



# ORDINARY MEETING of Council AGENDA

**Time:** 3:00 pm  
**Date:** Wednesday, 29 March 2023  
**Venue:** Waiata House, 27 Lincoln Road,  
Masterton

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## MEMBERSHIP

Mayor Gary Caffell (Chairperson)

Councillor Bex Johnson  
Councillor Craig Bowyer  
Councillor Brent Goodwin  
Councillor David Holmes

Councillor Tom Hullena  
Councillor Stella Lennox  
Councillor Tim Nelson  
Councillor Marama Tuuta

## Values

1. **Public interest:** members will serve the best interests of the people within the Masterton district and discharge their duties conscientiously, to the best of their ability.
2. **Public trust:** members, in order to foster community confidence and trust in their Council, will work together constructively and uphold the values of honesty, integrity, accountability and transparency.
3. **Ethical behaviour:** members will not place themselves in situations where their honesty and integrity may be questioned, will not behave improperly and will avoid the appearance of any such behaviour.
4. **Objectivity:** members will make decisions on merit; including appointments, awarding contracts, and recommending individuals for rewards or benefits.
5. **Respect for others:** will treat people, including other members, with respect and courtesy, regardless of their ethnicity, age, religion, gender, sexual orientation, or disability. Members will respect the impartiality and integrity of Council staff.
6. **Duty to uphold the law:** members will comply with all legislative requirements applying to their role, abide by this Code, and act in accordance with the trust placed in them by the public.
7. **Equitable contribution:** members will take all reasonable steps to ensure they fulfil the duties and responsibilities of office, including attending meetings and workshops, preparing for meetings, attending civic events, and participating in relevant training seminars.
8. **Leadership:** members will actively promote and support these principles and ensure they are reflected in the way in which MDC operates, including a regular review and assessment of MDC's collective performance.

These values complement, and work in conjunction with, the principles of section 14 of the LGA 2002; the governance principles of section 39 of the LGA 2002; and our MDC governance principles:

<b>Whakamana Tangata</b>	Respecting the mandate of each member, and ensuring the integrity of the committee as a whole by acknowledging the principle of collective responsibility and decision-making.
<b>Manaakitanga</b>	Recognising and embracing the mana of others.
<b>Rangatiratanga</b>	Demonstrating effective leadership with integrity, humility, honesty and transparency.
<b>Whanaungatanga</b>	Building and sustaining effective and efficient relationships.
<b>Kotahitanga</b>	Working collectively.

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## Karakia timatanga

Kia tau ngā manaakitanga a te mea ngaro

ki runga ki tēnā, ki tēnā o tātou

Kia mahea te hua mākihikihi

kia toi te kupu, toi te mana, toi te aroha, toi te Reo  
Māori

kia tūturu, ka whakamaua kia tīna! Tīna!

Hui e, Tāiki e!

Let the strength and life force of our  
ancestors

Be with each and everyone of us

Freeing our path from obstruction

So that our words spiritual, power, love and  
language are upheld

Permanently fixed established and  
understood

Forward together



**1 CONFLICTS OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

**2 APOLOGIES**

The Chair invites notice from members of:

- leave of absence for future meetings of Masterton District Council
- apologies, including apologies for lateness and early departure from the meeting where leave of absence has not previously been granted.

**3 PUBLIC FORUM**

**4 ITEMS NOT ON THE AGENDA**

The Chairperson will give notice of items not on the agenda as follows:

*Matters requiring urgent attention as determined by resolution of the Council*

- The reason why the item is not on the agenda; and
- The reason why discussion of the item cannot be delayed until a subsequent meeting.

*Minor matters relating to the general business of Council*

No resolution, decision or recommendation may be made in respect of the item except to refer it to a subsequent meeting of Masterton District Council for further discussion.

**5 CONFIRMATION OF COUNCIL MINUTES**

**5.1 MINUTES OF COUNCIL MEETING HELD ON 1 MARCH 2023**

**File Number:**

**Author:** Harriet Kennedy, Governance Advisor

**Authoriser:** David Hopman, Chief Executive

**RECOMMENDATION**

1. That the Minutes of Council Meeting held on 1 March 2023 be received and confirmed as a true and correct record.

**ATTACHMENTS**

1. Minutes of Council Meeting held on 1 March 2023



# **MINUTES**

**Ordinary Council Meeting  
Wednesday, 1 March 2023**

## Order Of Business

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<b>5</b>	<b>Confirmation of Council Minutes</b> .....	<b>4</b>
5.1	Minutes of Hearings Committee Meeting held on 22 February 2023 .....	4
<b>6</b>	<b>Committee Reports</b> .....	<b>4</b>
	There were no Committee Reports.	
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**MINUTES OF MASTERTON DISTRICT COUNCIL  
ORDINARY COUNCIL MEETING  
HELD AT WAIATA HOUSE, 27 LINCOLN ROAD, MASTERTON  
ON WEDNESDAY, 1 MARCH 2023 AT 3:00 PM**

**PRESENT:** Mayor G Caffell (Chair), Councillors B Johnson, C Bowyer, B Goodwin, D Holmes, T Hullena, S Lennox, T Nelson and M Tuuta

**IN ATTENDANCE:** Iwi Representative Jo Hayes (from 3.06pm), Chief Executive, Manager Finance, Manager Strategy and Governance, Manager Community Facilities and Activities, Manager Communications and Engagement, Manager People and Culture, Manager Assets and Operations, Pou Ahurea Māori, Corporate Planner, Policy Manager, Senior Policy Advisor – Climate, Senior Policy Advisor, Project Manager, Policy Advisor, Governance and Records Advisor and Governance Advisor.

**1 CONFLICTS OF INTEREST**

No conflicts of interest were declared.

**2 APOLOGIES**

Moved by Councillor B Johnson  
Seconded by Councillor B Goodwin

That the apology from iwi representative Ra Smith for non-attendance be received.

**CARRIED**

**3 PUBLIC FORUM**

Todd Jenkinson (Chair) and Esther Dijkstra (Operations Manager) from the Wairarapa Pukaha to Kawakawa Alliance presented in relation to the proposal to release the funding Council had agreed in the 2018-2028 LTP.

**4 ITEMS NOT ON THE AGENDA**

The meeting was advised of the following items for inclusion in the agenda:

- Nomination for Appointment to the Upper Ruamāhanga River Management Advisory Committee
- The need for the nomination for appointment was raised after the agenda had been published and the first meeting of the Committee will occur before the next Council meeting so the nomination needs to be made before then.

**RESOLUTION 2023/13**

Moved by Councillor D Holmes  
Seconded by Councillor C Bowyer

That in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987 the items be dealt with at this meeting.

CARRIED

## 5 CONFIRMATION OF COUNCIL MINUTES

### 5.1 MINUTES OF HEARINGS COMMITTEE MEETING HELD ON 22 FEBRUARY 2023

#### RESOLUTION 2023/14

Moved by Councillor C Bowyer  
Seconded by Councillor B Johnson

That the Minutes of Hearings Committee Meeting held on 22 February 2023 be received and confirmed as a true and correct record.

CARRIED

## 6 COMMITTEE REPORTS

There were no Committee Reports.

## 7 REPORTS FOR DECISION

The Chair advised a change of agenda order to move Report 7.3 to after Report 7.6 in order that the decisions on the Dark Skies and Five Towns Trails Trust could be incorporated into the decisions sought in Report 7.3.

### 7.1 WAIRARAPA PŪKAHA TO KAWAKAWA ALLIANCE: PROPOSAL TO RELEASE LONG-TERM PLAN 2018-28 FUNDING

The report seeking Council agreement to release funding approved under the 2018-28 Long-Term Plan to Wairarapa Pūkaha to Kawakawa Alliance was presented by the Senior Policy Advisor, Climate Change and Environment.

A request was made for a detailed plan of the work proposed to be provided to Council by Wairarapa Pūkaha to Kawakawa Alliance.

#### RESOLUTION 2023/15

Moved by Councillor T Hullena  
Seconded by Councillor B Goodwin

That Council:

- a) **receives** the funding proposal from P2K;
- b) **notes** that the \$75,000 is set aside within Council's Special Funds & Reserves; and
- c) **agrees** to release the \$75,000 of funding approved under the 2018-28 Long-Term Plan to P2K

CARRIED

## **7.2 ADOPTION OF THE EASTER SUNDAY SHOP TRADING POLICY**

The report seeking Council adoption of the proposed Easter Sunday Shop Trading Policy (refer Attachment 1) was presented by the Policy Manager and the Policy Advisor.

The adopted Policy is attached as Minutes Attachment 1.

### **RESOLUTION 2023/16**

Moved by Councillor C Bowyer  
Seconded by Councillor S Lennox

That Council:

1. **notes** that the Hearings Committee met on 22 February 2023 to deliberate on submissions received for the consultation on the Easter Sunday Shop Trading Policy and make recommendations to Council;
2. **accepts** the Hearings Committee recommendation to adopt the proposed Easter Sunday Shop Trading Policy; and
3. **adopts** the proposed Easter Sunday Shop Trading Policy (refer Attachment 1).

**.CARRIED**

### **Attachments**

- 1 Masterton Easter Sunday Shop Trading Policy

Item 7.3 was taken after Item 7.6

## **7.4 DRAFT ANNUAL PLAN 2023/24 CONSULTATION: DARK SKY RESERVE**

The report seeking Council agreement regarding the options on the Dark Sky Reserve for inclusion in the 2023/24 Annual Plan Consultation Document was presented by the Policy Manager and Senior Policy Advisor.

An amendment to the preferred option of the motion was proposed as while there was support for the initiative in principle there was a preference that external funding opportunities are explored before Council puts any funding in, as the opportunity benefitted the whole region and there were other organisations who could be prepared to fund the initiative.

### **MOTION**

Moved Councillor Hullena  
Seconded Councillor Bowyer

That Council approves the following preferred and alternative options for inclusion in the Annual Plan 2023/24 Consultation Document on Masterton beginning the work to join the existing Dark Sky Reserve in Carterton and South Wairarapa:

1. **[Preferred]** Masterton District Council to commence the initial work to join the existing Dark Sky Reserve in Carterton and South Wairarapa, with \$20,000 being set aside from existing

economic development budgets to support this work. External funding opportunities and volunteer contributions will also be explored.

2. **[Alternative]** Masterton District Council does not undertake any work to join the existing Dark Sky Reserve in Carterton and South Wairarapa

## **AMENDMENT**

### **RESOLUTION 2023/17**

Moved by Councillor B Goodwin  
Seconded by Councillor B Johnson

That Council approves the following preferred and alternative options for inclusion in the Annual Plan 2023/24 Consultation Document on Masterton beginning the work to join the existing Dark Sky Reserve in Carterton and South Wairarapa:

1. **[Preferred]** Masterton District Council to commence the initial work to join the existing Dark Sky Reserve in Carterton and South Wairarapa. External funding opportunities and volunteer contributions will be explored.
2. **[Alternative]** Masterton District Council does not undertake any work to join the existing Dark Sky Reserve in Carterton and South Wairarapa

**CARRIED**

## **7.5 DRAFT ANNUAL PLAN 2023/24 CONSULTATION: WAIRARAPA FIVE TOWNS TRAIL NETWORK**

The report seeking Council:

- approval to consult on funding the establishment of a new Charitable Trust to deliver the Wairarapa Five Towns Trail Network as part of the 2023/24 Annual Plan process; and
- consideration of the legal form and funding mechanisms required to deliver the Wairarapa Five Towns Trail Network.

In response to a question, it was advised that the decisions sought were to assist with the initial set up of the Trust, but how the project goes forward, including questions about how it would be funded from the Wairarapa councils, would be a part of the Long Term Plan.

### **RESOLUTION 2023/18**

Moved by Councillor T Nelson  
Seconded by Councillor S Lennox

That Council:

1. **Agrees** to support the establishment of a new Charitable Trust as the preferred legal entity to deliver the Wairarapa Five Towns Trail Network;
2. **Agrees** to fund base operational expenditure of \$9,209.00 in 2022/23 to support the development costs of establishing a new Charitable Trust as the preferred legal entity to deliver the Wairarapa Five Towns Trail Network;
3. **Approves** for inclusion in the 2023/24 Annual Plan Consultation Document to fund

base operational expenditure of \$27,624.00 in 2023/24 to support the establishment of the new Charitable Trust in partnership with Carterton District Council, South Wairarapa District Council and Greater Wellington Regional Council;

4. **Delegates** authority to the Chief Executive to work with Carterton District Council, South Wairarapa District Council, Greater Wellington Regional Council, Iwi and community stakeholders to prepare Wairarapa Five Towns Trail Trust documentation, based on the principles in Attachment 2; and
5. **Notes** that as part of developing the 2024-34 Long-Term Plan, an additional report will be submitted to Council for consideration that details the proposed governance structure, draft Trust Deed, draft Memorandum of Understanding, draft Funding Agreement and proposed forecast long-term operating costs for the new Charitable Trust to deliver the Wairarapa Five Towns Trail Network

**.CARRIED**

## **7.6 DRAFT ANNUAL PLAN 2023/24 CONSULTATION: CIVIC FACILITY**

The report seeking Council agreement to consult the community as part of the 2023/24 Annual Plan consultation process to inform a revised scope for the Civic Facility project, noting that a decision on the Civic Facility will be made as part of the 2024-34 Long-Term Plan process was presented by the Manager Strategy and Governance.

With the agreement of the meeting, the staff recommendation was changed to more accurately reflect the resolution passed at the December 2022 Council meeting to add to recommendation 2. to read "2. **Notes** that a Civic Facility project plan is progressing that builds on **some of** the recommendations presented by the independent Working Group to Council on 14 December 2022".

### **RESOLUTION 2023/19**

Moved by Councillor C Bowyer  
Seconded by Councillor D Holmes

That Council:

1. **Receives** this Report;
2. **Notes** that a Civic Facility project plan is progressing that builds on some of the recommendations presented by the independent Working Group to Council on 14 December 2022; and
3. **Agrees** to consult the community to inform a revised scope for the Civic Facility as part of the 2023/24 Annual Plan consultation process including:
  - a. objectives for the Civic Facility;
  - b. support for features that could be included in a Civic Facility;
  - c. support for features that could be included in a library;
  - d. support for locations that utilise Council's existing land and assets.

4. **Notes** that further consultation will be undertaken, and a decision on the Civic Facility will be made, as part of the 2024-34 Long-Term Plan process.

**CARRIED**

### **7.3 DRAFT ANNUAL PLAN 2023/24 AND CONSULTATION APPROACH**

The report updating Council on key variations that have been identified between the proposed 2023/24 work programme and associated budget and Year 3 of the 2021-31 Long-Term Plan, and seeking Council decisions on the consultation approach and topics for the 2023/24 Annual Plan was presented by the Chief Executive, Manager Finance, Manager Strategy and Governance and the Corporate Planner.

#### **RESOLUTION 2023/20**

Moved by Mayor G Caffell

Seconded by Councillor B Johnson

That Council:

1. Notes the following key variances to the work programme for the 2023/24 Annual Plan compared to Year 3 of the 2021-31 Long-Term Plan:
  - a. The scope of the Civic Facility project is being revisited given cost escalation. Engagement will be undertaken, as noted in point 3, to inform a revised scope for the Civic Facility project and then develop options for consultation as part of the 2024-34 Long-Term Plan.
  - b. The estimated cost of replacing the all-weather athletics track at Colin Pugh Sportsbowl, scheduled for 2023/24, has escalated. The replacement will be deferred a year while other options are explored. Consultation on viable options will be undertaken as part of the 2024-34 Long-Term Plan process.
  - c. Completion of the Animal Shelter is now scheduled for 2023/24. Design of the facility to meet animal welfare standards is complete, but cost escalation is anticipated so Council has increased the provision for this project.
  - d. Roading and drainage improvements scheduled for 2023/24 as part of the Millard Avenue urbanisation project will be deferred for consideration in the 2024-34 Long-Term Plan, but water and wastewater extensions in the area will be progressed.
  - e. There have been some delays with the Hood Aerodrome development. Capital works and funding for Hood Aerodrome upgrade project that are not completed in 2022/23 will be carried forward to 2023/24.
2. Confirms Council will undertake consultation on the 2023/24 Annual Plan in accordance with Section 95(2A) of the Local Government Act 2002. Issues identified for consultation are:
  - a. Our approach for reducing the rates impact:
    - (i) More User Pays Fees & Charges (targeted)
    - (ii) Introducing a new e-waste fee
    - (iii) Supporting our community to identify alternative funding and reducing

Council's Community Grants and Events Fund budgets.

- (iv) Seeking more external funding to deliver Council projects, initiatives and events (wherever possible).
  - b. Wairarapa Dark Sky Reserve – see separate report.
  - c. Five Town Trails – see separate report
3. Notes Council will also use this opportunity to undertake engagement to inform the development of the 2024-34 Long-Term Plan. LTP engagement topics are:
- a. Informing a revised scope for the Civic Facility project to develop more affordable options – see separate report
  - b. Suggestions to change Levels of Service for our community, in particular options that could be explored to reduce rates in future.
4. Agrees to consult on the Speed Management Plan alongside Annual Plan Consultation, noting a separate Statement of Proposal and draft Speed Management Plan will come to Council for adoption on 29 March 2023.
5. Notes that the 2023/24 Annual Plan must:
- a. be adopted and the rates struck by resolution before 30 June 2023 and
  - b. include an overview of changes in costs from year 3 of the Long-Term Plan, along with all other information required under Part 2, Schedule 10 of the Local Government Act 2002.

**.CARRIED**

#### **7.7 NOMINATION FOR APPOINTMENT TO THE UPPER RUAMĀHANGA RIVER MANAGEMENT ADVISORY COMMITTEE**

The report requesting Council nominate a member for appointment to the Upper Ruamāhanga River Management Advisory Committee to replace Councillor Lennox who has stepped down was presented by the Manager Strategy and Governance.

#### **RESOLUTION 2023/21**

Moved by Mayor G Caffell  
Seconded by Councillor T Hullena

That Council nominates Councillor Goodwin for appointment to the Upper Ruamāhanga River Management Advisory Committee.

**CARRIED**

The meeting closed with the karakia whakamutunga

The Meeting closed at 5.25pm.

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 29 March 2023.

.....  
CHAIRPERSON



# EASTER SUNDAY SHOP TRADING POLICY



1 MARCH 2023



## POLICY NUMBER: MDC020

First Adopted	February 2017
Latest Version	March 2023
Adopted by:	Council 1 March 2023
Review Date	March 2028

### PURPOSE

This policy is made under Subpart 1 of Part 2 of the Shop Trading Hours Act 1990 (the Act). The purpose of the Act is to regulate the opening of shops on Anzac Day morning, Good Friday, Easter Sunday, and Christmas Day.

The Act was amended in 2016 to allow Councils to have a policy to permit shops to open on Easter Sundays. The restrictions applying to Anzac Day morning, Good Friday and Christmas Day remain unchanged.

### SCOPE

Shop trading is permitted on Easter Sundays throughout the Masterton District (see Schedule 1).

This Policy does not apply to the sale or supply of alcohol. Alcohol sale and supply is regulated under the Sale and Supply of Alcohol Act 2012.

### DEFINITION OF A SHOP

For the purposes of this Policy the definition of a shop is consistent with section 2 of the Act:

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

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

### SHOP EMPLOYEES' RIGHT TO REFUSE WORK

Easter Sunday continues to be a day of significance across New Zealand and some people would rather not work on this day.

There are 'right to refuse' provisions in the Act which means all shop employees have the ability to refuse to work on Easter Sunday without any repercussions for their employment relationship.

### REVIEW OF POLICY

This policy will be reviewed every five years.

**RELATED DOCUMENTS**

None.

**REFERENCES**

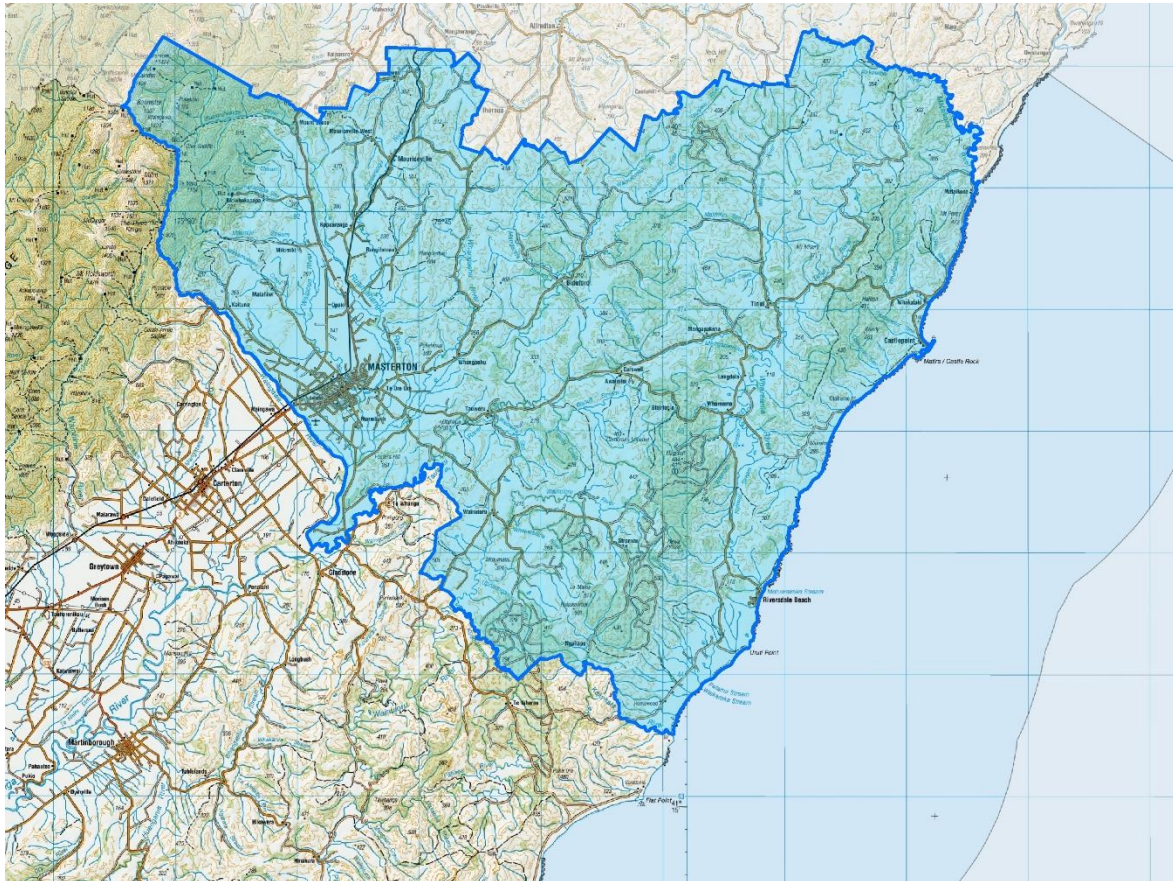
Shop Trading Hours Act 1990.

**VERSION CONTROL**

Version	Date	Summary of Amendments	Approved By
1	02/2017		Council
2	03/2023	Update to Shop Employees Right to Refuse to Work section to reflect the provisions in the Act.	Council

# SCHEDULE 1: MASTERTON DISTRICT BOUNDARIES

Masterton District is bounded by the Tararua District in the north, the Pacific Ocean in the east, the Carterton District in the south and south-west, and the Horowhenua District in the north-west



**6 COMMITTEE REPORTS**

Nil

## 7 REPORTS FOR DECISION

### 7.1 CONSULTATION DRAFT SPEED MANAGEMENT PLAN FOR THE MASTERTON DISTRICT

File Number:

Author: Mike Burger, Manager Assets and Operations  
Karen Yates, Manager Strategy and Governance

Authoriser: David Hopman, Chief Executive

#### PURPOSE

The purpose of this report is to seek Council adoption of the Consultation Draft Speed Management Plan Statement of Proposal (Attachment 1) for consultation, using the Special Consultative Procedure, as per section 83 of the Local Government Act 2002

#### RECOMMENDATIONS

That Council:

- a. **Notes** that councils are required under the Land Transport Rule: Setting of Speed Limits 2022 to develop Speed Management Plans;
- b. **Adopts** the Consultation Draft Speed Management Plan Statement of Proposal (Attachments 1 and 2) for consultation, using the Special Consultative Procedure, as per section 83 of the Local Government Act 2022; and
- c. **Notes** the consultation timeframes and approach described in this report;
- d. **Notes** that this consultation process will be running simultaneous to the draft Annual Plan 2023/24 consultation process; and
- e. **Notes** that following the consultation, Hearing and Deliberations processes, the Consultation draft Speed Management Plan will be submitted to Council for adoption on 29 June 2023

#### CONTEXT

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. Research shows that 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 Masterton District Council (MDC) must create a 10-year Speed Management Plan that sets out our approach for managing speed and

safety within the Masterton District, including safety goals, speed limit changes for the roading network, and engineering improvements. It is required that the plans are developed in 2023 in time for the 2024-27 National Land Transport Programme. The plan will be reviewed on a three-yearly basis.

## **DEVELOPMENT OF A SPEED MANAGEMENT PLAN FOR THE MASTERTON DISTRICT**

Work on the development of MDC's Speed Management Plan commenced in late 2022. LMC, a consultancy with background in transport-based asset management, traffic engineering, road safety services and project management services, were engaged to undertake the technical assessments that were used to inform the Speed Management Plan.

Officers have also met with Waka Kotahi to ensure that the approach that is being taken fits within the expectations of what must be done, and with New Zealand Police to discuss the proposed Speed Management Plan and to better understand the approach to monitoring and compliance being taken.

There have been two briefings held with elected members. The first was with MDC elected members in December 2022 to introduce speed management and the potential changes. The second was with the three Wairarapa district councils in March 2023 to introduce MDC's approach to speed management and the implications of recent central government announcements

### **ANALYSIS AND ADVICE**

#### *MDC's approach to speed management*

MDC has taken a staged approach to speed management. The principles of our plan focus on roads around schools, marae, and high-risk roads with a high crash rate. The proposed changes are both the lowering of speed limits in some places, as well as safety improvements particularly focused on improved signage.

Under the Land Transport Rule: Setting of Speed Limits 2022, changes around schools and marae must be made by 2027. We do not propose to make changes to high-risk roads before 2027, unless there are significant changes to the road conditions and assessed risk.

The 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.

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

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

By 2027, we will be required to have reduced the speed limits in the vicinity of all schools in Masterton 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.

*Principle 2 – Reducing Marae Speed Limits and Introducing Signage*

Masterton district has a number of marae, located in both urban and rural locations. Our assessments show that marae in the Masterton district do not have sufficient signage that 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 kōhanga reo located next to marae that will be impacted by the proposed changes. Under the draft Speed Management Plan these changes will be completed by 2027.

*Principle 3 – Reducing Speed Limits on High-Risk Roads*

We have reviewed all the crash data for local roads within the Masterton District for 2012-2021. Those roads that have had three or more serious or fatal crashes in this period have been considered high-risk roads.

We have assessed each of these high-risk routes to determine what improvements are appropriate to lower the risk to road users. This includes safety improvements as well as changes to speed limits. Safety improvements for these roads include improved curve warning signage, widened centreline and edgeline markings, and using audio tactile profile road markings (rumble markings).

It is important to note that these changes will not be implemented before 2027, unless there are significant changes to the road conditions and assessed risk.

*Consultation Draft Speed Management Plan Statement of Proposal*

The Consultation Draft Speed Management Plan Statement of Proposal (Refer Attachment 1) focuses on the context that informs the speed management work and then sets out MDC's approach to speed management and the principles for change. It provides details on the schools, marae and high-risk roads where changes are proposed, and the timeline for those changes. It seeks feedback on whether respondents agree with the staged approach and principles of the plan, and also asks if there are any roads or areas that should be included that haven't been identified.

The Consultation Draft Speed Management Plan (refer Attachment 2) is a local (territorial authority) plan that outlines a ten-year vision and a three-year implementation plan for a whole of network approach to speed management.

