriction put in place for repairs should remain.		
169	Terina	Kaiwai	Yes	Yes	Yes		Corner of Reading Street, Mc Master street. Dangerous corner, very busy with kindy, retirement village and school. One side of road has no footpath . It's a really dangerous corner	No	
170	Raewyn	Castle	Yes	No	No	Ponatahi Road should not be reduced to 40km, I think if the speed needs to be lowered 80km is more appropriate . Also Puratanga Road, the only dangerous component of that road is the cyclists		Yes	
171	Barry	O'Neale	Yes	No					
172	MCB					See Written submission			
173	Louise	Lyster	No	No	No	See Written submission			
174	Taison	Pelman							
175	Joanne	Smith				See Written submission			
176	Michael	Dennes	No	No	No	Preference would be for variable speed zones around schools and maraes with electric signs. Blanket low speed limits at all times are less effective.		No	

#	First Name	Last Name	Q1.Do you agree with the Councils' proposed approach and principles around Schools?	Q3: Do you agree with the Councils' proposed approach and principles around Marae?	Q4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?	If you answered no, is there a road on the high priority list that you think should be excluded? Please identify it and give your reason why.	Q5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration.	Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?	Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration.
177	Pauline	Hedley	Yes	No	No	All roads within the SWDC boundaries need to remain what they are now. Responsibility is on the driver to drive to road conditions	If you lower speeds on rural roads this will not stop bad driving. Accountability is on the driver to drive to the conditions lowering the speed limit will not stop a driver falling asleep at the wheel, hitting power poles will still cause death.	No	Gravel roads are treated with respect from drivers who commute on them a lot. Crashes only occur with inexperienced drivers not use to gravel - we don't want speed limites to be turned into money making for governments. We don't have enough police for urban crime, let alone out of the way rural roads.
178	Elisabeth	Creevey	No	No	No	Arbour place - no need. Extreamly slow driving rates exist. See attached submission.	Bidwells cutting from SH2 to Moroa Rd. This involves SH2 as it impacts on Bidwells Cutting Road safety. See submission attached.	No	
179	Shelley	Frow	Yes	No - many marae are infrequently used. Introducing signage identifying marae. Do not dramatically reduce speed on open roads.	No	Improve/provide driving lessons and fix pot holes. Don't waste our money on road hearings. Ponatahi Road, Kokotau Road. Largely starigh roads. You are reducing access to Carterton and Masterton and increasing cost to freight items.		No	
180	David	Frow	Yes	No	No		No. Ponatahi, Kokatau, Somerset, Chester, Lake Ferry, Cape Palliser Roads. Not reduced to 80 or 60. Claim that records for priority 3 roads show 3 or more fatal or severe crashes. Show me the data.	No	
181	James	Doohan	Yes	Yes	Yes		Maybe all of oxford street martinborough because of side streets and people and cars coming away from golf course.	Yes	Maybe Hinekura Rpad, Kahutara. Maybe Pukio West Road, Kahutara, Maybe Wharetoto Road, Kahutara.
182	Greytown Community Board					See Written submission			
183	Ministry of Education					See Written submission			

**Anne Hynds – 007**  
**Photos to support submission**















**From:** [John Monro](#)  
**To:** [Amy Andersen Committee Advisor](#)  
**Subject:** Re: SWDC Speed Review 2023- Hearings and Deliberations Meeting - 16 August 2023  
**Date:** Saturday, 5 August 2023 1:57:11 pm

---

Hello Amy

Thanks for the invitation to your Speed Review committee hearing.

However I shall be overseas and not able to attend, unfortunately.

You do have my submission and it would have been useful to have been able to talk on it. But briefly, I think a 30 kph limit on this bypass would substantially reduce the noise nuisance.

I imagine operators will strongly object. But the extra time to navigate the Martinborough township must be less than 2 minutes. If operators strongly oppose this measure, I think they should be required to conduct an experiment to see what the results of reducing the speed to 40 kph and 30 kph would be with measurement of noise levels taken. The owners/operators of the HGVs should be required to stand on the pavements where the worst noise is emanating, and then they might actually understand what an infernal nuisance they are inflicting on many Martinborough residents. May be then too they might be stimulated to actually do some noise mitigating measures on their vehicles, such as fixing wooden beams on the bare metal sides to stop the drum or thunder like metal reverberation.

I hope the meeting goes well.

Thank you for your time.

Regards

John Monro



PS I am not convinced that Fulton Hogan did anything but charge you for a botch job on the road surface. Already waves are appearing in the repaired areas, proving that the road itself is not strong enough for the weight of the traffic using it. I doubt the noise level is any better (though interestingly it seemed lower when there was a road-works speed limit of 30 kph)

On 4/08/2023, at 2:08 PM, Amy Andersen Committee Advisor  
 <[amy.andersen@swdc.govt.nz](mailto:amy.andersen@swdc.govt.nz)> wrote:

Kia ora John

**Speed Review 2023- Hearings and Deliberations Meeting**



The Speed Review 2023 submissions hearings and deliberations meeting is scheduled for 16 August 2023.

I can now confirm your presentation as follows:

**Name:** John Monro

**Your Presentation Time:** 10.45am

**Date:** Wednesday, 16 August 2023

**Location:** Supper Room, Waihinga Centre, 62 Texas Street, Martinborough

If your presentation time is inconvenient, please respond to this message no later than Wednesday 9 August, 3pm with a preference for a morning or afternoon slot and we will accommodate requests where possible. Please note, due to the high volume of people making submissions we are unable to guarantee changes to your presentation time.

If you no longer wish to speak, please let me know so we can alter the schedule accordingly.

To make your presentation to Council, please arrive in plenty of time, we suggest 10 minutes early as the hearings will run to time. Quietly take a seat in the public area and you will be called to the table when it is your turn to present your submission. You are welcome to stay and listen to other presentations either before or after your submission. When you leave the building, exit via the main reception area and sign out.

You are allotted 5 minutes. It is suggested that you make your presentation during the first 3 minutes and allow 2 minutes for questions from councillors. Your allotted time includes both your presentation time and time for questions from councillors. Due to time pressures use of electronic equipment for presentations is discouraged and the interactive screen will not be available.

If you want to view the agenda, your submission, other submissions, or the officers summary of submissions, the documents will be loaded to our website here at least 2 working days before the meeting: <https://swdc.govt.nz/meeting/hearings-committee-16-august-2023-regulatory-policies/>

When the hearings are completed the South Wairarapa District Mayor and councillors will move into deliberations and make recommendations to Council.

