South Wairarapa District Council

Final Draft Speed Management Plan

National Land Transport Programme (NLTP) period August 2024 to July 2027

Speed Management Plan Contents

Strategic Context

This Speed Management Plan is in accordance with the Land Transport Rule: Setting of Speed Limits 2024 (the Rule). The plan is consistent with the road safety aspects of the GPS on land transport as it focuses on areas with high safety concerns. These areas are:

- peri-urban and urban areas with high cycling and pedestrian activity
- rural areas with high exposure to infrastructure risk e.g., narrow seal width, drop-offs
- unsealed roads

Council's approach to speed management includes regular review of road safety risk considering crash records, community requests, and infrastructure risk. Interventions are identified along with funding sources. As a remote rural area the interventions are generally low cost with appropriate use of signs, lines targeted at specific locations so that the speed limits match safety risk.

Consultation

Consultation on the 2024 Speed management Plan occurred between 2 June and 17 July 2025. The 2024 Speed review Consultation Document and submission forms were available through Councils "Have your say platform" and the three libraries. The opportunity to submit was widely advertised to the community through:

- Have your say platform
- Website notice
- Media release
- 3x social media posts
- 2x Antenno posts
- Wairarapa Times Age article
- Greytown Grapevine May/June feature
- Featherston Phoenix June/July feature
- Wairarapa Midweek June feature
- Article in July Martinborough Star

Officers made efforts to consult with stakeholders on the proposed speed review and the list included:

- Residents on all roads where there are proposed speed changes mailbox drop.
- Wairarapa Road Safety Council.
- Automobile Association.
- Fire and Emergency New Zealand.
- New Zealand Police.
- Ambulance providers.
- Cycling groups.
- Wine growers Association.
- Federated Farmers.
- Marae (Papawai Marae, Hau Ariki Marae, Kohunui Marae)
- Age Concern.
- Ngawi and Tuturumuri Community via their local newsletters.
- Previous submitters to the 2023 plan were emailed.

1. **Consultation Topics**
   The consultation document allowed the community to provide feedback on the proposed speed management

plan, and asked the following questions:

Do you agree that the Council should proceed with the proposed Speed Management Plan?
Yes/No/Unsure

Do you agree with the proposed changes to peri-urban roads?
Yes/No/Unsure

Do you agree with the proposed changes to coastal settlements roads?
Yes/No/Unsure

Do you agree with the proposed changes to unsealed roads?
Yes/No/Unsure

2. Māori Consultation

The consultation with local Iwi was initiated via a Council Paper to the South Wairarapa District Council Māori Standing Committee. Followed by contact with all three local Marae. A submission was made on behalf of the Māori Standing Committee in favour of the proposed speeds and additional signage around the Marae.

Cost Benefit Disclosure Statements

Cost Benefit Disclosure Statements have been prepared for each road with a speed limit change.

Cost Benefit Disclosure Statements

Cost Benefit Disclosure Statements describe the anticipated impacts for changes to speed limits. For each proposed speed limit change the Rule requires estimates to be made for impacts to safety, travel time and implementation cost. The methods used for the estimations and the underlying assumptions are show in the table below.

Required content	Method and assumptions
Estimated safety impacts: - Number and severity of crashes on the affected road over the previous five years. - Estimated impact of the proposed speed limit change on the number and severity of crashes on the road in the next five years, expressed as an annual rate averaged over those five years.	The crash record is used for the roads where crashes have occurred. For the majority of roads in the district there have been zero crashes in the 5 year period. This is typical for roads with low traffic volume. Therefore the safety impacts cannot be estimated by considering potential changes to crashes. The safety impacts are estimated more generally by acknowledging that crash frequency is expected to decrease with decreases in vehicle speed. Research suggests that a 5 km/h decrease in speed results in 15% decrease in all injury crashes, 26% decrease in serious crashes, and 28% decrease in fatal crashes.[1] NZTA's "Cost Impact Analysis Tool" has been used to identify the expected reduction in mean operating speed which is in turn used to estimate a potential safety impact, expressed as a percentage. Assumptions: - 3% traffic growth per year. - Rural roads are those with existing speed limits of 80 km/h or higher. - Average Daily Traffic is taken as an average for long road sections and sourced from

[1] https://media.nrspp.org.au/wp-content/uploads/2018/04/06015935/speed-crash-risk.pdf

Required content	Method and assumptions
	MobileRoads.org. - Mean travel speed is sourced from NZTA's MegaMaps application. - Crash history is over the 5-year period, 2019-2023 as reported in NZTA's MegaMaps application. Crashes occurring at intersections with main roads are not included in the side road crash history (they are included in the main road crash history). Crashes occurring at intersections with State highways are not included in the side road crash history.
Estimated travel time impacts: - Current mean operating speed on the road. - Estimated mean operating speed on the road once the proposed speed limit change is in effect. - Estimated impact of the proposed speed limit change on: - individual vehicle journey time on the road - collective vehicle journey times on the road, accounting for average annual daily traffic volumes.	NZTA's Megamaps application and "Cost Impact Analysis Tool" have been used to identify these features. Where the existing operating speed is lower than the proposed speed limit, it is expected that the operating speed will not change if the limit decreases. For these cases it is not expected that there will not be any changes to travel times. For example, if the mean operating speed is 60 km/h or lower on a road with an existing limit of 100 km/h, and the proposed limit is 80 km/h, it is not expected that the mean operating speed will decrease. The variation in speed may reduce, i.e., lower speeds may increase toward the mean, and higher speeds reduce towards the mean which provides a safety benefit due to less driver frustration, however these safety benefits are not measured. Also there is a safety benefit associated with having a speed limit that better matches the operating speed.
Implementation costs	The costs included are the typical local costs to purchase and install signage and other infrastructure. Threshold treatments are included as stated in Table 3 "Safety Infrastructure Changes" of the Speed Management Plan.

Required content	Method and assumptions
	NZTA guidance has been used to identify the number of signs required. For example, for speed limits of 60 km/h; the maximum sign spacing is 2km. For speed limits of 80 km/h; the maximum sign spacing is 2.7 km. And for average daily traffic volumes greater than 500, signs are installed on both sides. Also practical considerations have been made such as where two or more roads connect and have the same proposed limit and on parts of the network that have only one road providing access.

Note the following regarding the estimate of impacts:

- The impacts stated above do not include impacts such as changes to vehicle operating costs, greenhouse gas emissions, and/or harmful emissions.
- The impacts are not monetised and therefore cannot be used in a cost-benefit analysis.

Statements for each road are included in the following table.

Road	Safety	Travel Time	Implementation	Summary
Pā Road	The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 37 km/h. It is expected that the mean operating speed will reduce slightly to around 35 km/h. This will result in a 7 second increase in travel time for each vehicle and an estimated increase of 56 hours for all traffic over a year.	$400.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Hawke Street between Kuratawhiti Street and Wood Street	The mean operating speed is 33 km/h. It is not expected that this will change with a 60 km/h limit. The change is proposed to be consistent with Kuratawhiti Street Road and Wood Street as these streets are proposed to be 60 km/h.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0	There are expected safety benefits of having consistent speed limits. No increases to travel time are expected and signage will be covered by adjoining streets.
Kuratawhiti Street between 185m southeast of Hawke Street (at the existing 50/100 limit change) to the end of Kuratawhiti Street at Waiohine River.	The mean operating speed is 37 km/h. It is not expected that this will change with a 60 km/h limit. There are safety benefits for having a speed limit closer to the operating speed.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400	The costs of implementation and are outweighed by the safety benefits.
Wilkie Street between Humphries Street and Wood Street	The mean operating speed is 42 km/h. It is not expected that this will change with a 60 km/h limit. The change is proposed to be consistent with Humphries Street and Wood Street as these streets are proposed to be 60 km/h.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0	There are expected safety benefits of having consistent speed limits. No increases to travel time are expected and signage will be covered by adjoining streets.

Road	Safety	Travel Time	Implementation	Summary
Humphries Street between Wilkie Street and Woodside Road	The mean operating speed is 35 km/h. It is not expected that this will change with a 60 km/h limit. The change is proposed to be consistent with Wilkie Street and Woodside Road as these streets are proposed to be 60 km/h.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0	There are expected safety benefits of having consistent speed limits. No increases to travel time are expected and signage will be covered by adjoining streets.
Humphries Street between existing 100/50 km/h speed limit change and Humphries Street / Greytown-Woodside Road	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 61 km/h. It is expected that the mean operating speed will reduce to around 51 km/h. This will result in a 6 second increase in travel time for each vehicle and an estimated increase of 452 hours for all traffic over a year.	$800	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Humphries Street / Greytown-Woodside Road between Humphries Street / Greytown-Woodside Road and 350m north of Humphries Street	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 61 km/h. It is expected that the mean operating speed will reduce to around 51 km/h. This will result in a 4 second increase in travel time for each vehicle and an estimated increase of 283 hours for all traffic over a year.	$800	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Wood Street between 125m northwest of Mole Street (at the existing 50/100 km/h speed limit change) and the end of Wood	The mean operating speed is 38 km/h. It is not expected that this will change with a 60 km/h limit. There are safety benefits for having a speed limit closer to the operating speed.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400	The costs of implementation are outweighed by the safety benefits of having consistent speed limits. No increases to travel time are expected.

Road	Safety	Travel Time	Implementation	Summary
Street				
Bidwills Cutting Road from 240m south on Bidwills Cutting Road (at the existing 50/70 km/h speed limit change) to 70m south of Kemptons Line at the existing 70/100 km/h speed limit change (500m length of 60 km/h)	The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 68 km/h. It is expected that the mean operating speed will reduce slightly to around 66 km/h. This will result in a 1 second increase in travel time for each vehicle and an estimated increase of 236 hours for all traffic over a year.	$1,600	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Kemptons Line between Bidwills Cutting Road and 50m southeast of Bidwills Cutting Road (at the existing 70/100 km/h speed limit change)	The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 52 km/h. It is expected that the mean operating speed will reduce slightly to around 50 km/h. This will not result in any material changes to travel time due to the short section of road.	$400	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Cundys Road between Western Lake Road and end of road	The mean operating speed is 39 km/h. It is not expected that this will change with a 60 km/h limit. The change is proposed to be consistent with the proposal for Western Lake Road.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400	The costs of implementation are outweighed by the safety benefits of having consistent speed limits. No increases to travel time are expected.

Road	Safety	Travel Time	Implementation	Summary
Donald Street between 20m south of SH53 and Longwood West Road	The mean operating speed is 45 km/h. It is not expected that this will change with a 60 km/h limit. There are safety benefits for having a speed limit closer to the operating speed.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400	The costs of implementation are outweighed by the safety benefits of having consistent speed limits. No increases to travel time are expected.
Western Lake Road from 100m southwest of Moore Street (at existing 50/100km/h speed limit change) to 200m south of railway crossing	The historic average number of crashes per year is 0.2 fatal injury crashes. This is expected to reduce by 50% The mean operating speed is expected to decrease by 16 km/h, resulting in a potential to reduce all injury crashes by around 48%.	The mean operating speed is 72 km/h. It is expected that the mean operating speed will reduce to around 56 km/h. This will result in a 16 second increase in travel time for each vehicle and an estimated increase of 1,872 hours for all traffic over a year.	$3,600.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Longwood East Road between 550m west of South Featherston Road and 50m west of South Featherston Road (at the existing 100/50 km/h speed limit change)	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 54 km/h. It is expected that the mean operating speed will reduce to around 44 km/h. This will result in a 8 second increase in travel time for each vehicle and an estimated increase of 100 hours for all traffic over a year.	$800.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
South Featherston Road between 400m south of Longwood East Road and 1000m south of Longwood East	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 64 km/h. It is expected that the mean operating speed will reduce to around 54 km/h. This will result in a 6 second increase in travel time for each vehicle and an estimated increase of 127 hours for all	$800.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Road (700m south of the existing 100/50 km/h speed limit change)		traffic over a year.		
Underhill Road between Harrison Street West and the existing 50/100 km/h speed limit change	The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 50 km/h. It is expected that the mean operating speed will reduce slightly to around 38 km/h. This will result in a 3 second increase in travel time for each vehicle and an estimated increase of 58 hours for all traffic over a year.	$800.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Underhill Road between existing 50/100 speed limit change and end of road	The historic average number of crashes per year is 0.4 minor injury crashes. This is expected to reduce by 50% The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 59 km/h. It is expected that the mean operating speed will reduce to around 49 km/h. This will result in a 49 second increase in travel time for each vehicle and an estimated increase of 872 hours for all traffic over a year.	$800.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Titoki Grove	The mean operating speed is 17 km/h. It is not expected that this will change with a 40 km/h limit. The change is proposed to be consistent with the proposal for Underhill Road.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0	There are expected safety benefits of having consistent speed limits. No increases to travel time are expected and signage will be covered by adjoining streets.
Bucks Road	The historic average number of crashes per year is 0.2 serious injury crashes. This	It is not expected that there will be any changes in travel time based on the	$400.	The costs of implementation are outweighed by the safety