There is also a technical assessment document (Refer Attachment 3) that was used to inform the development of the Consultation Draft Speed Management Plan. This document sets out the technical assessment undertaken on each of the roads identified for review. The technical assessment document will be made available on the MDC website as supporting information.

Also attached for information is the Consultation Submission Form (Refer Attachment 4). Submitters can respond using this form, or through a survey on our consultation page.



## ENGAGEMENT TO DATE

Under the Land Transport Rule: Setting of Speed Limits 2022 councils are required to undertake pre-engagement with schools and Māori to inform the development of the Consultation Draft Speed Management Plan.

We commenced this pre-engagement process in late March, running over a two-week period. All schools, marae and kōhanga reo attached to marae were contacted via email with a personalised letter setting out the proposed changes in the vicinity and seeking feedback. Included in this information was an offer for a follow up telephone call or meeting.

Responses were received from three schools, with feedback received informing the Consultation Draft. All schools, marae and kōhanga reo attached to marae will receive follow up communications once the consultation period commences.

## OPTIONS CONSIDERED

A summary of the options considered is included in the table below.

Option	Advantages	Disadvantages
1 Adopt the Consultation draft Speed Management Plan Statement of Proposal and Plan for community consultation	<p>Consultation can commence on Friday 31 March 2023.</p> <p>Assists with keeping to agreed timelines to complete the district level Speed Management Plan ahead of the 2024-27 National Land Transport Programme</p>	None identified
2 Amend the Consultation draft Speed Management Plan Statement of Proposal and/or Plan for subsequent community consultation	None identified	<p>May impact on proposed consultation dates to commence on Friday 31 March 2023 depending on the level of amendments.</p> <p>May impact on agreed timelines to complete the district level Speed Management Plan.</p>
3 Do not adopt the Consultation draft Speed Management Plan Statement of Proposal and Plan for community consultation	None identified	<p>The Speed Management Plan will not be able to commence consultation on Friday 31 March 2023.</p> <p>Will impact on agreed timelines to complete the district level Speed Management Plan.</p>

## **RECOMMENDED OPTION**

Option 1 is recommended. This ensures that MDC can meet the requirement that a speed management plan for the Masterton district is in place by 2024 ahead of the 2024-27 National Land Transport Programme. Currently, Carterton District Council and South Wairarapa District Council expect to commence their consultations not long after the closing of our proposed consultation period.

## **SUMMARY OF CONSIDERATIONS**

### **Strategic, Policy and Legislative Implications**

The Statement of Proposal aligns with the Land Transport Rule: Setting of Speed Limits 2022 and Section 83 of the Local Government Act 2002. The proposal also supports the community outcome to provide a safe place in which to live work and play by assisting pedestrians, cyclists and motor vehicle users to safely move around the Masterton District.

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

Targeted engagement has taken place to inform the consultation draft with schools, marae and kōhanga reo (in the vicinity of marae).

Council is using the Special Consultative Procedure to consult with the community. If Council adopts the Statement of Proposal, the community consultation period will run from 31 March 2023 to 1 May 2023. It is also proposed that hearings be held on 17 and 18 May 2023, with a deliberations meeting scheduled for 7 June.

Consultation will follow the draft Annual Plan 2023/24 consultation schedule. Refer to the *Adoption of Annual Plan 2023/24 Consultation Document and Draft Schedule of Fees and Charges Report* on this agenda for more information.

### **Financial Considerations**

The Consultation draft Speed Management Plan and subsequent implementation is covered within existing operational budgets. The implementation and installation of supporting engineering is eligible for co-funding through the National Land Transport Programme at the council funding assistance rate. Speed management programmes will be prioritised for funding within the safety improvement work category.

### **Implications for Māori**

Council contacted marae and kōhanga reo (in the vicinity of marae) to inform the development of the Consultation Draft Speed Management Plan.

There are specific proposals in the Consultation Draft Speed Management Plan to improve signage and reduce risk around marae and kōhanga reo (in the vicinity of marae).

Iwi, hapū, Marae, and hāpori Māori will have an opportunity to provide input on the Speed Management Plan during the consultation period.

### **Environmental/Climate Change Impact and Considerations**

The changes proposed in the Consultation Draft Speed Management Plan align with the Masterton District Climate Change Action Plan, particularly the aim to create accessible, safe and attractive local areas.

## ATTACHMENTS

1. Consultation Draft Speed Management Plan Statement of Proposal [↓](#) 
2. Consultation Draft Speed Management Plan for the Masterton District [↓](#) 
3. Technical Assessments [↓](#) 
4. Submission Form [↓](#) 

TE TAUĀKĪ TŪTOHI MŌ TE UIUINGA HUKI - MAHERE  
WHAKAHAERE PAE TERE

# CONSULTATION DRAFT SPEED MANAGEMENT PLAN STATEMENT OF PROPOSAL

Our approach to speed management in the Masterton District



MSTN.GOV.T.NZ  
f @MastertonDC

MASTERTON  
DISTRICT COUNCIL

We are required to develop a draft Speed Management Plan for the Masterton District. Our approach prioritises speed management around schools and marae, as well as high-risk routes, where we believe speed limits should be lower.

We are asking for your feedback on the approach we have taken to speed management. We would also like to know if there are any other high-risk roads we should be including in the draft Speed Management Plan.

You can provide us with your feedback up to 4pm, Monday 1 May 2023. Further details on how you can have your say, and the timeline for finalising the draft Speed Management Plan are included on pages 2 and 3.

# WHAKARĀPOPOTOTANGA SUMMARY

The way we manage speed is changing, with Road Controlling Agencies (of which our Council is one) 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.

Our draft Speed Management Plan for the Masterton District 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.

In 2020, the Council undertook a speed review that focused on speed around schools, speed in areas with high numbers of vulnerable road users such as pedestrians and cyclists, and speed limit changes relating to growth and changes in land use. This focus continues in this draft Speed Management Plan, with additional focus on high-risk routes and speed around marae.

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.

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-risk roads we should be including.

We are accepting feedback until 4pm, Monday 1 May 2023. Further details on how you can have your say and the timeline for finalising the draft Speed Management Plan are included on pages 2 and 3.





Complete one of our online submission forms at: [mstn.govt.nz](http://mstn.govt.nz)



Email your submission or feedback to: [submissions@mstn.govt.nz](mailto:submissions@mstn.govt.nz)



Phone us on 06 370 6300 between 8am and 5pm Monday to Friday (excluding public holidays).



Pick up a submission form from the Masterton District Library or customer service centre at 161 Queen Street. Post it to Masterton District Council, PO Box 444, Masterton 5840, or drop it off to our customer service centre.



Kanohi-ki-kanohi (face to face):

- Meet with the Mayor every Thursday 12-2pm (April 27 will be 1-3pm) at our Queen Street office. This is an open drop-in session where you can talk to the Mayor about our 2023/24 Annual Plan, Consultation Draft Speed Management Plan, and any thoughts you have for the 2024-34 Long Term Plan.
- Catch up with our Councillors at one of their scheduled 'pop ups'.

Where	Date	Time
Charlie's Lane	Wednesdy 5 April	12:30 - 1:30pm
	Wednesdy 12 April	
	Wednesdy 19 April	
	Wednesdy 26 April	
Thursday Night Food Trucks in the Town Square	Thursday 6 April	5 - 6pm
	Thursday 13 April	
	Thursday 27 April	
Sunday Car Boot Sale	Sunday 16 April	8 - 10am

## Submissions close 4pm Monday 1 May 2023

### Hearing

For those wanting to formally present their views to the Council, a hearing will be held on Wednesday 17 and Thursday 18 May 2023. You will need to indicate on your submission form that you would like to participate in the Hearing.

## Want to know more?

We encourage you to read this document alongside the Consultation Draft Speed Management Plan to inform your submission. More detailed information is available in the Technical Assessment document and online GIS maps illustrating the changes. **These** are all available on our website.

## The national context

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.

**RĀRANGI WĀ**  
**TIMELINE**

- Friday 31 March 2023**  
Consultation period opens
- Monday 1 May 2023**  
Consultation period closes
- Wednesday 17 May 2023**  
Hearing
- Thursday 18 May 2023**  
Hearing
- Wednesday 7 June 2023**  
Council deliberations
- Wednesday 28 June 2023**  
Draft Speed Management Plan adopted by Council
- July 2023**  
Speed Management Plan certified by Waka Kotahi

3



# TIROHANGA WHĀNUI **OVERVIEW**

The speed limit review we undertook in 2020 saw Council reduce speeds in some key areas to help ensure that when you use our roading network, you get to where you want to go safely.

Through the review, submitters indicated broad support for the reduction of speed limits around schools, areas with high numbers of vulnerable road users, and areas that were identified as experiencing growth or changes in land use. These speed reductions were made in 2020.

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 within the Masterton District, 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-risk roads with a high crash rate. 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 2027. We do not propose to make changes to high-risk roads before 2027, unless there are significant changes to the road conditions and assessed risk.

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.



TE UIUINGA HUKI – MAHERE WHAKAHAERE PAE TERE

# THE CONSULTATION DRAFT SPEED MANAGEMENT PLAN

## Priority 1 – Reducing school speed limits

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

By 2027, we will be required to have reduced the speed limits in the vicinity of all schools and kōhanga reo (in the vicinity of schools and marae) in Masterton 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.

There is one area where we are taking a slightly different approach. This is Pownall Street, where Wairarapa College and St Matthew's Collegiate are located. We propose a permanent speed limit of 40km/h from south of Wairarapa College to north of St Matthew's Collegiate. The intention of this change is to improve safety outside these schools and the surrounding area, without having multiple speed limit changes within a short distance.

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 when kids are at school. 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.

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.

Under the draft Speed Management Plan, these changes will be completed by 2027.

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:**

- Chanel College
- Douglas Park School
- Masterton Intermediate School
- Opaki School
- Tinui School

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

- Lakeview School
- Masterton Primary School
- Mākoura College
- Solway School
- Te Kura Kaupapa Māori o Wairarapa

**The following school is proposed to have a 40km/h permanent speed limit:**

- Mauriceville School

**The following school is proposed to have a 60km/h permanent speed limit:**

- Rathkeale College

**The following school is proposed to have a 60km/h variable speed limit:**

- Wainuioru School

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

Masterton district has a number of marae, located in both urban and rural locations.

Our assessments show that marae in the Masterton District do not have sufficient signage that 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 kōhanga reo located next to marae that will be impacted by the proposed changes.

Under the draft Speed Management Plan these changes will be completed by 2027.

Maps highlighting all the proposed changes are included in the Consultation Draft Speed Management Plan document.

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

- Akura Marae
- Motuwairaka Marae
- Te Ore Ore Marae (with Te Kōhanga Reo o Hineteorangi located next to this marae)
- Te Rangimārie Marae (with Te Kōhanga Reo o Ngāti Hamua located next to this marae)
- Tūmapuhia Marae

## Priority 3 – Reducing speed limits on high-risk roads

We have reviewed all the crash data for local roads within the Masterton district for 2012-2021. Those roads that have had three or more serious or fatal crashes in this period have been considered high-risk roads.

We have assessed each of these high-risk roads to determine what improvements are appropriate to lower the risk to road users. This includes safety improvements as well as changes to speed limits. Safety improvements for these roads include improved curve warning signage, widened centreline and edgeline markings, and using audio tactile profile road markings (rumble markings).

It is important to note that these changes will not be implemented before 2027, unless there are significant changes to the road conditions and assessed risk.

Maps highlighting all the proposed changes are included in the Consultation Draft Speed Management Plan document.

**The following high-risk roads are proposed to have changes in speed limit:**

- Akura Road
- Gordon Street (urban growth area)
- Kibblewhite Road
- Ngaumutawa Road
- Te Ore Ore-Bideford Road
- Paierau Road
- Lees Pakaraka Road
- Te Whiti Road
- Masterton-Castlepoint Road



# NGĀ PĀTAI PŪPUTU FREQUENTLY ASKED QUESTIONS

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

**A.** You are welcome to provide comment on speeds but the speeds we are proposing align with Waka Kotahi guidance and reflect local knowledge and behaviour, including statistics around crashes. Details are set out in the technical assessment document.

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

**A.** Even the most skilled drivers make mistakes. Most drivers understand that New Zealand's roads can be challenging. Good speed management gives drivers the cues they need to judge the safe and appropriate speed for the road they are on. The Council is also actively promoting road safety with school children and through public education campaigns.

**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. 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.

**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.** 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.** Why have kōhanga reo been included but not other early childhood providers?

**A.** We have included kōhanga reo where they are co-located with marae. However, if there is sufficient support through consultation for changes around other early childhood providers, then these can be considered as the plan is finalised.









## Phone

06 370 6300 - 8am to 5pm except Tuesdays 9am to 5pm  
06 378 7752 after hours

## Email

submissions@mstn.govt.nz

## Call into

Masterton District Council  
161 Queen Street, Masterton  
9am - 4pm

## Write to

Masterton District Council  
PO Box 444, Masterton 5840  
www.mstn.govt.nz



# CONSULTATION DRAFT SPEED MANAGEMENT PLAN FOR THE MASTERTON DISTRICT

March 2023



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## 1. Why a Speed Management Plan?

A Speed Management Plan sets out the legislative requirements<sup>1</sup> for why we need to have a plan; covers the rationale as to why speed management is important; the location and types of roads that have been reviewed as part of the development of this plan; and the proposed changes to speed limits and supporting engineering improvements.

This Speed Management Plan will support our short-term and long-term road safety goals for the Masterton District. To achieve the desired road safety goals of the Speed Management Plan, a range of initiatives are required to be implemented such as speed limit changes and future improvements to roads. These future improvements will support either existing speed limits or changes in speed limits if and when required. Any physical works will be undertaken in conjunction with education programmes and enforcement as required.

By ensuring that vehicle speeds are appropriate for the areas where we live, work and go to school, the Speed Management Plan will support Council's vision that, "Masterton/Whakaoriori offers the best of rural provincial living" and the aspirational community outcomes of:

**A thriving and resilient economy:** *Masterton/Whakaoriori has a strong, sustainable, low-carbon economy that supports our people and places.*

**Efficient, safe and effective infrastructure:** *Masterton/Whakaoriori has high-quality and cost-effective infrastructure that meets the current and future needs of our community.*

### 1.1 Setting of Speed Limits Rule

The Land Transport Rule: Setting of Speed Limits was updated in 2022 and came into effect on 19 May 2022. This removes the requirement for Territorial Local Authorities<sup>2</sup> to set speed limits through bylaws, enabling a whole of network approach that considers safety-related infrastructure improvements, speed limit changes and safety camera placement together.

Speed Management plans set out a 10-year vision with a 3-year implementation plan and are to be reviewed in line with the National Land Transport Programme funding timelines.

Any proposed speed limit changes and safety infrastructure improvements will be identified through the development and review processes for the Speed Management Plan.

There are deadlines for reviewing speed limits around schools, with the road controlling authority (Masterton District Council) having made all reasonable efforts to:

- reduce the speed limits in the vicinity of 40% of the schools directly accessed from their roading network by 30 June 2024 and

<sup>1</sup> Land Transport Rule: Setting of Speed Limits 2022

<sup>2</sup> Territorial Local Authorities means a city council or a district council. A Council controls local roads. Waka Kotahi is responsible for the State Highway roading network.

- ensure that all schools are compliant with speed limit changes by 31 December 2027.

All speed limit records are now held in the National Speed Limit Register (NSLR) and any change to an existing speed limit must conform to the changes proposed in a Speed Management Plan to enable it to be certified and become operative after the appropriate signage has been installed.

### 1.2 Funding

The implementation costs for road safety initiatives, including speed management, is shared between the Council and Waka Kotahi.

The guidelines for receiving funding from Waka Kotahi include meeting requirements for projects that have been identified that support speed management, and a reduction in death and serious injuries.

The outputs from the Speed Management Plan will be used to develop a forward works programme as part of the national Road to Zero strategy implementation. Funding will be sought for works to support speed management on these roads.

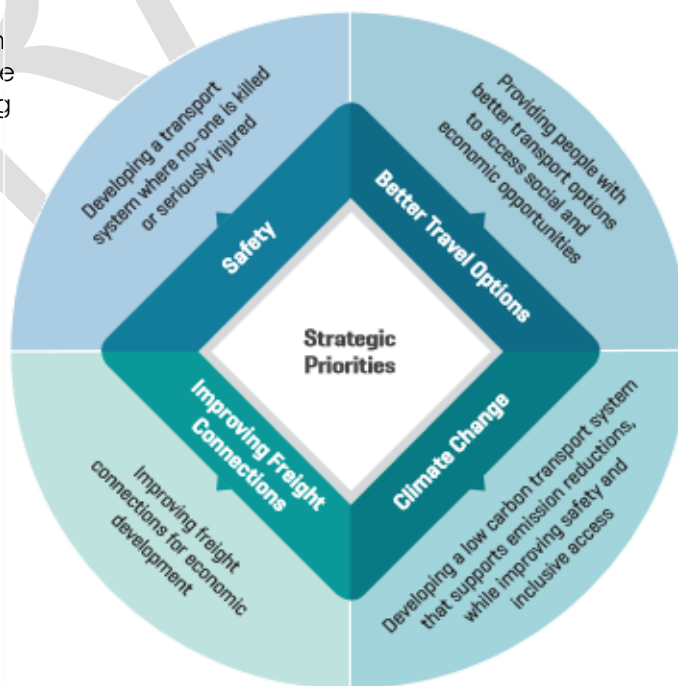
### 1.3 Government Policy Statement on Land Transport

The Government Policy Statement (GPS) on land transport (2021-2031) sets the Government’s priorities for land transport investment over a 10-year period. It sets out how the National Land Transport Fund (NLTF) will support activities such as public transport, state highway improvements, local roads, and road safety. Waka Kotahi and local authorities need to ensure spend on transport reflects Government priorities outlined by the GPS.<sup>3</sup>

The GPS also provides direction and guidance to those who are planning, assessing and making decisions on Land Transport over the next 10 years.

The GPS has four strategic priorities (refer figure 1) that are expected to guide land transport investments.

Figure 1: GPS Priorities



<sup>3</sup> <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

## 1.4 Road to Zero

The Government is committed to tackling unsafe speeds as part of the vision of a New Zealand where no one is killed or seriously injured in road crashes.

The risk of a crash occurring and the resulting severity of injury resulting from the crash depends significantly on the speed of vehicles involved.

The following Intervention Indicators are included in the Government's Road to Zero Initial Action Plan 2020-2022:

- Percentage of the highest risk roads addressed through speed management
- Percentage of urban schools with 30-40km/h speed limits (40 percent by 2024; 100 percent by 2030)
- Percentage of rural schools with 60km/h speed limits or lower (40 percent by 2024; 100 percent by 2030)
- Mobile speed camera deployment activity (hours) (increase to 80,000 in 19/20; 100,000 in 20/21)
- Number of police operations targeting speed.

## 1.5 Road Safety

Road safety goes beyond Council's obligation to prevent deaths and injuries to improving lives and lifestyles too. By ensuring that everyone feels safe to use our transport network we increase opportunities for a more diverse use of transport modes and enabling more active ways in how we get to where we need to go such as letting children walk, bike or scooter to school. The creation of road networks that allow for easy and multimodal transport use within our urban areas connect people and communities, and align with other Council priorities such as the Climate Change Action Plan and Wellbeing Strategy. The largely rural road network continues to be a challenge in balancing the desire for high vehicle speeds with constrained road cross sections and unforgiving roadside environments.

Influencing road user behaviour and improving our driving culture will continue to be critical to making significant gains in road safety. All users of our roads, streets and footpaths have a responsibility to make good choices and follow the rules, while central and local government have a responsibility to support and enforce that behaviour.

## 2. What is speed management?

Speed management is about achieving safe and appropriate vehicle speeds on roads which reflect each road's function, design, safety and use. People and goods need to move efficiently around our transport network; however, aligned to the Road to Zero vision, we also need to see a reduction in deaths and serious injuries on the network.

Additional benefits gained from the implementation of appropriate vehicle speeds are a reduction in noise and air pollution which results in healthier and safer communities.



Vehicle speeds are a key variable in developing transport policy and strategies. Speed plays a dominant role in a number of transport related measurements such as mobility demand, fuel consumption and CO2 emissions, air pollution, noise, safety and congestion.

The Global Road Safety Facility – World Bank released a report in 2020 titled Road Crash Trauma, Climate Change, Pollution and the Total Costs of Speed: Six graphs that tell the story.

This report states that:

*Reduced speeds of travel represent a major, yet under-appreciated, opportunity to improve safety, climate change impacts of travel, health, inclusion, the economy, and in some circumstances, congestion. Speed management can be achieved through a range of interventions including road infrastructure and vehicle technology, as well as enforcement and promotion.<sup>4</sup>*

Speed management is more than just setting or adjusting speed limits. It requires input from policy makers, engineers, educators and the police to educate, encourage and influence road users to adopt safe and appropriate speeds.

## **2.1 Climate change**

Climate change can be impacted by not only the number and types of vehicles being driven on the network, but also the speed at which vehicles are travelling.

Council currently provides footpaths, cycling lanes and networks that support alternative transport such as cycling and walking.

From the environmental development area of Council's Wellbeing Strategy, potential key actions have been identified which include:

- Enable and support the promotion of alternative transport e.g. biking, walking and ridesharing
- Advocate for better public transport links, noting that in a rural provincial environment public transport will never offer a complete solution
- Choose, and encourage our community to choose, cleaner and greener fuel options.

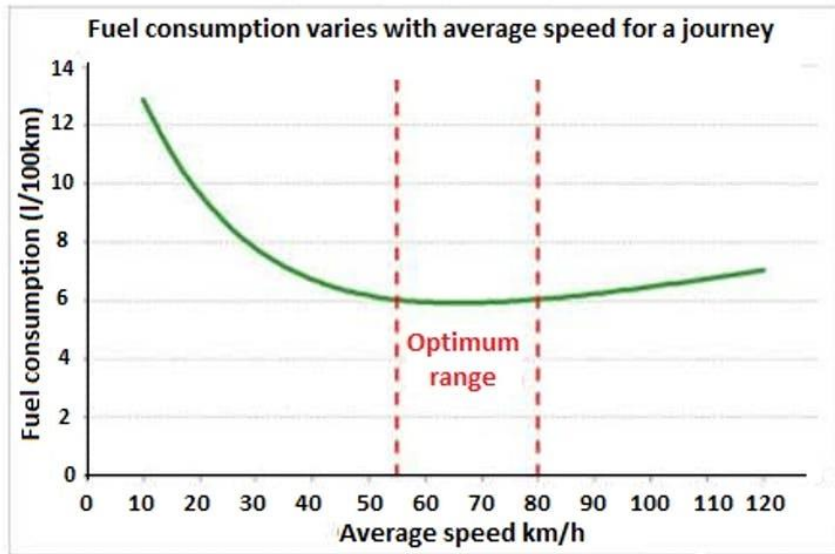
A key focus of the Masterton District Climate Action Plan (2022) is a 20-minute town – creating accessible, safe, and attractive local areas where people can access most of their everyday needs within a short walk, cycle, or local public transport trip – which generally have lower emissions.

Due to the largely rural nature of Masterton District the reliance on personal vehicles will remain high. Every car has an optimal speed range that results in minimum fuel consumption and therefore emissions. The typical correlation between vehicle speed and fuel consumption is shown in Figure 2.

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<sup>4</sup> [World Bank Document](#)

Figure 2: Correlation between vehicle speed and fuel consumption<sup>5</sup>



Fuel consumption increases at lower speeds due to the typical start/stop nature of driving in these lower speed environments.

A recent publication from the Global Road Safety Facility – World Bank<sup>6</sup> stated that the benefits of managing vehicles speeds were:

- Saves lives and debilitating injuries
- Reduces GHG emissions and thus assists in the battle against climate change (in a recent meeting in Geneva, Sweden reported that the most effective tool they had for reducing GHGs was the speed camera programme)
- Reduces other air pollutants which harm health, including road traffic noise
- Increases efficiency, by vehicle maintenance costs and reducing fuel costs.

Economic analysis of higher speeds often only consider travel time savings, omitting critical economic impacts through crash costs, emissions, fuel costs and vehicle maintenance. The total costs of speed are often overlooked because lobbying by transport companies and other road users is focused on their travel time, while the main costs of crashes, GHGs, and health effects of omissions are born by the society and government.

## 2.2 Crash survivability

The role and impact of speed in crashes is often underestimated, with the most common argument used against any reduction in speed limits being that “vehicle speeds don’t cause crashes poor drivers do”. This is correct in part.

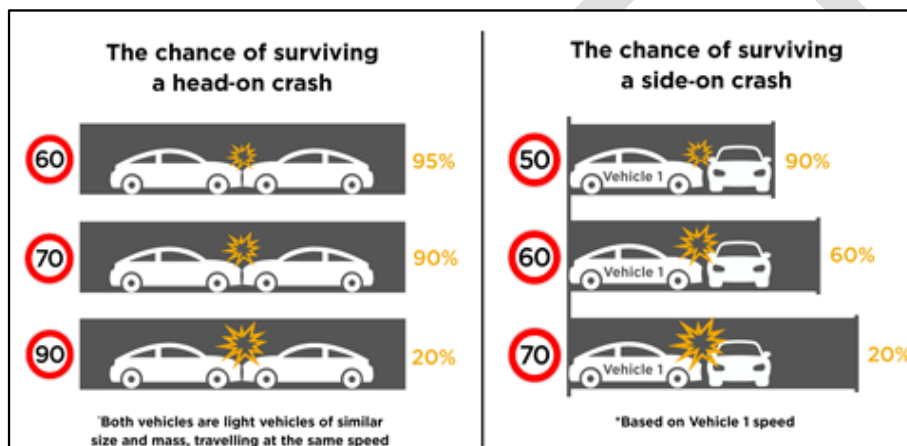
<sup>5</sup> [Climate explained: does your driving speed make any difference to your car’s emissions? \(theconversation.com\)](https://theconversation.com/climate-explained-does-your-driving-speed-make-any-difference-to-your-car-s-emissions-151111)

<sup>6</sup> [World Bank Document](#)

The speed that a vehicle is traveling at does not cause the crash, however it has a direct effect on the severity of the crash and higher vehicle speeds increase the probability of a crash in several ways:

- by reducing the capacity of a driver/vehicle to stop in time;
- by reducing manoeuvrability in evading a problem;
- by making it impossible to negotiate curves and corners at speeds which are too high for the friction available;
- by reducing the driver’s field of vision; and
- by causing others to misjudge gaps.
- Therefore, speed plays a significant role in the both the outcome of the crash as well as the potential for a crash to occur. The speed of the vehicle is the difference between a correctable mistake and a fatal error as illustrated in Figure 3.

Figure 3 Crash survivability<sup>7</sup>



The Waka Kotahi crash database (CAS) holds information on all crashes that have been reported to the Police. This data can be broken down into the various local authority regions and separated into local roads and state highways. Contributing factors and crash types are some of the features that are analysed to develop a picture of the crash history within the Masterton District.

### 2.3 Travel speed

Travel speed was indicated as being a contributing factor in 35% of all fatal and serious crashes on the Masterton district local road network between 2012 and 2021. This indicates that inappropriate speed (not necessarily above the speed limit) plays a significant part in the number of crashes in this district.

<sup>7</sup> Source - Centre for Road Safety – NSW Government

### 2.3.1 Travel Time

A New Zealand Transport Agency Research Report (RR568) was produced in 2017 which the result of surveys undertaken to understand time saving as a motivation for New Zealand drivers' speeding<sup>8</sup>. The result of the research showed that:

*"Drivers do not have a good understanding of how much time they would save by speeding. Some drivers choose to speed because they want to save time, but generally underestimate time savings from increasing low speeds and overestimate time savings from increasing high speeds."*

*Drivers who choose to speed to save time are those whose speeding behaviour falls into the violation category, as opposed to accidental lapses and other speeding behaviour. They make a conscious decision that the benefit of increasing speed (arriving at their destination sooner) outweighs the costs of speeding (financial, safety, possible penalties). If that cost-benefit decision is based on incorrect information, providing correct information may result in a different outcome. For example, the driver's decision to speed may be based on an inflated estimate of the time they may save and an underestimate of the increased safety risk. If the driver instead has correct information about time saving and risk, they may make a different speed choice.*

### 2.4 Crash types

A review of the crash data for the ten-year period 2012–2021, shows that there has been 13 fatal and 85 serious crashes on local roads within the Masterton District. The types of the crashes are shown in Table 1.