If you have any questions, please let me know.

Ngā mihi

Amy

**Amy Andersen**

**Committee Advisor** (pronouns: She/Her/Hers)

<image001.png>

South Wairarapa District Council  
06 306 9611 ext 826  
PO Box 6 Martinborough 5741  
19 Kitchener Street Martinborough 5711  
[www.swdc.govt.nz](http://www.swdc.govt.nz)

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## Submission to SWDC on Speed Review

July 2023

From Storm Robertson, [REDACTED], Martinborough

First and foremost, I generally support the Speed Review Plan, however there are a number of items that need greater detail and consideration.

As a general rule consideration should be given to treating like or similar areas in one standard form. For example, all schools and early childcare centres need to be set at 30km/h. this would provide consistency and deliver a fixed and standard message. It would avoid the potential for drivers not to acknowledge when variable changes come in to play. The only way it could be acceptable is to post variable speed zones signs when a variable speed zone is installed. Otherwise, as stated, you are leaving the legal status of such roads to interpretation.

Refer the data collected to support the introduction of variable speed zone signs for school zones undertaken in Christchurch in the early 2000's. This led to an acceptable standard for such zones ([archived.ccc.govt.nz](http://archived.ccc.govt.nz))

### Martinborough Township

1. In Martinborough we should look at treating geographic areas with a speed zone treatment that reflects the location. For example, the Memorial Square location, incorporating the block covered by Ohio, Naples, Cork and Strasbourge Streets should all be set to 30km/h, and incorporate all streets that fall within that zone.
2. The next stage would cover the block comprising Princess, New York, Regent and Dublin Streets and all roads, not covered in item 1., that fall within that zone, should all be set at 40km/h.

These two sectors will be self-managed but may contain zones of different speeds within them.

In addition to the 30km/h speed zone defined around the Memorial Square consideration should be given to creating street furniture, or similar, to be placed in and around the road that surrounds the actual square. NZTA has multiple suggestions as to what and how such treatments could be applied.

The reasoning being that such furniture has the effect of grabbing the driver's attention and therefore adding to controlling their driver behaviour.

As Martinborough is now recognised as a destination, tourists come here for specific purposes. Prominent is the hospitality sector with our wide variety of wineries, eateries and cafes available and we should be proactive in making visits to these locations as safe as possible.

One very important area to look at is the Huangarua / Putuatanga Rds, and surrounding roads, home to many wineries / eateries, within easy walking or cycling distance from the township. Consideration should be given to making this a 40km/h zone, except for the inner township zone, to be consistent with the speeds we are looking at for the area. This may cause issues for business people moving about the area so perhaps a better options would be the establishment of a shared cycle / pedestrian pathway. This should become a priority. This could run from the Square along Oxford Street to Todds Rd, from the intersection of Todd's and Puruatanga Rd to Princess Street and then from Princess Street along Kitchener back to the Square.

There appears to be something missing from the review, and that is data that confirms the changing of a speed zone indicator has an impact on driver speeds. In fact many studies, both here and overseas, suggest that the changing of speed indication on their own do not achieve the desired speed reduction. I would question whether this single action approach of changing the speed via signage will deliver the appropriate outcome. It is my experience that reinforcement at the time of change, be it temporary or permanent, is required to bring about a change in driver behaviour. So what additional things are proposed to help with reinforcement?

Finally I would draw your attention to one of the published Q & A's.

**Q. How do you make drivers slow down to the set speeds?**

**A. We are only responsible for setting the road speed limits, the policing of vehicle speeds is the responsibility of NZ Police.**

This is a very poor response because you actually have a number of options available to get drivers to recognise and conform to speed changes and that are not just enforcement. For some key areas simple action like narrowing the road width beyond the speed change, putting judder bars or rumble strips at the



entrance or just past the change can have a reinforcing effect. Have any of these options, or others, been considered?

**Storm Robertson**



## Submission Form

This submission form allows you to give feedback on the draft Speed Management Plan. Please fill out all sections so we can formally record your submission. You can make a submission in a number of ways:

**Online** - Complete the submission form online at: [swdc.govt.nz/consultation](http://swdc.govt.nz/consultation) or [cdc.govt.nz/haveyoursay](http://cdc.govt.nz/haveyoursay)

### Paper copy -

- Email it to us at [submissions@swdc.govt.nz](mailto:submissions@swdc.govt.nz) or [submissions@cdc.govt.nz](mailto:submissions@cdc.govt.nz)
- Post to PO Box 6, Martinborough 5741 or PO Box 9, Carterton 5743
- Hand deliver to either Council office or any of our Carterton and South Wairarapa libraries

**Please provide your feedback by 5pm Sunday 23 July**

### Privacy Statement

#### What We Do With Your Personal Information

All submissions (excluding contact details) will be made available to the public and media via the Council website.

#### Your Details

Full name

*Pauline Herdley*

Organisation (if applicable)

Postal address

Phone

Email

Would you like someone to contact you about your submission?

☐ Yes

☒ No

Would you like to participate in the hearing process?

☒ Yes (In person)

☐ Yes (online)

☐ No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

☐ South Wairarapa

☒ Carterton



## Feedback

Q1: Do you agree with the Councils' proposed approach and principles around Schools?

☒ Yes ☐ No

Q2: (CARTERTON ONLY) Do you agree with the Council's proposed approach and principles around Early Childhood Education Centres?

☐ Yes ☒ No

Q3: Do you agree with the Councils' proposed approach and principles around Marae?

☐ Yes ☒ No

Q4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?

☐ Yes ☒ No

If you answered no, is there a road on the high priority list that you think should be excluded? Please identify it and give your reason why.

All roads should remain as they are within the CDC boundaries. Driver responsibility should remain & driving to the conditions

Q5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration. You can use a blank sheet of paper if you need more room.

When does responsibility transfer from the driver to a speed limit? In towns you might lower the speed limit trucks etc who is going to take the responsibility off the drivers for a by outside

Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?

☐ Yes ☒ No

Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration. You can use a blank sheet of paper if you need more room.

Most people drive to the conditions of the road. We are altering to the feel. Responsibility lies with the driver - Otherwise you will be making it a money making venture for people.