Road	Safety	Travel Time	Implementation	Summary
	is expected to reduce by 50%. The mean operating speed is 35 km/h. It is not expected that this will change with a 60 km/h limit. The change is proposed to be consistent with the proposal for Underhill Road.	existing operating speed.		benefits.
Algies Road	The mean operating speed is 17 km/h. It is not expected that this will change with a 60 km/h limit. The change is proposed to be consistent with the proposal for Underhill Road.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0.	There are expected safety benefits of having consistent speed limits. No increases to travel time are expected and signage will be covered by adjoining streets.
Cambridge Road between 50m northeast of New York Street (at the exisitng 70/50 km/h speed limit change) to Puruatanga Road	The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 46 km/h. It is expected that the mean operating speed will reduce slightly to around 44 km/h. This will result in a 2 second increase in travel time for each vehicle and an estimated increase of 92 hours for all traffic over a year.	$400.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Huangarua Road between Princess Street and Cambridge Road	The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 57 km/h. It is expected that the mean operating speed will reduce slightly to around 55 km/h. This will result in a 1 second increase in travel time for each vehicle and an estimated increase of 89 hours for all traffic over a year.	$400.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Jellicoe Street between 90m northeast of Ferry Road (at the existing 50/70 km/h speed limit change) and 50m southwest Ferry Road	The mean operating speed is expected to decrease by 5 km/h, resulting in a potential to reduce all injury crashes by around 15%.	The mean operating speed is 57 km/h. It is expected that the mean operating speed will reduce to around 52 km/h. This will result in a 1 second increase in travel time for each vehicle and an estimated increase of 23 hours for all traffic over a year.	$800.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Jellicoe Street between 50m southwest Ferry Road and 75m southwest of Campbell Drive (at the existing 70/100 km/h speed limit change)	The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 69 km/h. It is expected that the mean operating speed will reduce to around 67 km/h. This will result in a 1 second increase in travel time for each vehicle and an estimated increase of 21 hours for all traffic over a year.	$800.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Jellicoe Street between 75m southwest of Campbell Drive and 50m southwest of White Rock Road	The historic average number of crashes per year is 0.2 minor injury crashes. This is expected to reduce by 50%. The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 72 km/h. It is expected that the mean operating speed will reduce to around 62 km/h. This will result in a 3 second increase in travel time for each vehicle and an estimated increase of 86 hours for all traffic over a year.	$800.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
White Rock Road between Lake Ferry Road and 50m south of Lake Ferry Road	The mean operating speed is expected to decrease by 16 km/h, resulting in a potential to reduce all injury crashes by around 48%.	The mean operating speed is 81 km/h. It is expected that the mean operating speed will reduce to around 66 km/h. This will not result in a material change in travel time due to the short section	$400.	The costs of implementation are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
		of road (50 m) affected.		
Memorial Square	The historic average number of crashes per year is 0.6 minor injury crashes. This is expected to reduce to 0.5 minor injury crashed per year. The mean operating speed is expected to decrease by 5 km/h, resulting in a potential to reduce all injury crashes by around 15%.	The mean operating speed is 27 km/h. It is expected that the reduced speed limit will result in a 4 second increase in travel time for each vehicle and an estimated increase of 1,365 hours for all traffic over a year.	$2,800.	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Nelsons Road	The mean operating speed is 26 km/h. It is not expected that this will change with a 40 km/h limit. The change is proposed to be consistent with the proposal for Underhill Road.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400.	The costs of implementation are outweighed by the safety benefits.
Martins Road between Hinekura Road and Puruatanga Road	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 67 km/h. It is expected that the mean operating speed will reduce to around 57 km/h. This will result in a 15 second increase in travel time for each vehicle and an estimated increase of 229 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Ponatahi Road between Nelsons Road and 105m northeast of Nelsons Road (at the existing 70/100 km/h speed	The historic average number of crashes per year is 0.2 minor injury crashes. This is not expected to change. The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by	The mean operating speed is 79 km/h. It is expected that the mean operating speed will reduce to around 77 km/h. This will not result in a material change in travel time due to the short section of road (105 m) affected.	$800	The costs of implementation are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
limit change)	around 7.5%.			
Ponatahi Road between 105m northeast of Nelsons Road (at the existing 70/100 km/h speed limit change) and 150m northeast of Johns Way	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 79 km/h. It is expected that the mean operating speed will reduce to around 69 km/h. This will result in a 4 second increase in travel time for each vehicle and an estimated increase of 762 hours for all traffic over a year.	$2,000	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Princess Street between 50m northeast of New York Street West (at the existing 50/70km/h speed limit change) and Puruatanga Road	The historic average number of crashes per year is 0.2 serious injury crashes. This is not expected to change. The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 65 km/h. It is expected that the mean operating speed will reduce to around 63 km/h. This will not result in a material change in travel time due to the short section of road (450 m) affected and the slight change to the speed limit.	$800	The costs of implementation are outweighed by the safety benefits.
Puruatanga Road from Cambridge Road to 35m northeast of Regent Street (at the existing 70/100 km/h speed limit change)	The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 62 km/h. It is expected that the mean operating speed will reduce to around 61 km/h. This will not result in a material change in travel time due to the short section of road (515 m) affected and the slight change to the speed limit.	$800	The costs of implementation are outweighed by the safety benefits.
Puruatanga Road between 35m northeast of Regent Street (at the	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 66 km/h. It is expected that the mean operating speed will reduce to around 56 km/h. This will result in a 7 second increase	$0	The slight increase to travel times is outweighed by the expected safety benefits. Signage will be

Road	Safety	Travel Time	Implementation	Summary
existing 70/100 km/h speed limit change) and Martins Road		in travel time for each vehicle and an estimated increase of 298 hours for all traffic over a year.		covered by adjoining streets.
Hinekura Road between 50m south of Martins Road and Todds Road	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 80 km/h. It is expected that the mean operating speed will reduce to around 70 km/h. This will result in a 10 second increase in travel time for each vehicle and an estimated increase of 282 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Todds Road between Puruatanga Road and 100m west of New York Street (at the existing 100/50 km/h speed limit change)	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 51 km/h. It is expected that the mean operating speed will reduce to around 41 km/h. This will result in a 18 second increase in travel time for each vehicle and an estimated increase of 422 hours for all traffic over a year.	$800	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
New York Street between Todds Road and 50m south of Regent Street (at the existing 100/50 km/h speed limit change)	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	The mean operating speed is 62 km/h. It is expected that the mean operating speed will reduce to around 52 km/h. This will result in a 8 second increase in travel time for each vehicle and an estimated increase of 267 hours for all traffic over a year.	$800	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Shooting Butts Road between 50m south of Todds Road (at the existing 50/100 km/h speed limit) and 50m east of White Rock Road	The mean operating speed is expected to decrease by 10 km/h, resulting in a potential to reduce all injury crashes by around 30%.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$800	The costs of implementation are outweighed by the safety benefits.
Regent Street from 100m northeast of New York Street (the existing 50/100 change) to Puruatanga Road	The mean operating speed is 48 km/h. It is expected that this will reduce slightly with a 50 km/h limit. There are safety benefits for having a speed limit closer to the operating speed.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400.	The costs of implementation are outweighed by the safety benefits.
Lake Ferry Road between 2.34km southwest of Cape Palliser Road and 2.48km southwest of Cape Palliser Road (at existing 100/50 km/h speed limit change)	The mean operating speed is 31 km/h. It is not expected that this will change with a 40 km/h limit. There are safety benefits for having a speed limit closer to the operating speed.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$2,400.	The costs of implementation are outweighed by the safety benefits.
Lake Ferry Road between 2.48km southwest of Cape Palliser Road (at existing 100/50 km/h speed limit change) and the end of Lake	The mean operating speed is 31 km/h. It is not expected that this will change with a 40 km/h limit. There are safety benefits for having a speed limit closer to the operating speed.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0.	There are expected safety benefits. Signage will be covered by adjoining streets.

Road	Safety	Travel Time	Implementation	Summary
Ferry Road				
Whangaimoana Beach Road	The mean operating speed is 37 km/h. It is not expected that this will change with a 50 km/h limit. There are safety benefits for having a speed limit closer to the operating speed.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400.	The costs of implementation are outweighed by the safety benefits.
Cape Palliser Road between 5.51km south of Whangaimoana Beach Road and 0.1km south of Te Miha Crescent	The historic average number of crashes per year is 0.2 minor injury crashes and 0.2 serious injury crashes. These crashes are expected to reduce by 50%	It is expected that the mean operating speed will reduce by 16 km/h, and there will be an increase of 1 minute and 59 second increase in travel time for each vehicle and an estimated increase of 6,331 hours for all traffic over a year.	$3,600	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Cape Palliser Road between 250m northwest of Tilson Avenue (at the existing 100/50 km/h speed limit change at Ngawi) and 105m south of Seaview Avenue (at the existing 50/100 km/h speed limit change at Ngawi)	The historic average number of crashes per year is 0.2 minor injury crashes. Based on crash history, the forecast number of crashes is not expected to change. The mean operating speed is expected to decrease by 2.5 km/h, resulting in a potential to reduce all injury crashes by around 7.5%.	The mean operating speed is 39 km/h. It is expected that the mean operating speed will reduce by 2.5 km/h, and there will be an increase in travel time of 5 seconds for each vehicle and an estimated increase of 111 hours for all traffic over a year.	$2,000	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Te Miha Crescent	The mean operating speed is 25 km/h. It is not expected that this will change with a 40 km/h limit. There are safety benefits for	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0.	There are expected safety benefits. Signage will be covered by adjoining

Road	Safety	Travel Time	Implementation	Summary
	having a speed limit closer to the operating speed, and a consistent speed limit on adjoining streets			streets.
Tilson Avenue	The mean operating speed is 27 km/h. It is not expected that this will change with a 40 km/h limit. There are safety benefits for having a speed limit closer to the operating speed, and a consistent speed limit on adjoining streets	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0.	There are expected safety benefits. Signage will be covered by adjoining streets.
Hemi Street	The mean operating speed is 15 km/h. It is not expected that this will change with a 40 km/h limit. There are safety benefits for having a speed limit closer to the operating speed, and a consistent speed limit on adjoining streets	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0.	There are expected safety benefits. Signage will be covered by adjoining streets.
Seaview Avenue	The mean operating speed is 25 km/h. It is not expected that this will change with a 40 km/h limit. There are safety benefits for having a speed limit closer to the operating speed, and a consistent speed limit on adjoining streets	It is not expected that there will be any changes in travel time based on the existing operating speed.	$0.	There are expected safety benefits. Signage will be covered by adjoining streets.
Cape Palliser Road between 450m north of Mangatoetoe Grove and the end of Cape Palliser Road	The mean operating speed is 30 km/h. It is not expected that this will change with a 60 km/h limit. There are safety benefits for having a speed limit closer to the operating speed.	It is not expected that there will be any changes in travel time based on the existing operating speed.	$1,200	The costs of implementation are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Ben Avon Grove	The mean operating speed is 39 km/h. It is not expected that this will change with a 40 km/h limit over this short road (140m).	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400	The costs of implementation are outweighed by the safety benefits.
Mangatoetoe Grove	The mean operating speed is 39 km/h. It is not expected that this will change with a 40 km/h limit over this short road (180m).	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400	The costs of implementation are outweighed by the safety benefits.
Western Lake Road from 6.46km South of Cross Creek Road to 8.47km Northwest of East West Access Rd	The historic average number of crashes per year is 0.4 minor injury crashes. Based on crash history, the forecast number of minor injury crashes is expected to decrease by 50%. The mean operating speed is expected to decrease by 16 km/h, resulting in a potential to reduce all injury crashes by around 48%.	The mean operating speed is 72 km/h. It is expected that the mean operating speed will reduce by 16 km/h, and there will be an increase in travel time of 39 seconds for each vehicle and an estimated increase of 751 hours for all traffic over a year.	$1,600	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Kahutara Road between 350m west of Pukio West Road and 250m northeast of Pukio West Road	The historic average number of crashes per year is 0.2 minor injury crashes. Based on crash history, the forecast number of minor injury crashes is expected to decrease by 50%. The mean operating speed is expected to decrease by 16 km/h, resulting in a potential to reduce all injury crashes by	The mean operating speed is 85 km/h. It is expected that the mean operating speed will reduce by 16 km/h, and there will be an increase in travel time of 5 seconds for each vehicle and an estimated increase of 454 hours for all traffic over a year.	$1,600	The costs of implementation and the slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
	around 48%.			
Pukio West Road between Kahutara Road and 250m south of Kahutara Road	The mean operating speed is 49 km/h. It is not expected that this will change with a 60 km/h limit over this short road (600m).	It is not expected that there will be any changes in travel time based on the existing operating speed.	$400	The costs of implementation are outweighed by the safety benefits.
Lake Ferry Road between 470 metres north of McDougalls Road (150 metres north of the existing 100/70 km/h speed limit change) and 580 metres south of McDougalls Road (at the existing 100/70 km sign)	The historic average number of crashes per year is 0.2 serious injury crashes. Based on crash history, the forecast number of serious injury crashes is expected to decrease by 50%. The mean operating speed is expected to decrease by 4 km/h, resulting in a potential to reduce all injury crashes by around 12%.	The mean operating speed is 75 km/h. It is not expected that there will be any material changes in travel time based on the existing operating speed and the short length of changed speed limit.	$2,800	The costs of implementation are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Ahikouka Road from 1140 metres south of State Highway 2 to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Backwater Road from 20 metres south of State Highway 53 to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 7 seconds for each vehicle and an estimated increase of 69 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Backwater Road East Leg from Backwater Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 7 seconds for each vehicle and an estimated increase of 69 hours for all traffic over a year.	$0	There are no costs of implementation because signage on a connecting road will include for this road. There are safety benefits that outweigh the slightly slower travel times.
Bartons Road from 40 metres south west of Western Lake Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Beach Road from 30m south east of Western Lake Road to the beach	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 6 seconds for each vehicle and an estimated increase of 41 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Bicknells Road from 30m of Kahutara Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 4 seconds for each vehicle and an estimated increase of 9 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Birch Hill Road from 30 metres north west of White Rock Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Blue Rock Road from Dry River Road to Ruakokoputuna Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 21 seconds for each vehicle and an estimated increase of 125 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Buicks Road from 220 metres south of Pahautua Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 5 seconds for each vehicle and an estimated increase of 11 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Bush Gully Road from Moeraki Road to Pahaoa Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 14 seconds for each vehicle and an estimated increase of 123 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Cannock Road from 60 metres southeast of Hinekura Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 28 seconds for each vehicle and an estimated increase of 114 hours for all traffic over a year.	$2,000	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Cape River Road from White Rock Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 19 seconds for each vehicle and an estimated increase of 41 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Chishams Road from 620 metres north west of Lake Ferry Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 4 seconds for each vehicle and an estimated increase of 9 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Clarkes Road from 20 metres south west of Kahutara Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 4 seconds for each vehicle and an estimated increase of 9 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Clay Creek Road from Haurangi Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 6 seconds for each vehicle and an	$400	The costs of implementation and the slightly slower travel time are outweighed by the