**Table 1.**

**Table 1 - Crash type: 2012-2021**

Crash Type	Fatal	Serious	Minor	Non-injury	Total
Lost Control - Bend	5	28	97	189	319
Lost Control - Straight Road	2	14	53	107	176
Manoeuvring		4	20	116	140
Crossing - Not turning		5	39	81	125
Obstruction		2	12	84	98
Crossing - One turning		6	12	41	59
Same Direction Turning	1	4	18	33	56
Rear End Crash		2	6	42	50
One Turns Right		3	11	28	42
Head On Crash	4	4	10	18	36

<sup>8</sup> [Research Report 568 Travel time savings and speed: actual and perceived \(nzta.govt.nz\)](https://www.nzta.govt.nz/research-reports/568-travel-time-savings-and-speed-actual-and-perceived/)

Crash Type	Fatal	Serious	Minor	Non-injury	Total
Merging		1	10	21	32
Pedestrian Crossing Road	1	8	19	3	31
Overtaking			6	8	14
Miscellaneous		1		12	13
Other Pedestrian		3	7	2	12
Total	13	85	320	785	1203

## 2.5 Pedestrians and Cyclists

Safer speed limits within town centres, around schools and other high pedestrian generating areas will help to support more liveable and thriving communities by improving safety and accessibility and encouraging more active modes of transport.

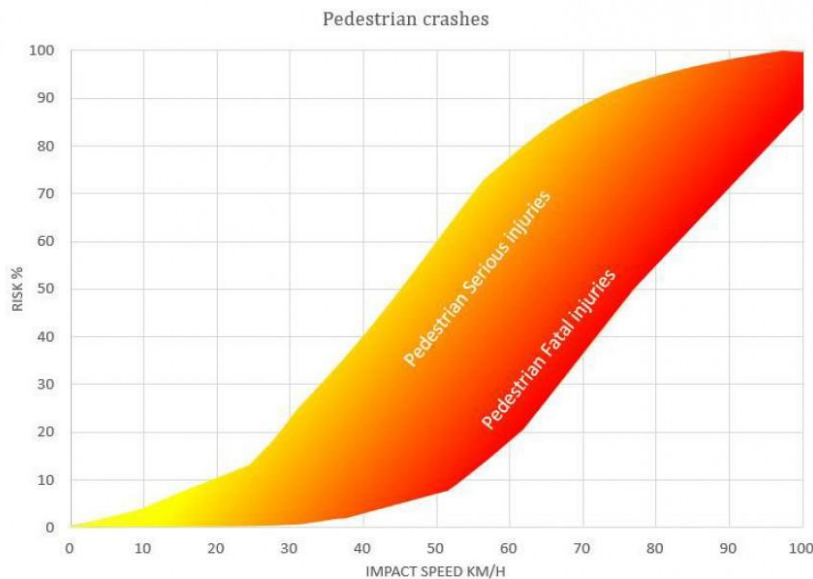
Pedestrian crashes can occur anywhere on the roading network, however there are opportunities to improve safety and accessibility, in particular around schools. Current speed limits within town centres and outside many schools do not make walking and cycling an appealing mode of transport and therefore increase the reliance on vehicles. Increased rates of children walking and cycling to school will reduce the level of congestion in the vicinity of schools, lowering the risk of crashes and stress to other road users. It may also have a range of co-benefits, including health and accessibility by helping people to feel safer to walk or bike to school which has benefits for the community as a whole, particularly in the areas of health and lowering emissions.

- 2.6** Pedestrians and cyclists are particularly vulnerable in crashes involving vehicles. A crash with an impact speed of 50km/h is 70% more likely to result in death or serious injury than one with an impact speed of 30km/h. Research conducted by Mackie Research Ltd for Waka Kotahi developed the chart shown in

Figure 4 for pedestrians struck by light vehicles. They also demonstrated that the severity curve for cyclist and pedestrians is very similar. The width of the bands indicates that the severity of injury in a pedestrian or bicycle crash is not just a function of collision speed, but the age of the person and the type of vehicle striking them also have major influences.

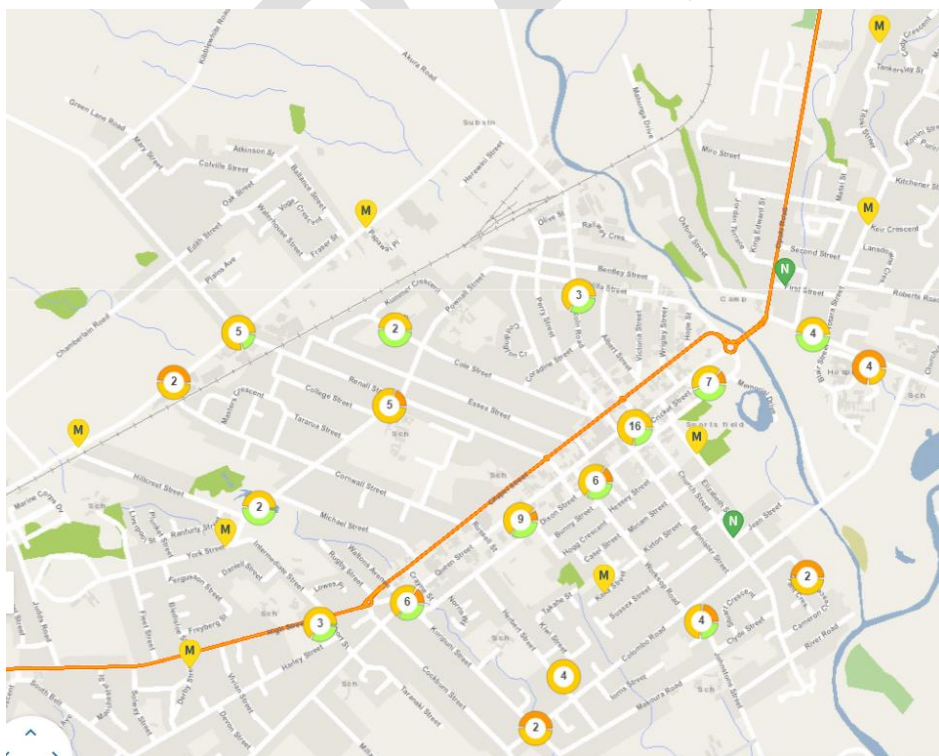
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Figure 4 Pedestrian injury risk?



In the 10-year period of 2012 to 2021 inclusive there have been 101 crashes involving pedestrians or cyclists on local roads within the Masterton district. Of these, none have been fatal with fourteen resulting in serious injuries. A further 62 resulted in minor injuries and 25 have been reported as non-injury crashes. The majority of the crashes have occurred in the urban area as shown in Figure 5.

Figure 5 Urban pedestrian and cycle crashes



<sup>9</sup> Source: Mackie Research Ltd

## **3. Speed Management Planning**

### **3.1 Speed Management Plan**

Speed Management Plans are required to be developed by Road Controlling Authorities<sup>10</sup> to show their proposed short-term and long-term changes to the whole network with respect to speed management and identify future improvements to roads to support changes in speed limits if required. Due to the requirement for funding to support any engineering improvements that need to be implemented the plans are proposed to have a 10-year horizon. The plans will be reviewed every three years to ensure that they are being delivered as expected, are adapting to any network changes, and align with the Long-Term Planning process for funding.

The intention of the implementation of a Speed Management Plan is not to undertake wholesale changes to speed limits within the district.

The purpose of the Speed Management Plan is to provide a structured and methodological process for the review and change of speed limits and/or the implementation of engineering improvements to support speed management as required to reduce the risk to road users. Where the road environment needs to be modified to support the desired speed limit then physical works will need to be undertaken. The nature of these engineering improvements will depend on the road and the speed management goal to be achieved.

### **3.2 Speed Limits**

Road Controlling Authorities currently have the ability to set speed limits in 10km/hr increments from 20km/hr to 100km/hr. This range of limits is significant, and guidance has been provided by Waka Kotahi on what speed limits should be used in which environments.

As a speed management tool, speed limits are used to align drivers' expectations with the reality of the road environment. Often lowering the speed limit will not significantly affect the travel time of vehicles but may stop a driver pushing the bounds on the speed that they think they can achieve on the road and hopefully reduce the risk of them losing control. This also works to provide better alignment of speeds between visitors (who are more cautious) and locals (who are more familiar with the roads by providing all drivers with a more accurate reflection of what speed they should be travelling at.

It is acknowledged that speed limits are an emotive topic and that the requirement for dramatic changes to speed limits from a risk management perspective is not fully understood by the community.

To this end the Council may look to take a staged approach to lowering speed limits in the district. The majority of changes proposed will result in a maximum of a 20km/hr drop in the speed limit being implemented on a road in a single year. Should a larger decrease in the speed limit be desired, from an engineering perspective, or where there is significant resistance from the community, this will be addressed on a case-by-case basis and may result in the speed limit being reduced in stages. An initial drop in the speed limit with supporting engineering improvements

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<sup>10</sup> Road Controlling Authority – Council is the road controlling authority for local roads. Waka Kotahi manages the state highway network.



would be implemented however, if the risks continue to be present or the situation changes, then a further reduction would be implemented as part of the next review or within three years, whichever is the earlier.

### **Zones of influence**

To ensure that the lower speed limits are applied where they will offer the greatest protection to vulnerable road users in the vicinity of high pedestrian usage areas (such as schools) a 'zone of influence' is proposed to be used. This is to ensure that the length of any speed restriction is reasonable, and the purpose of the restriction is obvious to a driver so that there is a greater level of compliance. Imposing speed restrictions that appear unnecessary, or the justification is unclear, is likely to impact the acceptance of speed limit changes across the board.

Based on stopping distance calculations, the distances proposed ensures that the signs/restrictions are placed with sufficient distance from the likely area of conflict such that a driver can observe, react and stop prior to hitting the potential hazard.

### **3.3 Megamaps**

Waka Kotahi have developed a Speed Management Guide and the Safer Journeys Risk Assessment Tool (known as MegaMaps) for use by Council Staff that provides a range of technical information on each road within the Masterton District. These metrics are used as a starting point to help assess the safe and appropriate speed for each road / section of road.

As a result of changing the speed limit, effects associated with a number of factors can be calculated. These include:

- Estimated death and serious injury savings per annum
- Travel time change per vehicle traversing the section of road
- Vehicle Operating Cost (VOC) change per vehicle traversing the section of road
- The change in CO<sub>2</sub> emissions per annum.

It is important to note that these effects assume that the speed limit will be lowered to the safe and appropriate speed. For those sections of road where the decision is to invest in infrastructure improvements to bring the design and safety of the road to a level where the existing speed limit can be retained, then the travel time, vehicle operating, and CO<sub>2</sub> emission changes will be zero. Safety savings from infrastructure improvements are expected to be greater than those achieved from lowering the speed limit alone.

### **3.4 Safe and appropriate speed**

Due to the range of speed limits available for implementation by Councils, Waka Kotahi developed a process to determine the safe and appropriate speed (SAAS) for each road or section of road.

The SAAS for a section of road is derived from the:

- combination of the Safe System speed thresholds for crash survivability,
- One Network Framework: street categories,

- Infrastructure Risk Rating, and
- presence or planned implementation of safety infrastructure.

The Infrastructure Risk Rating is based on road stereotype, horizontal alignment, volume, carriageway width, access density and land use.

The SAAS is based on a speed limit being appropriate for the road function, design, safety and use (i.e. it takes both safety and efficiency into account).

The use of these speeds as a speed limit is not compulsory, however they do assist with ensuring that speed limits are consistent across the country.

### **3.5 Consultation**

The development of the Speed Management Plan requires a formal consultation process with the community to assist with building public understanding and awareness of safe and appropriate speed limits, as well as providing an opportunity to provide feedback on our proposals.

Engagement with schools, Marae, kōhanga reo (within the vicinity of Marae), key stakeholders, and the wider community on the development of speed management plans helps to ensure that this Speed Management Plan supports the desires of the community, improves road safety outcomes and reduces the impacts of unsafe speed limits on all communities.

## **4. 2023 Speed Management Plan**

### **4.1 Vision**

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

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

### **4.2 Objectives and policies**

The objective of this Speed Management Plan is to:

“Create a roading network where residents and visitors can travel safely and efficiently around the district, no matter how they travel”.

People can move around the Wellington Region safely (RLTP 2021)

The policies underpinning this Speed Management Plan are:

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

### 4.3 Principles

Those roads considered as part of the development of the Speed Management Plan for Masterton District have been identified from the following sources:

- School locations
- Marae locations
- High benefit / high risk roads – Roads with three or more fatal or serious crashes in the previous 10 years.

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

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

Details on the technical assessment of each of the roads based on the above-mentioned criteria are included in the technical assessment document (this is in a separate document and will be available on our council website).

### 4.4 Schools

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

### 4.5 High benefit / high risk roads

Megamaps has a series of algorithms that have been run to identify roads that are considered likely to achieve the greatest benefit from speed management. Each of the roads identified are then reviewed for appropriateness based on local knowledge of the area.

The crash data for the 10 year period 2012 – 2021 has been reviewed for all local roads within the Masterton District. Those roads that have had three or more fatal or serious crashes in this period have been considered as a high risk road. As crashes have already occurred on these routes, it indicates that the environment is not self-explaining to drivers.

Each of these high benefit / high risk routes have been reviewed to determine what improvements are appropriate to lower the risk to users. This included standard safety improvements as well as changes to speed limits.

#### 4.6 Engineering improvements

Supporting engineering improvements will be required regardless of where and what changes are made to speed limits in an area. Some improvements will be standard layouts such as the signs and markings used at threshold locations or in the vicinity of schools, while others will be more bespoke designs depending on the location and outcomes sought.

Portions of the Masterton District roading network are straight sections of road which provide little topographical constraint to a driver's speed, however the presence of power poles, trees and other roadside hazards poses an increased risk to drivers should they leave the road. In these situations, there are a number of engineering works that can be implemented to manage the speed of vehicles.

Some features such as the installation of barriers are proposed to be implemented to support the existing speed limit by improving the safety of the route rather than lower the speed limit to match the existing environment.

#### 4.7 Treatment lengths and adjacent roads

The Masterton District roading network is interlinked and as a result speed limits and improvements that are applied to one section of a road should be consistent with the adjacent sections of road.

Schedule 1 of the Setting of Speed Limits Rule sets the minimum length of road over which a speed limit must apply. Where roads are directly connected consideration should be given to applying the same speed limit over both, especially where the adjacent road is a cul-de-sac.

Isolated sections of reduced speed limits are undesirable unless there is significant change in the environment and unless there are other factors such as a school in the vicinity to support the change.

#### 4.8 Future reviews

Future reviews of the Speed Management Plan are likely to focus on the urban areas (local Streets) of Masterton with a view to lowering all local streets to 30km/h-40km/h.

The rural roading network will continue to be a balance between safety and efficiency with speed limits required across local authority and regional boundaries to be consistent to avoid confusion and driver frustration. This will be a longer-term project requiring collaboration across the Greater Wellington region with Waka Kotahi and neighbouring territorial authorities.

**Table 2 – Local Streets and Urban Connectors**

Category	Description	Safe and appropriate Speed Limit
Local Streets	These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric	30-40 km/h

	of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.	
Urban Connectors	These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60 km/h

## 5. Implementation Plan

The technical review (of each road or section of road) identified a number of recommendations that have been collated to form an implementation plan. The full technical assessment is included in the Technical Assessment document (separate document available on our council website).

The initial 10 year plan for implementation will be reviewed every three years in alignment with the Long-Term Plan funding cycle to provide alignment with funding opportunities. The Speed Management Plan will also be reviewed when significant changes in development or funding occur, necessitating a change to the implementation plan.

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

### 5.1 Speed limits around schools

A summary of the proposed speed limits around schools in the Masterton District are shown in Table 3.

**Table** The National Land Transport Programme (NLTP<sup>11</sup>) dates gives an indicative implementation date which is based on the prioritisation undertaken for all speed limit changes on local roads in the district.

**Table 3 - Speed Limits Around Schools**

School Name	Category	Proposed Speed Limit	Comments	NLTP
Chanel College	Cat 1	30	Need to confirm scope of supporting engineering improvements. Maybe reprioritise to be implemented with transport choices CERF project 2021/24.	2024/27

<sup>11</sup> NLTP – National Land Transport Programme is the funding period in which works are likely to be installed based in available funding.

School Name	Category	Proposed Speed Limit	Comments	NLTP
Douglas Park School	Cat 1	30	Change existing speed limit signage. Co-ordinate with St Matthew's Collegiate and Wairarapa College.	2021/24
Fernridge School	Cat 2	80 / 40 variable	Existing 40km/hr variable to be maintained until speed limit in the wider area is reduced to 60km/hr.	2027/30
Hadlow Preparatory School	N/A	N/A	State Highway frontage only	N/A
Lakeview School	Cat 1	50 / 30 variable	Re-programme variable signs and change existing signs with stickers. Upgrade the pedestrian crossing on Te Ore Ore Road.	2021/24 2024/27
Masterton Intermediate School	Cat 1	30	Change existing speed limit signage. Upgrade pedestrian crossing	2024/27
Masterton Primary School	Cat 1	50 / 30 variable	Change existing speed limit signage. Upgrade pedestrian crossing	2024/27
Mauriceville School	Cat 2	40	Need to confirm scope of work of supporting engineering improvements.	2024/27
Opaki School	Cat 1	30	As soon as funding is available.	2024/27
Rathkeale College	Cat 2	60	Pedestrian and cycle access is minimal and on an off-road shared path.	2024/27
Solway College	Cat 2	50	School has limited interaction with road network.	2021/24
Solway School	Cat 1	50 / 30 variable	Co-ordinate with State Highway 2 safety improvements.	2021/24
St Matthew's Collegiate	Cat 2	40	Pownall Street speed limit and engineering improvements. Co-ordinate with Douglas Park School and Wairarapa College.	2024/27
St Patrick's School	N/A	N/A	State Highway frontage only	N/A

School Name	Category	Proposed Speed Limit	Comments	NLTP
Tinui School	Cat 2	30	Need to confirm scope of work of supporting engineering improvements.	2024/27
Te Kura Kaupapa Māori o Wairarapa and Mākoura College	Cat 1	50 / 30 variable	Change existing speed limit signage. Upgrade pedestrian crossing	2024/27
Wainuioru School	Cat 2	100 / 60 variable	60km/hr variable speed limit proposed. Remote rural site.	2024/27
Wairarapa College	Cat 2	40	Pownall Street speed limit and engineering improvements. Co-ordinate with St Patrick's School and Douglas Park School.	2024/27
Whareama School	Cat 2	60 / 40 variable	Existing 40km/hr variable speed limit to be maintained with additional speed management. Remote rural site.	2024/27

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## 5.2 Speed limit changes

A summary of each road where a speed limit change has been recommended in the 2022 review process are tabled below. Due to funding limitations the locations have been prioritised for implementation with schools assigned the highest priority. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

**Table 4 - Speed Limit Changes**

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
8.2.1	Abbotsford Road	0	Masterton-Castlepoint Road	1451	End of Road	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
2.2.1	Akura Road	507		617		70	60	Permanent	2027/30	80	N	Lower speed limit to match adjacent section of road	
2.2.1	Akura Road	617		1960	Kibblewhite Road	100	80	Permanent	2027/30	80	Y	Co-ordinate with changes to SH2	
8.1.1	Blackhill Road	0	Manawa Road	300	End of Road	50	30	Permanent	2024/27	30	Y		
6.1.1	Camerons Road	0	Opaki/Kaiparoro Road	110	End of Road/Bridge	100	60	Permanent	2024/27	N/A	N/A	Speed limit to match adjacent road	
8.1.1	Charles Street	0	Masterton-Castlepoint Road	150		50	60	Permanent	2024/27	30	N	SAAS inappropriate for the function of the road and level of development	
8.1.1	Charles Street	150		275	Manawa Road	50	30	Permanent	2024/27	30	Y		
2.1.2	Cole Street	973	40m Northwest of Pownall Street	1511	20m Northeast of Essex Street	40	30	Permanent	2024/27	30	Y		
2.1.4	Colombo Road	0	Te Ore Ore Road	250	250m Southwest of Te Ore Ore Road	50 / 40 variable	50 / 30 variable	Variable	2021/24	40	N	School area	8:25–9:00am, 2:55–3:20pm, School Days
2.1.5	Daniell Street	0	Intermediate Street	387	End of Road	40	30	Permanent	2021/24	30	Y		
2.2.4	Gordon Street	967		1630		80	50	Permanent	2021/24	60	N	Lower speed limit due to increased development	
2.2.4	Gordon Street	1630		3132	End of Road	80	60	Permanent	2021/24	60	Y		
2.2.5	Greenlane Road	0	Kibblewhite Road	385	End of Road	100	60	Permanent	2024/27	60	Y		
2.1.1	Herbert Street	0	Dixon Street	810	Colombo Road	50	30	Permanent	2021/24	30	Y	Co-ordinate with CERF project	
2.1.1	Huia Street	0	Kiwi Street	123	Weka Place	50	30	Permanent	2021/24	30	Y		
4.1.1	Ica Road	0	Waimimi Road	2685	End of Road/Cattlestop	100	60	Permanent	2024/27	60	Y		
2.1.5	Intermediate Street	0	38m Northwest of SH2 High Street	544	40m Northeast of Pownall/York Street	40	30	Permanent	2021/24	30	Y		



Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
2.1.11	Johnstone Street	140	140m Southwest of Colombo Road	565	50m Southeast of River Road	50/40 variable	50 / 30 variable	Variable	2021/24	40	N	School area	8:10–8:50am, 2:55–3:20pm, School Days
8.2.1	Kahikatea Road	0	Morris Road	1048	End of Road	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
2.1.1	Kereru Place	0	Takahe Street	80	End of Place	50	30	Permanent	2021/24	30	Y	Speed limit to match adjacent road	
2.2.5	Kibblewhite Road	650	Existing 50/100 limit	1552	Akura Road	100	80	Permanent	2027/30	80	Y	Speed limit to match adjacent road	
2.1.1	Kiwi Street	0	Huia Street	268	Takahe Street	50	30	Permanent	2021/24	30	Y	Speed limit to match adjacent road	
2.1.1	Kotuku Place	0	Takahe Street	88	End of Place	50	30	Permanent	2021/24	30	Y	Speed limit to match adjacent road	
2.1.2	Kummer Crescent	0	Pownall Street	522	Cole Street	40	30	Permanent	2021/24	30	Y		
4.1.1	Langdale Road	0	Masterton-Castlepoint Road	2935	Post Office Road	100	60	Permanent	2024/27	60	Y		
4.1.1	Langdale Road	2935	Post Office Road	5860	555m north of Waimimi Road	100	80	Permanent	2024/27	60	N	SAAS inappropriate for the topography of the road	
4.1.1	Langdale Road	5860	555m north of Waimimi Road	5940	475m north of Waimimi Road	100	60	Permanent	2024/27	60	Y		
4.1.1	Langdale Road	5940	475m north of Waimimi Road	6340	25m north of Waimimi Road	100	60 / 40 variable	Variable	2024/27	60	Y	School area	8:25–9:00am, 2:55–3:15pm, School Days
4.1.1	Langdale Road	6340	25m north of Waimimi Road	6949	Blairlogie-Langdale Road	100	60	Permanent	2024/27	60	Y		
7.2.1	Lees Pakaraka Road	0	Masterton Strovnar Road	6066	Masterton Martinborough Road	80	60	Permanent	2027/30	60	Y		
8.2.1	Letts Road	0	Masterton-Castlepoint Road	1588	End of Road	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
5.2.1	Loopline	0	SH2	1960	Paierau Road	100	80	Permanent	TBC	80	Y	Co-ordinate with changes to SH2	
2.1.5	Lowes Place	0	Intermediate Street	235	End of Place	40	30	Permanent	2021/24	30	Y		
2.1.11	Mākoura Road	0	Johnstone Street	345	345m Southwest of Johnstone Street	50/40 variable	50 / 30 variable	Variable	2021/24	30	Y	School area	8:25–9:00am, 2:55–3:15pm, School Days
7.2.2	Manaia Road	0	South Road	3683	Te Whiti Road	100	80	Permanent	2024/27	80	Y		
8.1.1	Manawa Road	0	Charles Street	110		50	30	Permanent	2024/27	60	N	School area	
8.1.1	Manawa Road	110		360		50	60	Permanent	2024/27	60	Y		