For heavens sake people have a licence to drive let them take the responsibility



SOUTH WAIKANA  
DISTRICT COUNCIL  
For Environmental Values



CARTERTON

18



# South Wairarapa D. C. Submission

**Q.** Aren't you just trying to lower speed limits?

**A.** No, we are using local knowledge and data to make sure we have done everything we can to make our roads safer. Our aim is to make sure that our local roads have travel speeds that minimise the risk.

**Q.** What happens after the Council adopts the draft Speed Management Plan, is it just a case of changing the speed signs?

**A.** Once the Council has adopted the draft Speed Management Plan, the plan will be submitted to the Director of Land Transport for certification. Then staff will be able to start implementing the changes included in the Speed Management Plan. New signs will be installed to inform the road users and the change will be recorded in the National Speed Limit Register. It will then be enforceable by NZ Police.

**Q.** How do you make drivers slow down to the set speeds?

**A.** We are only responsible for setting the road speed limits; the policing of vehicle speeds is the responsibility of the NZ Police.

**Q.** Does going a few kilometres per hour faster or slower actually make any difference to safety?

**A.** Yes, it does. Speed can be the difference between a correctable mistake and a fatal error. Every extra kilometre per hour increases the likelihood of someone being killed or injured in a crash. Regardless of what causes a crash, speed plays a part.

**Q.** Will slowing down mean that it will take longer to get anywhere?

**A.** Not necessarily. Research shows that going faster doesn't save as much time as we think. Waiting at intersections or for traffic to move means total travel times don't vary much, even if you drive 10 km/h slower.





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**Please provide your feedback by 5pm Sunday 23 July**

## Privacy Statement

### What We Do With Your Personal Information

All submissions (excluding contact details) will be made available to the public and media via the Council website.

### Your Details

Full name ..... *Patricia Hedley* .....

Organisation (if applicable) .....

Postal address .....

Phone .....

Email ..... ✓

Would you like someone to contact you about your submission?

☐ Yes ☒ No

Would you like to participate in the hearing process?

☒ Yes (in person) ☐ Yes (online) ☐ No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

☒ South Wairarapa ☐ Carterton



SOUTH WAIRARAPA  
DISTRICT COUNCIL  
*Kia Beretahi Tātau*



*Te Kauhanga-A-Rohu o Teatahi*  
CARTERTON  
DISTRICT COUNCIL

## Feedback

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☒ Yes ☐ No

Q2: (CARTERTON ONLY) Do you agree with the Council's proposed approach and principles around Early Childhood Education Centres?

☐ Yes ☐ No

Q3: Do you agree with the Councils' proposed approach and principles around Marae?

☐ Yes ☒ No

Q4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?

☐ Yes ☒ No

If you answered no, is there a road on the high priority list that you think should be excluded? Please identify it and give your reason why.

All roads within the SWDC boundaries need to remain what they are now. Responsibility is on the driver to drive to road conditions.

Q5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration. You can use a blank sheet of paper if you need more room.

If you lower speeds on rural roads this will not stop bad driving. Accountability is on the driver to drive to the conditions. Lowering the speed limit will not stop a driver falling asleep at the wheel - hitting overpasses will still cause death.

Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?

☐ Yes ☒ No

Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration. You can use a blank sheet of paper if you need more room.

Gravel Roads are treated with respect from drivers who commute on them a lot. Crashes only occur with inexperienced drivers not use to gravel - we don't want speed limits to be turned into money making for governments. We don't have enough police for urban crime let alone out of the way rural roads.



SOUTH WAIRARAPA  
DISTRICT COUNCIL  
Kia Herehohi Tātau



CARTERTON  
DISTRICT COUNCIL



# Table 1: Proposed permanent speed limits for high 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
Rutland Road	100	60	60
Hodders Road	100	60	60
Hughes Line	100	60	60
Johnsons Road	100	60	60
Waitangi Road	100	60	60
Baylys Road	100	60	60
Cornwall Road between SH2 and Hughes line	100	60	60
Dalefield Road between SH2 and Lincoln Road	70	30/60	50
East Taratahi Road and Cornwall Road High between Cornwall Road and the end	100	60	60
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
Watersons Line between Dalefield Road and 95m southwest of Dalefield Road (the rest of Watersons Line?)	100	60	60
Thomas Road between Dalefield Road and 200m northeast of Dalefield Road (The rest of Thomas Road)	100	60	60
Belvedere road between Taverner Street and Connollys Line	70	30/40	50

\*Safe and Appropriate Speeds (Saas) sometimes differ from the speed limit proposed if lower speeds require substantial infrastructure work. This may be reviewed in the final plan.

## **Submission to SWDC on Speed Review**

**July 2023**

**From Martinborough Community Board (MCB)**

First and foremost, MCB generally support the Speed Review Plan, however we would consider these to be only part of a wider plan for the township.

We consider treating like or similar areas in one standard form will ultimately deliver a better solution and provide consistency for residents and tourists alike. For example, we believe all schools, rural or otherwise, and early childcare centres need to be set at 30km/h. This would provide consistency and deliver a fixed and standard message to all as they travel through our region. The risk to rural school children should not be any different to urban school children.

The only way it could be acceptable is to post variable speed zones with a variable speed zone sign installed. Such a sign would change the regulated speed electronically to coincide when school children are moving about the zone. Otherwise, as stated, you are leaving the legal status of such roads to interpretation and placing rural school children at increased risk, and not too many would support that.

Refer the data collected to support the introduction of variable speed zone signs for school zones undertaken in Christchurch in the early 2000's. This led to an acceptable standard for such zones ([archived.ccc.govt.nz](http://archived.ccc.govt.nz))

### **Martinborough Township**

1. In Martinborough we should look at treating geographic areas with a speed zone treatment that reflects the location. For example, the Memorial Square, incorporating the block covered by Ohio, Naples, Cork and Strasbourge Streets should all be set to 30km/h, and incorporate all streets that fall within that zone.
2. The next stage would cover the block comprising Princess, New York, Regent and Dublin Streets and all roads, not covered in item 1., that fall within that zone. All should be set at 40km/h.

These two sectors will be self-managed but may contain zones of different speeds within them.



In addition to the 30km/h speed zone defined around the Memorial Square consideration should be given to creating furniture treatments or similar, to be placed in and around the road that surrounds the actual square. These would have the added impact of calming traffic speeds in this area, which has a significant amount of foot traffic all year round. NZTA has multiple suggestions as to what and how such treatments could be applied.

As Martinborough is now recognised as a destination, tourists come here for specific purposes. Prominent is the hospitality sector with our wide variety of wineries, eateries and cafes available and we should be proactive in making visits to these locations as safe as possible.