Road	Safety	Travel Time	Implementation	Summary
		estimated increase of 12 hours for all traffic over a year.		safety benefits.
Cross Creek Road from 20 metres north west of Western Lake Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 4 seconds for each vehicle and an estimated increase of 24 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Donalds Road from Ashbys Line to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 3 seconds for each vehicle and an estimated increase of 8 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Dry River Road from 8420 metres south of Lake Ferry Road to Blue Rock Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 6 seconds for each vehicle and an estimated increase of 45 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Duddings Line from 40 metres east of No 1 Line to Phillips Line	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 7 seconds for each vehicle and an estimated increase of 46 hours for all traffic over a year.	$800	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Fenwicks Line from Phillips Line to Wards Line	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 12 seconds for each vehicle and an estimated increase of 29 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Fraters Road from 30 metres north of Sutherland Drive to Sutherland Drive	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Georges Road from 370 metres south west of State Highway 53 to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 8 seconds for each vehicle and an estimated increase of 74 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Glendhu Road from Pahaoa Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Glendryneoch Road from Pahaoa Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 9 seconds for each vehicle and an estimated increase of 23 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Glenmorven Road from 70 metres south east of Bidwills Cutting Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 11 seconds for each vehicle and an estimated increase of 182 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Greens Road from 20 metres north of State Highway 2 to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Woodside Road from 3770 metres west of Humphries Street to Waiohine Valley Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Harris Road North from White Rock Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 5 seconds for each vehicle and an estimated increase of 11 hours for all traffic over a year.	$800	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Haurangi Road from Ruakokopatuna Road to Clay Creek Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 13 seconds for each vehicle and an estimated increase of 70 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Haurangi Road from Clay Creek Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 49 seconds for each vehicle and an estimated increase of 116 hours for all traffic over a year.	$3,200	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Hecklers Road from 40m metres south of Papawai Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Hikawera Road from 20 metres nort of Hinekura Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 9 seconds for each vehicle and an estimated increase of 21 hours for all traffic over a year.	$400	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Hikunui Road from 1540 metres north of Pahautea Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 12 seconds for each vehicle and an estimated increase of 98 hours for all traffic over a year.	$1,200	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Hinekura Road from 1520 metres north west of Moeraki Road to Moeraki Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 6 seconds for each vehicle and an estimated increase of 139 hours for all traffic over a year.	$800	The costs of implementation and the slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Hodders Road from 20 metres west to Murphys Line to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Humes Road from Yeronga Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Judds Road from 40 metres north west of Kahutara Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 8 seconds for each vehicle and an estimated increase of 26 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Kaiwaka Road from White Rock Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 17 seconds for each vehicle and an estimated increase of 44 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Kemptons Line from 1550metres southeast of Bidwills Cutting Road to 30metres south west of Fabians Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 4 seconds for each vehicle and an estimated increase of 71 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Kumenga Road from 20 metres north west of East West Access to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 6 seconds for each vehicle and an estimated increase of 19 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Lagoon Hill Road from 60 metres east of White Rock Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Longwood Road West from 20 metres west of Murphys Line to 20 metres north of Viles Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 9 seconds for each vehicle and an estimated increase of 43 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Mahaki Road from 40 metres north of Lake Ferry Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 14 seconds for each vehicle and an estimated increase of 162 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Maramamau Road from 40 metres south west of Kahutara Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Moeraki Road from Hinekura Road to Ngakonui Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 25 seconds for each vehicle and an estimated increase of 114 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Moiki Road from 30 metres South of Bidwills Cutting Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 9 seconds for each vehicle and an estimated increase of 45 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Moroa Road from 60 metres east of No 1 Line to 50 metres west of Battersea Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 19 seconds for each vehicle and an estimated increase of 240 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Ngakonui Road from Moeraki Road to Wainuioru Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 18 seconds for each vehicle and an estimated increase of 38 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Ngapotiki Road from White Rock Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 9 seconds for each vehicle and an	$400	The costs of implementation and the slightly slower travel time are outweighed by the

Road	Safety	Travel Time	Implementation	Summary
		estimated increase of 44 hours for all traffic over a year.		safety benefits.
North Soldiers Settlement Road from Longwood West Road to Viles Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Ocean Beach Road from Wharekauhau Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Oystershell Road from 30 metres north of Hinekura Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Pahaoa Road from Bush Gully Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 59 seconds for each vehicle and an estimated increase of 127 hours for all traffic over a year.	$3,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Papatahi Road from 40 metres north west of East West Access Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Parera Road from 40	The mean operating speed is expected	It is expected that the mean operating	$400	The costs of

Road	Safety	Travel Time	Implementation	Summary
metres north west of Kahutara Road to end of Road	to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	speed will reduce by 8 km/h, and there will be an increase in travel time of 33 seconds for each vehicle and an estimated increase of 272 hours for all traffic over a year.		implementation and the slightly slower travel time are outweighed by the safety benefits.
Paruwai Road from Range Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 12 seconds for each vehicle and an estimated increase of 25 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Pharazyns Road from Phillips Line to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 9 seconds for each vehicle and an estimated increase of 44 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Phillips Line from 20 west of Battersea Road to 50 metres north of State Highway 53	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 20 seconds for each vehicle and an estimated increase of 101 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Pouawha Road from 60 metres north of Lake Ferry Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 17 seconds for each vehicle and an estimated increase of 98 hours for all	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
		traffic over a year.		
Pukio East Road from 40 metres northwest of Lake Ferry Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 6 seconds for each vehicle and an estimated increase of 13 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Pukio West Road from 250 metres south of Kahutara Road to 520 metres north west of Pahautea Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 10 seconds for each vehicle and an estimated increase of 113 hours for all traffic over a year.	$800	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Raho Ruru Road from 40 metres west of Lake Ferry Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 9 seconds for each vehicle and an estimated increase of 61 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Range Road from 40 metres west of White Rock Road to Puruwai Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 19 seconds for each vehicle and an estimated increase of 80 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Riverside Road from 30 metres north of	The mean operating speed is expected to decrease by 8 km/h, resulting in a	It is expected that the mean operating speed will reduce by 8 km/h, and there	$1,600	The costs of implementation and the

Road	Safety	Travel Time	Implementation	Summary
Ponatahi Road to end of Road	potential to reduce all injury crashes by around 24%.	will be an increase in travel time of 17 seconds for each vehicle and an estimated increase of 54 hours for all traffic over a year.		slightly slower travel time are outweighed by the safety benefits.
Ruakokoputuna Road from 30 metres south of White Rock Road to Haurangi Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 21 seconds for each vehicle and an estimated increase of 393 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Settlement Road from 20 metres north west of Battersea Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Southdown Drive from Sutherland Drive to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 6 seconds for each vehicle and an estimated increase of 19 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Summerhill Road from Wainuioru Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 13 seconds for each vehicle and an estimated increase of 43 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Sutherland Drive from 50 metres South of Fraters Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 8 seconds for each vehicle and an estimated increase of 27 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Tauherenikau Diversion Road from 50 metres south west of Kahutara Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 12 seconds for each vehicle and an estimated increase of 104 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Te Awaiti Road from Tora Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 28 seconds for each vehicle and an estimated increase of 274 hours for all traffic over a year.	$2,000	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Te Hopai Road from 30 metres north west of East West Access Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 10 seconds for each vehicle and an estimated increase of 58 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Te Muna Road from 1910 metres north east of White Rock Road to 30 metres	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 8 seconds for each vehicle and an	$800	The costs of implementation and the slightly slower travel time are outweighed by the

Road	Safety	Travel Time	Implementation	Summary
north east of White Rock Road		estimated increase of 82 hours for all traffic over a year.		safety benefits.
Te Rata Road from Whakatomotomo Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 10 seconds for each vehicle and an estimated increase of 58 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Tilsons Road from 30 meters east of Papawai Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 8 seconds for each vehicle and an estimated increase of 17 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Tora Farm Settlement Road from Tora Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 18 seconds for each vehicle and an estimated increase of 314 hours for all traffic over a year.	$1,600	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Tora Road from 4150 metres south east of White Rock Road to Te Awaiti Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 36 seconds for each vehicle and an estimated increase of 900 hours for all traffic over a year.	$2,400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Underhill Road from Greytown Woodside Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 13 seconds for each vehicle and an estimated increase of 355 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Warrens Road from 30 metres north west of Lake Ferry Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Wainuioru Road from Clifton Grove Road to Summerhill Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 18 seconds for each vehicle and an estimated increase of 39 hours for all traffic over a year.	$2,000	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Waiohine Valley Road from Woodside Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 14 seconds for each vehicle and an estimated increase of 229 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Wairio Road from 30 metres north west of Kahutara Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 12 seconds for each vehicle and an estimated increase of 73 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Road	Safety	Travel Time	Implementation	Summary
Western Lake Road from 900 metres east of Wharekauhau Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 14 seconds for each vehicle and an estimated increase of 153 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Whakarua Road from 80 metres east of Longbush Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 16 seconds for each vehicle and an estimated increase of 49 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Whakatomotomo Road from 50 metres south east of Lake Ferry Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 29 seconds for each vehicle and an estimated increase of 321 hours for all traffic over a year.	$2,000	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Wharekauhau Road from Ocean Beach Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 4 seconds for each vehicle and an estimated increase of 19 hours for all traffic over a year.	$400	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.
Whareroto Road from 30 meters north wst of Kahutara Road to end of Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 8 seconds for each vehicle and an	$400	The costs of implementation and the slightly slower travel time are outweighed by the

Road	Safety	Travel Time	Implementation	Summary
		estimated increase of 43 hours for all traffic over a year.		safety benefits.
White Rock Road from 50 metres south east to Tora Road to Ngapotiki Road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 1 min 38 seconds for each vehicle and an estimated increase of 747 hours for all traffic over a year.	$5,600	The costs of implementation and the slower travel time are outweighed by the safety benefits.
Willow Lane from Vineyard Lane to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is not expected that there will be any material changes in travel time based on the short length of changed speed limit.	$400	The costs of implementation are outweighed by the safety benefits.
Yeronga Road from 30 metres east of Lake Ferry Road to end of road	The mean operating speed is expected to decrease by 8 km/h, resulting in a potential to reduce all injury crashes by around 24%.	It is expected that the mean operating speed will reduce by 8 km/h, and there will be an increase in travel time of 12 seconds for each vehicle and an estimated increase of 32 hours for all traffic over a year.	$1,200	The costs of implementation and the slightly slower travel time are outweighed by the safety benefits.

Implementation Plan

Table 1 – Speed limit changes

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Pā Road	50	40	Permanent	2026	Urban street with no footpath	Pāpāwai Marae	Figure 1
Hawke Street between Kuratawhiti Street and Wood Street	100	60	Permanent	2026	Peri-urban	Greytown	Figure 1
Kuratawhiti Street between 185m southeast of Hawke Street (at the existing 50/100 limit change) to the end of Kuratawhiti Street at Waiohine River.	100	60	Permanent	2026	Peri-urban	Greytown	Figure 1
Wilkie Street between Humphries Street and Wood Street	100	60	Permanent	2026	Peri-urban	Greytown	Figure 1
Humphries Street between Wilkie Street and Woodside Road	100	60	Permanent	2026	Peri-urban	Greytown	Figure 1
Humphries Street between existing 100/50 km/h speed limit change and Humphries Street / Greytown-Woodside Road	100	60	Permanent	2026	Peri-urban	Greytown	Figure 1
Greytown-Woodside Road between Humphries Street Road and 350m north of Humphries Street	100	60	Permanent	2026	Peri-urban	Greytown	Figure 1
Wood Street between 125m northwest of Mole Street (at the existing 50/100 km/h speed limit change) and the end of Wood Street	100	60	Permanent	2026	Peri-urban	Greytown	Figure 1
Bidwills Cutting Road from 240m south on Bidwills Cutting Road (at the existing	70	60	Permanent	2026	Peri-urban	Greytown	Figure 1

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
50/70 km/h speed limit change) to 70m south of Kemptons Line at the existing 70/100 km/h speed limit change (500m length of 60 km/h)							
Kemptons Line between Bidwills Cutting Road and 50m southeast of Bidwills Cutting Road (at the existing 70/100 km/h speed limit change)	70	60	Permanent	2026	Peri-urban	Greytown	Figure 1
Cundys Road between Western Lake Road and end of road	100	60	Permanent	2026	Peri-urban	Featherston	Figure 2
Donald Street between 20m south of SH53 and Longwood West Road	100	60	Permanent	2026	Peri-urban	Featherston	Figure 2
Western Lake Road from 100m southwest of Moore Street (at existing 50/100km/h speed limit change) to 200m south of railway crossing	100	60	Permanent	2026	Peri-urban	Featherston	Figure 2
Longwood East Road between 550m west of South Featherston Road and 50m west of South Featherston Road (at the existing 100/50 km/h speed limit change)	100	60	Permanent	2026	Peri-urban	Featherston	Figure 2
South Featherston Road between 400m south of Longwood East Road and 1000m south of Longwood East Road (700m south of the existing 100/50 km/h speed limit change)	100	60	Permanent	2026	Peri-urban	Featherston	Figure 2
Underhill Road between Harrison Street West and the existing 50/100 km/h speed limit change	50	40	Permanent	2026	Urban street with no footpath	Featherston	Figure 3

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Underhill Road between existing 50/100 speed limit change and end of road	100	60	Permanent	2026	Peri-urban	Featherston	Figure 3
Titoki Grove	50	40	Permanent	2026	Urban street with no footpath	Featherston	Figure 3
Bucks Road	100	60	Permanent	2026	Peri-urban	Featherston	Figure 3
Algies Road	100	60	Permanent	2026	Peri-urban	Featherston	Figure 3
Cambridge Road between 50m northeast of New York Street (at the existing 70/50 km/h speed limit change) to Puruatanga Road	70	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Campbell Drive between Jellicoe Street and end of road	50	40	Permanent	2026	Urban Streets with no footpath	Martinborough	Figure 4
Huangarua Road between Princess Street and Cambridge Road	70	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Jellicoe Street between 90m northeast of Ferry Road (at the existing 50/70 km/h speed limit change) and 50m southwest Ferry Road	70	50	Permanent	2026	Urban	Martinborough	Figure 4
Jellicoe Street between 50m southwest Ferry Road and 75m southwest of Campbell Drive (at the existing 70/100 km/h speed limit change)	70	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Jellicoe Street between 75m southwest of Campbell Drive and 50m southwest of White Rock Road	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Lake Ferry Road between 50m southwest of White Rock Road and 850m southwest of White Rock Road	100	80	Permanent	2026	Peri-urban	Martinborough	Figure 4

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
White Rock Road between Lake Ferry Road and 50m south of Lake Ferry Road	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Memorial Square	50	30	Permanent	2026	Unconventional, low-volume or low speed road types	Martinborough	Figure 4
Nelsons Road	70	40	Permanent	2026	Urban Streets with no footpath	Martinborough	Figure 4
Martins Road between Hinekura Road and Puruatanga Road	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Ponatahi Road between Nelsons Road and 105m northeast of Nelsons Road (at the existing 70/100 km/h speed limit change)	70	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Ponatahi Road between 105m northeast of Nelsons Road (at the existing 70/100 km/h speed limit change) and 150m northeast of Johns Way	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Princess Street between 50m northeast of New York Street West (at the existing 50/70km/h speed limit change) and Puruatanga Road	70	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Puruatanga Road from Cambridge Road to 35m northeast of Regent Street (at the existing 70/100 km/h speed limit change)	70	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Puruatanga Road between 35m northeast of Regent Street (at the existing 70/100 km/h speed limit	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
change) and Martins Road							
Hinekura Road between 50m south of Martins Road and Todds Road	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Todds Road between Puruatanga Road and 100m west of New York Street (at the existing 100/50 km/h speed limit change)	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
New York Street between Todds Road and 50m south of Regent Street (at the existing 100/50 km/h speed limit change)	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Shooting Butts Road between 50m south of Todds Road (at the existing 50/100 km/h speed limit) and 50m east of White Rock Road	100	60	Permanent	2026	Peri-urban	Martinborough	Figure 4
Regent Street from 100m northeast of New York Street (the existing 50/100 change) to Puruatanga Road	100	50	Permanent	2026	Peri-urban	Hau Ariki Marae	Figure 4
Lake Ferry Road between 2.34km southwest of Cape Palliser Road and 2.48km southwest of Cape Palliser Road (at existing 100/50 km/h speed limit change)	100	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 5
Lake Ferry Road between 2.48km southwest of Cape Palliser Road (at existing 100/50 km/h speed limit change) and the end of Lake Ferry Road	50	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 5
Whangaimoana Beach Road	100	60	Permanent	2026	Peri-urban	Coastal	Figure 5