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
8.2.1	Masterton Stronvar Road	0	Masterton-Castlepoint Road	1965	Lees Pakaraka Road	100	80	Permanent	2027/30	80	Y		
7.1.1	Masterton Stronvar Road	13210	145m north of Westmere Road	13620	270m south of Westmere Road	100	100 / 60 variable	Variable	2024/27	80	N	School area	8:25–9:00am, 2:55–3:15pm, School Days
8.2.1	Masterton-Castlepoint Road	135	30m northwest of the intersection with Mace Street	9645		100	80	Permanent	2027/30	80	Y		
8.2.1.1	Masterton-Castlepoint Road	9645	30m northwest of the intersection with Mace Street	11121	600m northeast of the intersection with Te Parae Road	80	60	Permanent	2027/30	60	Y		
<b>8.2.1</b>	Masterton-Castlepoint Road	11121	600m northeast of the intersection with Te Parae Road	15650		100	80	Permanent	2027/30	80	Y		
8.1.1	Masterton-Castlepoint Road	41380	185m south of Charles Street	41950	385m east of Charles Street	100	60	Permanent	2027/30	80	N	Intersection and one lane bridge safety	
8.2.1	Maungahina Road	0	Masterton-Castlepoint Road	185	End of Road/Seal	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
8.2.1	McKinstry Avenue	0	Masterton-Castlepoint Road	945	Watsons Road	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
8.2.1	Morris Road	0	Watsons Road	2100	End of Road	100	80	Permanent	2027/30	80	Y		
2.2.4	Nikau Heights	0	Gordon Street	545	End of Road	80	60	Permanent	2021/24	60	Y		
2.2.6	Ngaumutawa Road	0	Akura Road	1323	330m Northeast of Upper Plain Road	70	60	Permanent	2027/30	40	N	SAAS inappropriate for the function of the road	
2.2.6	Ngaumutawa Road	1323	330m Northeast of Upper Plain Road	2200	75m Southwest of Cornwall Street	50	60	Permanent	2027/30	30	N	SAAS inappropriate for the function of the road	
2.2.6	Ngaumutawa Road	2200	75m Southwest of Cornwall Street	4035	100m northeast of Upper Manai Road	80	60	Permanent	2027/30	40	N	SAAS inappropriate for the function of the road	
2.1.8	Ngaumutawa Road	4171	67m South of Upper Manai Road	4447	130m north of SH2, High Street	50/40 variable	50 / 30 variable	Variable	2021/24	30	Y		8:20–9:05am, 2:55–3:20pm, School Days
2.1.6	Okato Place	0	Taranaki Street	117	End of Place	50	30	Permanent	2021/24	30	Y		
8.2.1	Olivers Road	0	Watsons Road	1240	Cattlestop #2	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
6.1.1	Opaki-Kaiparoro Road	12660	230m south of South Road	13535	420m north of turnoff at Mauriceville Lime Co	100	60	Permanent	2024/27	80	N	Lower speed limit to reflect development	
6.1.1	Opaki-Kaiparoro Road	13535	420m north of Cameron Road	14130	35m north of Railway Line	50	40	Permanent	2024/27	80	N	School area	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
4.1.1	Otahome Road	0	Waimimi Road	11337	End of Road	100	60	Permanent	2024/27	60	Y		
5.2.1	Paierau Road	0	Akura Road	7746	SH2	100	80	Permanent	TBC	80	Y	Co-ordinate with changes to SH2	
2.1.6	Patea Place	0	Taranaki Street	91	End of Place	50	30	Permanent	2021/24	30	Y		
4.1.1	Post Office Road	0	Langdale Road	465	End of Road	100	60	Permanent	2024/27	60	Y		
2.2.7	Pownall Street	720	80m southwest of Tararua Street	1795	100m northeast of Kummer Crescent	50	40	Permanent	2024/27	40	N	School area	
2.1.6	South Road	351	25m Northeast of Short Street	588	90m Northeast of Millard Avenue	50/40 variable	50 / 30 variable	Variable	2021/24	40	N	School area	8:10–8:50am, 2:55–3:25pm, School Days
2.1.1	Takahe Street	0	Kiwi Street	244	End of Street	50	30	Permanent	2021/24	30	Y		
2.1.6	Taranaki Street	0	South Road	615	End of Road	50	30	Permanent	2021/24	30	Y		
8.2.1	Te Kanuka Road	0	Masterton-Castlepoint Road	1870	End of Road	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
3.1.1	Te Ore Ore Bideford Road	0	Masterton-Castlepoint Road	2300		100	80	Permanent	2024/27	80	Y	Marae	
2.1.4	Te Ore Ore Road	721	60m Northwest of Colombo Road	955	85m Southeast of Churchill Avenue	50/40 variable	50 / 30 variable	Variable	2021/24	40		School area	8:20–9:05am, 2:55–3:20pm, School Days
8.2.1	Te Parae Road	0	Masterton Stronvar Road	10319	Masterton-Castlepoint Road	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
7.2.2	Te Whiti Road	1900	500m southwest of Homebush Road	5455	100m south of Lees-Pakaraka Road	100	80	Permanent	2027/30	80	Y		
2.1.1	Tui Street	0	Herbert Street	118	Kiwi Street	50	30	Permanent	2021/24	30	Y		
4.1.1	Waimimi Road	0	Langdale Road	6219	Otahome Road	100	60	Permanent	2024/27	80	N	Speed limit to match adjacent road	
5.1.2	Waipipi Road	0	State Highway 2	545	End of Road	100	30	Permanent	2021/24	80	N	School area	
8.2.1	Watsons Road	0	Te Ore Ore Road	3892	Masterton Stronvar Road	100	80	Permanent	2027/30	60	N	Speed limit to match adjacent road	
2.1.1	Weka Place	0	Huia Street	101	End of Place	50	30	Permanent	2021/24	30	Y		
7.1.1	Westmere Road	0	Masterton Stronvar Road	200		100	100 / 60 variable	Variable	2024/27	60	Y	School area	8:25–9:00am, 2:55–3:15pm, School Days
5.1.3	Willow Park Drive	0	State Highway 2	1960	End of Road	70	60	Permanent	2021/24	60	Y		

### 5.3 Safety Infrastructure

A summary of the initial safety infrastructure recommendations in the 2022 review process is tabled below. This summary includes locations where safety infrastructure including speed limit signage and threshold improvements is required on a road with a proposed speed limit change as well as locations where safety infrastructure is required to support the existing speed limit. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

**Table 5 Safety Infrastructure**

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
2.2.1	Akura Road	Install Settlement speed limit thresholds at the 80/60 change in speed limit location.	2027/30	Co-ordinate with changes to SH2
2.2.1	Akura Road	Update and install other speed limit signage as required.	2027/30	Co-ordinate with changes to SH2
2.2.1	Akura Road	Install advance and directional marae signage for Akura Marae.	2027/30	Consultation needed
8.1.1	Charles Street	Install school threshold signs and markings on Charles Street at the 60/30 speed limit change location.	2024/27	
2.1.2	Cole Street	Install school threshold signs and markings on Cole Street.	2021/24	
2.1.2	Cole Street	Upgrade the existing kea crossing on Cole Street to a raised pedestrian crossing.	2021/24	
2.1.2	Cole Street	Consider providing cycle facilities on Cole Street as part of the wider Masterton cycle network.	2027/30 +	
2.1.4	Colombo Road	Update existing variable speed limit on Te Ore Ore Road and Colombo Road to 30 km/hr.	2021/24	
2.1.4	Colombo Road	Install school threshold signs and markings on Te Ore Ore Road on both approaches to the school and on Colombo Road to reinforce the presence of the school.	2021/24	
2.2.2	Colombo Road	Consider improvement works such as raised platforms along the route or urban roundabouts at the cross intersections.	2027/30 +	
2.2.2	Colombo Road	Consider providing cycle facilities as part of the wider Masterton cycle network.	2027/30 +	CERF Project 2021/24
2.1.5	Daniell Street	Update speed limit signage as required.	2021/24	
2.2.4	Gordon Street	Update and install speed limit signage as required.	2021/24	
2.2.5	Greenlane Road	Update and install speed limit signage as required.	2024/27	
2.1.1	Herbert Street	Update and install speed limit signage on side roads as required.	2021/24	
2.1.1	Herbert Street	Install school threshold signs and markings on Herbert Street on both approaches to the school.	2021/24	
2.1.1	Herbert Street	Consider providing cycle facilities on Herbert Street as part of the wider Masterton cycle network.	2027/30 +	
4.2.1	Homewood Road	Install advance and directional marae signage for Tūmapuhia Marae.	2024/27	Consultation needed around wayfinding signage
2.1.5	Intermediate Street	Update and install speed limit signage as required.	2021/24	
2.1.5	Intermediate Street	Install school threshold signs and markings on Intermediate Street on both approaches to the school.	2021/24	
2.1.5	Intermediate Street	Upgrade the existing zebra crossing on Intermediate Street to a raised pedestrian crossing.	2024/27	
2.1.11	Johnstone Street	Update existing variable speed signage as required.	2021/24	
2.1.11	Johnstone Street	Install school threshold signs and markings on Johnstone Street on both approaches to the schools.	2021/24	
2.1.11	Johnstone Street	Upgrade the existing crossing point on Johnstone Street to a raised pedestrian crossing.	2024/27	

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
2.1.11	Johnstone Street	Consider providing cycle facilities on Johnstone Street as part of the wider Masterton cycle network.	2027/30 +	
2.2.5	Kibblewhite Road	Install Settlement speed limit thresholds at the 60/80 change in speed limit location.	2027/30	
2.2.5	Kibblewhite Road	Update and install side road speed limit signage (x1) as required.	2027/30	
2.1.2	Kummer Crescent	Update speed limit signage as required.	2021/24	
4.1.1	Langdale Road	Install school threshold signs and markings on Langdale Road on either side of the school.	2024/27	
4.1.1	Langdale Road	Update and install speed limit signage including on side roads (x4) as required.	2024/27	
7.2.1	Lees Pakaraka Road	Update speed limit signage as required.	2027/30	
7.2.1	Lees Pakaraka Road	Mark a centreline for the full length of the road.	2027/30	
7.2.1	Lees Pakaraka Road	Monitor the site and consider using ATP (Audio Tactile Pavement) on the centreline markings and install curve warning signage.	2027/30	
2.1.5	Lowes Place	Update speed limit signage as required.	2021/24	
2.1.11	Mākoura Road	Update the existing variable speed limit as required.	2021/24	
2.1.11	Mākoura Road	Install school threshold signs and markings on Mākoura Road approach to the school.	2021/24	
2.1.11	Mākoura Road	Consider providing cycle facilities on Mākoura Road as part of the wider Masterton cycle network.	2027/30 +	
8.1.1	Manawa Road	Install speed threshold signage and markings on Manawa Road at the 100/60 speed limit change location.	2024/27	
8.1.1	Manawa Road	Install school threshold signs and markings on Manawa Road at the 60/30 speed limit change location.	2024/27	
8.2.1	Masterton-Castlepoint Road	Install speed limit thresholds at the change in speed limit locations with Settlement speed thresholds at the 60/80km/hr change east of Te Ore Ore Road for westbound vehicles.	2027/30	
8.2.1	Masterton-Castlepoint Road	Install speed thresholds at the Masterton Stronvar Road 100/80 speed limit change location.	2027/30	
8.2.1	Masterton-Castlepoint Road	Update and install speed limit signage including side roads as required.	2027/30	
8.2.1	Masterton-Castlepoint Road	Widen centreline and edgeline markings for the full length of the route.	2027/30	
8.1.1	Masterton-Castlepoint Road	Install speed threshold signage and markings on Masterton-Castlepoint Road at the 100/60 speed limit change locations.	2027/30	
8.2.1	Masterton-Castlepoint Road	Install centreline and edgeline ATP along the full length of the route.	2027/30	
7.1.1	Masterton Stronvar Road	Install variable school threshold signs and markings on Masterton Stronvar Road on the approaches to the school.	2024/27	
2.1.8	Ngaumutawa Road	Update the existing variable speed limit on Ngaumutawa Road as required.	2021/24	
2.1.8	Ngaumutawa Road	Install school threshold signs and markings on Ngaumutawa Road on both approaches to the school.	2027/30	
2.1.8	Ngaumutawa Road	Upgrade the existing crossing point on Ngaumutawa Road at Solway School to a raised pedestrian crossing.	2027/30	

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
2.2.7	Ngaumutawa Road	Update and install speed limit signage including on side roads as required.	2027/30	
2.2.7	Ngaumutawa Road	Install speed limit thresholds at the change in speed limit locations.	2027/30	
2.2.7	Ngaumutawa Road	Install crossing points at pedestrian desired locations.	2027/30 +	
2.1.6	Okato Place	Update and/or install speed limit signage as required.	2021/24	
6.1.1	Opaki Kaiparoro Road	Install speed threshold signage and markings on Opaki Kaiparoro Road at the 100/60 speed limit change locations.	2021/24	
6.1.1	Opaki Kaiparoro Road	Install school threshold signs and markings on Opaki Kaiparoro Road either side of the school.	2021/24	
5.2.1	Paierau Road	Install speed threshold signs at the change in speed limit location.	2027/30	Co-ordinate with changes to SH2
5.2.1	Paierau Road	Widen centreline and edgeline markings for the full length of the route.	2027/30	
5.2.1	Paierau Road	Install centreline and edgeline ATP along the full length of the route.	2027/30	
2.1.6	Patea Place	Update and/or install speed limit signage as required.	2027/30	
2.1.12	Pownall Street	Install school threshold signs and markings on Pownall Street on both approaches to the school.	2024/27	
2.1.12	Pownall Street	Consider providing cycle facilities on Pownall Street as part of the wider Masterton cycle network.	2027/30 +	
2.1.2	Pownall Street	Upgrade the signs and markings for the patrolled zebra crossing on Pownall Street north of Cole Street.	2024/27	
2.1.9	Pownall Street	Install school threshold signs and markings on Pownall Street on both approaches to the school.	2024/27	
2.1.9	Pownall Street	Consider providing cycle facilities on Pownall Street as part of the wider Masterton cycle network.	2027/30 +	
2.2.6	Pownall Street	Install speed thresholds at both ends of the change in speed limit.	2024/27	
2.2.6	Pownall Street	Install repeater speed limit and school signage within the 40km/hr speed limit area.	2024/27	
4.2.2	Riversdale Road	Install advance and directional marae signage for Motuwairaka Marae.	2024/27	Consultation needed
2.1.6	South Road	Update the existing variable speed limit on South Road as required.	2021/24	
2.1.6	South Road	Install school threshold signs and markings on South Road on both approaches to the school.	2021/24	
2.1.6	South Road	Upgrade the existing zebra crossing on South Road to a raised pedestrian crossing.	2024/27	
2.2.9	South Road	Install urban roundabout at the intersection of South Road and Cockburn Street.	2027/30 +	
2.1.6	Taranaki Street	Update and/or install speed limit signage as required.	2021/24	
2.1.6	Taranaki Street	Install speed threshold signage on Taranaki Street at the change in speed limit location.	2021/24	
3.1.1	Te Ore Ore Bideford Road	Install speed limit thresholds at the change in speed limit locations with Settlement speed thresholds at the 80/100km/hr change north of Te Ore Ore Road for southbound vehicles.	2024/27	
3.1.1	Te Ore Ore Bideford Road	Widen centreline and edgeline markings for the full length of the route.	2024/27	
3.1.1	Te Ore Ore Bideford Road	Install centreline and edgeline ATP along the full length of the route.	2024/27	
3.1.1	Te Ore Ore Bideford Road	Install advance and directional marae signage for Te Ore Ore Marae.	2024/27	Consultation needed
2.1.4	Te Ore Ore Road	Update the existing variable speed limit on Te Ore Ore Road and Colombo Road as required.	2021/24	

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
2.1.4	Te Ore Ore Road	Install school threshold signs and markings on Te Ore Ore Road on both approaches to the school and on Colombo Road to reinforce the presence of the school.	2021/24	
2.2.10	Te Ore Ore Road	Install/upgrade pedestrian facilities along Te Ore Ore Road.	2027/30	
7.2.2	Te Whiti Road	Update speed limit signage including side roads as required.	2027/30	
7.2.2	Te Whiti Road	Mark edgelines for the full length of the route.	2024/27	
7.2.2	Te Whiti Road	Install ATP on the centreline and edgeline markings.	2024/27	
7.2.2	Te Whiti Road	Review and install curve warning signage.	2024/27	
5.1.1	Upper Plain Road	Install school threshold signs and markings on Upper Plain Road on either side of the school.	2024/27	
5.1.1	Upper Plain Road	Consider including the installation of a rural raised safety platform/s at the school threshold/s on Upper Plain Road to assist with speed management.	2027/30	
5.1.2	Waipipi Road	Install school threshold signs and markings on Waipipi Road on the approach to the school.	2024/27	
5.1.2	Waipipi Road	Install signs and road markings on Waipipi Road to delineate the crossing point between the school and the off-road path.	2024/27	
7.1.1	Westmere Road	Install variable school threshold signs and markings on Westmere Road on the approach to the school.	2024/27	
5.1.3	Willow Park Drive	Install signs and road markings on Willow Park Drive.	2024/27	
5.2.2	Willow Park Drive	Update and install speed limit signage as required.	2024/27	

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## **Masterton District Council**

### Speed Management Plan Technical Assessments

March 2023





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## Appendices

Appendix A – Example threshold layouts

# 1. Purpose of this document

Masterton District Council (Council) is developing a 10-year speed management plan for the district, as is required by the government. The plan includes short-term and long-term road safety goals; speed limit changes for the whole network, and future improvements to roads to support changes in speed limits if and when required.

Changes to speed limits will be on-going as development in the district continues and to achieve alignment with the Governments Road to Zero Action Plan with respect to speed management. This initial plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

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

This document sets out the technical assessment undertaken on each of the roads identified for review in 2023.

## 1.1 2022 Speed Management Reviews

Those roads considered as part of the development of the inaugural speed management plan for Masterton District have been identified from the following sources:

- Roads within close proximity of a school
- Roads with a frontage to a Marae
- High benefit / high risk roads – Roads with three or more fatal or serious crashes in the previous 10 years.

Each of the roads / locations originally identified are listed below, with additional information and their assessment as well as details of any adjacent roads or sections of road that were included in the review.

## 1.2 Signs and roadmarking

Speed limit signs must be installed within 20m of the identified speed limit location. To support the management of vehicle speeds in these areas and provide a sense of place some general threshold treatments have been developed to assist with cost estimating. Typical layouts are provided in Appendix A.

Each location will require site specific design but is unlikely to vary significantly to provide a degree of consistency for drivers as they travel throughout the district.

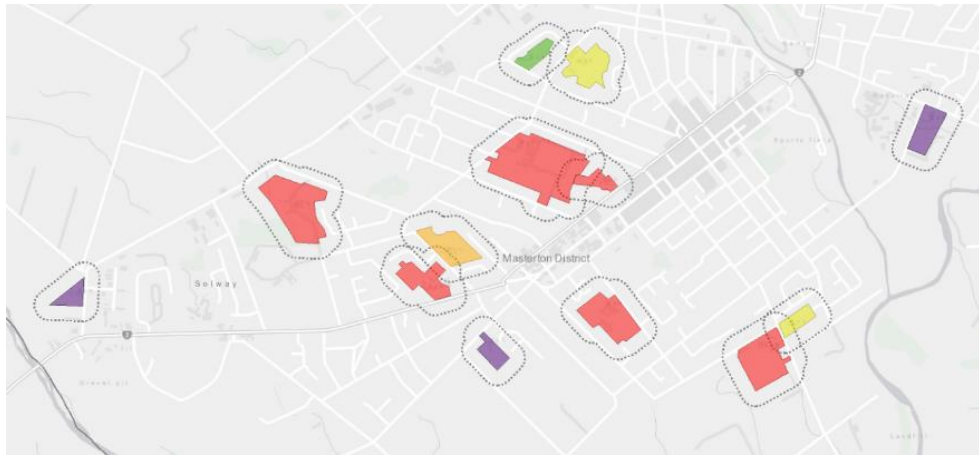
Other supporting infrastructure improvements have been identified for each location as required and the installation of these will be dependent on the funding available for these types of works.

## **2. Masterton**

### **2.1 Schools**

There are 12 schools in Masterton for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility as shown in Figure 1.

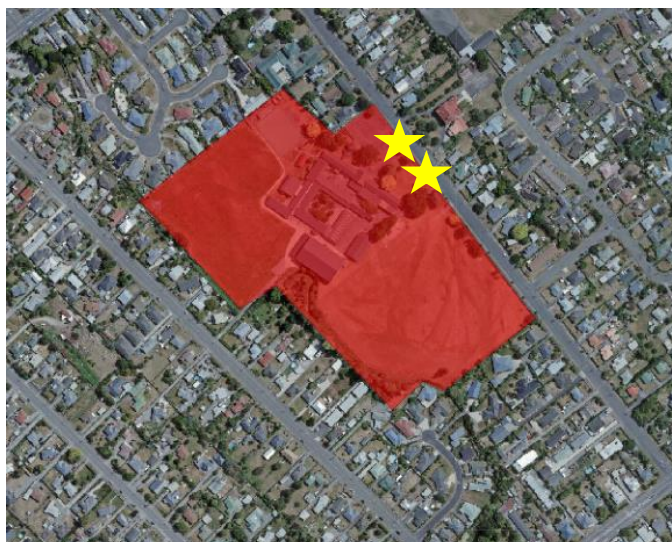
**Figure 1 Masterton Schools**



#### **2.1.1 Chanel College**

Chanel College is a secondary school (Year 7 -15) with the only vehicle and pedestrian access off Herbert Street. Footpaths are provided on both sides of Herbert Street with no specific crossing points provided. There are no cycle facilities in the area.

**Figure 2 Chanel College**



Speed information from MegaMaps shows the following.

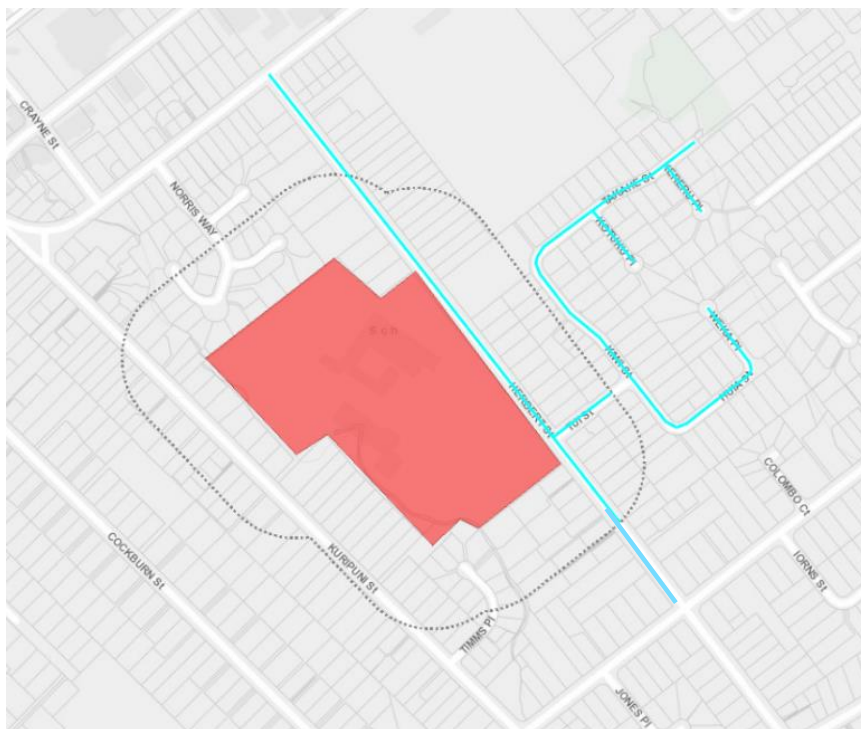
	<b>Herbert Street</b>
<i>AM Peak mean speed</i>	39 km/hr
<i>PM Peak mean speed</i>	37 km/hr
<i>Freelflow speed</i>	45 km/hr
<i>Posted speed limit</i>	50 km/hr

Herbert Street is a local street that runs parallel to Kuripuni Street and has a 12m road width. This results in a large expanse of seal and higher than desirable travel speeds as well as the road being used to cut between Dixon Street and Colombo Road.

To improve the survivability of crashes involving pedestrians in this area 30 km/hr is considered to be the safe and appropriate speed for Herbert Street. Due to Chanel College being located in the middle of Herbert Street, the lower speed limit should be applied for the full length of Herbert Street to avoid multiple changes of speed limits. The existing speed limit can be reduced to this with no noticeable effect on travel times.

For consistency and to enhance the residential nature of the area the speed limit should also be lowered on the adjacent side roads of Kereru Place, Weka Place, Takahe Street, Kotuku Place, Tui Street, Huia Street and Kiwi Street as shown in Figure 3.

**Figure 3 Herbert Street 30 km/hr area**



School threshold signs and markings should be installed on both approaches to the school on Herbert Street to highlight the presence of Chanel College to drivers. To further assist with speed management, and provide opportunities for students to cycle to school, consideration should be given to providing cycle facilities on Herbert Street.

**Recommendation**

The following changes are recommended in the vicinity of Chanel College:

- Install a permanent 30 km/hr speed limit on the full length of the following roads:
  - Herbert Street,
  - Kereru Place,
  - Weka Place,
  - Takahe Street,
  - Kotuku Place,
  - Tui Street,
  - Huia Street and
  - Kiwi Street.
- Install speed threshold signs and markings at either end of Herbert Street at the change in speed limit locations.
- Install school threshold signs and markings on Herbert Street on both approaches to the school.
- Consider providing cycle facilities on Herbert Street as part of the wider Masterton cycle network.

**2.1.2 Douglas Park School**

Douglas Park School is a contributing school (Year 1 -6) with the main vehicle and pedestrian access off Cole Street.

Footpaths are provided on both sides of the road on all roads in the vicinity of the school and pedestrian access to the school is also available from Kummer Crescent. A kea crossing is provided on Cole Street, outside the school between Pownall Street and Kummer Crescent. The zebra crossing on Pownall Street north of Cole Street is also patrolled by the school. There are no cycle facilities in the area.



**Figure 4 Douglas Park School**



Speed information from MegaMaps shows the following:

	Cole Street	Kummer Crescent
<i>AM Peak mean speed</i>	27 km/hr	24 km/hr
<i>PM Peak mean speed</i>	22 km/hr	15 km/hr
<i>Freeflow speed</i>	39 km/hr	31 km/hr
<i>Posted speed limit</i>	40 km/hr	40 km/hr

A 40 km/hr speed limit is in effect on Cole Street, from a point 40m northwest of Pownall Street to a point 20m northeast of Essex Street and for the full length of Kummer Crescent.

To improve the survivability of crashes involving pedestrians in this area 30 km/hr is considered to be the safe and appropriate speed for this locality. The existing speed limit can be reduced to this with no noticeable effect on travel times.

School threshold signs and markings should be installed on both approaches to the school on Cole Street to assist with speed management and highlight the presence of Douglas Park School to drivers.

The existing kea crossing should be upgraded with the installation of a raised safety platform to improve safety as well as provide additional speed management outside of school times.

The patrolled crossing on Pownall Street should be improved with additional red markings and signage to highlight the presence of the crossing. A 30 km/hr variable speed limit should be installed on Pownall Street to cover the patrolled crossing to improve its safety. The length of this variable speed limit will overlap with that recommended as part of the safety improvements for St Matthew's Collegiate. Given this, consideration will need to be taken to ensure that the layout of all signage is consistent.

To support opportunities for students to cycle to school, consideration should be given to providing cycle facilities on Cole Street in conjunction with the Masterton cycle network.

**Recommendations**

The following changes are recommended in the vicinity of Douglas Park School:

- Lower the permanent speed limit on Cole Street, from Pownall Street to a point 20m northeast of Essex Street to 30 km/hr. Update signage as required.
- Lower the permanent speed limit to 30 km/hr speed limit on the full length of Kummer Crescent. Update signage as required.
- Install a 40 km/hr speed limit on Pownall Street - See Section 2.2.7 for more information
- Install school threshold signs and markings on Cole Street.
- Upgrade the existing kea crossing on Cole Street to a raised pedestrian crossing.
- Upgrade the signs and markings for the patrolled zebra crossing on Pownall Street north of Cole Street.
- Consider providing cycle facilities on Cole Street as part of the wider Masterton cycle network.

**2.1.3 Hadlow Preparatory School**

Hadlow Preparatory School is a full primary school (Year 1-8) with the only vehicle and pedestrian access off State Highway 2.

Masterton District Council has no jurisdiction on a State Highway, and speed management in this area is the responsibility of Waka Kotahi.

**Figure 5 Hadlow Preparatory School**



**2.1.4 Lakeview School**

Lakeview School is a full primary school (Years 1-8) with vehicle and pedestrian access primarily from Colombo Road with the staff carpark and a secondary pedestrian access off Te Ore Ore Road. The school can also be accessed from the Henley Park carpark to the east of the school.

Footpaths are provided on both frontages with a patrolled zebra crossing on Te Ore Ore Road. A raised platform has recently been installed on the Colombo Road approach to Te Ore Ore Road. A shared path and cycle lanes are provided on Colombo Road. There are no facilities on Te Ore Ore Road.

**Figure 6 Lakeview School**



Speed information from MegaMaps shows the following.

	Te Ore Ore Road	Colombo Road
<i>AM Peak mean speed</i>	48 km/hr	43 km/hr
<i>PM Peak mean speed</i>	46 km/hr	45 km/hr
<i>Posted speed limit</i>	50 km/hr / 40 km/hr variable	50 km/hr / 40 km/hr variable

A 40 km/hr variable speed limit is in effect on Te Ore Ore Road from a point 60m northwest of the intersection with Colombo Road to a point 85m southeast of the intersection with Churchill Ave and Colombo Road from the intersection with Te Ore Ore Road to a point 250m southwest of the intersection with Te Ore Ore Road.

To improve the survivability of crashes involving pedestrians in this area, 30 km/hr is considered to be the safe and appropriate speed for this locality. The existing variable speed limit can be reduced to this with no noticeable effect on travel times.

Te Ore Ore Road and Colombo Road are classified as urban connectors in the One Network Framework with a higher emphasis on movement than place. Changes to reduce vehicle

speeds below the existing 50 km/hr speed limit outside of school times are considered to be inappropriate in this location, and the variable speed limit should be retained.

Lakeview School is set back from the road and has very little interaction with Te Ore Ore Road. As a result, drivers are unlikely to be aware of the school except when the variable signage is active. To assist with speed management and highlight the presence of the school, school threshold signs and markings should be installed on both approaches to Lakeview School on Te Ore Ore Road.

**Recommendation**

The following changes are recommended in the vicinity of Lakeview School:

- Lower the existing variable speed limit on Te Ore Ore Road and Colombo Road to 30 km/hr. Update signage as required.
- Install school threshold signs and markings on Te Ore Ore Road on both approaches to the school and on Colombo Road to reinforce the presence of the school.