One very important area to look at is the Huangarua / Putuatanga Rds, and surrounding roads, home to many wineries / eateries, and within easy walking or cycling distance from the township. Consideration should be given to making this a 40km/h zone to be consistent with the speeds we are looking at for the area. This may cause issues for business people moving about the area so perhaps the establishment of a shared cycle / pedestrian pathway should become a priority. This could run from the Square along Oxford Street to Todds Rd, up to Puruatanga Rd, along that road to Princess Street and then from Princess along Kitchener back to the Square.

If such a proposal is not initially possible then the area above should be identified and regulated to display vulnerable road sign, using Fluorescent Yellow Green material, along the following lines.

“40km/h Speed when cyclists are present.”

This type of sign is currently in use within the Martinborough region.

MCB has a ‘Greater Plan’ in mind when it comes to moving around our township, and so in addition to the speed review we will be considering a number of options to improve and enhance the experiences for people as they move around. In brief these will include, but not limited to;

- ❖ Pedestrian crossings and associated treatments
- ❖ Lighting of streets and the Memorial Square
- ❖ Bike and walking trails
- ❖ The Dark Sky reserve and treatments

Finally we would draw your attention to one of the published Q & A's.

**Q. How do you make drivers slow down to the set speeds?**

**A. We are only responsible for setting the road speed limits, the policing of vehicle speeds is the responsibility of NZ Police.**

This is a very poor response because you actually have a number of options available to get drivers to recognise and conform to speed changes and that are not just enforcement. For some key areas simple action like narrowing the road width beyond the speed change, putting judder bars or rumble strips at the entrance or just past the change can have a reinforcing effect. Have any of these options, or others, been considered

## Submission – ISMP

Jellicoe Street (between Weld St and Ferry Rd - Martinborough)

1. Waka Kotahi assess a SaAS of 30km/hr.
2. In their expert technical review, Tonkin and Taylor recommended a 40km/hr speed limit. (see reports to December 2022 Council Meeting and May 2023 Council Workshop)
3. Taking a phased approach to reducing speeds, I support a SaAS of 40km/hr.
  - This section of road has both 50km and 70km speed signs, so actual operating speeds between 46 -59km/hr are expected.
  - There is no evidence that compliance will be a problem (see paragraph 13 below).
4. I live in this section of Jellicoe St - my submission is based on local knowledge and experience:
  - There are high numbers of people walking, cycling and crossing the road from Burgundy Drive.
  - I can recall four occasions where vehicles have left the road and crashed into fences, gardens and power poles on this section of road. Homes are set very close to the street.
  - The road suddenly narrows, increasing the risk of turning traffic being 'rear-ended.' Potholes, uneven surfaces, and concrete power poles further increase the risk of serious injury if speed is a factor.
  - Average vehicle movements will likely be around 8,000 per day (twice the vehicle count taken on 12-13 April 2023). Add walkers and cyclists to this number, and you have a busy road!

Heavy traffic bypass from SH 53 through to Ferry Road.

5. Waka Kotahi assess a SaAS of 30km/hr. Tonkin and Taylor recommended 40km/hr.
6. I support a SaAS of 40km/hr from the corner of SH 53/Princess St through to Ferry Rd (30km/hr between the area of the current school traffic signs).
7. The bypass is the route to the transfer station, a heavy vehicle repair depot, two transport operators and the only entry/exit point for people travelling south out of Martinborough.
8. Traffic, especially heavy traffic, has increased exponentially over the last 15 years (see Council traffic counts).
9. As the RCA, the Council must consider broader community needs. The 50km/hr speed limit needs to be reduced for the comfort and safety of residents, visitors, cyclists, and pedestrians.
  - The road condition creates intolerable noise and vibration for residents in the area. The noise from articulated trucks and trailers reverberates down the side streets even though most vehicles travel around 50km/hr. (Hawkins Transport trucks routinely travel at 50 km/hr - those trucks are a good yardstick against which to judge the speed and noise of other vehicles).
  - Lower speed equals lower noise on our uneven roads.

Area Speed Zone for Martinborough

10. I support a SaAS of 40km/hr within the urban area of Martinborough. Logic and consistency suggest an area speed zone:
  - The grid street layout naturally reduces operating speeds making Martinborough ideal for a 40km/hr area speed zone.

- Large signs at the entrances to Martinborough could welcome visitors and politely ask them to respect our 40km/zone.
- An area speed zone avoids the need for multiple traffic signs. Current proposals for 30, 40 and 50km will be unsightly and confusing.

#### Rural Roads

11. I support a SaAS of 60km/hr for gravel roads, especially Ruakokapatuna Road, where safety concerns are frequently reported to the Council. Also, Shooting Butts (outskirts of Martinborough) is regularly used by walkers and cyclists doing the block around Shooting Butts Road, White Rock Road and Lake Ferry Road back to Martinborough.
12. I support the SaAS for Rimutaka Hill Road and SH2. For safety and consistency, I support a SaAS of 80km/hr on:
  - Ponataahi Road.
  - Western Lake Road.

#### Reasons to support SaAS

13. There is no evidence to suggest that compliance with SaAS will be a problem:
  - Many drivers are comfortable (and prefer) to travel at 80km/hr on the open road.
  - Most people choose to comply with the law if they understand that there are good reasons for it.
  - Demerit points and the threat of loss of licence will deter the minority of drivers who choose to exceed the posted speed limit.
  - Waka Kotahi and the New Zealand police have strategies and plans to support the introduction of lower speed limits.
14. Apart from reducing the number of deaths and serious injuries on our roads, the Road to Zero policy has many positive economic, social and environmental benefits.
15. I would like to see the District Councils and the Wellington Regional Transport Committee work with Waka Kotahi on a phased approach to implementing SaAS by 2027.