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
						Settlements	
Cape Palliser Road between 5.51km south of Whangaimoana Beach Road and 0.1km south of Te Miha Crescent	100	60	Permanent	2026	Mountainous or hill corridors	Coastal Settlements	Figure 5/6
Cape Palliser Road between 250m northwest of Tilson Avenue (at the existing 100/50 km/h speed limit change at Ngawi) and 105m south of Seaview Avenue (at the existing 50/100 km/h speed limit change at Ngawi)	50	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 7
Te Miha Crescent	100	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 6
Tilson Avenue	50	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 7
Hemi Street	50	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 7
Seaview Avenue	50	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 7
Cape Palliser Road between 450m north of Mangatoetoe Grove and the end of Cape Palliser Road	100	60	Permanent	2026	Unsealed rural roads	Coastal Settlements	Figure 7
Ben Avon Grove	100	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 7
Mangatoetoe Grove	100	40	Permanent	2026	Urban Streets with no footpath	Coastal Settlements	Figure 7
Western Lake Road from 6.46km South of Cross Creek Road to 8.47km Northwest of East West Access Road	100	60	Permanent	2026	Mountainous or hill corridors	Alignment is Tortuous	Figure 8

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Kahutara Road between 550m west of Pukio West Road and 450m northeast of Pukio West Road	100	60	Permanent	2026	Stopping Places	Kahutara School, proposed 30km variable as alternative School speed paln	Figure 9
Pukio West Road between Kahutara Road and 450m south of Kahutara Road	100	60	Permanent	2026	Stopping Places	Kahutara School	Figure 9
Lake Ferry Road between 1320 metres northeast and 720metres northeast of Pouawha Road	100	100/60	Variable	2026	Marae	Tuhirangi Kohunui Marae	Figure 10
Lake Ferry Road between 470 metres north of McDougalls Road (150 metres north of the existing 100/70 km/h speed limit change) and 580 metres south of McDougalls Road (at the existing 100/70 km sign)	70	60	Permanent	2026	Stopping Places	Pirinoa Village including school	Figure 11
McDougalls Road from Lake Ferry Road to end of road	100	60	Permanent	2026	Unsealed Road		Figure 11
Ahikouka Road from 1140 metres south of State Highway 2 to end of road	100	80	Permanent	2026	Unsealed Road		Figure 12
Backwater Road from 20 metres south of State Highway 53 to end of road	100	80	Permanent	2026	Unsealed Road		Figure 15
Backwater Road East from Backwater Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15
Bartons Road from 40 metres south west of Western Lake Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 14
Beach Road from 30m south east of Western Lake Road to the beach	100	80	Permanent	2026	Unsealed Road		Figure 17
Bicknells Road from 30m of Kahutara Road to end of road	100	80	Permanent	2026	Unsealed Road		Figure 15
Birch Hill Road from 30 metres north west of White Rock Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 21
Blue Rock Road from Dry River Road to Ruakokoputuna Road	100	80	Permanent	2026	Unsealed Road		Figure 21

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Buicks Road from 220 metres south of Pahautua Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 16
Bush Gully Road from Moeraki Road to Pahaoa Road	100	80	Permanent	2026	Unsealed Road/ Rural Road	Includes sealed section	Figure 23
Cannock Road from 60 metres southeast of Hinekura Road to end of road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed seaction	Figure 22
Cape River Road from White Rock Road to end of road	100	80	Permanent	2026	Unsealed Road		Figure 20
Chishams Rd from Lake Ferry Road to end of road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed seaction	Figure 16
Clarkes Road from 20 metres south west of Kahutara Road to end of road	100	80	Permanent	2026	Unsealed Road		Figure 18
Clay Creek Road from Haurangi Road to end of road	100	80	Permanent	2026	Unsealed Road		Figure 21
Cross Creek Road from 20 metres north west of Western Lake Road to end of road	100	80	Permanent	2026	Unsealed Road		Figure 14
Donalds Road from Ashbys Line to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 14
Dry River Road from 8420 metres south of Lake Ferry Road to Blue Rock Road	100	80	Permanent	2026	Unsealed Road		Figure 21
Duddings Line from 40 metres east of No 1 Line to Phillips Line	100	80	Permanent	2026	Unsealed Road		Figure 15
Fenwicks Line from Phillips Line to Wards Line	100	80	Permanent	2026	Unsealed Road		Figure 15
Georges Road from 370 metres southwest ofState Highway 53 to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15
Glendhu Road from Pahaoa Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 23
Glendryneoch Road from Pahaoa Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 23
Glenmorven Road from 70 metres south east of Bidwills Cutting Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15
Greens Road from 20 metres north of State Highway 2 to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Woodside Road from 3770 metres west of Humphries Street to Waiohine Valley Road	100	80	Permanent	2026	Unsealed Road		Figure 13
Harris Road North from White Rock Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road		Figure 24
Haurangi Road from Ruakokopatuna Road to Clay Creek Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed sections	Figure 21
Haurangi Road from Clay Creek Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 21
Hecklers Road from 40m metres south of Papawai Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 12
Hikawera Road from 20 metres nort of Hinekura Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 22
Hikunui Road from 1540 metres north east of Pahautea Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 16
Hinekura Road from 1520 metres north west of Moeraki Road to Moeraki Road	100	80	Permanent	2026	Unsealed Road		Figure 22/23
Hodders Road from 20 metres west to Murphys Line to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 14
Humes Road from Yeronga Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 18
Judds Road from 40 metres north west of Kahutara Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road		Figure 16
Kaiwaka Road from White Rock Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 20
Kemptons Line from 1550metres southeast of Bidwills Cutting Road to 30metres south west of Fabians Road	100	80	Permanent	2026	Unsealed Road		Figure 12
Kumenga Road from 20 metres north west of East West Access to end of road	100	80	Permanent	2026	Unsealed Road		Figure 18
Lagoon Hill Road from 60 metres east of White Rock Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 23
Longwood Road West from 20 metres west of Murphys Line to North Soldiers Settlement Road	100	80	Permanent	2026	Unsealed Road		Figure 14
Mahaki Road from 40 metres north of Lake Ferry Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 16

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Maramamau Road from 40 metres south west of Kahutara Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15/16
Moeraki Road from Hinekura Road to Ngakonui Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 22
Moiki Road from 500 metres South of Bidwills Cutting Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed sections	Figure 15
Moroa Road from 60 metres east of No 1 Line to 50 metres west of Battersea Road	100	80	Permanent	2026	Unsealed Road		Figure 15
Ngakonui Road from Moeraki Road to Wainuioru Road	100	80	Permanent	2026	Unsealed Road		Figure 22
Ngapotiki Road from White Rock Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 20
North Soldiers Settlement Road from Longwood West Road to Viles Road	100	80	Permanent	2026	Unsealed Road		Figure 14
Ocean Beach Road from Wharekauhau Road to end of road	100	80	Permanent	2026	Unsealed Road		Figure 17
Oystershell Road from 30 metres north of Hinekura Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 22
Pahaoa Road from Bush Gully Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 23
Papatahi Road from 40 metres north west of East West Access Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 18
Parera Road from 40 metres north west of Kahutara Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 16
Paruwai Road from Range Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 21
Pharazyns Road from Phillips Line to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15
Phillips Line from 20 west of Battersea Road to 50 metres north of State Highway 53	100	80	Permanent	2026	Unsealed Road		Figure 15
Pouawha Road from 60 metres north of Lake Ferry Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 18
Pukio East Road from 40 metres northwest of Lake Ferry Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 16

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Pukio West Road from 250 metres south of Kahutara Road to 520 metres north west of Pahautea Road	100	80	Permanent	2026	Unsealed Road		Figure 16
Raho Ruru Road from 40 metres west of Lake Ferry Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 18
Range Road from 40 metres west of White Rock Road to Puruwai Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 21
Riverside Road from 30 metres north of Ponatahi Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15
Ruakokoputuna Road from 30 metres south of White Rock Road to Haurangi No 1 Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 21
Settlement Road from 20 metres north west of Battersea Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15
Southdown Drive from Sutherland Drive to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 24
Summerhill Road from Wainuioru Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 22
Sutherland Drive from 50 metres South of Fraters Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 24
Tauherenikau Diversion Road from 50 metres south west of Kahutara Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 15
Te Awaiti Road from Tora Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Roads	Includes sealed sections	Figure 20
Te Hopai Road from 30 metres north west of East West Access Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 18
Te Muna Road from 1910 metres north east of White Rock Road to 30 metres north east of White Rock Road	100	80	Permanent	2026	Unsealed Road		Figure 24
Te Rata Road from Whakatomotomo Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 19
Tilsons Road from 30 meters east of Papawai Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 12
Tora Farm Settlement Road from Tora Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 20

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
Tora Road from 4150 metres south east of White Rock Road to Te Awaiti Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed sections	Figure 20
Underhill Road from Woodside Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 13
Warrens Road from 30 metres north west of Lake Ferry Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 19
Wainuioru Road from Clifton Grove Road to Summerhill Road	100	80	Permanent	2026	Unsealed Road		Figure 22
Waiohine Valley Road from Woodside Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 13
Wairio Road from 30 metres north west of Kahutara Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 16
Whakarua Road from 80 metres east of Longbush Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 22
Whakatomotomo Road from 50 metres south east of Lake Ferry Road to end of road	100	80	Permanent	2026	Unsealed Road		Figure 19
Wharekauhau Road from Ocean Beach Road to end of Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed section	Figure 19
Whareroto Road from 30 meters north wst of Kahutara Road to end of Road	100	80	Permanent	2026	Unsealed Road		Figure 16
White Rock Road from 50 metres south east to Tora Road to Ngapotiki Road	100	80	Permanent	2026	Unsealed Road/Rural Road	Includes sealed sections	Figure 20
Yeronga Road from 30 metres east of Lake Ferry Road to end of road	100	80	Permanent	2026	Unsealed Road		Figure 18

Table 2 – Speed limits around Schools

Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	If variable, provide operational times
None						

Table 3 – Safety Infrastructure changes

Name of Road (include start and end point)	Proposed infrastructure changes	Year of commencement	Further information
Papawai Road at the existing 100/50 km/h speed limit change	Threshold treatment: speed limit signs with place name (Greytown), roadmarking indicating speed limit	2027	
Bidwills Cutting Road at the existing 100/70 km/h speed limit change	Threshold treatment: speed limit signs with place name (Greytown), roadmarking indicating speed limit	2027	
Western Lake Road at the proposed 100/60 km/h speed limit change	Threshold treatment: speed limit signs with place name (Featherston), roadmarking indicating speed limit	2027	
Ponatahi Road at the proposed 100/60 km/h speed limit change	Threshold treatment: speed limit signs with place name (Martinborough), roadmarking indicating speed limit	2027	
Lake Ferry Road 850m southwest of White Rock Road at the proposed 100/80 km/h speed limit change	Threshold treatment: speed limit signs with place name (Martinborough), roadmarking indicating speed limit	2027	
Lake Ferry Road 630 metres southwest of Rahu Ruru Road at proposed 100/60 km/h speed limit change	Threshold treatment: speed limit signs with place name (Pirinoa), roadmarking indicating speed limit	2027	

Lake Ferry Road 980 metres north of Whakatomotomo Road at proposed 100/60 km/h speed limit change	Threshold treatment: speed limit signs with place name (Pirinoa), roadmarking indicating speed limit	2027	
Lake Ferry Road 2.34km southwest of Cape Palliser Road at the proposed 100/40 km/h speed limit change	Threshold treatment: speed limit signs with place name (Lake Ferry), roadmarking indicating speed limit	2027	
Cape Palliser Road 250m northwest of Tilson Avenue (at the existing 100/50 km/h speed limit change at Ngawi)	Threshold treatment: speed limit signs with place name (Ngawi), roadmarking indicating speed limit	2027	
Cape Palliser Road 105m south of Seaview Avenue (at the existing 50/100 km/h speed limit change at Ngawi)	Threshold treatment: speed limit signs with place name (Ngawi), roadmarking indicating speed limit	2027	

Declaration

I Janice Smith, Chief Executive Officer from South Wairarapa District Council declare that:

Description	Yes / No
The plan provides details to the Director of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the *Land Transport Act 1998*	Yes
Consultation has been carried out in accordance with clause 3.8 of the Land Transport Rule: Setting of Speed Limits 2024	Yes
Requirements on a cost benefit disclosure statement have been met in accordance with clause 3.3 of the Land Transport Rule: Setting of Speed Limits 2024. Note: cost benefit disclosure statements are not required for speed limits proposed for roads outside schools or new roads	Yes
Speed limits proposed comply with clause 4.5 (to the extent that clause 4.5 applies) of the Land Transport Rule: Setting of Speed Limits 2024	Yes
The plan identifies all roads outside schools for which changes to speed limits are needed to set speed limits in accordance with Section 5 of the Land Transport Rule: Setting of Speed Limits 2024	Yes
Legal requirements in relation to setting the speed limit have been satisfied outlined under section 200L of the *Land Transport Act 1998*.	Yes