**2.1.5 Masterton Intermediate**

Masterton Intermediate is an Intermediate school (Year 7 -8) with the only vehicle and pedestrian access off Intermediate Street.

Footpaths are provided on both sides of the road on all roads in the vicinity of the school. A patrolled zebra crossing is provided on Intermediate Street, outside the school between Daniell Street and Lowes Place.

A short section of off-road cycle lane is provided between Pownall Street and Intermediate Street with cyclists then encouraged to use the path provided within the school for access.

**Figure 7 Masterton Intermediate**



Speed information from MegaMaps shows the following.

	Intermediate Street
<i>AM Peak mean speed</i>	31 km/hr
<i>PM Peak mean speed</i>	32 km/hr
<i>Freeflow speed</i>	40 km/hr
<i>Posted speed limit</i>	40 km/hr

A 40 km/hr speed limit is in effect on Intermediate Street, from a point 38m northwest of SH2 High Street to a point 40m northeast of Pownall/York Street. This speed limit also covers the side roads of Lowes Place and Daniell Street.

To improve the survivability of crashes involving pedestrians in this area, 30 km/hr is considered to be the safe and appropriate speed for this locality. The existing speed limit can be reduced to this with no noticeable effect on travel times.

The existing zebra crossing should be upgraded with the installation of a raised safety platform to improve safety as well as provide additional speed management outside of school times.

School threshold signs and markings should be installed on both approaches to the school on Intermediate Street to assist with speed management and highlight the presence of Masterton Intermediate School to drivers.

### **Recommendations**

The following changes are recommended in the vicinity of Masterton Intermediate School:

- Lower the permanent speed limit to 30km/hr on Intermediate Street, from a point 38m northwest of SH2 High Street to a point 40m northeast of Pownall/York Street. Update speed limit signage as required.
- Lower the permanent speed limit to 30 km/hr speed limit on the full length of the following roads:
  - Lowes Place and
  - Daniell Street.
- Install school threshold signs and markings on Intermediate Street on both approaches to the school.
- Upgrade the existing zebra crossing on Intermediate Street to a raised pedestrian crossing.

### **2.1.6 Masterton Primary School**

Masterton Primary School is a contributing school (Year 1-6) with the main vehicle and pedestrian access off South Road and pedestrian access available from Patea Place.

Footpaths are provided on both sides of all streets in the vicinity with a patrolled zebra crossing located on South Road to the north of the main access to the school. There are no cycle facilities in the area.

**Figure 8 Masterton Primary School**



Speed information from MegaMaps shows the following.

	South Road
<i>AM Peak mean speed</i>	41 km/hr
<i>PM Peak mean speed</i>	44 km/hr
<i>Freeflow speed</i>	48 km/hr
<i>Posted speed limit</i>	50 km/hr / 40 km/hr variable

A 40 km/hr variable speed limit is in effect on South Road, from a point 25m northeast of Short Street to a point 90m northeast of Millard Ave.

To improve the survivability of crashes involving pedestrians in this area 30 km/hr is considered to be the safe and appropriate speed for this locality. The existing variable speed limit can be reduced to this with no noticeable effect on travel times.

South Road is classified as an urban connector in the One Network Framework with a higher emphasis on movement than place. Changes to reduce vehicle speeds below the 50 km/hr speed limit outside of school times is considered to be inappropriate in this location and the variable speed limit should be retained.

Masterton Primary School is set back from the road and has very little interaction with South Road and as a result drivers are unlikely to be aware of the school except when the variable signage is active. To assist with speed management and highlight the presence of the school to drivers, school threshold signs and markings should be installed on both approaches to Masterton Primary School.

For consistency and to improve safety for students using the rear access from Patea Place and enhance the residential nature of the area the speed limit should be lowered to 30 km/hr on the adjacent side roads of Taranaki Street, Okato Place, Patea Place as shown in Figure 9.

**Figure 9 Taranaki Street 30 km/hr area**



**Recommendation**

The following changes are recommended in the vicinity of Masterton Primary School:

- Lower the existing variable speed limit on South Road to 30 km/hr. Update signage as required.
- Install a permanent 30 km/hr speed limit on the full length of the following roads:
  - Taranaki Street
  - Okato Place and
  - Patea Place.
- Install speed threshold signs and markings on Taranaki Street at the change in speed limit location.
- Install school threshold signs and markings on South Road on both approaches to the school.
- Update and/or install speed limit signage as required.
- Upgrade the existing zebra crossing on South Road to a raised pedestrian crossing.

**2.1.7 Solway College**

Solway College is a secondary school (Year 7 -15) that is primarily a boarding school with limited day students. The site has no visible road frontage beyond the driveway. Vehicle access to the school is off Fleet Street and Hillcrest Street with the site operating a one-way system with the entry off Fleet Street and vehicles exiting via Hillcrest Street.

Footpaths are provided on all streets within the vicinity of the school however there are no pedestrian crossing facilities in the area. Walking does not appear to be encouraged to and

from the school due to the long driveways accessing the school site having no pedestrian paths. There are no cycle facilities in the area.

**Figure 10 Solway College**



Speed information from MegaMaps shows the following.

	Fleet Street	Hillcrest Street
<i>AM Peak mean speed</i>	13 km/hr	45 km/hr
<i>PM Peak mean speed</i>	13 km/hr	42 km/hr
<i>Freeflow speed</i>	14 km/hr	49 km/hr
<i>Posted speed limit</i>	50 km/hr	50 km/hr

Solway College has limited interaction with the surrounding roading network as the majority of students board on site and there is little to no pedestrian activity at either of the accesses to the school.

**Recommendations**

No changes are recommended in the vicinity of Solway College.

**2.1.8 Solway School**

Solway School is a contributing school (Year 1 -6) with the only vehicle and pedestrian access off Ngaumutawa Road.

Footpaths are provided on both sides of Ngaumutawa Road between State Highway 2 and Edwin Feist Place. There is no footpath on the eastern side north of Edwin Feist Place while

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the footpath on the western side terminates at the railway crossing approximately 90m north of Edwin Feist Place. A kea crossing is provided on Ngaumutawa Road, outside the school.

There are no cycle facilities in the area.

**Figure 11 Solway School**



Speed information from MegaMaps shows the following.

	Ngaumutawa Road
<i>AM Peak mean speed</i>	41 km/hr
<i>PM Peak mean speed</i>	43 km/hr
<i>Freeflow speed</i>	52 km/hr
<i>Posted speed limit</i>	50 km/hr / 40 km/hr variable

A 40 km/hr variable speed limit is in effect on Ngaumutawa Road from a point 67m south of the intersection with Upper Manaia Road to a point 130m north of the intersection SH2, High Street.

To improve the survivability of crashes involving pedestrians in this area 30 km/hr is considered to be the safe and appropriate speed for this locality. The existing speed limit can be reduced to this with no noticeable effect on travel times.

Ngaumutawa Road is classified as an activity street and urban connector in the One Network Framework with a higher emphasis on movement than place. Changes to reduce vehicle speeds below the existing 50 km/hr speed limit outside of school times are considered to be inappropriate in this location and the variable speed limit should be retained.

School threshold signs and markings should be installed on both approaches to the school on Ngaumutawa Road to assist with speed management and highlight the presence of Solway School to drivers.

Should the proposed cycle/pedestrian improvements in the area proceed this is likely to increase the number of pedestrians/cyclists wishing to cross Ngaumutawa Road outside of the times when the kea crossing is operating and as such the crossing should be upgraded to a patrolled zebra crossing, noting that the existing Kea Crossing is patrolled.

**Recommendations**

The following changes are recommended in the vicinity of Solway School:

- Lower the existing variable speed limit on Ngaumutawa Road to 30 km/hr. Update signage on Ngaumutawa Road and Edwin Feist Place as required.
- Install school threshold signs and markings on Ngaumutawa Road on both approaches to the school.
- Upgrade the existing crossing point on Ngaumutawa Road at Solway School to a raised patrolled pedestrian crossing.

**2.1.9 St Matthew's Collegiate**

St Matthew's Collegiate is a secondary school (Year 7-15) with the only vehicle and pedestrian access off Pownall Street.

Footpaths are provided on both sides of all streets in the vicinity with no specific crossing facilities. There are no cycle facilities in the area.

**Figure 12 St Matthew's Collegiate**



Speed information from MegaMaps shows the following.

	<b>Pownall Street</b>
<i>AM Peak mean speed</i>	38 km/hr
<i>PM Peak mean speed</i>	41 km/hr
<i>Freeflow speed</i>	48 km/hr

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	Pownall Street
<i>Posted speed limit</i>	50 km/hr

Pownall Street is classified as an urban connector in the One Network Framework with a higher emphasis on movement than place. Changes to reduce vehicle speeds below the 50 km/hr speed limit outside of school times are considered to be inappropriate in this location.

To improve the survivability of crashes involving pedestrians in this area 30 km/hr is considered to be the safe and appropriate speed for this locality. A variable speed limit of 30 km/hr should be installed on Pownall Street from a point 60m northeast of Kummer Crescent to a point 100m northeast of Cole Street and the presence of the school highlighted by installing school threshold signs and markings. The length of this variable speed limit will overlap with that recommended as part of the safety improvements for Douglas Park School and as such care will need to be taken to ensure that the layout of all signage is consistent.

To provide opportunities for students to cycle to school consideration should be given to providing cycle facilities on Pownall Street in conjunction with the Masterton cycle network.

***Recommendation***

The following changes are recommended in the vicinity of St Matthew's Collegiate:

- Install a 40 km/hr speed limit on Pownall Street - See Section 2.2.7 for more information
- Install school threshold signs and markings on Pownall Street on both approaches to the school.
- Consider providing cycle facilities on Pownall Street as part of the wider Masterton cycle network.

**2.1.10 St Patrick's Contributing School**

St Patrick's Contributing School is a contributing school (Year 1 -6) with the only vehicle and pedestrian access off State Highway 2.

Masterton District Council has no jurisdiction on a State Highway, and speed management in this area is the responsibility of Waka Kotahi.

**Figure 13 St Patrick's Contributing School**



**2.1.11 TKKM o Wairarapa and Makoura College**

TKKM o Wairarapa is a composite school (Year 1 -15) with the main vehicle and pedestrian access from Johnstone Street. Makoura College is a secondary school (Year 9 – 15) with the main vehicle and pedestrian access off Makoura Road and a carpark accessing the sports ground off Johnstone Street.

Footpaths are provided on both sides of all roads in the vicinity of both schools. There is a patrolled zebra crossing on Johnstone Street on the western approach to the intersection with Makoura Road. There are no cycle facilities in the area.

**Figure 14 TKKM o Wairarapa and Makoura College**



Safety and speed information from MegaMaps shows the following.

	Johnstone Street	Makoura Road
<i>AM Peak mean speed</i>	47 km/hr	37 km/hr
<i>PM Peak mean speed</i>	46 km/hr	37 km/hr
<i>Posted speed limit</i>	50 km/hr / 40 km/hr variable	50 km/hr / 40 km/hr variable

A 40 km/hr variable speed limit is in effect on Johnstone Street from a point 140m southwest of the intersection on Colombo Road to a point 50m southeast of the intersection with River Road and on Makoura Road for 345m southwest of the intersection with Johnstone Street.

To improve the survivability of crashes involving pedestrians in this area 30 km/hr is considered to be the safe and appropriate speed for this locality. The existing variable speed limit can be reduced to this with no noticeable effect on travel times.

The existing zebra crossing should be upgraded with the installation of a raised safety platform to improve safety as well as provide additional speed management outside of school times. School threshold signs and markings should also be installed on all approaches to TKKM o Wairarapa and Makoura College to highlight the presence of the schools to drivers.

Both Johnstone Street and Makoura Road have a road width that is greater than 12.5m. This results in a large expanse of seal and higher than desirable travel speeds. To assist with speed management and provide opportunities for students to cycle to school consideration should be given to providing cycle facilities on both Johnstone Street and Makoura Road.

**Recommendation**

The following changes are recommended in the vicinity of TKKM o Wairarapa and Makoura College:

- Lower the existing variable speed limit on Johnstone Street and Makoura Road to 30 km/hr. Update signage as required.

- Install school threshold signs and markings on Johnstone Street on both approaches to the schools and on Makoura Road.
- Upgrade the existing crossing point on Johnstone Street to a raised pedestrian crossing.
- Consider providing cycle facilities on Johnstone Street and Makoura Road as part of the wider Masterton cycle network.

**2.1.12 Wairarapa College**

Wairarapa College is a secondary school (Year 9-15) with the main vehicle and pedestrian access off Pownall Street. Additional vehicle and pedestrian access is available from Cornwall Street with the boarding facilities accessed from Renall Street.

Footpaths are provided on both sides of all streets in the vicinity with no specific crossing facilities except at the intersection with Renall Street and Cornwall Street. There are no cycle facilities in the area.

**Figure 15 Wairarapa College**



Speed information from MegaMaps shows the following.

	Pownall Street	Renall Street	Cornwall Street
<i>AM Peak mean speed</i>	39 km/hr	44 km/hr	34 km/hr
<i>PM Peak mean speed</i>	38 km/hr	43 km/hr	36 km/hr
<i>Freelflow speed</i>	45 km/hr	47 km/hr	42 km/hr
<i>Posted speed limit</i>	50 km/hr	50 km/hr	50 km/hr

Pownall Street is classified as an urban connector in the One Network Framework with a higher emphasis on movement than place. Changes to reduce vehicle speeds below the 50 km/hr speed limit outside of school times is considered to be inappropriate in this location.

To improve the survivability of crashes involving pedestrians in this area 30 km/hr is considered to be the safe and appropriate speed for this locality. Due to the urban connector nature of

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Pownall Street a variable speed limit of 30 km/hr is considered to be the most appropriate and should be installed on Pownall Street between Renall Street and Tararua Street.

School threshold signs and markings should be installed on both approaches to the school on Pownall Street to highlight to drivers of the presence of Wairarapa College. To further assist with speed management and provide opportunities for students to cycle to school consideration should be given to providing cycle facilities on Pownall Street in conjunction with the Masterton cycle network.

Due to the layout of the school, there is little to no interaction with traffic on Renall Street and Cornwall Street and such no changes are proposed to these roads at this stage.

**Recommendation**

The following changes are recommended in the vicinity of Wairarapa College:

- Install a 40 km/hr speed limit on Pownall Street - See Section 2.2.7 for more information
- Install school threshold signs and markings on Pownall Street on both approaches to the school.
- Consider providing cycle facilities on Pownall Street as part of the wider Masterton cycle network.

**2.2 Other roads**

**2.2.1 Akura Road**

Akura Road runs between Lincoln Road and Paierau Road on the north-western side of Masterton and is 1961m long with three speed limits along its length. Between Ngaumutawa Road and Paierau Road this road forms part of the truck bypass around Masterton.

This road was identified for review as being a high benefit route, having an existing 70km/hr and providing access to Akura Marae.

**Figure 16 Akura Road**



Safety and speed information from MegaMaps shows the following.

**Akura Road**

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	77km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

MegaMaps indicates that the section of Akura Road between Ngaumutawa Road and Paierau Road should have a consistent speed limit of 80km/hr. This speed limit is recommended due to the lack of separation/barrier between opposing traffic flows. The risk associated with the flat topography, straight alignment and minimal side friction from adjacent activities does not support this lower speed limit.

There have been two reported crashes on this section of Akura Road both of which were non-injury.

The rural section of Akura Road forms an important link in the truck bypass around Masterton and its speed limit needs to be consistent with the adjacent sections of Ngaumutawa Road and Paierau Road and provide a suitable alternative to drivers to encourage its use. See Sections 2.2.6 and 5.2.1 for further info.

The Akura Marae is currently not identified and advance and directional signage should be installed to show the location of the marae.<sup>1</sup>

**Recommendation**

The following changes are recommended on Akura Road:

- Lower the speed limit from 70km/hr to 60km/hr from the intersection with Ngaumutawa Road for a distance of 110m.
- Raise the speed limit from 70km/hr to 80km/hr from 110m north of Ngaumutawa Road to RP 1040 (500m north of Ngaumutawa Road).
- Lower the speed limit from 100km/hr to 80km/hr from 500m north of Ngaumutawa Road to Kibblewhite Road.
- Install Settlement speed limit threshold signs and markings at the 80/60 change in speed limit location.
- Update and install other speed limit signage as required.
- Install advance and directional marae signage for Akura Marae.

**2.2.2 Colombo Road**

Colombo Road runs between Te Ore Ore Road and Cockburn Street on the eastern side of Masterton and is 2876m long with a 50km/hr speed limit. There is a 40km/hr variable speed limit from the intersection with Te Ore Ore Road to a point 250m southwest of intersection with Te Ore Ore Road associated with Lakeview School. See Section 2.1.4 for further information.

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years. There have been 8 serious, 21 minor and 51 non-injury crashes reported in the 10-year period 2012 – 2021 inclusive.

<sup>1</sup> [Cultural marae sign | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](https://www.nzta.govt.nz/infrastructure/signage/signage-types/cultural-marae-sign/)





At this stage no change to the speed limit is recommended for Colombo Road however to reduce the risk at the intersections and manage vehicle speeds along the route, improvement works such as raised platforms along the route or urban roundabouts at the cross intersections should be considered.

**Recommendation**

The following changes are recommended on Colombo Road:

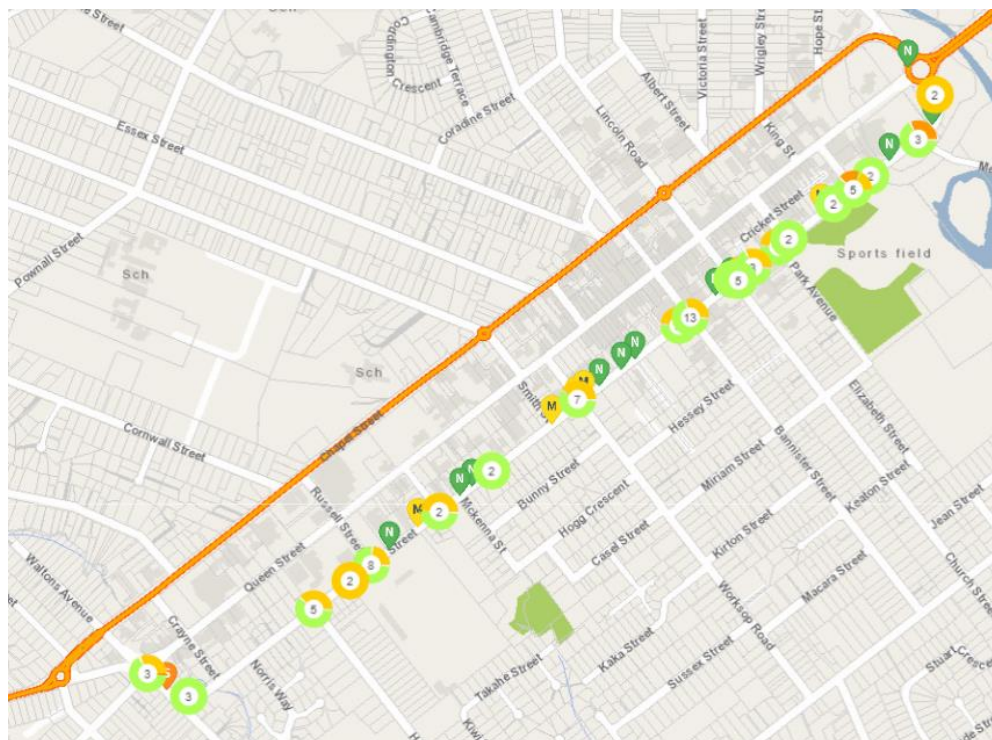
- Consider improvement works such as raised platforms along the route or urban roundabouts at the cross intersections.
- Consider providing cycle facilities as part of the wider Masterton cycle network.

**2.2.3 Dixon Street**

Dixon Street runs between State Highway 2 and High Street and is the eastern-most of the three parallel routes through the centre of Masterton and is 2267m long with a 50km/hr speed limit.

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years. There have been 3 serious, 29 minor and 70 non-injury crashes reported in the 10-year period 2012 – 2021 inclusive.

**Figure 18 Dixon Street crashes**



The serious injuries have resulted from a variety of crash types with no commonalities between the crashes. The last reported serious crash was in 2018 and involved a young child (6 years old) running into the path of an on-coming vehicle.

The majority of crashes have occurred at the intersections with crossing/turning (49) and rear end / obstruction (34) the most common type of crashes. The intersections with the most crashes are, Church Street (14), Bannister Street (10) and Worksop Road (9).

The mean operating speed is between 39km/hr and 49km/hr with the higher speeds south of Worksop Road.

Safety and speed information from MegaMaps shows the following.

***Dixon Street***

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	47km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Medium

MegaMaps indicates that the safe and appropriate speed limit for Dixon Street is 30km/hr. This lower speed limit is currently in place on sections of Queen Street which runs parallel to Dixon Street and the connecting roads. Further reductions in the speed limit would need to be coordinated with Waka Kotahi to reduce the risk associated with traffic re-routing to the state highway to avoid a lower speed limit on Dixon Street.

At this stage no change to the speed limit is recommended for Dixon Street.

***Recommendation***

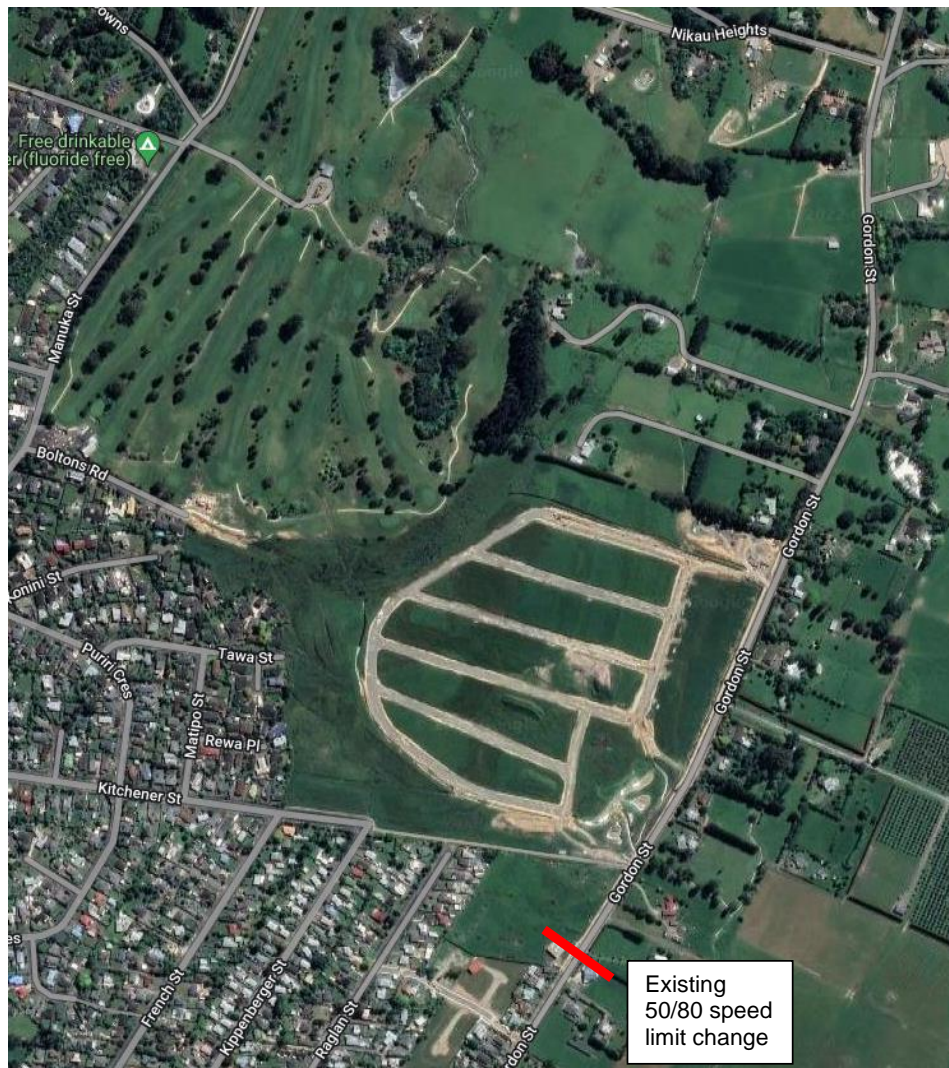
No changes are recommended for Dixon Street.

**2.2.4 Gordon Street**

Gordon Street runs north from Te Ore Ore Road and is 3132m long with a 50km/hr speed limit for the first 967m which then increases to 80km/hr.

This road was identified for review as there has been significant changes to development in the area and the 80km/hr speed limit is no longer considered appropriate.

**Figure 19 Gordon Street development**



Safety and speed information from MegaMaps shows the following.

**Gordon Street – existing 80km/hr section**

<i>Posted speed limit</i>	80km/hr	<i>Mean Free Flow Speed</i>	35km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Low

Due to the increase in traffic and turning movements associated with the new subdivision on the western side of Gordon Street the 50km/hr speed limit should be extended to cover this area. The speed limit on the remaining section of Gordon Street should be lowered to 60km/hr to better reflect the narrow alignment of the northern section of the road. The speed limit should also be reduced on Nikau Heights to provide a consistent message to drivers.

**Recommendation**

The following changes are recommended on Gordon Street:

- Lower the speed limit between RP 967 and RP 1630 from 80km/hr to 50km/hr.

- Lower the speed limit between RP 1630 and the end of the road from 80km/hr to 60km/hr.
- Lower the speed limit on Nikau Heights to 60km/hr.
- Update and install speed limit signage as required.

**2.2.5 Kibblewhite Road**

Kibblewhite Road runs between Upper Plains Road and Akura Road and is 1552m long with a 50km/hr speed limit for the first 650m which then increases to 100km/hr.

This road was identified for review as there is a desire to reduce the number of vehicles using this route to short cut around town.

**Figure 20 Kibblewhite Road**



Safety and speed information from MegaMaps shows the following.

***Kibblewhite Road – existing 100km/hr section***

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	69km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium High

To provide consistency for drivers with Akura Road the speed limit on the open road section of Kibblewhite Road should be reduced to 80km/hr.

The speed limit on Greenlane Road should be changed to be consistent with Kibblewhite Road.

**Recommendation**

The following changes are recommended on Kibblewhite Road:

- Lower the speed limit between RP650 and Akura Road to 80km/hr.
- Lower the speed limit on Greenlane Road to 50km/hr.
- Install settlement speed limit threshold signs and markings at the 50/80 change in speed limit location.
- Update and install other speed limit signage as required.