I wish to speak about this submission, in person, at the hearing

From: Louise Lyster

Date: 20 July 2023



**From:** [Duncan & Joan Smith](#)  
**To:** [submissions](#)  
**Subject:** Speed Limits/Underhill Rd & Wakefield St, Featherston  
**Date:** Saturday, July 22, 2023 3:46:22 PM

---

I SUPPORT THE LOWERING OF THE SPEED LIMITS ON UNDERHILL /BUCKS/ALGIES ROADS, TO ALSO INCLUDING WAKEFIELD ST FEATHERSTON, TO 40KMS

The present 100ks limit on Rural Underhill Rd was placed when there were only a handful of farms in the area. Now, there are in excess of 40 dwellings, all with exits onto Underhill rural/Algies/Bucks Rds. Most of these are 2+ car families, all of which use these dead end roads to get to & from the town centre. Add to these, the many farm vehicles, Quarry trucks, their customers & service vehicles for Wellington Water & NZR. The DOC campsite at the end of Bucks Rd also attracts numerous visitors, especially over summer. There are also several youngsters who walk or cycle to & from school. The section of Underhill Rd by the Sports Fields, is already very dangerous, because of the lack of offroad parking. I have lived in the area for nearly 40 years, & have witnessed many near misses, when children run out onto the road - an accident waiting to happen! The entrance to Barr Brown Reserve, by the narrow Boar Stream bridge, is also a safety hazard, as drivers often speed up there, anticipating the 100kms ahead, when traveling north, & similarly don't slow down to 50kms, when traveling south.

Since the creation of the wonderful 5 Towns cycling & walking track & bridge over the Tauherenikau River, not to mention the covid lockdown, the increase in people using the area for recreational purposes has been phenomenal. These roads are very narrow, especially on the metal sections, where dust is also a problem, & therefore very unsuitable & downright dangerous at the present limits.

JOAN SMITH



I am happy to have my submission published.



# Submission Form

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**Paper copy -**

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**Please provide your feedback by 5pm Sunday 23 July**

## Privacy Statement

### What We Do With Your Personal Information

All submissions (excluding contact details) will be made available to the public and media via the Council website.

### Your Details

Full name ..... *Michael Dennes* .....

Organisation (if applicable) .....

Postal address ..... *1* ..... *✓* .....

Phone .....

Email .....

Would you like someone to contact you about your submission?

☐ Yes ☒ No

Would you like to participate in the hearing process?

☐ Yes (in person) ☐ Yes (online) ☒ No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

☒ South Wairarapa ☐ Carterton





## Feedback

Q1: Do you agree with the Councils' proposed approach and principles around Schools?

☐ Yes ☒ No

Q2: (CARTERTON ONLY) Do you agree with the Council's proposed approach and principles around Early Childhood Education Centres?

☐ Yes ☐ No

Q3: Do you agree with the Councils' proposed approach and principles around Marae?

☐ Yes ☒ No

Q4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?

☐ Yes ☒ No

If you answered no, is there a road on the high priority list that you think should be excluded? Please identify it and give your reason why.

Preference would be for variable speed zones around schools & Marae with electric signs. Blanket low speed limits at all times are less effective.

Q5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration. You can use a blank sheet of paper if you need more room.

Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?

☐ Yes ☒ No

Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration. You can use a blank sheet of paper if you need more room.

General feedback.

① Road to zero is a fantasy as driver error, medical events, distraction, drug & alcohol affected driver, manic drivers and/or suicide by car will always occur unless we ban roads & vehicles.

A lot of the observed speeds were below or close to SAs or proposed speed showing by in large drivers are well versed at driving to the roads & conditions at current posted limits.

Reducing to proposed limits will have little impact on paragraph ① and only add to driving distraction worrying what speed they are doing.

Speed the funds for all the proposed new signs to repair the poor state of roads our region has instead.



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### Your Details

Full name Elisabeth Creevey

Organisation (if applicable) \_\_\_\_\_

Postal address \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

Would you like someone to contact you about your submission?

☒ Yes ☐ No

Would you like to participate in the hearing process?

☒ Yes (in person) ☐ Yes (online) ☐ No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

☒ South Wairarapa ☐ Carterton







**Feedb**

☐ YES ☒ NO

	Yes	No
--	-----	----

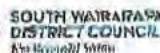
☐ Yes ☒ No

☐ Yes      ☒ No

- no need - extremely slow driving rates exist.  
see attached submission

Bidwills cutting down from SH2 to Maroa Rd  
This involves SH2 as it impacts on Bidwills cutting  
Road safety see submission attached

☐ Yes ☒ No

[illegible]



## Draft Speed Management Plan and Speed Review Consultation

As the Council intends to change road speeds around the township of Greytown to 40km (please no lower than this – traffic needs to keep flowing), then the whole of Greytown should change at the same time. A piecemeal approach will cause driver confusion and aggravation and resistance. Keep it simple and have any further speed reductions minimized to high intensity problematic areas only.

### 6.2 Proposed speed limits in Greytown

#### SCHOOLS

I disagree with the proposed change to a permanent speed limit of 30km around both Greytown schools. There should be variable speed limits with only the period of high usage reduced to the required 30km. Figure 2.3 on the technical assessment shows an illuminated school warning sign. I feel all schools should have an illuminated sign especially as street illumination in country areas is limited. Also, as South Wairarapa is a high tourist visitor area, not all drivers will know where the schools are. An illuminated speed sign should also be used for periods when the 30km speed limit is in effect. Not all drivers know school holiday dates or hours (or if the school is primary or secondary). The technical assessment shows there are no current speed issues so there is no need for permanent change.

-**Arbor Place** – technical assessment shows low driving speeds, well below even the proposed 30km/hr. There is no need to change the speed limit. If speed limits for the whole of Greytown are to change, this road could change to be consistent to the rest of Greytown. A stop sign could suffice.

-**East Street and Wakelin Street** – again speed does not seem an issue around Kuranui School according to the technical report. A variable speed limit of 30km during school hours would suffice.

-**Bidwills Cutting Road** – This stretch of road is the most problematic. Again, as the speed is required to be reduced to 30km during high use periods outside of schools, an illuminated speed sign and school sign are needed in both directions. This should cover the length of the newly sealed school parking area. The recent road island may have already slowed speeds along this stretch and no other traffic slowing devices are required, especially not raised tarmac which is problematic for animal transport, produce and large trucks.

Ideally, I urge the Council to approach Waka Kotahi to put a roundabout at the intersection of SH2 and Bidwills Cutting Road. This would make the North flowing traffic turn into Bidwills Cutting much safer, slow vehicles entering Greytown and slow traffic turning into Bidwills Cutting Road which immediately impacts upon the school and Medical Centre. It would keep traffic flowing as traffic can build up down Bidwills Cutting well past the school and Medical Centre, with difficulty crossing over into SH2 during busy event weekends. The paper road at this intersection should be opened from the roundabout to allow traffic flow to new subdivisions, recycling center and cycle track.