Signature:		**Date:**	2 September 2025

Appendix

Appendix A- Maps

Figure 1 Proposed changes around Greytown

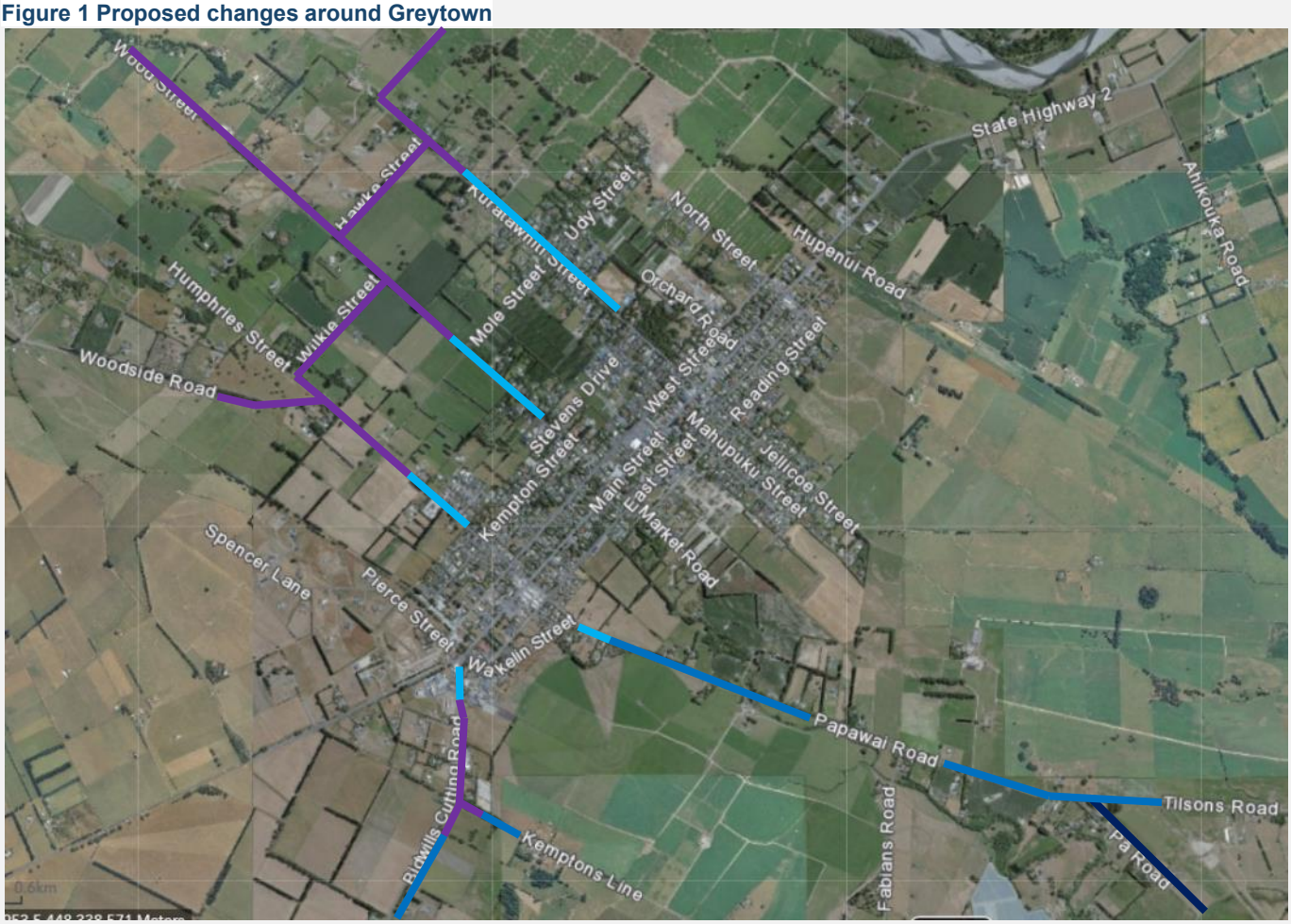


Figure 2 Proposed changes around Featherston

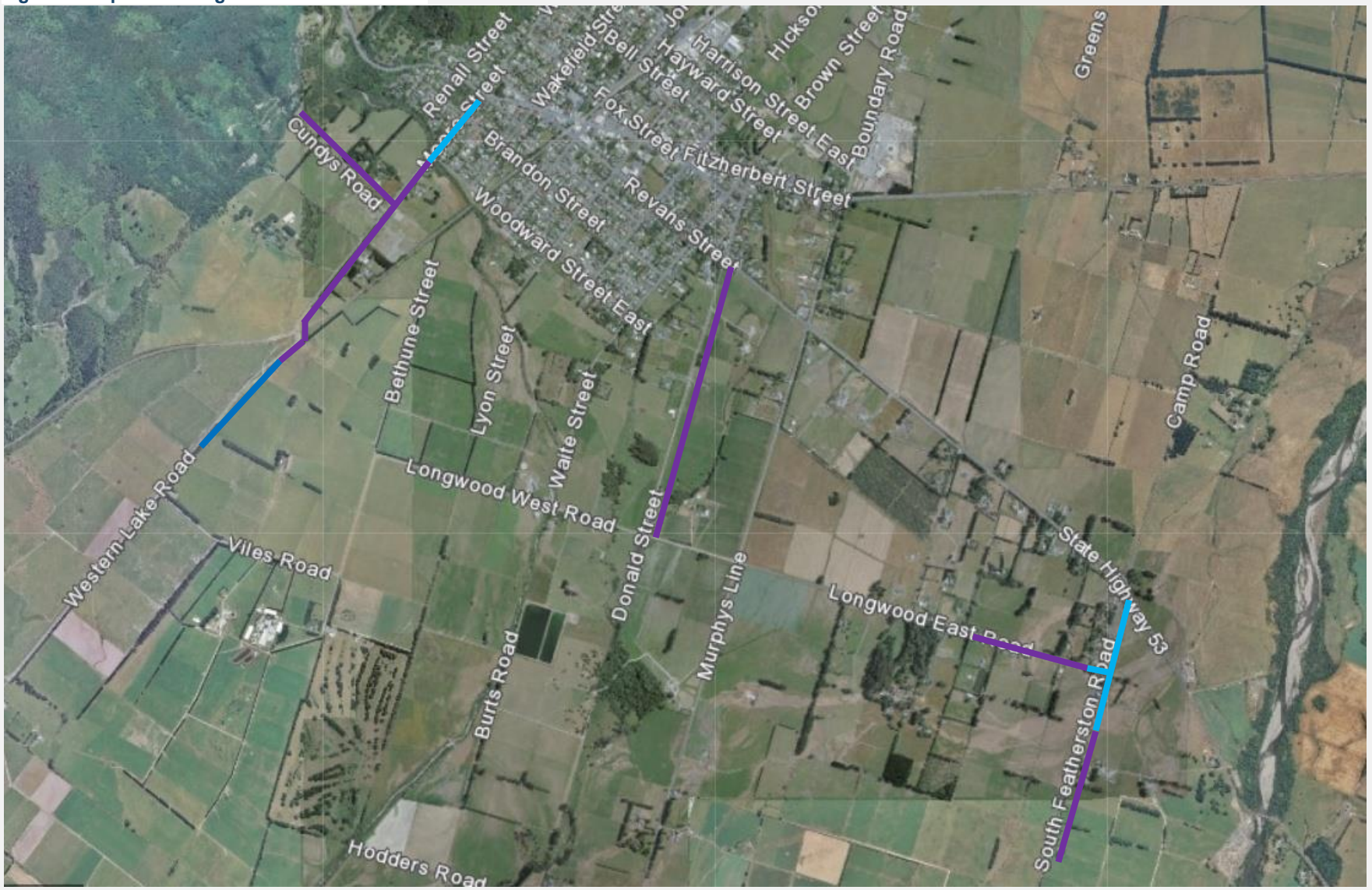


Figure 3 Proposed changes on Underhill Road

Figure 4 Proposed changes around Martinborough

Figure 5 Proposed changes from Lake Ferry to Whatarangi

Proposed 80 km/h

Proposed 60 km/h

Proposed 50 km/h

Proposed 40 km/h

Figure 6 Proposed changes from Whatarangi to Ngawi

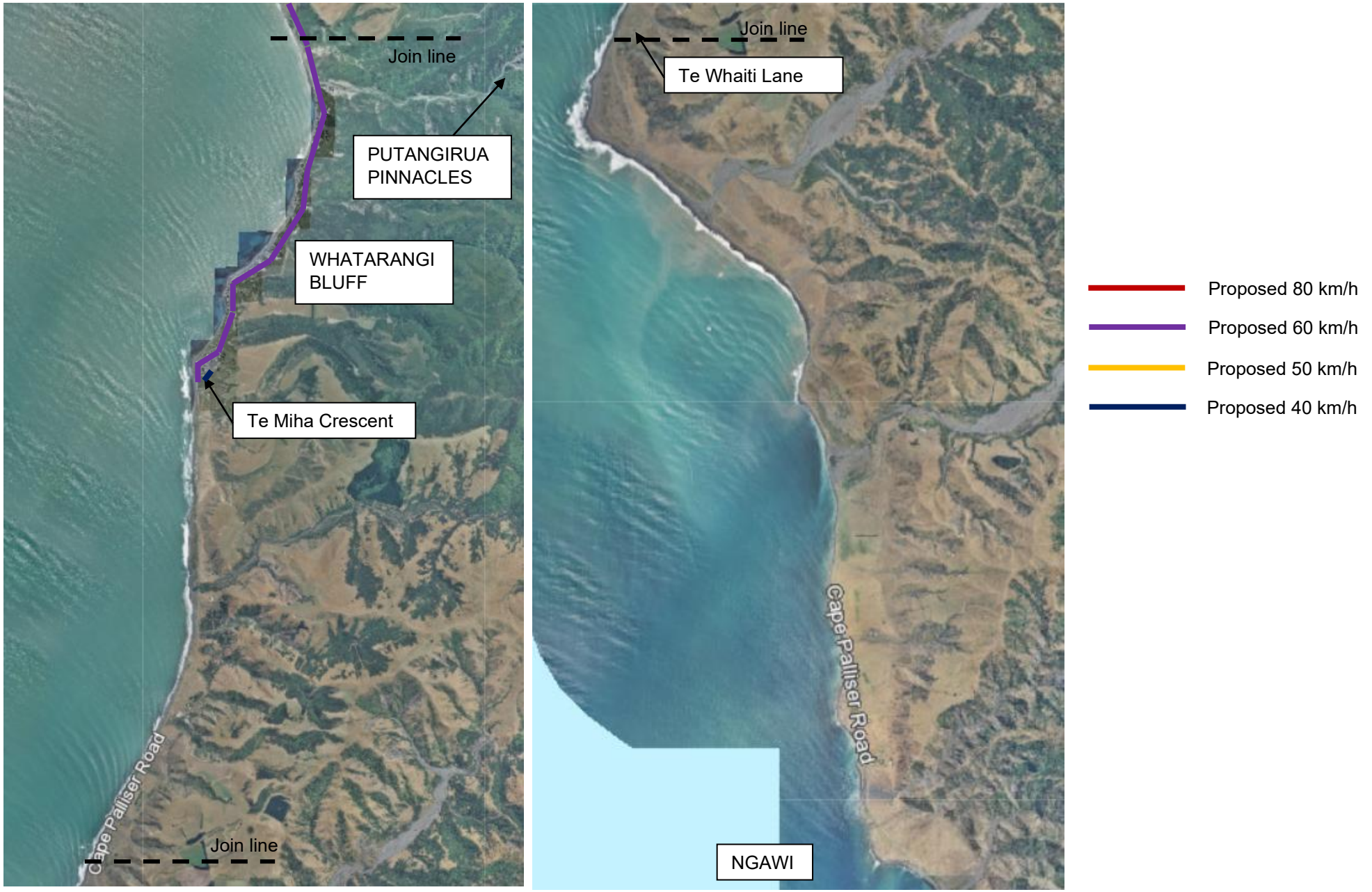


Figure 7 Proposed changes from Ngawi to Cape Palliser

Figure 8 Proposed changes on Western Lake Road

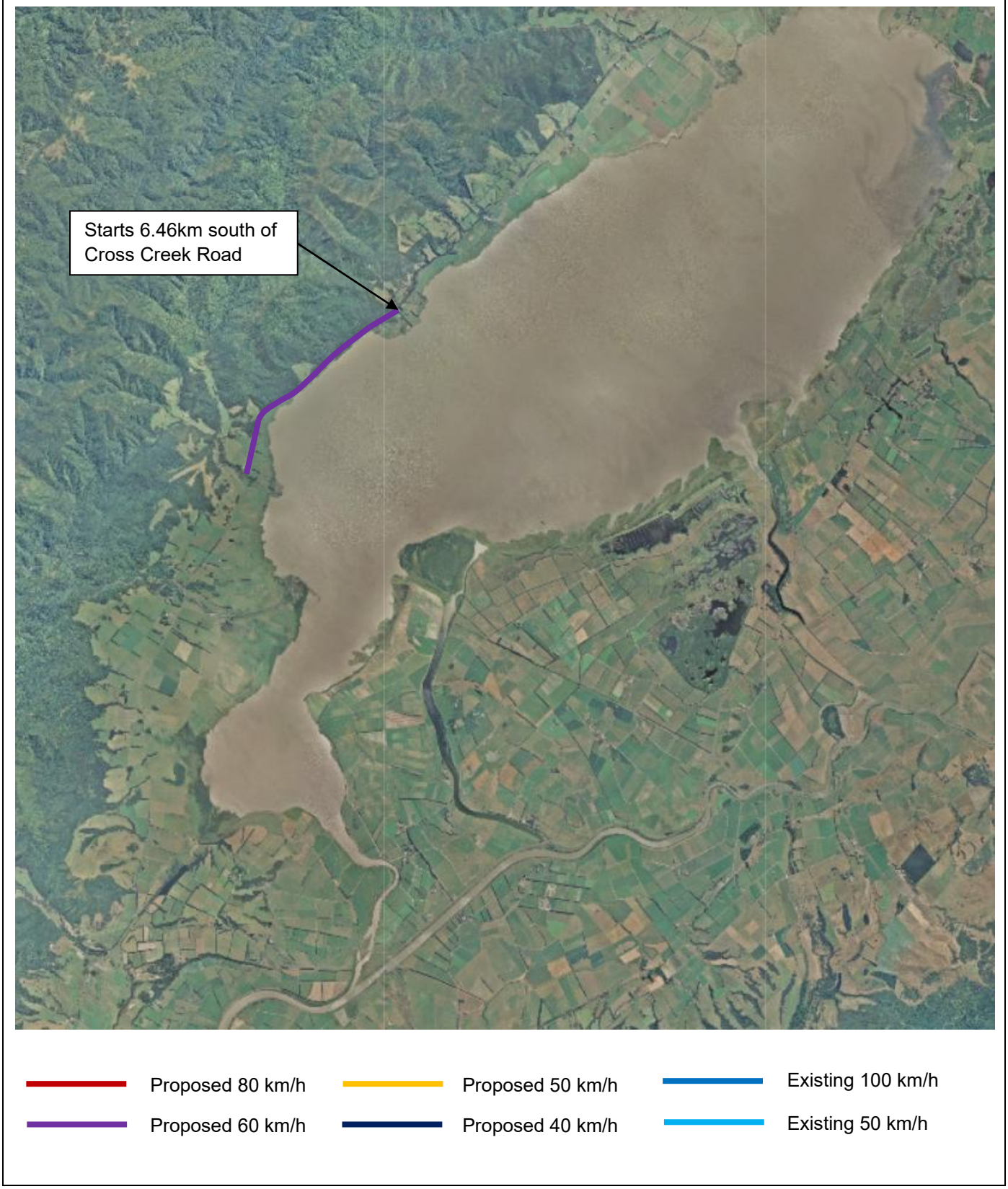
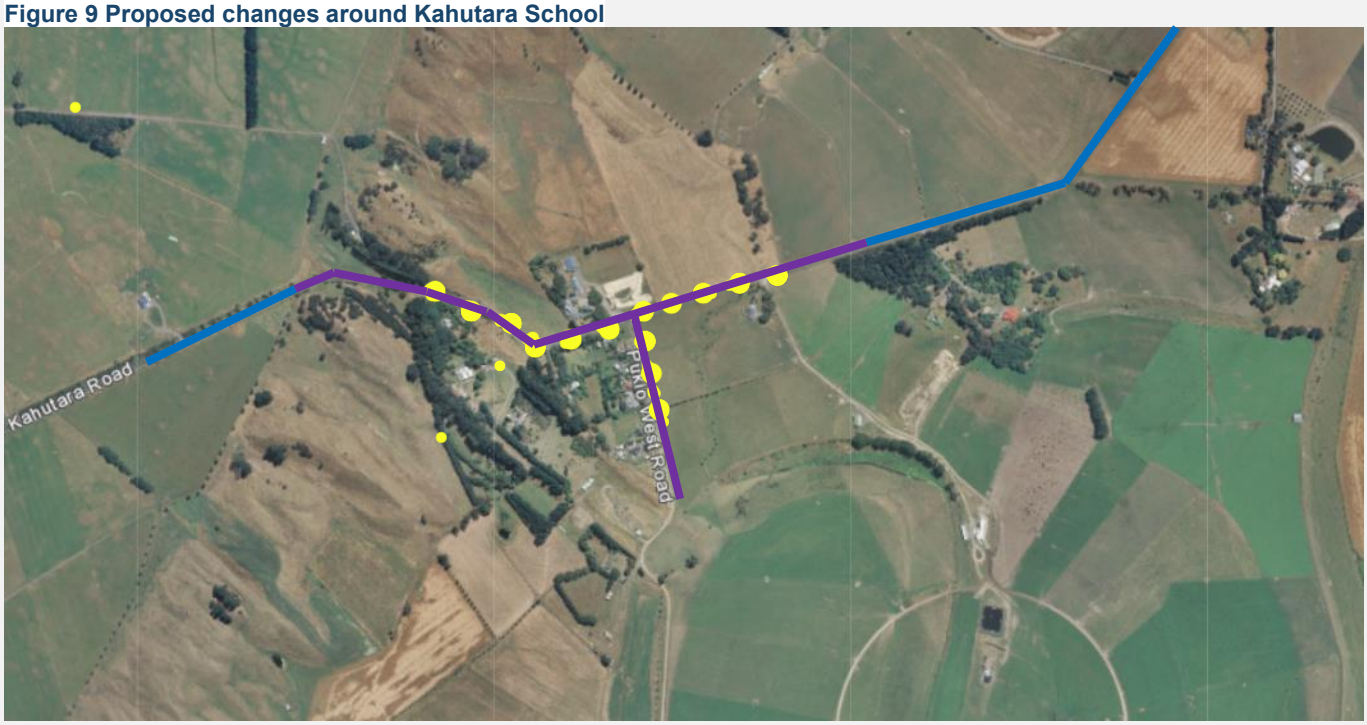


