

# Draft Speed Management Plan & Speed Review Consultation

## Statement of Proposal

Closes  
23 July 2023



SOUTH WAIRARAPA  
DISTRICT COUNCIL  
*Kia Reretahi Tātau*



Te Kaunihera-ā-Rohe o Taratahi  
CARTERTON  
DISTRICT COUNCIL



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# Speed Review Summary

## Why are we reviewing our speeds?

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

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

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

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

## Our focus

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

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





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

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

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

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

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

## **What information is available?**

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

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

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

### **Technical Report**

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

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

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

### **Online Interactive Maps**

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

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



# We are seeking your feedback

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

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

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

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





# Consultation process

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

This is the date we will start accepting public feedback.

## **Consultation closes 23 July**

The finishing date for receiving public feedback.

## **Carterton District Council Hearings**

You can opt to speak to your Carterton submission.

## **South Wairarapa District Council Hearings**

You can opt to speak to your South Wairarapa submission.

## **Council deliberations**

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

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

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

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

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

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

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

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





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

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

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

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

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

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





# The Draft Speed Management Plan Statement of Proposal

## Executive Summary



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



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



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



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



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



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



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

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

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



# The Draft Speed Management Plan Statement of Proposal

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

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

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

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

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

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

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

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



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

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

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



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

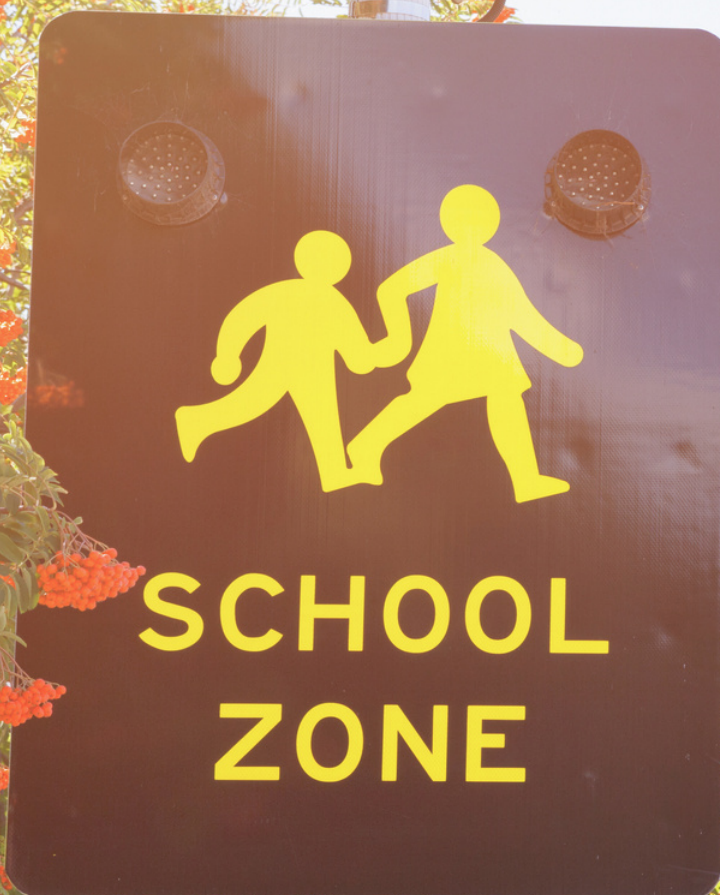
- Dalefield School
- Gladstone School
- Pirinoa School
- Kahutara School
- South End School and Kindergarten
- Just Us Kids Carterton
- He Pounamu Early Nurture Centre
- Carterton Preschool



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

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

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





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

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

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

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

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

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

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





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

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

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

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

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

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

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

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



# What else are we asking?

## Roads identified by you

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

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

## Gravel roads

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

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

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





# Have your say



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

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



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

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



**Email your submission or feedback to:**

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



**Email your submission or feedback to:**

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



**South Wairarapa**  
**06 306 9611**

Between 9am and 4pm  
Monday to Friday  
(excluding public holidays)



**Carterton District Council**  
**06 379 4030**

Between 9am and 4pm  
Monday to Friday  
(excluding public holidays)