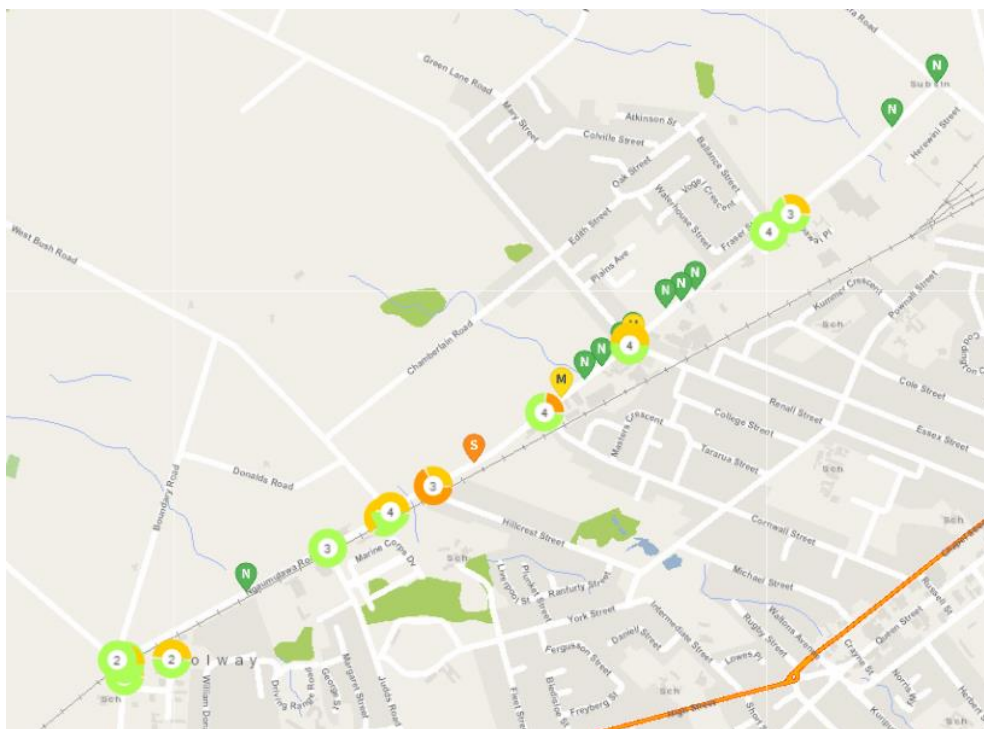
**2.2.6 Ngaumutawa Road**

Ngaumutawa Road runs between Akura Road and High Street (State Highway 2) and forms part of the truck bypass around Masterton on the north-western side of Masterton and is 4577m long with four speed limits along its length.

- From Akura Road to 330m northeast of Upper Plain Road - 70km/hr,
- Between 330m northeast of Upper Plain Road and 75m southwest of Cornwall Street – 50km/hr.
- Between 75m southwest of Cornwall Street and 100m northeast of Upper Manaia Road – 80km/hr
- From 100m northeast of Upper Manaia Road to High Street – 50km/hr

This road was identified for review as having an existing 70km/hr and a high number of fatal and serious crashes in the last 10 years. There have been 4 serious, 16 minor and 41 non-injury crashes reported in the 10-year period 2012 – 2021 inclusive.

**Figure 21 Ngaumutawa Road crashes**



The serious injuries have resulted from a variety of crash types with no commonalities between the crashes aside from them all occurring within a 550m section of road between Cornwall Street and Hillcrest Street. The last reported serious crash was in 2020 and involved a cyclist that was swerving along the road and turned into a truck.

Safety and speed information from MegaMaps shows the following.

**Ngaumutawa Road - Akura Road to Upper Plain Road**

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	61km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

**Ngaumutawa Road - Upper Plain Road to Cornwall Street**

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	50km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

**Ngaumutawa Road - Cornwall Street to Upper Manaia Road**

<i>Posted speed limit</i>	80km/hr	<i>Mean Free Flow Speed</i>	70km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

**Ngaumutawa Road - Upper Manaia Road to High Street**

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	51km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

MegaMaps indicates that the four differing sections of speed limits should be maintained along Ngaumutawa Road with the speed limit to alter between 40km/hr and 50km/hr. As Ngaumutawa Road forms an important part of the truck bypass around Masterton its speed limit needs to be consistent with its intended purpose and provide a suitable alternative to drivers to encourage its use. See Sections 2.2.1 and 5.2.1 for further info.

The majority of residential properties along this route do not access Ngaumutawa Road with vehicle access from the parallel local roads. The commercial and business activities are well set back from the road with a flush median along the length of the road with active frontages providing for safe turning and also separation between the opposing traffic lanes. The main intersection of Ngaumutawa Road / Upper Plains Road / Renall Street is controlled by a roundabout.

To reduce the effect of Ngaumutawa Road severing the community specific crossing points should be identified and infrastructure installed to support pedestrians and cyclists to cross the road.

Due to the presence of Solway School and the railway crossing in the section between Upper Manaia Road and High Street it is recommended that the 50km/hr speed limit be maintained in this area, with the speed limit on the remaining length of Ngaumutawa Road to be 60km/hr. This will provide a consistent message for drivers and avoids the constantly changing speed limits that currently exist.

#### **Recommendation**

The following changes are recommended on Ngaumutawa Road:

- Change the speed limit between Akura Road and 100m northeast of Upper Manaia Road to 60km/hr.
- Install speed limit threshold signs and markings at the change in speed limit locations.
- Update and install other speed limit signage as required.
- Install crossing points at pedestrian desire locations.

#### **2.2.7 Pownall Street**

Pownall Street runs between York Street and Villa Street and is 1959m long with a 50km/hr speed limit.

This road was identified for review as there are three schools that access Pownall Street with a number of sections of speed limits proposed and concern was raised regarding the possibility for too many speed limits changes. See Sections 2.1.2, 2.1.9 and 2.1.12 for further information.



**Figure 22 Pownall Street**



Safety and speed information from MegaMaps shows the following.

**Pownall Street**

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	43km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

Three options have been considered for the speed limit on Pownall Street:

Option 1: - Maintain the 50km/hr speed limit on Pownall Road and install 30km/hr variable speed limits in the vicinity of each school as shown below.



Option 2: - Change the speed limit proposed for Pownall Street associated with Douglas Park School, St Matthew's Collegiate and Wairarapa College to permanent 30 or 40km/hr, with the remaining sections of Pownall Street to retain its current 50km/hr speed limit. This option results in two speed limit changes along Pownall Street.

Option 3: - Lower the speed limit for the full length of Pownall Street permanent 30 or 40km/hr. this option also provides safety benefits to Masterton Intermediate School and Solway College. A route treatment may also encourage more cyclist along Pownall Street.



In our experience Option 1 will result in up to five different speed limits along Pownall Street with the speed limit varying on different sections of the road at different times of the day. This will be confusing for drivers to remember which speed limit area they are in depending on the time of day that they are travelling. Option 2 creates two speed limits on Pownall Street. The lower speed limit area also covers the intersection of Renall Street and Pownall Street which has recently been upgraded to a roundabout to manage vehicle speeds on the approach to the intersection. Option 3 provides for a single speed limit for the complete length of Pownall Street however compliance is likely to be poor at either end of Pownall Street.

Reducing the speed limit to 30km/hr permanently is considered to be a stretch at this stage as the schools with a frontage to Pownall Street are secondary students and there is only one controlled crossing point. A 40km/hr speed limit is considered to a suitable compromise as Council looks to extend the areas of lower speed limits in Masterton. Subsequent reviews will consider lowering the speed limit further and/or extending the length of the 40km/hr speed limit.

**Recommendation**

The following changes are recommended on Pownall Street:

- Lower the speed limit from 50km/hr to 40km/hr between 80m southwest of Tararua Street (RP720) and 100m northeast of Kummer Crescent (RP1795).
- Install school threshold signs and markings at both ends of the change in speed limit.
- Install repeater speed limit and school signage within the 40km/hr speed limit area.

**2.2.8 Renall Street**

Renall Street runs between Queen Street and Ngaumutawa Road and is 1837m long with a 50km/hr speed limit.

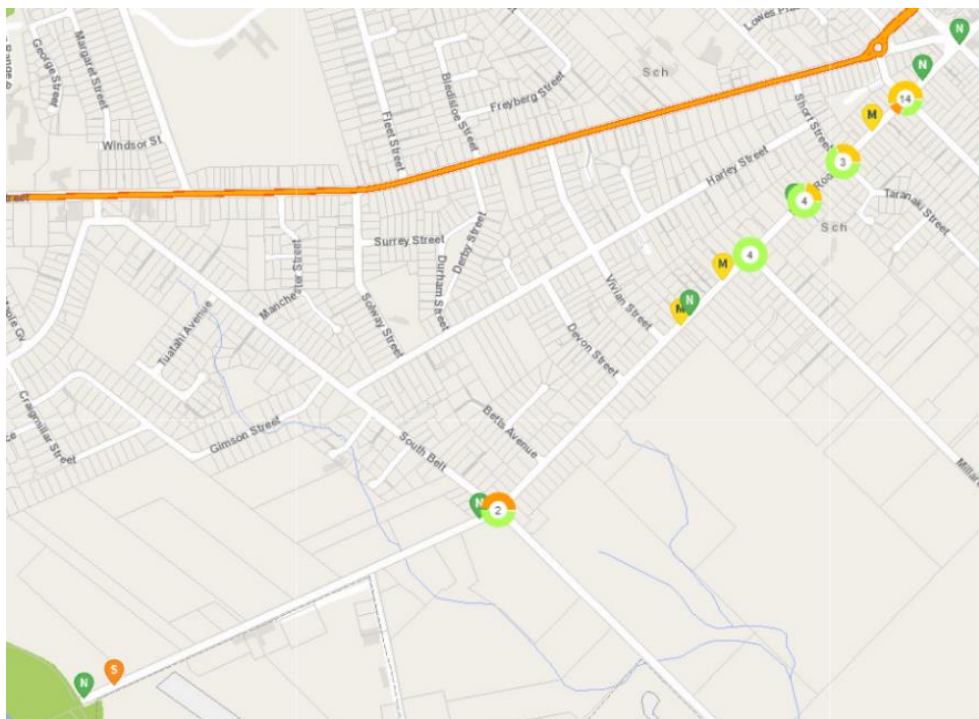


**2.2.9 South Road**

South Road is a dead-end road that runs between High Street and the Waingawa River and is 2.5km long with a 50km/hr speed limit for the majority of the length of the street. A 40 km/hr variable speed limit is in effect on South Road, from a point 25m northeast of Short Street to a point 90m northeast of Millard Ave for Masterton Primary School and the southern section of the road between South Belt and the road end has a 60km/hr speed limit.

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years. There have been 4 serious, 13 minor and 20 non-injury crashes reported in the 10-year period 2012 – 2021 inclusive.

**Figure 24 South Road crashes**



Three of the serious injuries have occurred as a result of intersection type crashes with two occurring at the intersection with Cockburn Street. The fourth crash resulted from a passenger being thrown from the tray of a Ute on the riverbank.

Safety and speed information from MegaMaps shows the following.

**South Road – High Street to South Belt**

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	43km/hr
<i>Safe and Appropriate Speed</i>	40/30km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

MegaMaps indicates that the safe and appropriate speed limit for South Road should vary with 40km/hr between High Street and Millard Avenue, before dropping to 30km/hr for the section to South Belt. The 60km/hr section south of South Belt is to be maintained. Significant changes to speed limits will be required to the adjacent roads to reduce the risk associated with traffic re-routing to avoid a lower speed limit on South Street.

At this stage no change to the speed limit is recommended for South Road.

Due to the high number of crashes and high severity of crashes at the South Road / Cockburn Street intersection consideration should be given to installing an urban roundabout in this location to manage vehicle speeds. This would also assist with speed management for Masterton Primary School – see Section 2.1.6 for further information.

**Recommendation**

The following changes are recommended on South Road:

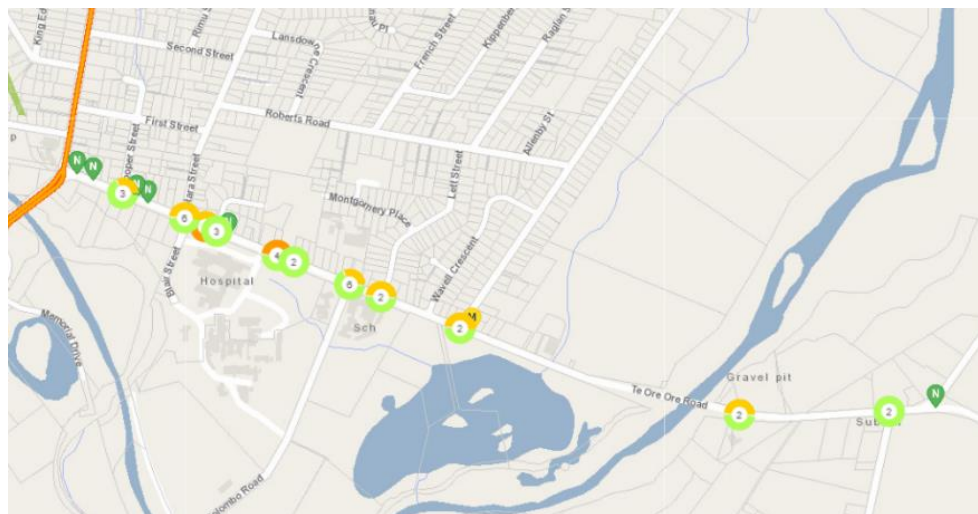
- Install an urban roundabout at the intersection of South Road and Cockburn Street.

**2.2.10 Te Ore Ore Road**

Te Ore Ore Road runs between State Highway 2 and Masterton-Castlepoint Road on the eastern side of Masterton and is 2347m long with a 50km/hr speed limit for the majority of the length of the road. There is a 40 km/hr variable speed limit in effect on Te Ore Ore Road from a point 60m northwest of Colombo Road to a point 85m southeast of Churchill Ave for Lakeview School and a 60km/hr speed limit is in effect from a point 240m southeast of Gordon Street to Masterton-Castlepoint Road.

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years. There have been 3 serious, 11 minor and 27 non-injury crashes reported in the 10-year period 2012 – 2021 inclusive.

**Figure 25 Te Ore Ore crashes**



All serious crashes have involved pedestrians, with no serious crashes reported since 2017.

The majority of crashes have been rear end/obstruction (17) type crashes with crossing /turning crashes (9) the next most common.

Safety and speed information from MegaMaps shows the following.

**Colombo Road**

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	46km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Medium

MegaMaps indicates that the safe and appropriate speed limit for Te Ore Ore Road is 40km/hr. Due to the collector role that Te Ore Ore Road plays in the road hierarchy, there should be some differential between the speed limits on Te Ore Ore Road and the adjacent network and any lowering of the speed limit on Te Ore Ore Road will require wholesale changes to speed limits on the adjacent networks.

At this stage no change to the speed limit is recommended for Te Ore Ore Road however to reduce the risk and manage vehicle speeds along the route, improvement works to pedestrian facilities along the route should be considered. This would also assist with speed management for Lakeview School – see Section 2.1.4 for further information.

Vehicle speeds in the 60km/hr section between 240m southeast of Gordon Street to Masterton-Castlepoint Road are high, with a mean vehicle speed of 67km/hr. The introduction of an 80km/hr speed limit to the east of Masterton Castlepoint Road will assist with reducing vehicle speeds in this area – see Section 8.2.1 for more information.

**Recommendation**

The following changes are recommended on Te Ore Ore Road:

- Install / upgrade pedestrian facilities along Te Ore Ore Road.

## **3. Bideford**

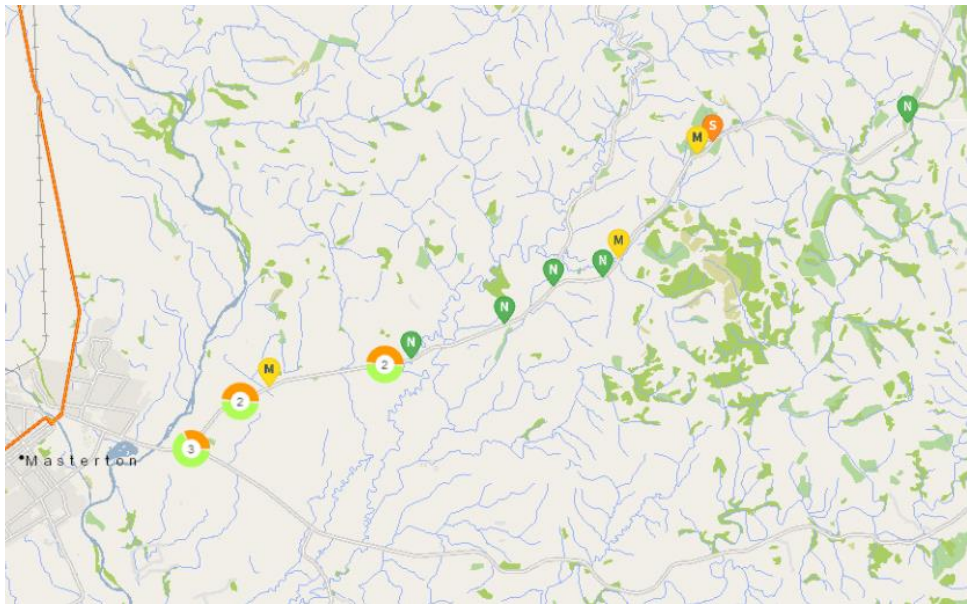
### **3.1 Other roads**

#### **3.1.1 Te Ore Ore-Bideford Road**

Te Ore Ore-Bideford Road runs between Masterton and Bideford and is 23.2km long with an open road speed limit.

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years and providing access to Te Ore Ore Marae. There have been four serious, three minor and nine non-injury crashes reported in the 10-year period 2012 – 2021 inclusive. There have been no serious crashes reported since 2017.

**Figure 26 Te Ore Ore Bideford Road crashes**



The majority of the crashes have been loss of control with one serious head-on crash. The remaining serious crashes have been a variety of crash types with no commonalities between them.

Safety and speed information from MegaMaps shows the following.

**Te Ore Ore Bideford Road**

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	85km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

MegaMaps indicates that Te Ore Ore-Bideford Road should have a speed limit of 80km/hr. This speed limit is recommended due to the lack of separation/barrier between opposing traffic flows. The risk associated with the flat topography, straight alignment and minimal side friction from adjacent activities along significant lengths of the road does not support this lower speed limit from a driver’s perspective.

The majority of crashes on this road are loss of control which indicates that additional edgeline treatments such as the installation of ATP on edgelines and/or centreline would be beneficial to reduce risk associated with fatigued and or distracted drivers.

Consideration should be given to lowering the speed limit on Te Ore Ore-Bideford Road from Te Ore Ore Road to RP2300 which covers the section of road with the highest risk and most roadside activity including access to Te Ore Ore Marae to provide consistency for drivers. Extension of the 80km/hr speed limit needs to be considered as part of the wider changes to rural speed limits across the district.

The location of the Te Ore Ore Marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

**Recommendation**

The following changes are recommended on Te Ore Ore Bideford Road:

- Lower the speed limit from 100km/hr to 80km/hr from Te Ore Ore Road to RP2300.

- Install speed limit threshold signs and markings at the change in speed limit locations with Settlement speed threshold signs and markings at the 80/100km/hr change north of Te Ore Ore Road for southbound vehicles.
- Widen centreline and edgeline markings for the full length of the route.
- Install centreline and edgeline ATP along the full length of the route.
- Install advance and directional marae signage for Te Ore Ore Marae.

## **4. Homewood**

### **4.1 Schools**

There is one rural school in Homewood for which the speed limit needs to be lowered in the vicinity of to assist with improved accessibility.

#### **4.1.1 Whareama School**

Whareama School is a full primary school (Year 1-8) with a current roll of 54. The only vehicle and pedestrian access to the school is off Langdale Road.

An off-road shared path is provided on the western side of Langdale Road from the community hall to the school. There is no marked crossing point providing a connection between the school and the shared path.

**Figure 27 Whareama School**





Speed information from MegaMaps shows the following.

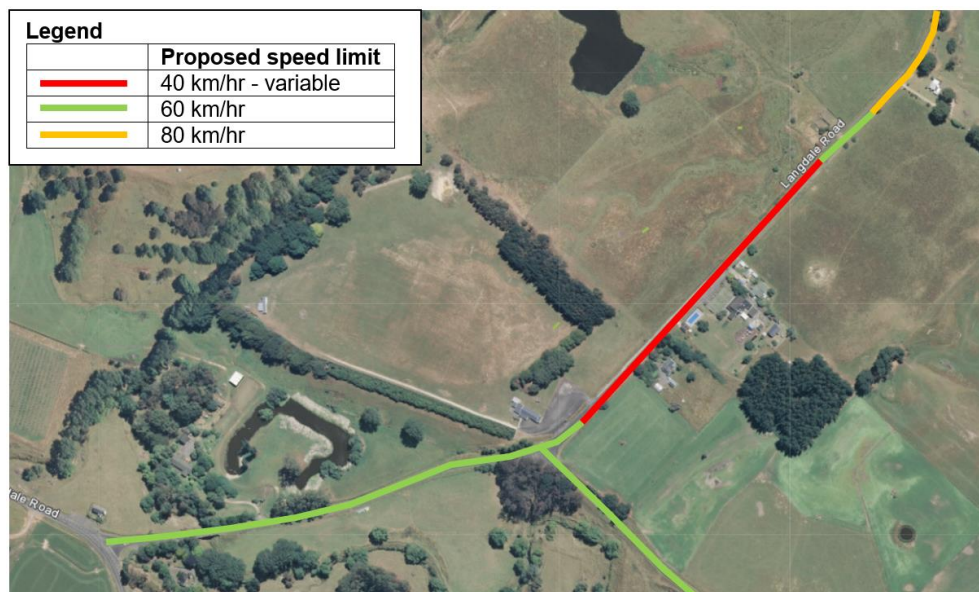
	Langdale Road
<i>AM Peak mean speed</i>	76 km/hr
<i>PM Peak mean speed</i>	75 km/hr
<i>Freelflow speed</i>	80 km/hr
<i>Posted speed limit</i>	100 km/hr / 40 km/hr variable

A variable 40 km/hr speed limit is in place on Langdale Road between RP 5940 and RP 6520 with the posted speed limit being 100 km/hr outside of school times.

Drivers are not reducing their speeds to the desired 40 km/hr outside the school during school times as shown by the mean speeds above. This could be due to the lack of visibility of the school and therefore the need for the lower speed limit. Research has also shown that a 60 km/hr drop in speed is difficult for drivers to achieve and unlikely to be complied with. A 30 – 40 km/hr speed reduction is considered to be more achievable.

A better alignment between risk and vehicle speeds can be achieved with changes to the existing speed limit and additional signage and marking including school threshold signs and markings on either side of the school. To provide a better alignment with the topography and use of Langdale Road the speed limit should be reduced as shown below.

**Figure 28 Whareama School – proposed speed limits**



Changes to the speed limit on this section would require a similar change on the side roads of Post Office Road, Waimimi Road, ICA Road and Otahome Road to provide consistency to road users.

**Recommendation**

The following changes are recommended in the vicinity of Whareama School:

- Reduce the speed limit on Langdale Road to:
  - 60km/hr from Masterton-Castlepoint Road to RP2940,

- 80km/hr from RP 2940 to RP5860 and
- 60km/hr from RP5860 to Blairlogie-Langdale Road.
- Reduce the length of the variable 40km/hr speed limit on Langdale Road to between RP5940 and RP6340.
- Lower the speed limit to 60km/hr on the full length of the adjacent side roads of Post Office Road, Waimimi Road, ICA Road and Otahome Road.
- Install school threshold signs and markings on Langdale Road on either side of the school.
- Update and install speed limit signage as required.

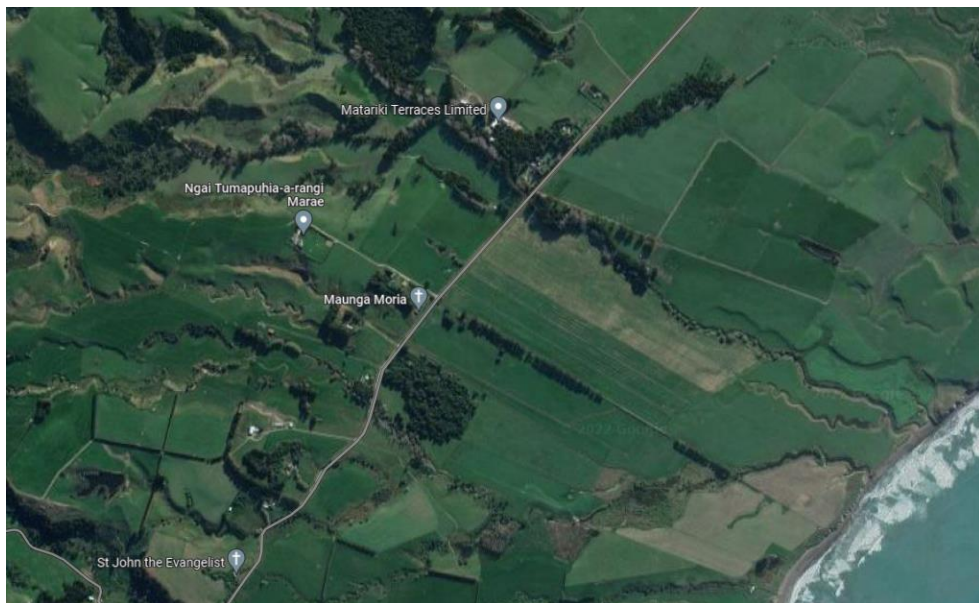
**4.2 Other roads**

**4.2.1 Homewood Road**

Homewood Road runs between Langdale Road and Kaiwhata Road providing access to Homewood and Kaiwhata and is 27km long with an open road speed limit. The last 7km of the road is unsealed from Waiorongō Road to Kaiwhata Road.

This road was identified for review as it provides access to Ngāi Tūmapuhia-a-Rangi ki Okautete Marae.

**Figure 29 Homewood Road**



Safety and speed information from MegaMaps shows the following.

**Homewood Road**

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	77km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	High

The default speed limit for all unsealed roads in MegaMaps is 60km/hr. Changes to the speed limit in this area needs to be considered as part of the wider changes to rural speed limits across the district.

The Ngāi Tūmapuhia-a-Rangi ki Okautete Marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

**Recommendation**

The following changes are recommended on Homewood Road:

- Install advance and directional marae signage for Ngāi Tūmapuhia-a-Rangi ki Okautete Marae.

**4.2.2 Riversdale Road**

Riversdale Road runs between Homewood Road and Blue Pacific Parade providing access to Riversdale Beach and is 3159m long with a 30km/hr speed limit from 400m west of Pinedale Crescent. Speed humps have been installed on the approach to the Riversdale Beach Settlement to manage vehicle speeds in the area.

This road was identified for review as it provides access to Motuwairaka Marae.

**Figure 30 Motuwairaka Marae**



Safety and speed information from MegaMaps shows the following.

**Riversdale Road**

<i>Posted speed limit</i>	30km/hr	<i>Mean Free Flow Speed</i>	29km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Medium High

No change to the speed limit is required in this area as it already meets the safe and appropriate speed limit.

The Motuwairaka Marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

**Recommendation**

The following changes are recommended on Riversdale Road:

- Install advance and directional marae signage for Motuwairaka Marae.

## 5. Masterton West

### 5.1 Schools

There are three rural schools in the surrounding western district of Masterton for which the speed limit needs to be lowered in the vicinity of to assist with improved accessibility.

#### 5.1.1 Fernridge School

Fernridge School is a contributing school (Year 1-6) with the only vehicle and pedestrian access off Upper Plains Road.

An off-road shared path is provided on the southern side of Upper Plains Road from the intersection with Kibblewhite Road. A crossing point has recently been constructed outside the school to provide a connection to the shared path.

**Figure 31 Fernridge School**



Speed information from MegaMaps shows the following.

	Upper Plains Road
<i>AM Peak mean speed</i>	54 km/hr
<i>PM Peak mean speed</i>	52 km/hr
<i>Freeflow speed</i>	65 km/hr
<i>Posted speed limit</i>	80 km/hr / 40 km/hr variable

A variable 40 km/hr speed limit Upper Plain Road (Fernridge School) from a point 1000m northwest of Kibblewhite Road to a point 530m southeast of Evans Road. The posted speed limit is 80 km/hr.

The safe and appropriate speed for Upper Plains Road is 80 km/hr, however drivers are not reducing their speeds to the desired 40 km/hr outside the school as shown by the mean speeds above.

To assist with the management of vehicle speeds the installation of a rural raised safety platform should be considered in conjunction with school threshold signs and markings on either side of the school.