Figure 9 Proposed changes around Kahutara School



Proposed 80 km/h

Proposed 50 km/h

Existing 100 km/h

Proposed 60 km/h

Proposed 40 km/h

Existing 50 km/h

Proposed variable 30 under the Alternative Method Proposal

Figure 10 Proposed changes around Tuhirangi – Kohunui marae

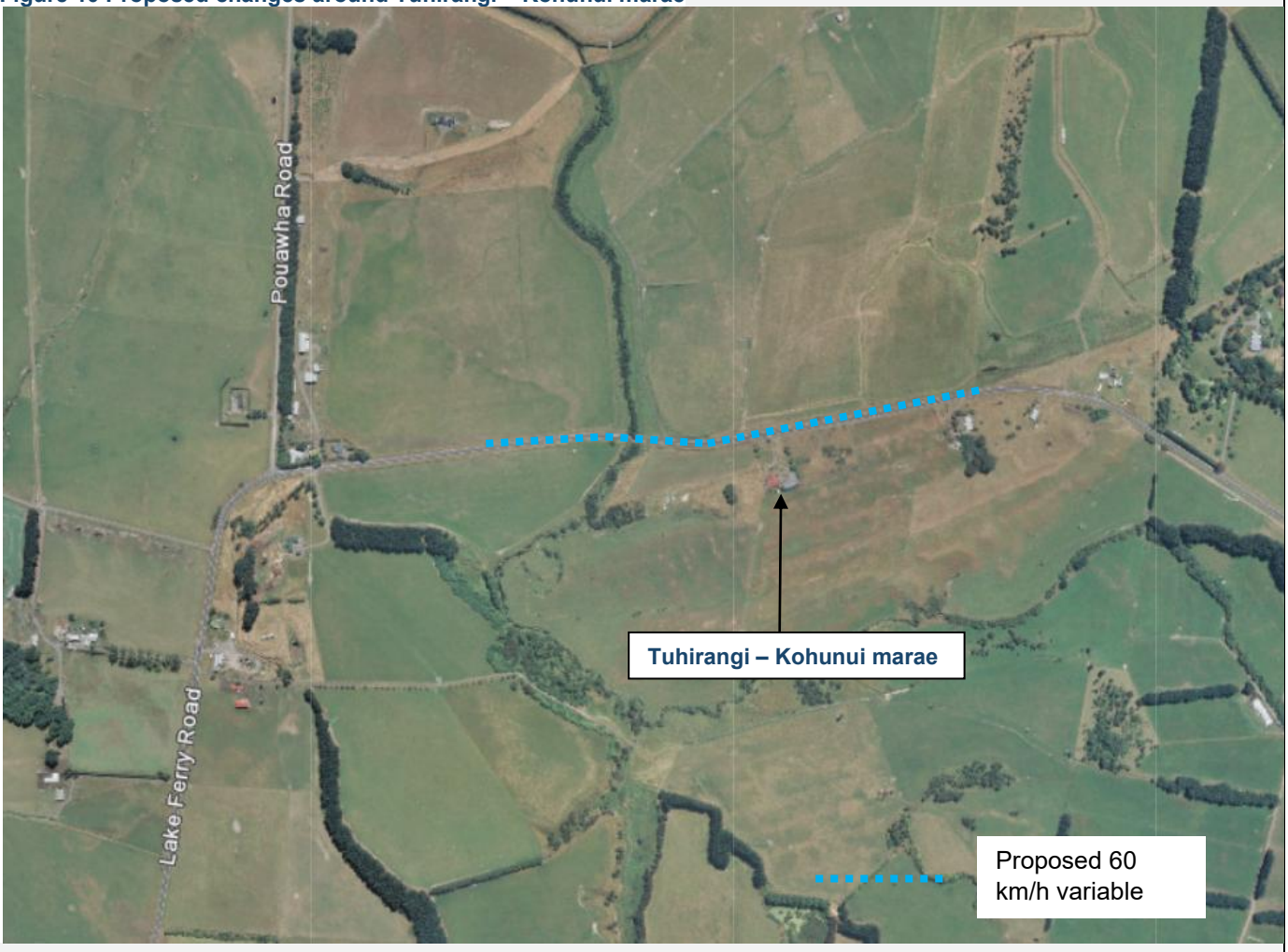


Figure 11 Proposed changes around Pirinoa

Figure 12 Unsealed roads around Greytown south (proposed 80 km/h)

Figure 13 Unsealed roads around Woodside (proposed 80 km/h)

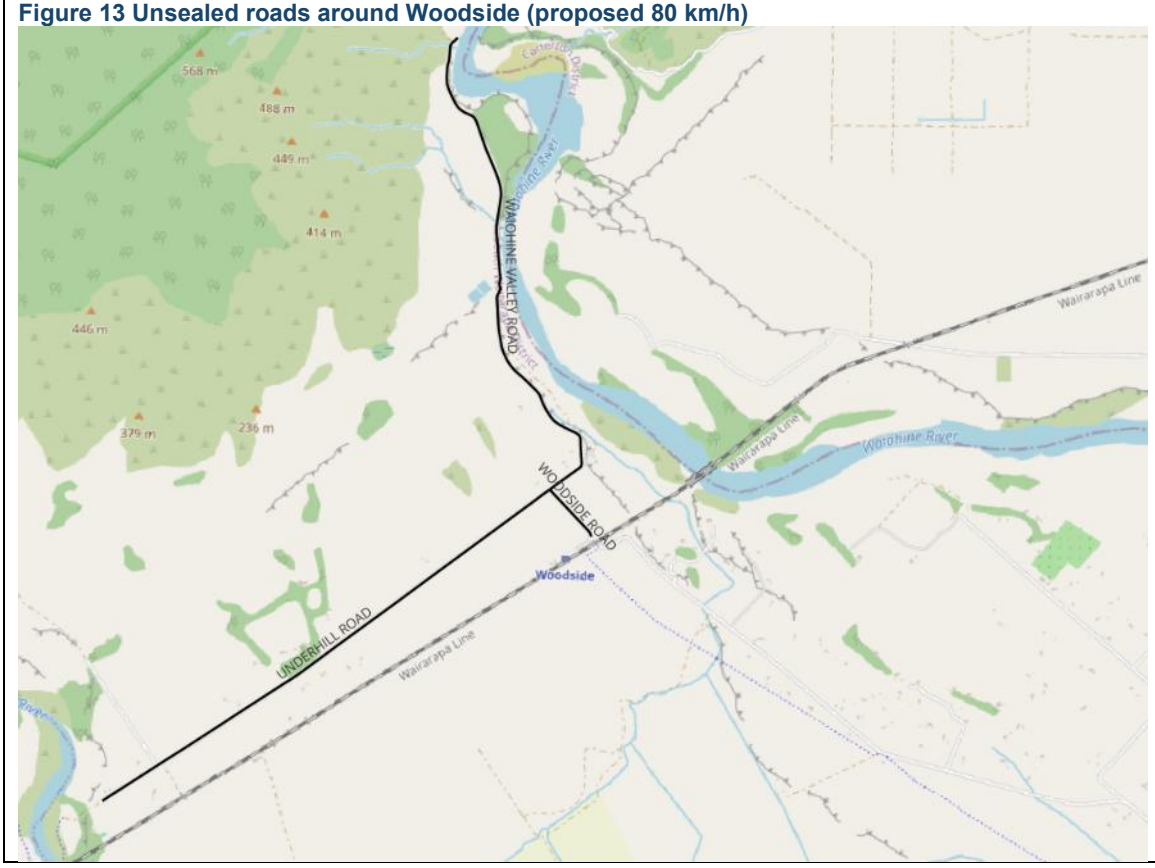


Figure 14 Unsealed roads around Featherston south (proposed 80 km/h)

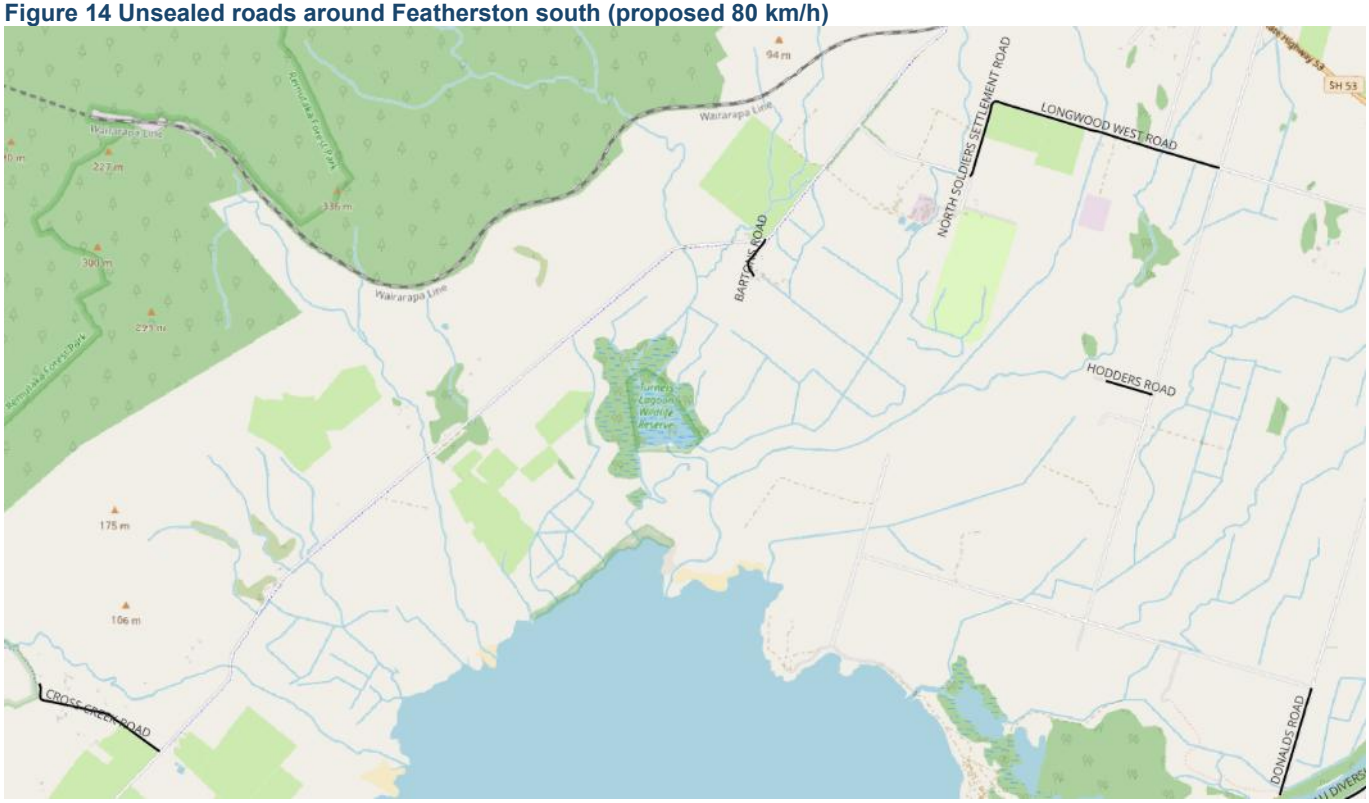


Figure 15 Unsealed roads around Featherston east (proposed 80 km/h)