The stretch of Bidwills Cutting from the Moroa Road substation to Kempton's Line should be reduced to 80km as there is no slowdown buffer zone at present. The Council has allowed increased subdivisions along this stretch producing increased residential traffic (one particular with a difficult vision entrance), increasing pedestrian and cyclist numbers with no hard shoulder. There is also frequent farm animal and machinery movement along this stretch. The stretch from Kempton's line to SH2 should be 60km,



avoiding multiple speed changes over a short distance (table 4.4 this is rural connector road 60-100km and a stopping places road 40-80km plus school 30km). This would then cover the medical center, sports fields, the furniture retail store, the manufacturing businesses, Pope and Gray and the increased trailer traffic to the landscape supplier down Kempton's line.

Name change - Can the 'Road' in Bidwills Cutting Road be eliminated? It is superfluous. A Cutting is a road, it doesn't need to be said twice.

#### Papawai Marae

The road around the Marae should be a variable speed zone, with Marae sign and illuminated speed signs (30km) for the duration of events.

#### **-Pa Road**

I would consider this a peri-urban road especially as Council has marked this for subdivision. (Table 4.4 indicates a recommended 50-80km range). As there is no current driver behavior problem, I feel 80km along this stretch suitable and keeps to new recommendations.

#### **6.2.2 Other local Priority Roads in Greytown.**

Does Greytown need a bypass road? If so, I Propose Council consider Moroa Road – behind Cross Line – across to SH2. Before this land is built upon it would be worth considering and proposing to Waka Kotahi. I feel Greytown would benefit from not having huge trucks through an intensive activity historic area and through traffic having to reduce to 30km.

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## Privacy Statement

### What We Do With Your Personal Information

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### Your Details

Full name ..... SHARON ANNETTE FROW .....

Organisation (if applicable) .....

Postal address .....

Phone .....

Email ..... 03528 .....

Would you like someone to contact you about your submission?

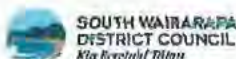
☒ Yes ☐ No

Would you like to participate in the hearing process?

☐ Yes (in person) ☐ Yes (online) ☒ No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

☒ South Wairarapa ☐ Carterton



THIS IS NOT CONSULTATION. YOU ARE TRYING TO DRIVE MY FEEDBACK TO SUIT YOUR AGENDA.

## Feedback

Q1: Do you agree with the Councils' proposed approach and principles around Schools?

☒ Yes ☐ No

Q2: (CARTERTON ONLY) Do you agree with the Council's proposed approach and principles around Early Childhood Education Centres?

☐ Yes ☐ No

Q3: Do you agree with the Councils' proposed approach and principles around Marae?

☐ Yes ☒ No

Q4: Do you agree with the Councils' proposed approach to the high priority roads included in this document?

☐ Yes ☒ No

If you answered no, is there a road on the high priority list that you think should be excluded? Please identify it and give your reason why.

PANATAHI ROAD, KOKORAH ROAD

largely straight roads, you are adding access to Carters + increasing cost to freight items.

Q5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration. You can use a blank sheet of paper if you need more room.

Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?

☐ Yes ☒ No

Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration. You can use a blank sheet of paper if you need more room.



SOUTH WAIRARAPA  
DISTRICT COUNCIL  
Kia Whakarua Te Whenua



CARTERTON  
DISTRICT COUNCIL



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## Your Details

Full name ..... DAVID J FROW .....

Organisation (if applicable) ..... ✓ .....

Postal address ..... ..

Phone ..... ..

Email ..... ..

Would you like someone to contact you about your submission?

☒ Yes ☐ No

Would you like to participate in the hearing process?

☒ Yes (in person) ☐ Yes (online) ☐ No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

☒ South Wairarapa ☐ Carterton



## Feedba

Q1: Do you agree with the Councils' proposed approach and principles around Schools?

☒ Yes      ☐ No

Q21: (CARTERTON ONLY) Do you agree with the Council's proposed approach and principles around Early Childhood Education Centres?

☐ Yes ☒ No NA

Q3: Do you agree with the Councils' proposed approach and principles around Marae?

☐ Yes ☒ No

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☐ Yes ☒ No

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NO  
PONTANI, KORATAG, SOMERSET, CAPSTER, LAKE FERRY,  
PADE PALISER Roads. Not reduced to 80 or 60.  
Claim that no road for Ponty 3 roads on  
3 or more total or series of them. Show re the date

Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?

☐ Yes ☒ No

Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration. You can use a blank sheet of paper if you need more room.

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## Your Details

Full name MR JAMES SILBERT DOOHAN

Organisation (if applicable) .....

Postal address .....

Phone .....

Email .....

Would you like someone to contact you about your submission?

☐ Yes ☒ No

Would you like to participate in the hearing process?

☐ Yes (in person) ☐ Yes (online) ☒ No

Which district are you providing feedback on? If you would like to provide feedback on both, please submit two separate submission forms.

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☒ Yes ☐ No

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Q3: Do you agree with the Councils' proposed approach and principles around Marae?

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Q5: Are there any roads (excluding State Highways) not included in the above that you believe should be included in the Draft Speed Management Plan? Please include the reason these areas should be included. Any roads you suggest will be presented to councils for consideration. You can use a blank sheet of paper if you need more room.

MAYBE ALL OF OXFORD STREET MARTINBOROUGH  
BECAUSE OF SIDE STREETS AND PEOPLE & CARS COMING  
AWAY FROM SLOW COURSE

Q6: Should gravel roads be highlighted in our speed review and considered alongside our high priority roads?

☒ Yes ☐ No

Please list any specific gravel roads you would like us to consider. Any roads you suggest will be presented to council for consideration. You can use a blank sheet of paper if you need more room.

MAYBE HIKUMI ROAD KAHUTARA  
MAYBE PUKIO WEST ROAD KAHUTARA  
MAYBE WHARE ROTO ROAD KAHUTARA



**From:** [Amanda Bradley- General Manager, Policy & Governance](#)  
**To:** [Tim Langley](#); [Kaitlyn Carmichael- Lead policy advisor](#)  
**Subject:** FW: Speed Review Submission  
**Date:** Wednesday, 26 July 2023 10:32:18 am  
**Attachments:** [image001.png](#)  
[IMG\\_2128.PNG](#)

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Hiya,

Please see the Greytown Community Board submission on the Speed Review – they sent it to Nicki who obviously is away.

I don't know where they were going (email??), but I believe you are still analysing the submissions so I'm hoping it can be added.