**Pick up a submission form:**

## **South Wairarapa**

South Wairarapa District Council  
Office  
19 Kitchener Street, Martinborough

Greytown Library  
89 Main Street, Greytown

Featherston Library  
70-72 Fitzherbert Street,  
Featherston

Martinborough Library  
Waihinga Centre, Texas Street,  
Martinborough

## **Carterton**

Carterton District Council Office  
28 Holloway Street  
Carterton

Carterton Events Centre and  
Carterton Library  
50 Holloway Street



# Frequently asked questions

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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





# Submission Form

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

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

**Paper copy** -

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

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

## Privacy Statement

**What We Do With Your Personal Information**

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

## Your Details

**Full name** .....

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

**Postal address** .....

**Phone** .....

**Email** .....

Would you like someone to contact you about your submission?

- Yes                       No

Would you like to participate in the hearing process?

- Yes (in person)     Yes (online)     No

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

- South Wairarapa     Carterton







# Table 1: Proposed permanent speed limits for high priority roads in Carterton District

Road	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
Lincoln Road from Belvedere Road to 185m southwest of Victoria Street	50	50	50
Lincoln Road from 185m southwest of Victoria Street to Dalefield Road	70	40	50
Moreton Road between SH2 and 350m southeast of SH2	50	30	50
Moreton Road between 350m southeast of SH2 and Rutland Road	50	50	50
Rutland Road	100	60	60
Hodders Road	100	60	60
Hughes Line	100	60	60
Johnsons Road	100	60	60
Waitangi Road	100	60	60
Baylys Road	100	60	60
Cornwall Road between SH2 and Hughes line	100	60	60
Dalefield Road between SH2 and Lincoln Road	70	30/60	50
East Taratahi Road and Cornwall Road High between Cornwall Road and the end	100	60	60
Dalefield Road between 100m northwest of Lincoln Road and 85m southeast of Thomas Road	100	80	80
Dalefield Road between 85m southeast of Thomas Road and 175m northwest of Thomas Road	100	80	60
Watersons Line between Dalefield Road and 95m southwest of Dalefield Road (the rest of Watersons Line?)	100	60	60
Thomas Road between Dalefield Road and 200m northeast of Dalefield Road (The rest of Thomas Road)	100	60	60
Belvedere road between Taverner Street and Connollys Line	70	30/40	50

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



Road	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
Park Road (between 207m southeast of Dixon Street and Rutland Road)	100	60	50
Park Road between Rutland Road and Carters Line	100	60	80
Carters Line between Park Road and Moreton Road	100	60	80
Richmond Road (between 50m southeast of Deller Drive and Rutland Road)	70	40	50
Hilton Road (between 25m southeast of Madison Street and Rutland Road)	100	60	50
Chester Road (between SH2 and Norfolk Road)	100	60	80
Chester Park Drive	100	60	60
Parkers Road	100	60	60
Wiltons Road (between SH2 and Chester Road)	100	60	80
Norfolk Road (between SH2 and David Lowes)	100	60	60
Norfolk Road (between David Lowes and Chester Road)	100	60	80
Waingawa Road	100	60	60
Norman Avenue	100	60	60
Ahumahi Road	100	60	50
Pakihi Road	100	60	50
David Lowes	100	60	60
Maungahau Road	100	60	60
Jordan Road	100	60	60
Gladstone Road (between Te Whiti road and 3.4km northwest of Te Whiti Road)	100	60/80	80
Te Whiti Road between Gladstone Road and 130m northeast of Waipoapoa Road	100	60	60
Waipoapoa Road	100	60	30
Brooklands Road	100	60	30
Kokotau Road	100	80	80
Ponatahi Road between Kokotau Road and 170m northeast of Johns Way	100	80	80