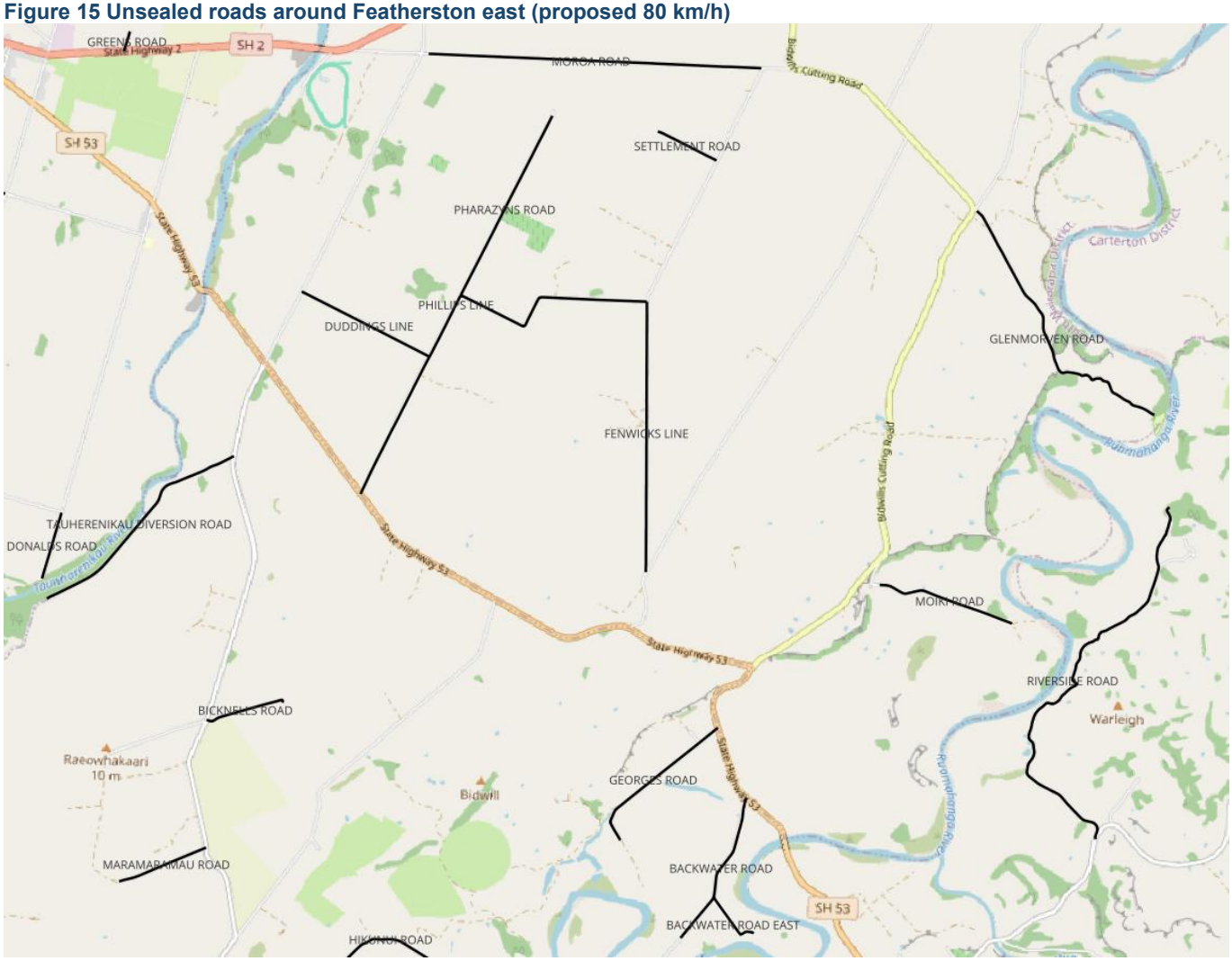


Figure 16 Unsealed roads around Kahutara (proposed 80 km/h)

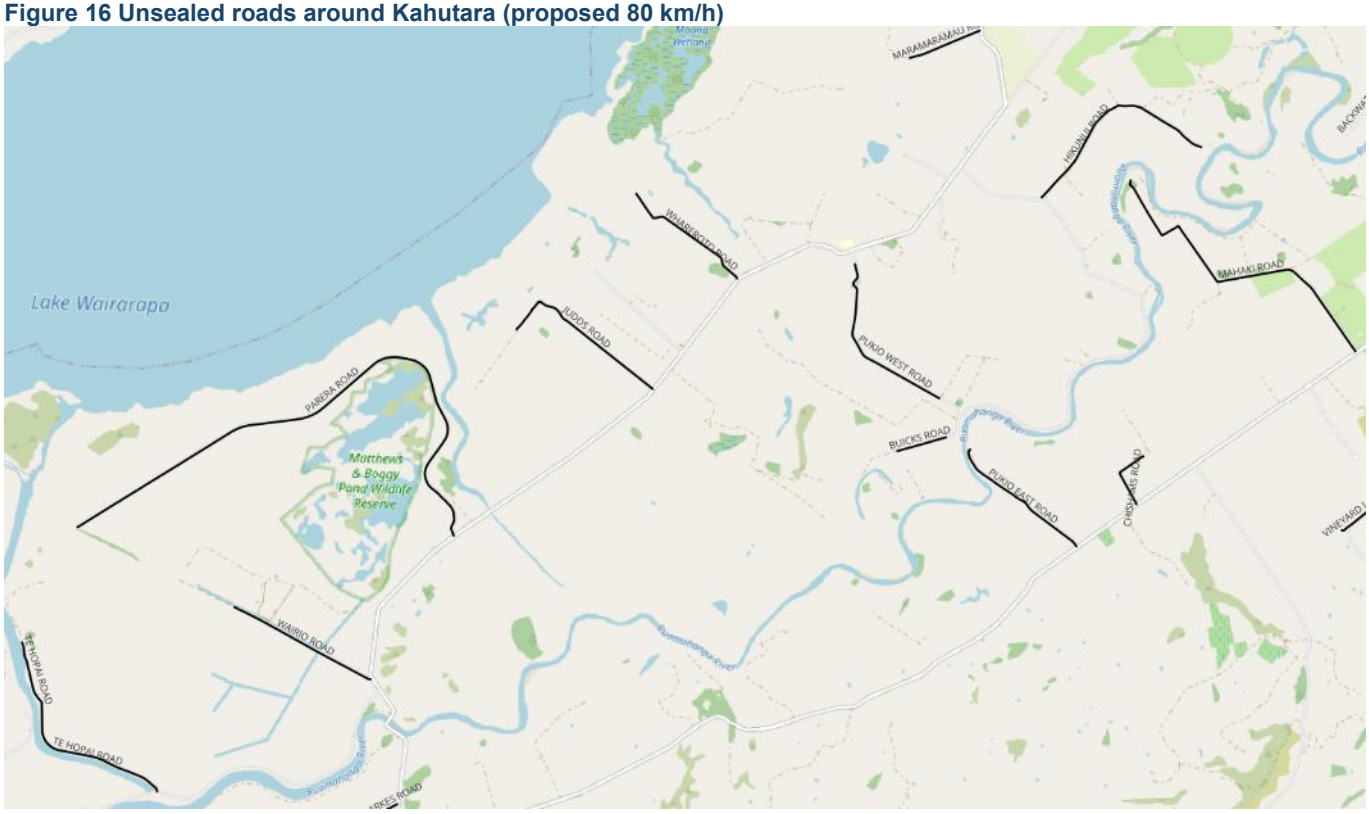


Figure 17 Unsealed roads around Ocean Beach (proposed 80 km/h)

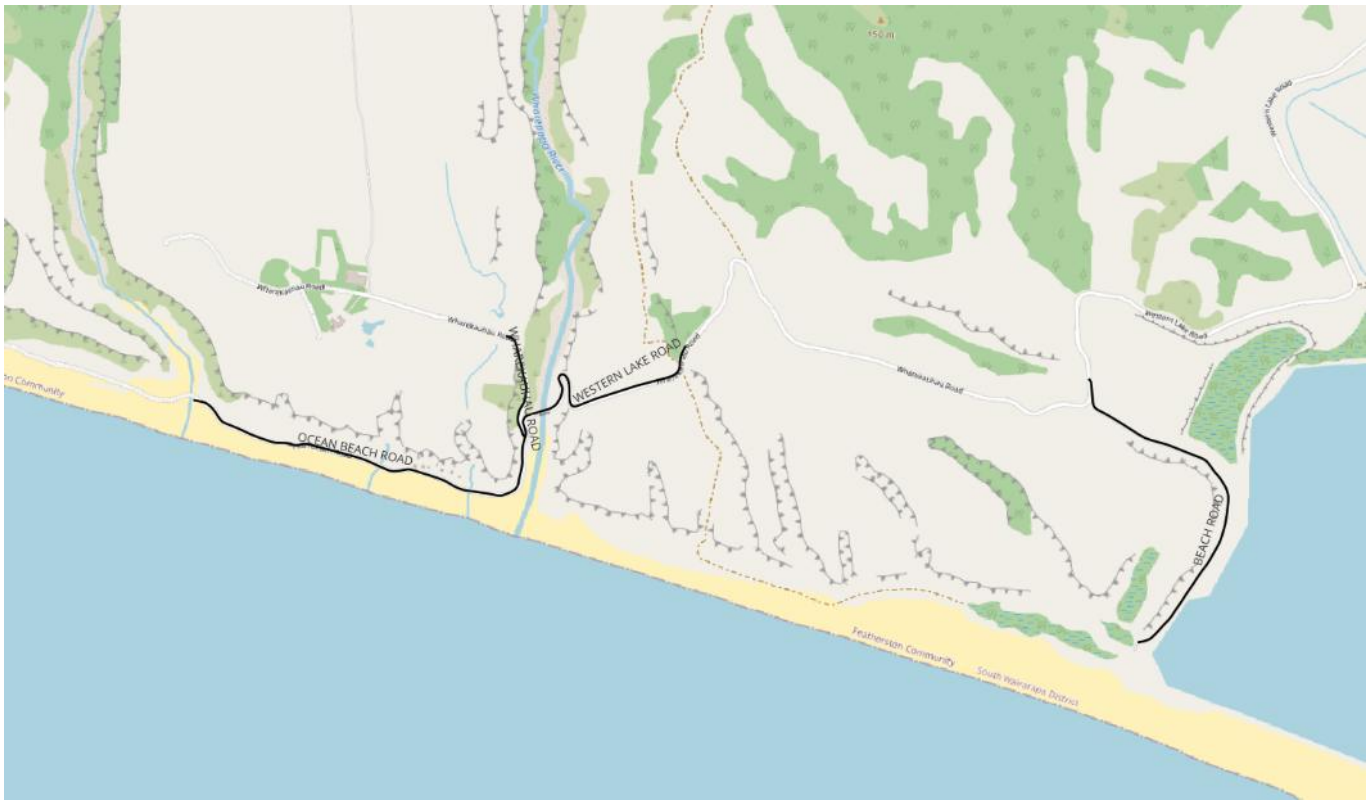


Figure 18 Unsealed roads around Lake Ferry Road (proposed 80 km/h)

Figure 19 Unsealed roads around Lake Ferry (proposed 80 km/h)

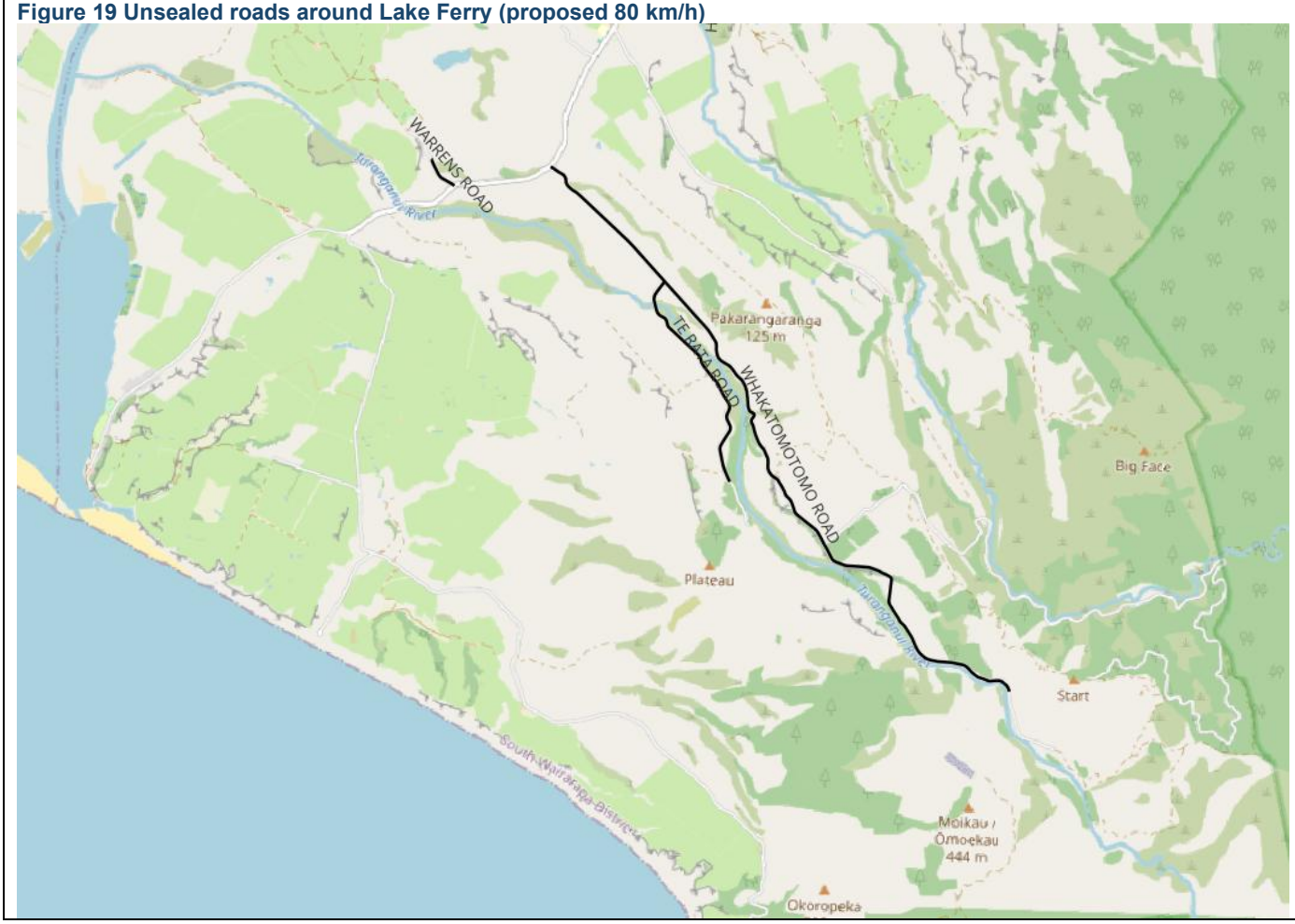


Figure 20 Unsealed roads around White Rock/Tora (proposed 80 km/h)