Thanks,

A

---

**From:** Danielle Armstrong <danielle.armstrong@swdc.govt.nz>  
**Sent:** Wednesday, July 26, 2023 10:26 AM  
**To:** Amanda Bradley- General Manager, Policy & Governance <amanda.bradley@swdc.govt.nz>  
**Subject:** FW: Speed Review Submission

Hi Amanda,

Are you able to go back to Jo re her email below? Martins at the LGNZ Conference so won't be on his emails much.

Thanks  
 Dani

---

**From:** GCB-Jo Woodcock <[Jo.Woodcock@swdc.govt.nz](mailto:Jo.Woodcock@swdc.govt.nz)>  
**Sent:** Tuesday, 25 July 2023 9:44 am  
**To:** Martin Connelly- The Mayor <[themayor@swdc.govt.nz](mailto:themayor@swdc.govt.nz)>; Amanda Bradley- General Manager, Policy & Governance <[amanda.bradley@swdc.govt.nz](mailto:amanda.bradley@swdc.govt.nz)>  
**Subject:** Fw: Speed Review Submission

I forgot nicki was going on holiday ...can our feedback be considered from GCB to keep speed limits as is and educate. I had emailed Nicki in our group chat so who ever is checking emails will see we all agreed.

Cheers

Jo

---

**From:** GCB-Jo Woodcock <[Jo.Woodcock@swdc.govt.nz](mailto:Jo.Woodcock@swdc.govt.nz)>  
**Sent:** 23 July 2023 10:47  
**To:** GCB-Louise brown <[Louise.Brown@swdc.govt.nz](mailto:Louise.Brown@swdc.govt.nz)>; Nicki Ansell- Lead Advisor - community



**Subject:** Re: Speed Review Submission

Hi guys,

I attended the national meeting at the Greytown town hall on-road speeds. Aaron Slight was there who knows his stuff when it comes to speeding and roading.

The state highway speed as we know was 50 km and now 40 going through the Greytown township. Aaron said that on average people actually travelled 46 km so less than the speed the sign stated. That means that the drivers are driving to the conditions. Now they are avoiding the main street and travelling down the side streets. ( Warren attended the meeting too so please correct if I have got any facts incorrect)

1. Let's focus on road quality i.e. fixing potholes quickly for safety i.e. tyre hitting hole can cause car damage or an accident. As most of you know the roading out at Papawai was of poor quality and had to be fixed..if you drive out there you will find potholes now.
2. Let's review Bidwells cutting - put a traffic managing tool on the road- that black counter device to show increased traffic now medical centre there and the problem is flow and driver courtesy. The parallel parking there requires drivers to reverse out, if the car coming around the corner actually stopped and allowed them to drive rather than overtake reversing cars that would be great. Again driver attitudes need to change, not signs. I did see two police cars outside Kuranui College the other day but they were checking WOF and regos.

**Recommendation:** remove the traffic island and put in a roundabout (this would be NZTA roading as it is on a state highway but affects flow into Bidwells)

3. What is the outcome of reducing speeds? Reduce deaths? Driver education does this. It does not matter what the speed sign says now a driver will ignore the speed limit and speed. A good driver will drive to the conditions. I know from my driver training that although the speed sign says 100km and I can legally travel that speed. For example, I drive out of Gladstone to avoid town and roadworks, if it is pouring with heavy rain and lots of traffic I drive to the conditions and slow right down as visibility is poor.
4. I spoke to a resident down by the orchard's retirement and a lot of tradies were speeding out of the development. It was the site manager from Higgins that reminded them to follow the speed and a cop parked there for a bit for a visual reminder that if you go over the speed and not driving to conditions i.e. congestion of children leaving the school you will get a fine. Do we actually have enough police to police the speeds now in the SWDC? I know what the answer will be to that question.

marae- Greytown example there is a 50 km sign there but I believe it was put up illegally by

residents to slow people down- pah road. Along Papawai road it is 100km.  
I agree with the 50 km sign outside Marae. I use to live out there so as you come around the corner you would slow right down. When a tangi/funeral is on you slow right down for obvious reasons. A sign does not change behaviour, education does.

Schools. See the image from Australia attached.

As a teacher, my recommendation is to keep 50 but 40 during pick up and drop-offs like the sign attached. Again, people do that anyway due to congestion you can't travel that fast. You will often see buses dropping off students on East Street and the road code states 20 km past a bus.

**"The speed limit for passing a stationary school bus that is dropping off or picking up children is 20kph in either direction."**

So again, does the swdc really need to change signs? We are stating the obvious.

My recommendation is that we keep the speeds as they are. The cost of changing all the signs cost and benefit analysis needs to be undertaken. I looked through the statistics and the amount of deaths on the swdc roads is low. I would rather see an education campaign on travelling past schools, maraes and stationary buses.

cheers

Jo

---

**From:** GCB-Louise brown <[Louise.Brown@swdc.govt.nz](mailto:Louise.Brown@swdc.govt.nz)>

**Sent:** 21 July 2023 11:57

**To:** Nicki Ansell- Lead Advisor - community Governance <[nicki.ansell@swdc.govt.nz](mailto:nicki.ansell@swdc.govt.nz)>; Greytown Community Board <[greytowncommunityboard@swdc.govt.nz](mailto:greytowncommunityboard@swdc.govt.nz)>

**Subject:** Re: Speed Review Submission

Hi

I think if everyone can read through the material provided online and think about what they want said and we start an email discussion then we can turn that into an email of agreed position and obtain email confirmation of that position.

**Ngā mihi,**

**Louise Brown**

## Greytown Community Board Chair

South Wairarapa District Council

0272535732  
PO Box 6 Martinborough 5741

19 Kitchener Street Martinborough 5711

[www.swdc.govt.nz](http://www.swdc.govt.nz)

---

**From:** Nicki Ansell- Lead Advisor - community Governance <[nicki.ansell@swdc.govt.nz](mailto:nicki.ansell@swdc.govt.nz)>

**Sent:** Friday, 21 July 2023 10:06 am

**To:** Greytown Community Board <[greytowncommunityboard@swdc.govt.nz](mailto:greytowncommunityboard@swdc.govt.nz)>

**Subject:** Speed Review Submission

Hi All,

Nice to catch up last night.

Just confirming I have checked with Amanada and if you wanted to submit a GCB submission for the Speed Review then you can decide/vote over email before Sunday and then also mention/note it in the meeting next week, so that we have a record of the decision.