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



## Table 2: Proposed permanent and variable speed limits around schools and marae in Carterton District

School Name	Road or road sections	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
Carterton School	Dixon Street	50	30	30
	Nelson Crescent	50	30	30
	Tyne Street	50	30	30
	Holloway Street	50	10	30
Ponatahi Christian School and Saint Mary's School	King Street	50	30	30
	Deller Drive	50	30	30
	Howard Street	50	30	30
South End School and Kindergarten	Brooklyn Road between SH2 and 95m northwest of SH2	50	30	30 VSL
Dalefield School	Dalefield Road between 85m southeast of Thomas Road and 175m northwest of Thomas Road	100	80	60 (30 VSL)
	Watersons Line between Dalefield Road and 95m southwest of Dalefield Road	100	60	60 (30 VSL)
	Thomas Road between Dalefield Road and 200m northeast of Dalefield Road	100	60	60 (30 VSL)
Hurunui-o-Rangi Marae	Gladstone Road between Te Whiti Road and 3.4km northwest of Te Whiti Road	100	60	60 (30 VSL with manual flip-down sign during events)
Gladstone School	Te Whiti Road between 140m southwest of Brooklands Road and 95m southwest of Fitzherbert Street	100	60	60 (30 VSL)
	Fitzherbert Street	100	60	30

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



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

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





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

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

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



School or Marae Name	Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
St Teresa's School	Bell St between Johnston Street and 100m southeast of Birdwood Street	50	30	30
	Birdwood Street between 20m northeast of Tait Crescent and Harrison Street East	50	30	30
Featherston School	Lyon Street between Revans Street (SH53) and Fitzherbert Street (SH2)	50	30	30
South Featherston School	South Featherston Road between Longwood East Road and 160m south of Longwood East Road	50	30	30
	South Featherston Road between Longwood East Road and 100m north of Longwood East Road	50	40	30
	Longwood East Road between South Featherston Road and 90m west of South Featherston Road	50	30	30
	South Featherston Road between 160m south of Longwood East Road and 360m south of Longwood East Road	100	60	60
Martinborough School	Dublin Street from Greenaway Place to Vintners Lane	50	30	30
	Grey Street from 230m northwest of Jellicoe Street to the north-western end of Grey Street	50	30	30

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





School or Marae Name	Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed Speed Limit (km/h)
Martinborough School (cont)	Roberts Street between Dublin Street and Grey Street	50	30	30
Hau Ariki Marae	Regent Street from 100m northeast of New York Street to 250m southwest of Puruatanga Road	100	60	30
Pirinoa School	Lake Ferry Road between 70m northeast of McDougalls Road and 220m southwest of McDougalls Road	70	30	60 (30 VSL)
Kahutara School	Kahutara Road between 250m west of Pukio West Road and 160m northeast of Pukio West Road	100	80	60 (30 VSL)
	Pukio West Road between Kahutara Road and 90m south of Kahutara Road	100	80	60 (30 VSL)
Tuhirangi - Kohunui marae	Lake Ferry Road (exact location of variable speed limit to be determined)	100	80	100 (30 VSL)

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

Road or road section	Posted speed limits (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed speed limits (km/h)
Hawke Street	100	60	60
Hecklers Road	100	60	60
Kuratawhiti Street between 185m southeast of Hawke Street to the end of Kuratawhiti Street at Waiohine River	100	60	60
Papawai Road between 375m southeast of East Street and Tilsons Road	100	80/60	60
Tilsons Road	100	60	60
Wilkie Street	100	60	60
Wood Street between 125m northwest of Mole Street and the end of Wood Street	100	60	60

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



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

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

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





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

Road or road section	Existing speed limits in NSLR (km/h)	Safe and Appropriate Speeds* (km/h)	Proposed speed limits (km/h)
Cambridge Road from Memorial Square to Strasbourge Street	50	30	30
Campbell Drive	50	30	40
Cork Street	50	30	30
Huangaaru Road	70	30	60
Jellicoe Street between Memorial Square and Naples Street	50	30	30
Jellicoe Street between Naples Street and Ferry Road	50/70	30	40
Jellicoe Street between Ferry Road and 75m southwest of Campbell Drive	70	40	60
Kansas Street	50	30	30
Memorial Square	50	30	30
Nelsons Road	70	40	40
Ohio Street	50	30	30
Oxford Street between Memorial Square and Cork Street	50	30	30
Martins Road	100	60	60
Ponatahi Road between Nelsons Road and 105m northeast of Nelsons Road	70	40	60
Ponatahi Road between 105m northeast of Nelsons Road and 170m northeast of Johns Way	100	80	60
Princess Street (between 50m northeast of New York Street West and Nelsons Road)	70	40	60
Puruatanga Road from Cambridge Road to 35m northeast of Regent Street	70	30	60
Puruatanga Road from 35m northeast of Regent Street to Todds Road	100	80	60
Texas Street	50	30	30
Jellicoe Street between 75m southwest of Campbell Drive and White Rock Road	100	80	60