**Recommendation**

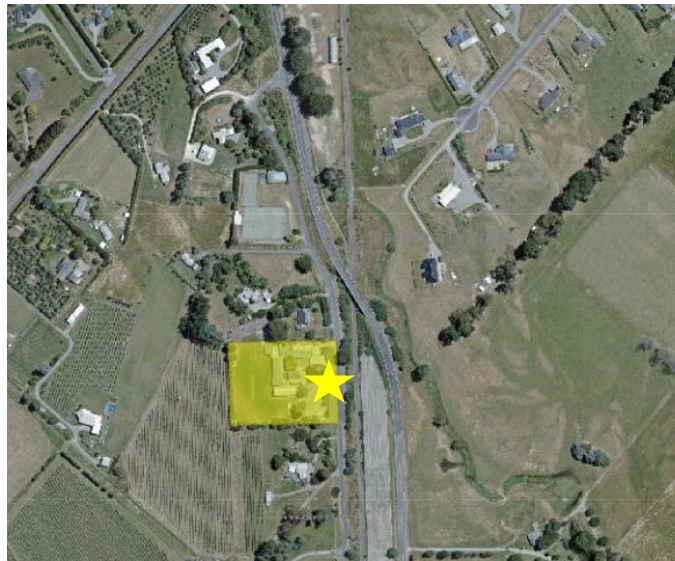
The following changes are recommended in the vicinity of Ferridge School:

- Install school threshold signs and markings on Upper Plains Road on either side of the school.
- Consider including the installation of rural raised safety platform at the threshold signs and markings on Upper Plains Road to assist with speed management.

**5.1.2 Opaki School**

Opaki School is a full primary school (Year 1-8) with the only vehicle and pedestrian access off Waipipi Road. There are no footpaths or cycle facilities on Waipipi Road. There is a shared path that passes under the state highway and across the railway line to provides access to the residents on the eastern side of the state highway.

**Figure 32 Opaki School**



Speed information from MegaMaps shows the following.

	Waipipi Road
<i>AM Peak mean speed</i>	21 km/hr
<i>PM Peak mean speed</i>	21 km/hr
<i>Freeflow speed</i>	22 km/hr
<i>Posted speed limit</i>	100 km/hr

To improve the survivability of crashes involving pedestrians in this area 30 km/hr is considered to be the safe and appropriate speed for this locality. Due to the narrow road width and short length of Waipipi Road a 30 km/hr speed limit is recommended for the full length of the road.

To assist with the management of vehicle speeds and pedestrian safety a crossing point should be developed between the school and the off-road path with appropriate marking and signage.

**Recommendation**

The following changes are recommended in the vicinity of Opaki School:

- Lower the speed limit on the full length of Waipipi Road to 30 km/hr.
- Install school threshold signs and markings on Waipipi Road on the approach to the school.
- Install signs and road markings on Waipipi Road to delineate the crossing point between the school and the off-road path at the eastern end of the school.
- Improve bus turning area and parking.
- Improve crossing location.

**5.1.3 Rathkeale College**

Rathkeale College is a secondary school (Year 9-15) with the only vehicle and pedestrian access off Willow Park Road.

An off-road shared path is provided one side of Willow Park Road from the intersection with State Highway 2 to the college at the end of the road. The path crosses the road in two locations.

**Figure 33 Rathkeale College**



Speed information from MegaMaps shows the following.

	Willow Park Road
<i>AM Peak mean speed</i>	43 km/hr
<i>PM Peak mean speed</i>	43 km/hr

	Willow Park Road
<i>Freeflow speed</i>	43 km/hr
<i>Posted speed limit</i>	70 km/hr

As part of the speed management plan Council is required to review and remove any existing 70 km/hr speed limits. To improve the survivability of crashes in this area 60 km/hr is considered to be the safe and appropriate speed for this locality. Due to the narrow road width of Willow Park Road a 60 km/hr speed limit is recommended for the full length of the road.

To assist with the management of vehicle speeds and pedestrian safety additional signage and road marking should be installed at the crossing points.

**Recommendation**

The following changes are recommended in the vicinity of Rathkeale College:

- Lower the speed limit on the full length of Willow Park Road to 60 km/hr.
- Update and install speed limit signage as required.
- Install signs and road markings to delineate the existing crossing points on Willow Park Road.

**5.2 Other roads**

**5.2.1 Paierau Road**

Paierau Road runs between Akura Road and State Highway 2 on the north-western side of Masterton and is 7746m long. This road forms part of the truck bypass around Masterton in conjunction with Ngaumutawa Road and Akura Road.

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years and being a high benefit route.

There have been 3 fatal, 3 serious, 3 minor and 18 non-injury crashes reported in the 10-year period 2012 – 2021 inclusive.





There are two options to manage speed on Paierau Road:

Option 1 – Lower the speed limit for the full length of Paierau Road to 80km/hr.

Option 2 – Lower the speed limit to 80km/hr from Kibblewhite Road to Loopline.

The decision on which option is implemented will depend on the extent of the changes that occur on State Highway 2 to ensure that vehicles do not move to Paierau Road to avoid the state highway.

For consistency the speed limit on Loopline should be reduced at the same time as Paierau Road.

**Recommendation**

The following changes are recommended on Paierau Road:

- Lower the speed limit to 80km/hr on Paierau Road and Loopline when the speed limit on the parallel section of State Highway 2 is reduced..
- Install speed threshold signs and markings signs at the change in speed limit location.
- Widen centreline and edgeline markings for the full length of the route.
- Install centreline and edgeline ATP along the full length of the route.

**5.2.2 Willow Park Road**

Willow Park Road is a no exit road that runs east from State Highway 2 and is 1960m long and provides access to Rathkeale College.

This road was identified for review as having an existing 70km/hr.

**Figure 35 Willow Park Road**



Safety and speed information from MegaMaps shows the following.

**Willow Park Road**

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	40km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

MegaMaps indicates that the safe and appropriate speed limit for this road is 60km/hr. Due to the presence of Rathkeale College at the end of the road this speed limit is considered to be appropriate. See Section 5.1.3 for further information.

**Recommendation**

The following changes are recommended on Willow Park Road:

- Lower the speed limit from 70km/hr to 60km/hr for the full length of the road.
- Update and install speed limit signage as required.

## **6. Mauriceville**

### **6.1 Schools**

There is one rural school in Mauriceville for which the speed limit needs to be lowered in the vicinity of to assist with improved accessibility.

#### **6.1.1 Mauriceville School**

Mauriceville School is a full primary school (Year 1-8) with a current roll of 17 students. The only vehicle and pedestrian access to the school is off Opaki-Kaiparoro Road.

Due to the rural location of the school there are no pedestrian or cycle facilities in the area.

**Figure 36 Mauriceville School**



Speed information from MegaMaps shows the following.

	Opaki-Kaiparoro Road
<i>AM Peak mean speed</i>	63 km/hr
<i>PM Peak mean speed</i>	63 km/hr
<i>Freeflow speed</i>	68 km/hr
<i>Posted speed limit</i>	50 km/hr

The speed data provided shows very poor compliance with the existing speed limit in this area which creates a higher than desirable risk to all users. The very low traffic volume (240 vehicles per day) and the remoteness of the site indicates that the majority of drivers are local to the area and which supports the evidence that the lack of compliance generally stems from the drivers' perception that the speed limit does not match the environment and/or the risks.

To improve safety in Mauriceville there are three options:

**Option 1** – Maintain the status quo (50 km/hr) and install threshold signs and markings at the change in speed locations and school threshold signs and markings either side of the school with a 30 km/hr permanent school speed limit.

**Option 2** – Raise the existing speed limit to 60 km/hr and extend it to cover the railway crossing at the northern end of the settlement and install a 30 km/hr variable school speed limit. Install threshold signs and markings at the change in speed locations and school threshold signs and markings either side of the school.

**Option 3** – Create a 60km/hr speed limit area covering the railway crossing to the south of Mauriceville and the area in the vicinity of the lime works. Lower the speed limit in the more residential area and within the vicinity of the school to 40km/hr. Install threshold signs and

markings at the change in speed locations and school threshold signs and markings either side of the school.

In our experience Option 1 will have little to no effect as signs do not significantly alter a driver's behaviour and the existing speed information shows that drivers are not adjusting their speeds to the location at the moment. Option 2 will be expensive and difficult to justify on very low volume road, as the existing electronic signs cannot be reused and any replacement would be a long-term project. Option 3 would provide better alignment between the road environment and drivers perception of the risks in the area. The use of the differing speed limits to support the differing road side activities improves the likelihood of compliance by drivers as it is seen as being targeted and appropriate.

### **Recommendation**

The following changes are recommended in the vicinity of Mauriceville School:

- Lower the speed limit to 60 km/hr on Opaki-Kaiparoro Road between RP12660 and RP13535.
- Install a 40 km/hr speed limit on Opaki-Kaiparoro Road from RP 13535 to RP14130.
- Install settlement speed threshold signs and markings on Opaki-Kaiparoro Road at the 60/40 speed limit change location.
- Install school threshold signs and markings on Opaki-Kaiparoro Road either side of the school.
- Lower the speed limit to 60km/hr on the full length of Camerons Road.

## **7. Ngahape**

### **7.1 Schools**

There is one rural school in Ngahape for which the speed limit needs to be lowered in the vicinity of to assist with improved accessibility.

#### **7.1.1 Wainuioru School**

Wainuioru School is a full primary school (Year 1-8) with a current roll of 75 students. The school is located on the corner of Masterton Stronvar Road and Westmere Road with vehicle and pedestrian access off both road frontages.

Due to the rural location of the school there are no pedestrian or cycle facilities in the area.

**Figure 37 Wainuioru School**



Speed information from MegaMaps shows the following.

	Masterton Stronvar Road	Westmere Road
<i>AM Peak mean speed</i>	58 km/hr	38 km/hr
<i>PM Peak mean speed</i>	58 km/hr	41 km/hr
<i>Freeflow speed</i>	65 km/hr	59 km/hr
<i>Posted speed limit</i>	100 km/hr	100 km/hr

Due to Masterton Stronvar Road being a rural connector route a variable speed limit is considered to be the most appropriate in this location. As the school is located at the intersection with Westmere Road the variable speed limit should be extended to include the school frontage on Westmere Road as well.

**Recommendation**

The following changes are recommended in the vicinity of Wainuioru School:

- Install a 60 km/hr variable speed limit on Masterton Stronvar Road from RP 13210 to RP 13620.
- Install a 60 km/hr variable speed limit on Westmere Road from RP 0 to RP 200.
- Install school threshold signs and markings on Masterton Stronvar Road and Westmere Road on the approaches to the school.

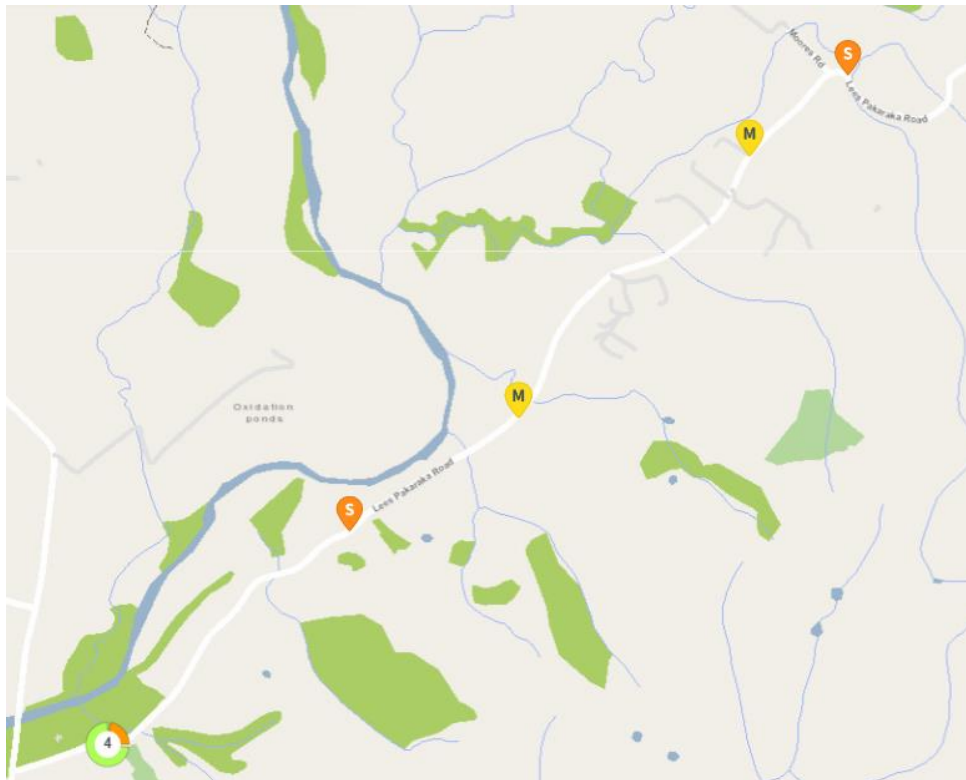
**7.2 Other roads**

**7.2.1 Lees Pakaraka Road**

Lees Pakaraka Road runs between Masterton Stovnar Road and Masterton Martinborough Road and is 6066m long with an open road speed limit.

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years. There have been three serious, two minor and three non-injury crashes reported in the 10-year period 2012 – 2021 inclusive. All reported crashes have occurred since 2016 with five of the crashes including all the serious crashes occurring in the last two years.

**Figure 38 Lees Pakaraka Road crashes**



The majority of the crashes have been loss of control with one serious head-on crash.

Safety and speed information from MegaMaps shows the following.

**Lees Pakaraka Road**

<i>Posted speed limit</i>	80km/hr	<i>Mean Free Flow Speed</i>	69km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Medium

The speed limit was lowered on Lees Pakaraka Road to 80km/hr in 2013. The road is currently marked with edgelines only and to assist with the management of vehicle speeds it is recommended that a centreline be marked for the full length of the road. The road should be monitored and if crashes continue then consideration should be given to installing ATP on the centreline and edgelines and installing curve warning signage along the route.

**Recommendation**

The following changes are recommended on Lees Pakaraka Road:

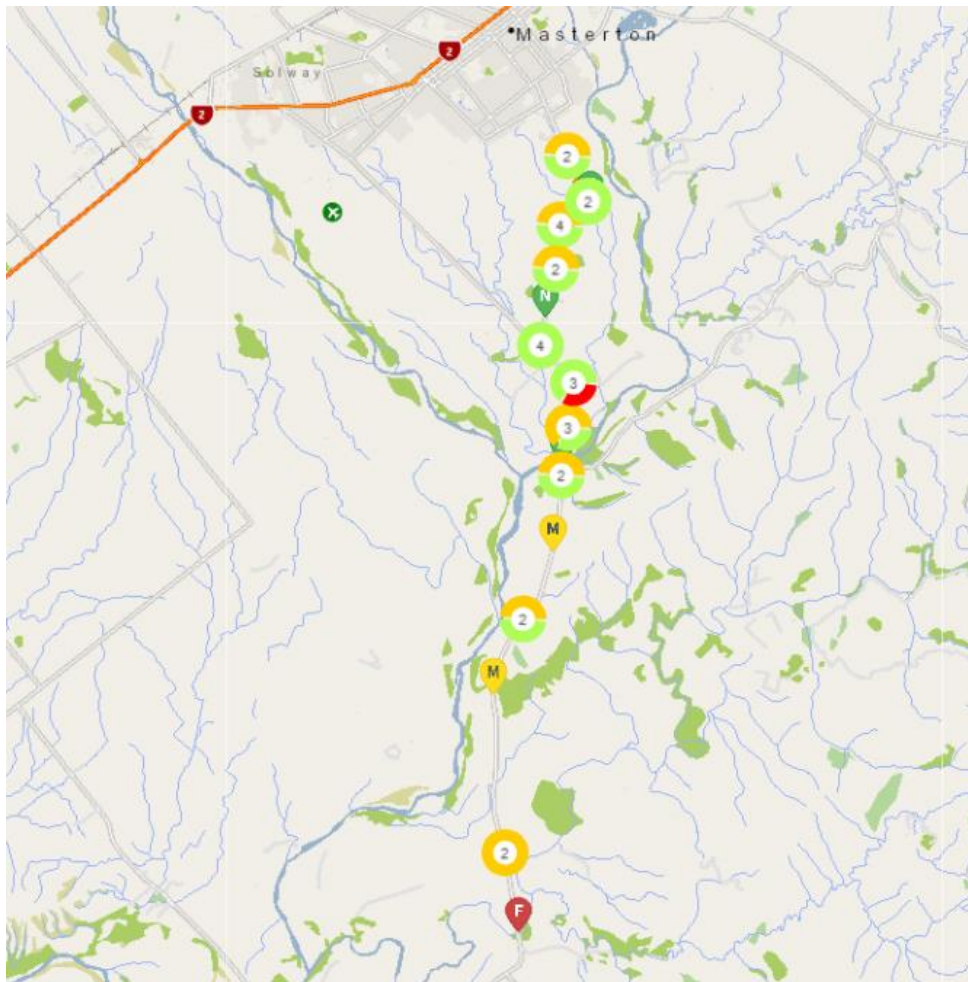
- Lower the speed limit to 60km/hr for the full length of Lees Pakaraka Road.
- Update speed limit signage as required.
- Mark a centreline for the full length of the road.
- Monitor the site and consider using ATP on the centreline markings and install curve warning signage.

**7.2.2 Te Whiti Road**

Te Whiti Road runs between Johnstone Street and the South Wairarapa District boundary and is 11.8km long with an open road speed limit except for the first 1900m which has a speed limit of 80km/hr.

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years. There have been two fatal, two serious, thirteen minor and eighteen non-injury crashes reported in the 10-year period 2012 – 2021 inclusive. All fatal and serious crashes have been reported in the last four years.

**Figure 39 Te Whiti Road crashes**



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The majority of the crashes are loss of control on bends (20) and loss of control on a straight (7). Both fatalities were single vehicle crashes and appear to be fatigue as both vehicles have simply carried on straight ahead with no corrective action taken by the drivers.

Safety and speed information from MegaMaps shows the following.

**Te Whiti Road**

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	88km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

As the majority of the crashes have occurred in the section between Johnstone Street and Lees Pakaraka Road a lower speed limit through this area is considered appropriate to reduce the risk to users. Changes to the speed limit on this section will require a similar change to the side road of Manaia Road to provide consistency to road users.

Any further changes would need to be considered as part of a wider strategy for rural roads in the district.

The majority of crashes on this road are loss of control which indicates that additional edgeline treatments and the installation of ATP on edgelines and/or centreline would be beneficial to reduce risk associated with fatigued and distracted drivers. Due to the high number of crashes on curves consideration should be given to reviewing and installing curve warning signage along the route.

**Recommendation**

The following changes are recommended on Te Whiti Road:

- Extend the 80km/hr speed limit on Te Whiti Road to Lees-Pakaraka Road.
- Lower the speed limit on Manaia Road to 80km/hr.
- Update and install speed limit signage as required.
- Mark edgelines for the full length of the route.
- Install ATP on the centreline and edgeline markings
- Review and install curve warning signage.

## **8. Tinui**

### **8.1 Schools**

There is one rural school in Tinui for which the speed limit needs to be lowered in the vicinity of to assist with improved accessibility.

#### **8.1.1 Tinui School**

Tinui School is a full primary school (Year 1-8) with a current roll of 39 students. The only vehicle and pedestrian access to the school is off Charles Street.

Due to the rural location of the school there are no pedestrian or cycle facilities in the area.



**Figure 40 Tinui School**



Speed information from MegaMaps shows the following.

	Charles Street	Manawa Road	Blackhill Road
<i>AM Peak mean speed</i>	43 km/hr	40 km/hr	39 km/hr
<i>PM Peak mean speed</i>	43 km/hr	40 km/hr	39 km/hr
<i>Freeflow speed</i>	44 km/hr	41 km/hr	39 km/hr
<i>Posted speed limit</i>	50 km/hr	50 km/hr	50 km/hr

The recorded vehicle speeds in Tinui are low, however they are likely to be constrained by the sharp bend (25 km/hr) at the intersection of Charles Street and Manawa Road rather than any conscious decision by drivers.

There are no urban features that are typically present in urban, 50 km/hr, areas to provide clues to drivers as to purpose of the lower speed limit or what speed they should be driving at if they miss seeing the signs. The presence of the café at the intersection of Charles Street and Masterton-Castlepoint Road extends the area over which a lower speed limit should apply. The lower speed limit in the vicinity of the school also assists with the management of vehicle speeds at the Charles Street and Manawa Road intersection. Due to the low volumes and the topography in this location a permanent school speed limit is considered appropriate.

A better alignment between risk and vehicle speeds can be achieved with changes to the existing speed limit and further reductions around the school. The creation of the 60km/hr speed limit to the east of Tinui reduces the risks associated with the T intersection the one lane bridge. Recommended changes to the speed limits in Tinui are shown in Figure 41.

**Figure 41 Tinui - proposed speed limits**



**Recommendation**

The following changes are recommended in the vicinity of Tinui School:

- Lower the speed limit on Masterton-Castlepoint Road to 60 km/hr from 185m south of Charles Street (RP 41380) to 385m east of Charles Street (RP 41950)
- Raise the speed limit on Charles Street from 50km/hr to 60km/hr from Masterton-Castlepoint Road (RP 0) to RP 150.
- Lower the speed limit on Charles Street from 50km/hr to 30km/hr from RP150 to the intersection with Manawa Road (RP 275).
- Lower the speed limit on Manawa Road from 50 km/hr to 30 km/hr from the intersection with Charles Street (RP 0) for a distance of 110m (RP 110).
- Raise the speed limit to 60 km/hr on Manawa Road from RP 110 to RP 360.
- Lower the speed limit on the full length of Blackhill Road to 30 km/hr.
- Install speed threshold signs and markings on Masterton-Castlepoint Road at the 100/60 speed limit change locations.
- Install speed threshold signs and markings on Manawa Road at the 100/60 speed limit change location.
- Install school threshold signs and markings on Charles Street at the 60/30 speed limit change location.
- Install school threshold signs and markings on Manawa Road at the 60/30 speed limit change location.

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## **8.2 Other roads**

### **8.2.1 Masterton-Castlepoint Road**

Masterton-Castlepoint Road runs between Masterton and the settlement of Castlepoint and is 66km long with the majority of the road having an open speed limit. The exceptions to this are:

- From Te Ore Ore Road for 135m - 60km/hr,
- Between 30m northwest of the intersection with Mace Street to a point 678m northeast of the intersection with Te Parae Road – 80km/hr.
- 200m prior to the intersection with Jetty Road – 50km/hr

This road was identified for review as having a high number of fatal and serious crashes in the last 10 years, being a High Benefit route, and providing access to Whakataki (Te Hika o Papauma) Marae.

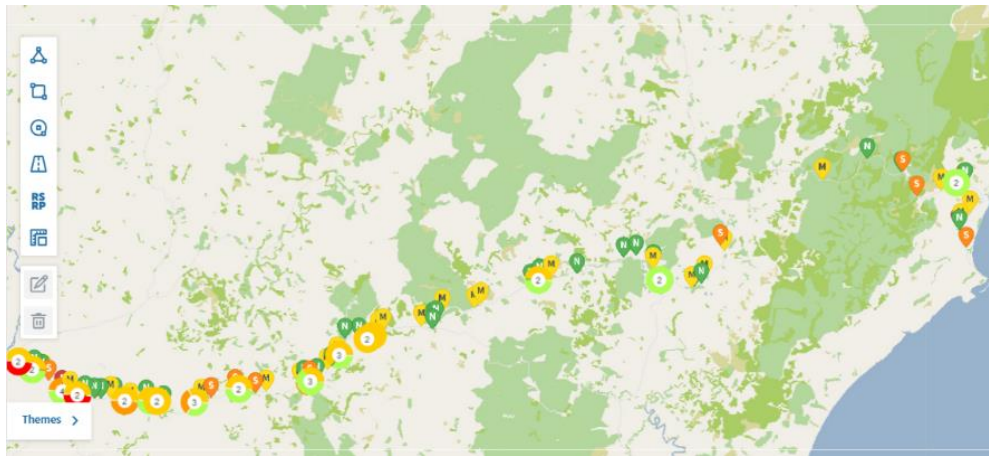
MegaMaps has identified the high benefit section as being between McKinstry Avenue and Maungahina Road. The section between Te Ore Ore – Bideford Road and McKinstry Avenue has been identified as being appropriate to raise the speed limit from 60km/hr to 80km/hr.

**Figure 42 Masterton Castlepoint Road – high benefit section**



There have been 4 fatal, 16 serious, 44 minor and 44 non-injury crashes reported in the 10-year period 2012 – 2021 inclusive.

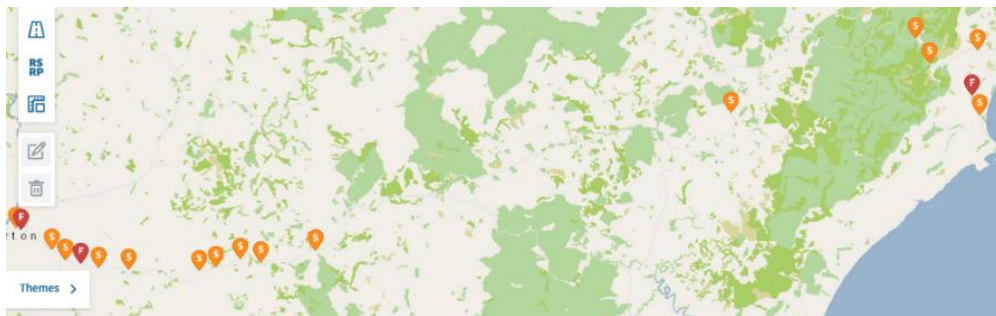
**Figure 43 Masterton Castlepoint Road crashes**



The majority of the crashes are loss of control on bends (68), loss of control on a straight (22) and head on (8).

Most of the fatal and serious crashes have occurred in the first 15km of the route with 3 fatal and 11 serious crashes in this section. The remaining fatal and 4 serious crashes have occurred in the last 8km prior to Castlepoint.

**Figure 44 Fatal and serious crashes - Masterton Castlepoint Road**



Of the 54 crashes reported in the first 15km, 35 involved vehicles travelling westbound (towards Masterton) with the remaining 19 crashes involving vehicles travelling eastbound. The majority of crashes in the last 8km prior to Castlepoint have involved eastbound vehicles.

Safety and speed information from MegaMaps shows the following.

**Masterton Castlepoint Road**

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	93km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the high number of crashes in the initial 15km of Masterton-Castlepoint Road a lower speed limit through this area is considered appropriate to reduce the risk to users. Changes to the speed limit on this section will require a similar change to the side roads to provide consistency to road users.

The side roads identified are; Abbottsford Road, Kahikatea Road, Letts Road, Maungahina Road, McKinstry Road, Morris Road, Olivers Road, Te Kanuka Road, and Watson Road. The speed limit should also be dropped on Masterton Stronvar Road between Masterton-Castlepoint Road and Lees Pakaraka Road.

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Any further changes would need to be considered as part of a wider strategy for rural roads in the district.

Due to the high existing mean travel speeds additional speed management features will be required such as the use of wide edgeline and centreline markings (150mm – 200mm) to narrow the traffic lanes.

The majority of crashes on this road are loss of control which indicates that additional edgeline treatments such as the installation of ATP on edgelines and/or centreline would be beneficial to reduce risk associated with fatigued and distracted drivers. While the majority of crashes have occurred at each end of the route the treatment should extend along the full length of the route to avoid crash migration and provide a consistent message to drivers.

The Whakataki (Te Hika o Papauma) Marae is currently not identified. The original whareniui was destroyed by fire in 1960 and the hapu intend to build a new whareniui when funding allows. Once the new whareniui has been built advance and directional signage should be installed to show the location of the marae.

**Recommendation**

The following changes are recommended on Masterton Castlepoint Road:

- Lower the speed limit from 100km/hr to 80km/hr from 135m east of Te Ore Ore Road to RP15650.
- Lower the speed limit to 80km/hr on the full length of the adjacent side roads of Abbottsford Road, Kahikatea Road, Letts Road, Maungahina Road, McKinstry Road, Morris Road, Olivers Road, Te Kanuka Road, Te Parae Road and Watson Road.
- Lower the speed limit to 80km/hr on Masterton Stronvar Road between Masterton-Castlepoint Road and Lees Pakaraka Road.
- Install speed limit threshold signs and markings at the change in speed limit locations with Settlement speed threshold signs and markings at the 60/80km/hr change east of Te Ore Ore Road for westbound vehicles.
- Update and install speed limit signage as required.
- Widen centreline and edgeline markings for the full length of the route.
- Install centreline and edgeline ATP along the full length of the route.