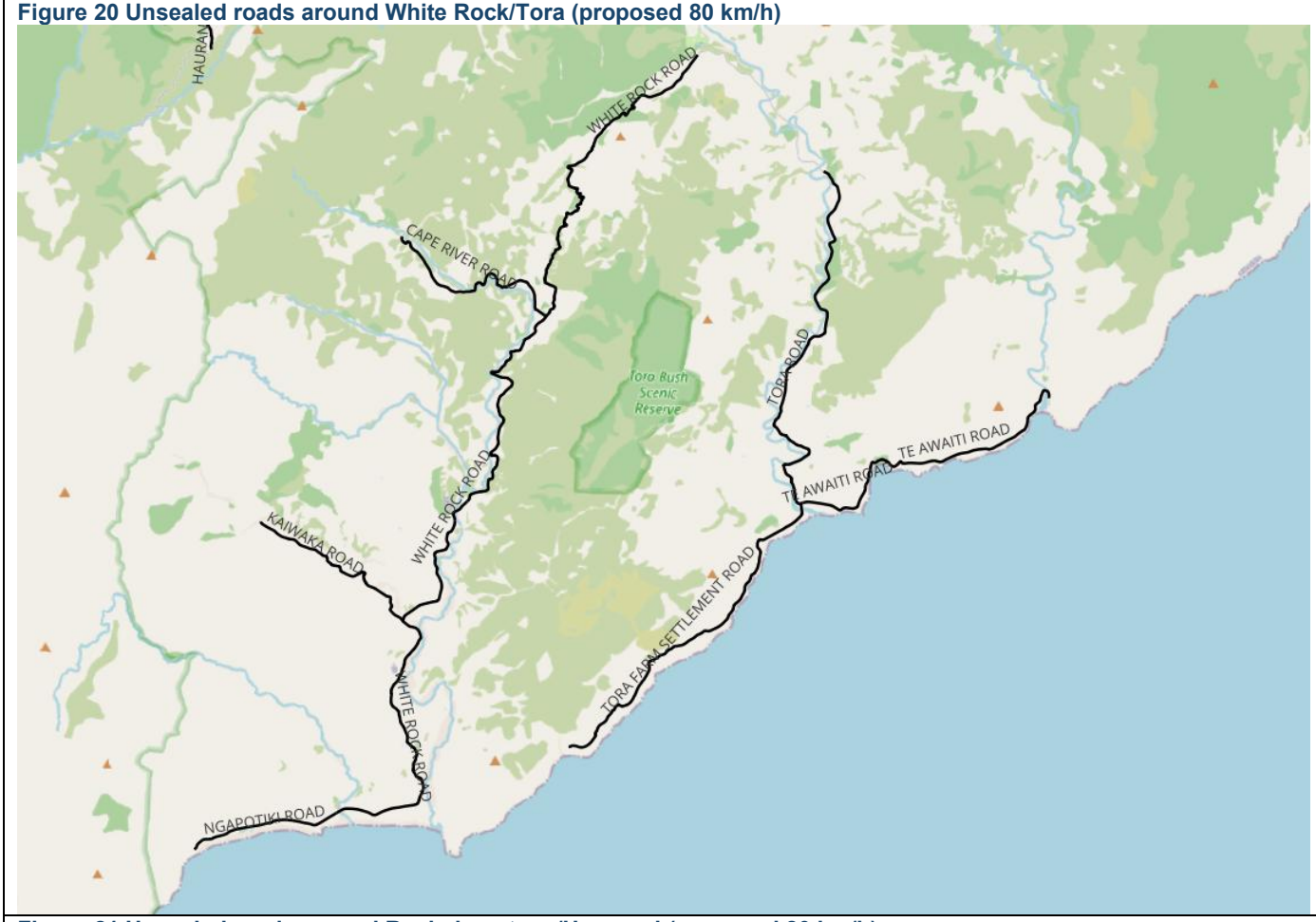


Figure 21 Unsealed roads around Ruakokopatuna/Haurangi (proposed 80 km/h)

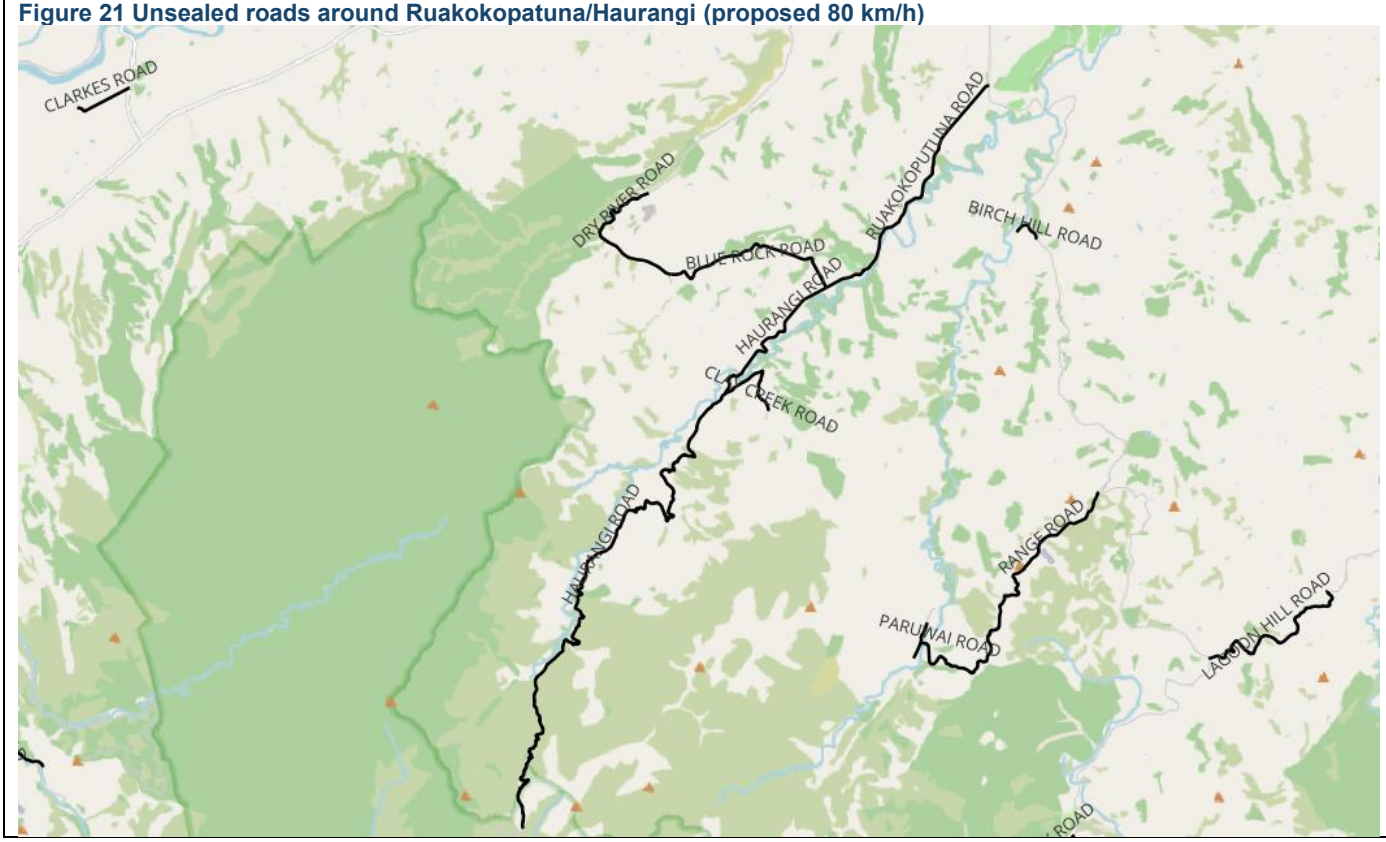


Figure 22 Unsealed roads around Pahaoa (proposed 80 km/h)

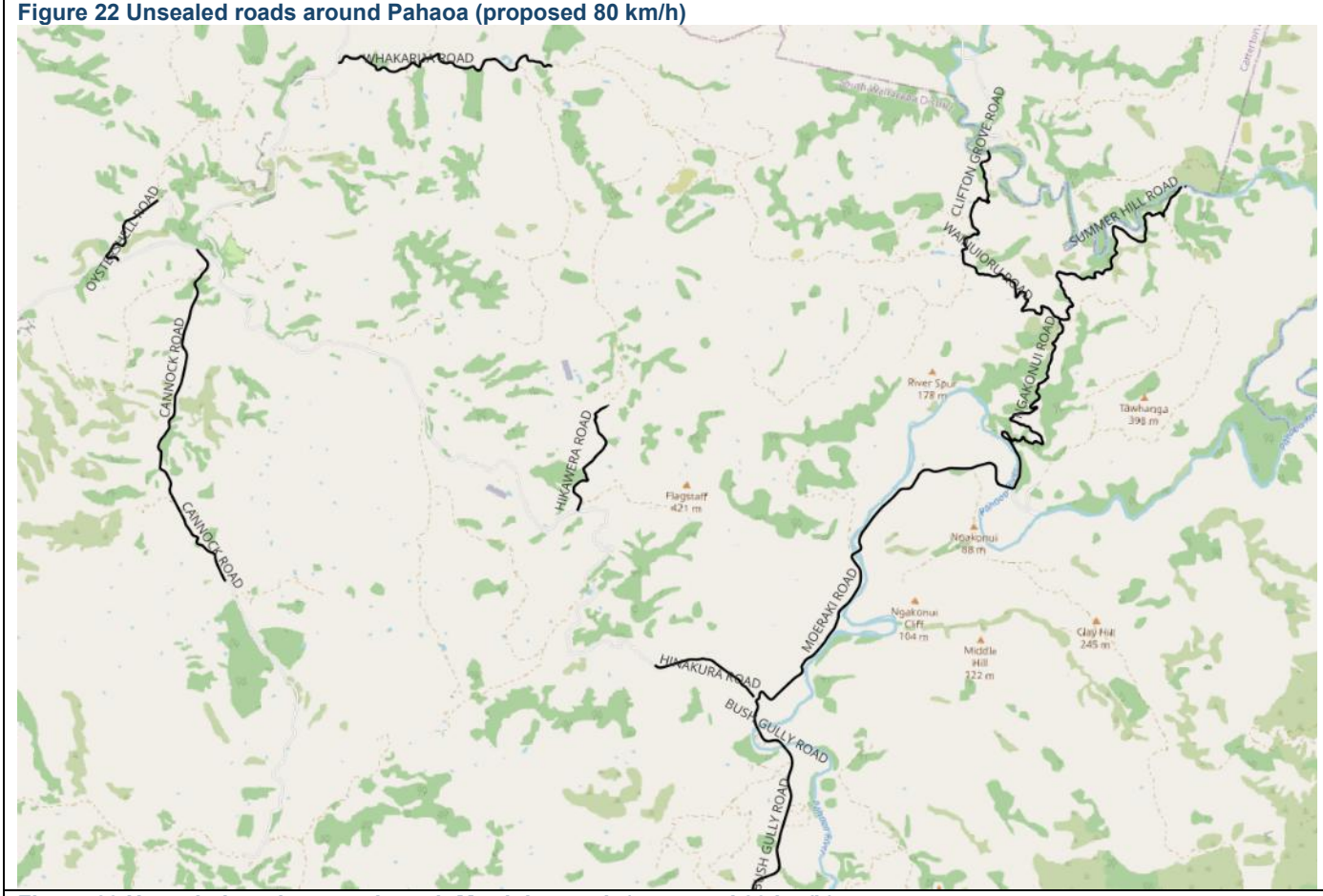


Figure 23 Unsealed roads around south Martinborough (proposed 80 km/h)

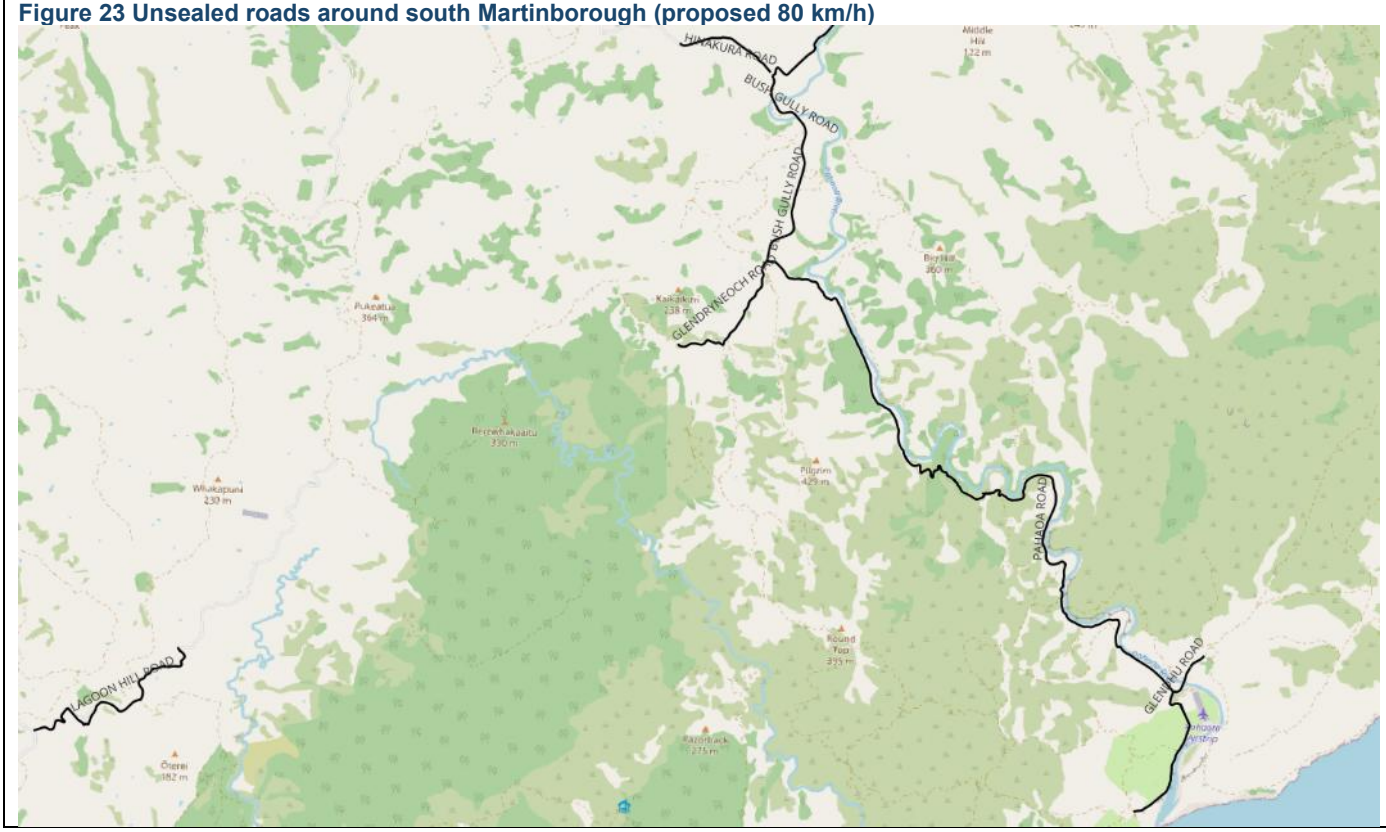


Figure 24 Unsealed roads around south Martinborough (proposed 80 km/h)