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



# Other areas of South Wairarapa

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

Road	Existing speed limits in NSLR (km/h)	Safe and Appropriate Speeds (km/h)	Recommended appropriate speed limits (km/h)
Ben Avon Grove	100	30	30
Cape Palliser Road between Lake Ferry Road and 5.51km south of Whangaimoana Beach Road	100	60	80
Cape Palliser Road between 5.51km south of Whangaimoana Beach Road and 0.1 km south of Te Miha Crescent	100	60	60
Cape Palliser Road between 0.1km south of Te Miha Crescent to 250m northwest of Tilsons Avenue	100	80	80
Cape Palliser Road between 250m northwest of Tilson Avenue and 105m south of Seaview Avenue	50	30	30
Cape Palliser Road between 105m south of Seaview Avenue and 100m south of Ben Avon Grove	100	60	80
Cape Palliser Road between 100m south of Ben Avon Grove and the end of Cape Palliser Road	100	60	60
Ponatahi Road (between 170m northwest of Johns Way and Carterton)	100	80	80
Riverside Road	100	60	60
Hemi Street	50	30	30
Lake Ferry Road between 640m southwest of Raho Ruru Road and 230m southwest of McDougalls Road	100/70	80	60
Lake Ferry Road between 2.48km southwest of Cape Palliser Road and the end of Lake Ferry Road	50	40	30
Lake Ferry Road between 2.34km southwest of Cape Palliser Road and 2.48km southwest of Cape Palliser Road (relocation of speed limit threshold sign by 140m)	100	80	30
Mangatoetoe Grove	100	30	30
Seaview Avenue	50	30	30
Te Miha Crescent	100	30	30
Tilson Avenue	50	30	30
Western Lake Road from 6.46km south of Cross Creek Road to 8.47km northwest of East West Access Road	100	60	60
Whangaimoana Beach Road	100	60	60

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



# Maps

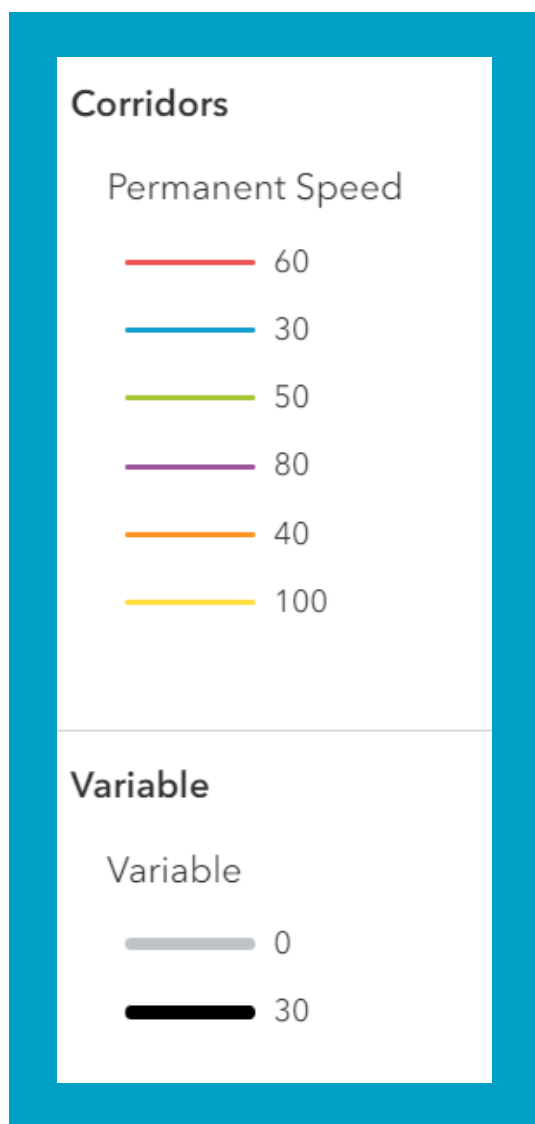
The following pages contain generalised maps to give an overview of the proposed speed reductions.