Here is the link - [Draft Interim Speed Management Plan and Speed Review - SWDC SWDC](#)

Thanks

Nicki

**Nicki Ansell**

**Lead Advisor – Community Governance**



South Wairarapa District Council  
06 306 9611  
PO Box 6 Martinborough 5741  
19 Kitchener Street Martinborough 5711  
[www.swdc.govt.nz](http://www.swdc.govt.nz)









**Te Tāhuhu o  
te Mātauranga**  
Ministry of Education

**To:** South Wairarapa District Council      Carterton District Council

PO Box 6      PO Box 9  
Martinborough 5741      And      Carterton 5743

Sent via email to:  
[submissions@swdc.govt.nz](mailto:submissions@swdc.govt.nz)      [submissions@cdc.govt.nz](mailto:submissions@cdc.govt.nz)

**Date:** 21 July 2023

**Subject:** **Ministry of Education – Feedback on the Draft Interim Speed Management Plan**

### ***Background***

Thank you for the opportunity to provide feedback on the South Wairarapa and Carterton District Councils' Draft Interim Speed Management Plan ('the Plan'). The Ministry of Education ('the Ministry') is the Government's lead advisor on the New Zealand education system, shaping the direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations, and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying, and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets in South Wairarapa and Carterton.

### ***Land Transport Rule: Setting of Speed Limit Rule 2022***

As part of the nationwide programme under the government's "Road to Zero" National Road Safety Strategy, all councils must review their road speed limits. The aim of the review is to reduce the number of serious injuries and fatal crashes on New Zealand roads by setting safe and appropriate speed limits that better match the road environment. One of the key actions in the Road to Zero Strategy is to set safe speed limits around all schools by the end of 2027, with an interim target of 40% of schools by 30 June 2024.

As part of this strategy, Waka Kotahi released a new 'Setting of Speed Limit Rule 2022' ('the Rule'). The new Rule sets out new requirements and acceptable speed limits near schools, with the aim of making walking and cycling to and from schools much safer. The new Rule requires councils to set a permanent or varied speed limit of 30kph outside Category 1 schools (urban or peri urban schools). The Rule requires schools identified as Category 2 to have a maximum speed limit of 60kph (or less). Category 2 schools include rural schools where there is no associated pedestrian activity in the road environment (including off-street pick-up and drop-off for all vehicles, including school buses).

### ***The Ministry's feedback on the Speed Management Plan***

South Wairarapa and Carterton District Councils ('the Councils') have notified and are seeking feedback on their Draft Interim Speed Management Plan which proposes to reduce the speed limit on identified roads

surrounding all 14 schools within both districts. This is in response to the Rule and the reduction of speed limits around schools, and is consistent with the Road to Zero Strategy 2020-2030.

Speed reductions are proposed for the following schools:

- Carterton School
- Ponatahi Christian School
- St. Mary's School
- South End School
- Dalefield School
- Gladstone School
- Kuranui College
- Greytown School
- St. Teresa's School
- Featherston School
- South Featherston School
- Martinborough School
- Pirinoa School
- Kahutara School

#### Support for the proposed speed limit reductions

The Ministry is supportive of the proposed speed limit reductions around schools throughout the South Wairarapa and Carterton districts. The speed limit reductions proposed by the Councils will provide greater safety for students during pick-up and drop-off times during school days as well as members of the public using school facilities outside of these hours.

The Ministry has consulted with the above-listed schools regarding the proposed changes. No specific feedback has been received from the schools at this point, but this will be forwarded to Council as it is received. The Ministry encourages engagement with the schools will ensure that the proposed changes will achieve the safest outcomes for each school and identify any risk points within the roading environment that need to be considered.

#### Modifications to consider

It is noted that the Councils have proposed creating a 40km/h zone to the north of the South Featherston School 30km/h zone. It is proposed to run along South Featherston Road between Longwood East Road and 100m north of Longwood East Road. The Ministry appreciates the addition of a buffer zone added before entering the 30km/h school zone. However, it is concerned that the 100km/h zone of South Featherston Road between State Highway 53 and this 40km/h creates too great of a contrast in speed for drivers to slow down effectively before entering the school zone. As such, the Ministry proposes one of the following options:

- Extend the 40km/h zone to span between Longwood East Road and State Highway 53
- Add a 60km/h zone between 100m north of Longwood East Road and State Highway 53

Each of the above options provides a clear divide between State Highway speed and local road speed. As such, the Ministry hopes to ensure the safety of those accessing South Featherston School at all times.

### Inconsistencies noted

The Ministry notes that there are some inconsistencies between Table 6.3 and Figure 6.4 of the Plan. These are outlined in the table below. The Ministry thought it important to bring these inconsistencies to the Council's attention to assist the Council in finalising the Plan in the future. The Ministry acknowledges that it may have missed other inconsistencies throughout the Plan, and the Council should not mistake this list as all-encompassing.

Description in Table 6.3	Reflected drawing in Figure 6.4
30km/h zone on East Street, near Kuranui College, between Wakelin Street and 85m northeast of Wakelin Street.	Not shown in the figure.
30km/h zone on Church Street between East Street and Reading Street.	The extent is correct; however, it is shown as a 60km/h zone.
30km/h zone on East Street, near Greytown School, is proposed to run between 100m southwest of Church Street and extend to 75m northeast of McMaster Street.	The speed is correct; however, the drawing does not show the speed reduction zone extended 100m southwest of Church Street. Instead, it stops at Church Street.

### Alternative traffic calming infrastructure

The Council does not mention the incorporation of any traffic calming interventions, such as lane narrowing, speed bumps, or raised crossings, throughout the Plan. Traffic calming infrastructure is key to ensuring that vehicles adhere to the posted speed limits. The Ministry understands that the Plan is interim, presumably in lieu of a more permanent plan, and understands that this infrastructure may be in the works for the future. Should that be the case, the Ministry would like to see that explicitly stated in the Plan, with indications as to what type of infrastructure might be used in the future.

Lastly, the Ministry also requests that the Council engage with the following schools confirm the appropriate speed reduction times based on each individual school's peak pick up and drop off periods, as the Plan proposes they are to have variable speed limits on surrounding roads:

- Dalefield School
- Pirinoa School
- Kahutara School
- Gladstone School

If you have any questions, please contact the undersigned on behalf of the Ministry.



**Taison Pelman**

Planner

Beca