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

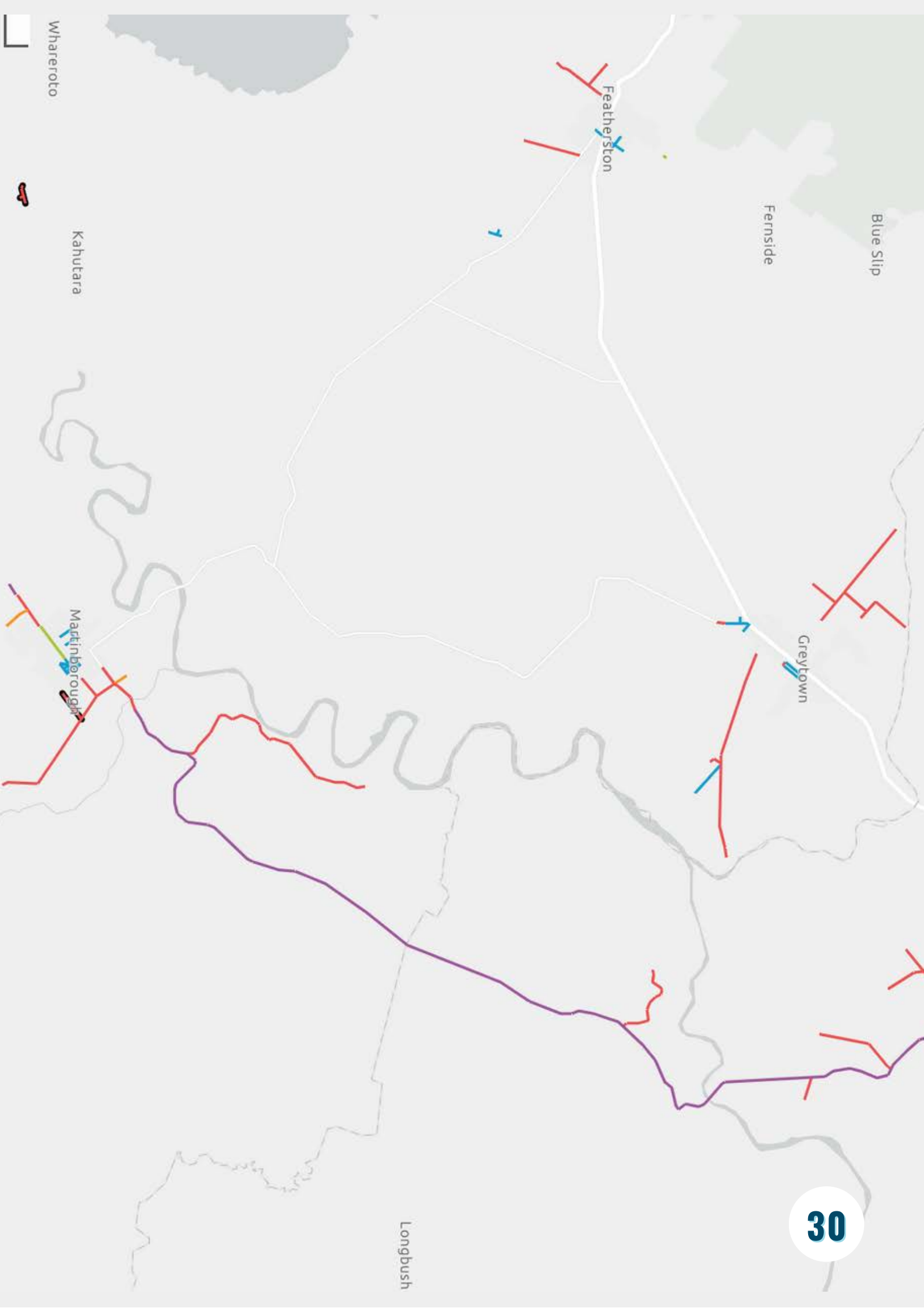
[swdc.govt.nz/consultation](http://swdc.govt.nz/consultation)

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

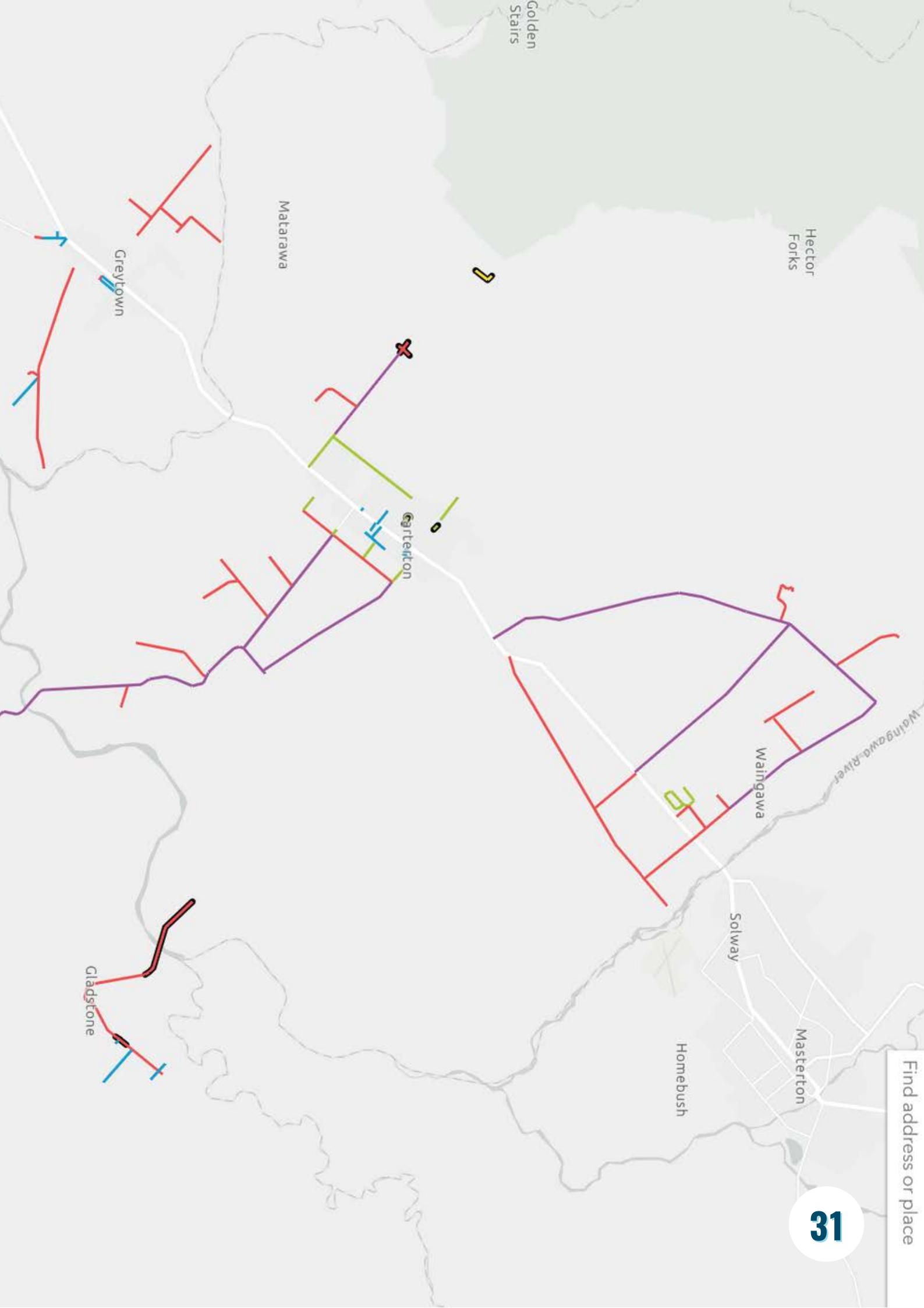
## Map key



















SOUTH  
WAIRARAPA  
DISTRICT