## 9. Summary

A summary of the recommendations for each road or section of road identified above is tabled below.

Report No.	School / Road Name	Recommendations
2.1.1	Chanel College	<p>Install a permanent 30 km/hr speed limit on the full length of Herbert Street, Kereru Place, Weka Place, Takahe Street, Kotuku Place, Tui Street, Huia Street and Kiwi Street.</p> <p>Install speed threshold signs and markings at either end of Herbert Street at the change in speed limit locations.</p> <p>Install school threshold signs and markings on Herbert Street on both approaches to the school.</p> <p>Consider providing cycle facilities on Herbert Street as part of the wider Masterton cycle network.</p>
2.1.2	Douglas Park School	<p>Lower the permanent speed limit on Cole Street, from Pownall Street to a point 20m northeast of Essex Street to 30 km/hr.</p> <p>Lower the permanent speed limit to 30 km/hr speed limit on the full length of Kummer Crescent.</p> <p>Install a 40 km/hr speed limit on Pownall Street - See Section 2.2.7 for more information.</p> <p>Install school threshold signs and markings on Cole Street.</p> <p>Upgrade the existing kea crossing on Cole Street onto a raised pedestrian crossing.</p> <p>Upgrade the signs and markings for the patrolled zebra crossing on Pownall Street north of Cole Street.</p> <p>Consider providing cycle facilities on Cole Street as part of the wider Masterton cycle network.</p>
2.1.3	Hadlow Preparatory School	Road frontage is state highway – See Waka Kotahi for further information

Report No.	School / Road Name	Recommendations
2.1.4	Lakeview School	Lower the existing variable speed limit on Te Ore Ore Road and Colombo Road to 30 km/hr. Install school threshold signs and markings on Te Ore Ore Road on both approaches to the school and on Colombo Road to reinforce the presence of the school.
2.1.5	Masterton Intermediate	Lower the permanent speed limit on Intermediate Street, from a point 38m northwest of SH2 High Street to a point 40m northeast of Pownall/York Street Lower the permanent speed limit to 30 km/hr speed limit on the full length of Lowes Place and Daniell Street. Install school threshold signs and markings on Intermediate Street on both approaches to the school. Upgrade the existing zebra crossing on Intermediate Street to a raised pedestrian crossing.
2.1.6	Masterton Primary School	Lower the existing variable speed limit on South Road to 30 km/hr. Install a permanent 30 km/hr speed limit on the full length of Taranaki Street; Okato Place and Patea Place. Install speed threshold signs and markings signage on Taranaki Street at the change in speed limit location. Install school threshold signs and markings on South Road on both approaches to the school.
2.1.7	Solway College	No changes are recommended in the vicinity of Solway College.

Report No.	School / Road Name	Recommendations
2.1.8	Solway School	<p>Lower the existing variable speed limit on Ngaumutawa Road to 30 km/hr.</p> <p>Install school threshold signs and markings on Ngaumutawa Road on both approaches to the school.</p> <p>Upgrade the existing crossing point on Ngaumutawa Road at Solway School to a raised pedestrian crossing.</p>
2.1.9	St Matthew's Collegiate	<p>Install a 40 km/hr speed limit on Pownall Street - See Section 2.2.7 for more information</p> <p>Install school threshold signs and markings on Pownall Street on both approaches to the school.</p> <p>Consider providing cycle facilities on Pownall Street as part of the wider Masterton cycle network.</p>
2.1.10	St Patrick's Contributing School	Road frontage is state highway – See Waka Kotahi for further information
2.1.11	TKKM o Wairarapa and Makoura College	<p>Lower the existing variable speed limit on Johnstone Street and Makoura Road to 30 km/hr.</p> <p>Install school threshold signs and markings on Johnstone Street on both approaches to the schools and on Makoura Road.</p> <p>Upgrade the existing crossing point on Johnstone Street to a raised pedestrian crossing.</p> <p>Consider providing cycle facilities on Johnstone Street and Makoura Road as part of the wider Masterton cycle network.</p>



Report No.	School / Road Name	Recommendations
2.1.12	Wairarapa College	<p>Install a 40 km/hr speed limit on Pownall Street - See Section 2.2.7 for more information</p> <p>Install school threshold signs and markings on Pownall Street on both approaches to the school.</p> <p>Consider providing cycle facilities on Pownall Street as part of the wider Masterton cycle network.</p>
2.2.1	Akura Road	<p>Lower the speed limit from 70km/hr to 60km/hr from the intersection with Ngaumutawa Road for a distance of 110m.</p> <p>Raise the speed limit from 70km/hr to 80km/hr from 110m north of Ngaumutawa Road to RP 1040 (500m north of Ngaumutawa Road).</p> <p>Lower the speed limit from 100km/hr to 80km/hr from 500m north of Ngaumutawa Road to Kibblewhite Road.</p> <p>Install Settlement speed limit threshold signs and markings at the 80/60 change in speed limit location.</p> <p>Update and install other speed limit signage as required.</p> <p>Install advance and directional marae signage for Akura Marae.</p>
2.2.2	Colombo Road	<p>Consider improvement works such as raised platforms along the route or urban roundabouts at the cross intersections.</p> <p>Consider providing cycle facilities as part of the wider Masterton cycle network.</p>
2.2.3	Dixon Street	No changes are recommended for Dixon Street.

Report No.	School / Road Name	Recommendations
2.2.4	Gordon Street	<p>Lower the speed limit between RP 967 and RP 1630 from 80km/hr to 50km/hr.</p> <p>Lower the speed limit between RP 1630 and the end of the road from 80km/hr to 60km/hr.</p> <p>Lower the speed limit on Nikau Heights to 60km/hr.</p> <p>Update and install speed limit signs as required.</p>
2.2.5	Kibblewhite Road	<p>Lower the speed limit between RP650 and Akura Road to 80km/hr.</p> <p>Lower the speed limit on Greenlane Road to 50km/hr.</p> <p>Install settlement speed limit threshold signs and markings at the 60/80 change in speed limit location.</p> <p>Update and install other speed limit signage as required.</p>
2.2.6	Ngaumutawa Road	<p>Change the speed limit between Akura Road and 100m northeast of Upper Manaia Road to 60km/hr.</p> <p>Install speed limit threshold signs and markings at the change in speed limit locations.</p> <p>Update and install other speed limit signage as required.</p> <p>Install crossing points at pedestrian desire locations.</p>
2.2.7	Pownall Street	<p>Lower the speed limit from 50km/hr to 40km/hr between 80m southwest of Tararua Street and 100m northeast of Kummer Crescent.</p> <p>Install school threshold signs and markings at both ends of the change in speed limit.</p> <p>Install repeater and side road speed limit and school signage within the 40km/hr speed limit area.</p>

Report No.	School / Road Name	Recommendations
2.2.8	Renall Street	No changes are recommended for Renall Street.
2.2.9	South Road	Install urban roundabout at the intersection of South Road and Cockburn Street.
2.2.10	Te Ore Ore Road	Install / upgrade pedestrian facilities along Te Ore Ore Road.
3.1.1	Te Ore Ore Bideford Road	<p>Lower the speed limit from 100km/hr to 80km/hr from Te Ore Ore Road to RP2300.</p> <p>Install speed limit threshold signs and markings at the change in speed limit locations with Settlement speed threshold signs and markings at the 80/100km/hr change north of Te Ore Ore Road for southbound vehicles.</p> <p>Widen centreline and edgeline markings for the full length of the route.</p> <p>Install centreline and edgeline ATP along the full length of the route.</p> <p>Install advance and directional marae signage for Te Ore Ore Marae.</p>

Report No.	School / Road Name	Recommendations
4.1.1	Whareama School	<p>Reduce the speed limit on Langdale Road to 60km/hr from Masterton-Castlepoint Road to RP2940, 80km/hr from RP 2940 to RP5860 and 60km/hr from RP5860 to Blairlogie-Langdale Road.</p> <p>Reduce the length of the variable 40km/hr speed limit on Langdale Road to between RP5940 and RP6340.</p> <p>Lower the speed limit to 60km/hr on the full length of the adjacent side roads of Post Office Road, Waimimi Road, ICA Road and Otahome Road.</p> <p>Install school threshold signs and markings on Langdale Road on either side of the school.</p> <p>Update and install speed limit signage as required.</p>
4.2.1	Homewood Road	Install advance and directional marae signage for Ngāi Tūmapuhia-a-Rangi ki Okautete Marae.
4.2.2	Riversdale Road	Install advance and directional marae signage for Motuwairaka Marae.
5.1.1	Fernridge School	<p>Install school threshold signs and markings on Upper Plains Road on either side of the school.</p> <p>Consider including the installation of rural raised safety platform at the thresholds on Upper Plains Road to assist with speed management.</p>

Report No.	School / Road Name	Recommendations
5.1.2	Opaki School	<p>Lower the speed limit on the full length of Waipipi Road to 30 km/hr.</p> <p>Install school threshold signs and markings on Waipipi Road on the approach to the school.</p> <p>Install signs and road markings on Waipipi Road to delineate the crossing point between the school and the off-road path at the eastern end of the school.</p> <p>Improve the bus turning area and parking.</p> <p>Improve the crossing location.</p>
5.1.3	Rathkeale College	<p>Lower the speed limit on the full length of Willow Park Road to 60 km/hr.</p> <p>Install signs and road markings to delineate the existing crossing points on Willow Park Road.</p>
5.2.1	Paierau Road	<p>Lower the speed limit to 80km/hr on Paierau Road and Loopline when the speed limit on the parallel section of State Highway 2 is reduced.</p> <p>Install speed threshold signs and markings signs at the change in speed limit location.</p> <p>Widen centreline and edgeline markings for the full length of the route.</p> <p>Install centreline and edgeline ATP along the full length of the route.</p>
5.2.2	Willow Park Road	<p>Lower the speed limit from 70km/hr to 60km/hr for the full length of the road.</p>

Report No.	School / Road Name	Recommendations
6.1.1	Mauriceville School	<p>Lower the speed limit to 60 km/hr on Opaki-Kaiparoro Road between RP12660 and RP13535.</p> <p>Install a 40 km/hr speed limit on Opaki-Kaiparoro Road from RP 13535 to RP14130.</p> <p>Install settlement speed threshold signs and markings on Opaki-Kaiparoro Road at the 60/40 speed limit change location.</p> <p>Install school threshold signs and markings on Opaki Kaiparoro Road either side of the school.</p> <p>Lower the speed limit to 60km/hr for the full length of Camerons Road.</p>
7.1.1	Wainuioru School	<p>Install a 60 km/hr variable speed limit on Masterton Stronvar Road from RP 13210 to RP 13620.</p> <p>Install a 60 km/hr variable speed limit on Westmere Road from RP 0 to RP 200.</p> <p>Install school threshold signs and markings on Masterton Stronvar Road and Westmere Road on the approaches to the school.</p>
7.2.1	Lees Pakaraka Road	<p>Lower the speed limit to 60km/hr for the full length of Lees Pakaraka Road.</p> <p>Update speed limit signage as required.</p> <p>Mark a centreline for the full length of the road.</p> <p>Monitor the site and consider using ATP on the centreline markings and install curve warning signage.</p>

Report No.	School / Road Name	Recommendations
7.2.2	Te Whiti Road	<p>Extend the 80km/hr speed limit on Te Whiti Road to Lees-Pakaraka Road.</p> <p>Lower the speed limit on Manaia Road to 80km/hr.</p> <p>Update and install speed limit signage as required.</p> <p>Mark edgelines for the full length of the route.</p> <p>Install ATP on the centreline and edgeline markings.</p> <p>Review and install curve warning signage.</p>

Report No.	School / Road Name	Recommendations
8.1.1	Tinui School	<p>Lower the speed limit on Masterton-Castlepoint Road to 60 km/hr from 185m south of Charles Street to 385m east of Charles Street.</p> <p>Raise the speed limit on Charles Street from 50km/hr to 60km/hr from Masterton-Castlepoint Road to RP 150.</p> <p>Lower the speed limit on Charles Street from 50km/hr to 30km/hr from RP150 to the intersection with Manawa Road (RP 275).</p> <p>Lower the speed limit on Manawa Road from 50 km/hr to 30 km/hr from the intersection with Charles Street (RP 0) for a distance of 110m (RP 110).</p> <p>Raise the speed limit from 50km/hr to 60 km/hr on Manawa Road from RP 110 to RP 360.</p> <p>Lower the speed limit on the full length of Blackhill Road to 30 km/hr.</p> <p>Install speed threshold signage and markings on Masterton-Castlepoint Road at the 100/60 speed limit change locations.</p> <p>Install speed threshold signage and markings on Manawa Road at the 100/60 speed limit change location.</p> <p>Install school threshold signs and markings on Charles Street at the 60/30 speed limit change location.</p> <p>Install school threshold signs and markings on Manawa Road at the 60/30 speed limit change location.</p>



Report No.	School / Road Name	Recommendations
8.2.1	Masterton Castlepoint Road	<p>Lower the speed limit from 100km/hr to 80km/hr from 135m east of Te Ore Ore Road to RP15650.</p> <p>Lower the speed limit to 80km/hr on the full length of the adjacent side roads of Abbotsford Road, Kahikatea Road, Letts Road, Maungahina Road, McKinstry Road, Morris Road, Olivers Road, Te Kanuka Road, Te Parae Road and Watson Road.</p> <p>Lower the speed limit to 80km/hr on Masterton Stronvar Road between Masterton-Castlepoint Road and Lees Pakaraka Road.</p> <p>Install speed limit threshold signs and markings at the change in speed limit locations with Settlement speed threshold signs and markings at the 60/80km/hr change east of Te Ore Ore Road for westbound vehicles.</p> <p>Install speed threshold signs and markings at the Masterton Stronvar Road 100/80 speed limit change location.</p> <p>Widen centreline and edgeline markings for the full length of the route.</p> <p>Install centreline and edgeline ATP along the full length of the route.</p>

## **Appendices**

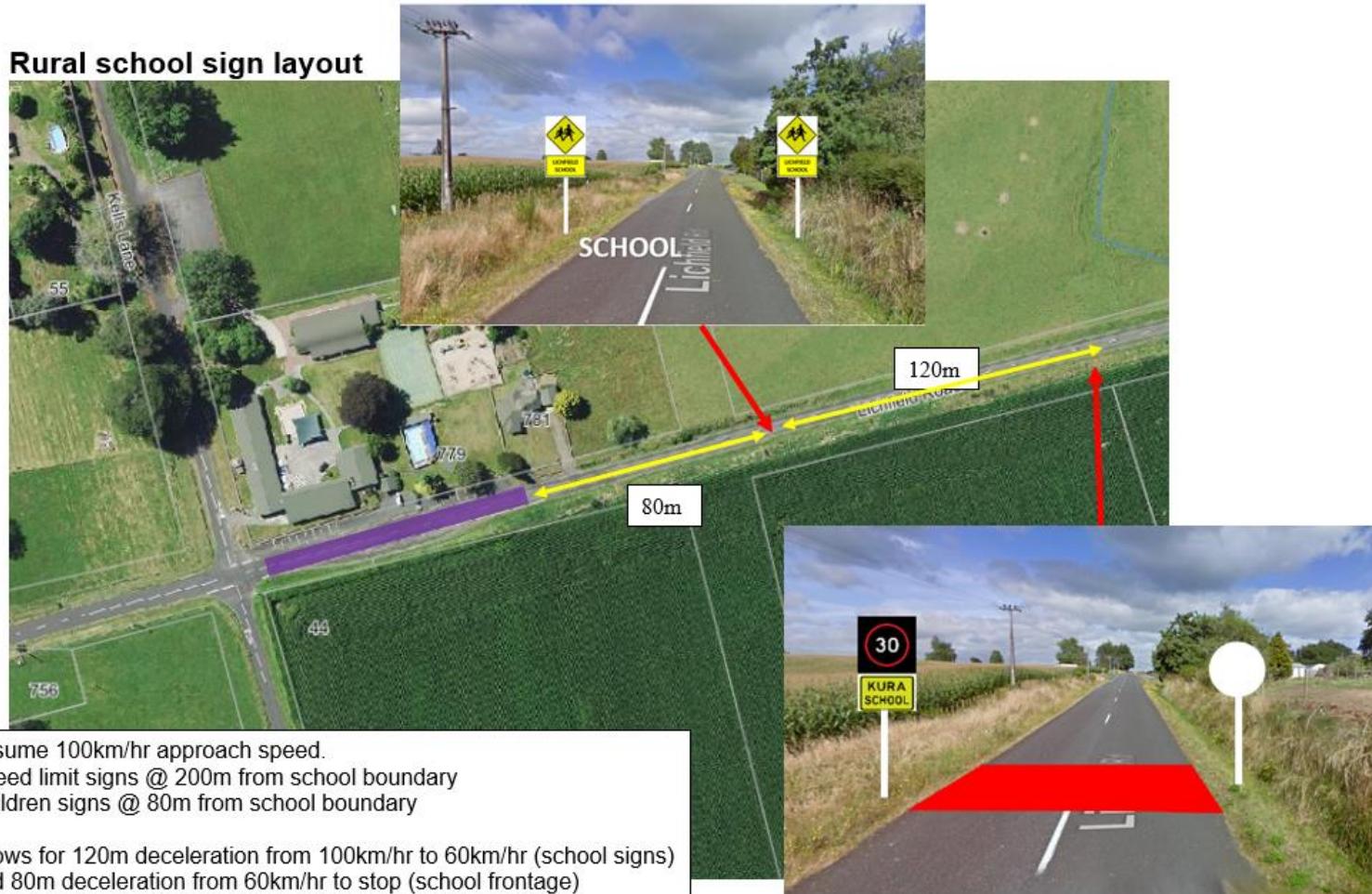


## **Appendix A** – Example threshold layouts

### Settlement thresholds



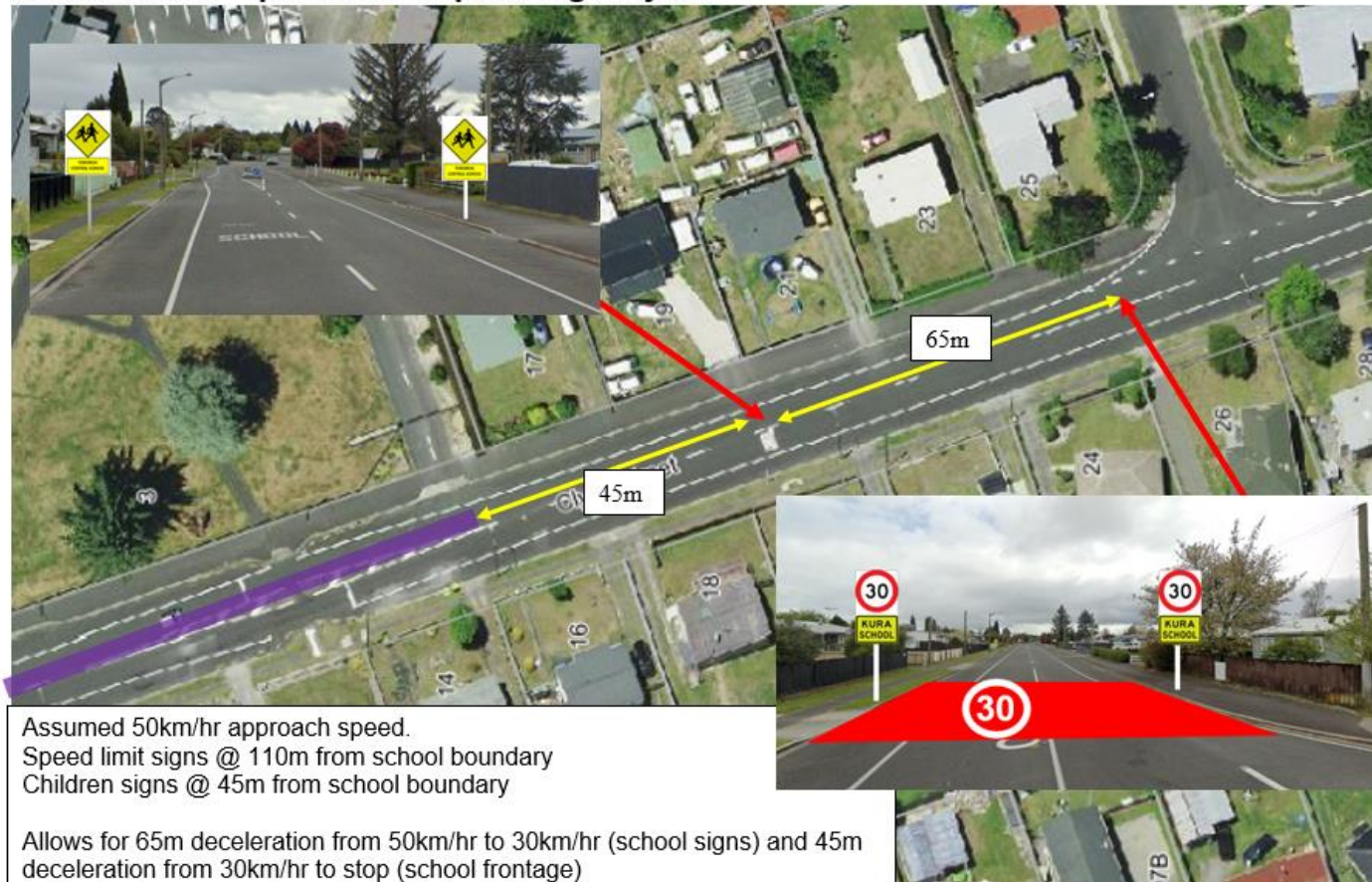
**Rural school sign layout**



Assume 100km/hr approach speed.  
 Speed limit signs @ 200m from school boundary  
 Children signs @ 80m from school boundary

Allows for 120m deceleration from 100km/hr to 60km/hr (school signs)  
 and 80m deceleration from 60km/hr to stop (school frontage)  
 Add school name supplementary plate to children sign.

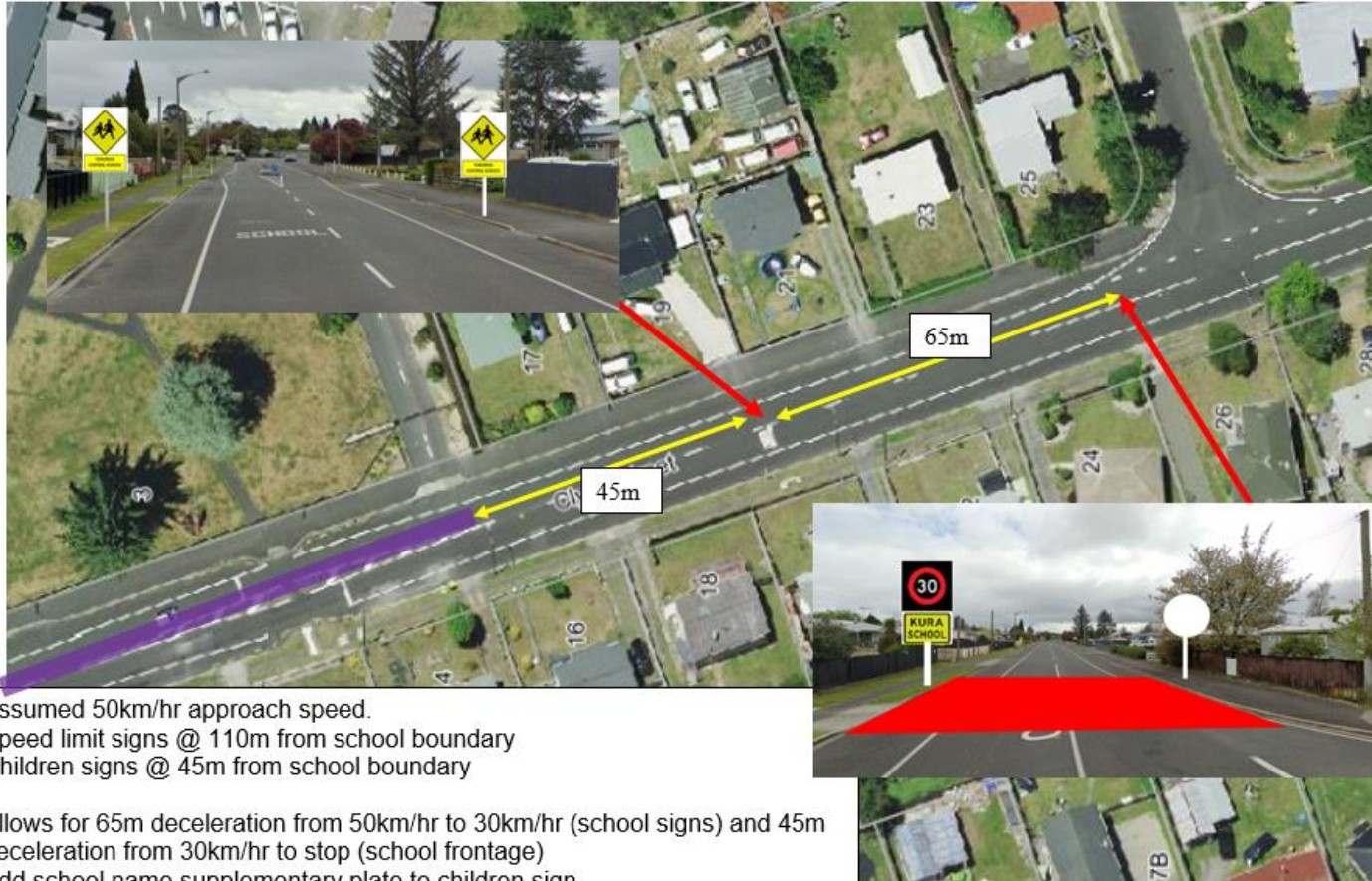
**Urban school – permanent speed sign layout**



Assumed 50km/hr approach speed.  
Speed limit signs @ 110m from school boundary  
Children signs @ 45m from school boundary

Allows for 65m deceleration from 50km/hr to 30km/hr (school signs) and 45m deceleration from 30km/hr to stop (school frontage)  
Add school name supplementary plate to children sign.  
If there is a zebra crossing present, use crossing sign in place of children sign.

**Urban school – variable speed sign layout**



Assumed 50km/hr approach speed.  
 Speed limit signs @ 110m from school boundary  
 Children signs @ 45m from school boundary

Allows for 65m deceleration from 50km/hr to 30km/hr (school signs) and 45m deceleration from 30km/hr to stop (school frontage)  
 Add school name supplementary plate to children sign.  
 If there is a zebra crossing present, use crossing sign in place of children sign.

## Marae signs





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Document Status

Revision	Date of issue	Author	Reviewer	Signature
Draft		Janette Underwood	Luke McCarthy	
For Consultation	14/03/2023	Janette Underwood	Luke McCarthy	



# CONSULTATION DRAFT SPEED MANAGEMENT PLAN SUBMISSION FORM

This submission form allows you to give feedback on the consultation draft Speed Management Plan. The estimated time to complete the submission form is 5-10 minutes. You can make a submission in a number of ways:

**Online** - Complete the submission form online at: [www.mstn.govt.nz](http://www.mstn.govt.nz)

**Paper copy** - If you don't have access to the internet or prefer a paper copy you can complete this submission form and:

- email it to us at [submissions@mstn.govt.nz](mailto:submissions@mstn.govt.nz)
- post to Masterton District Council, Freepost 112477, PO Box 444, Masterton 5840
- hand deliver to our Customer Service Centre, 161 Queen Street, Masterton

**Over the phone** - Phone our team on 06 370 6300 and tell them what you think. They will record your views.

**Please provide your feedback by 4pm Monday 1 May 2023**



## 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. Please tick the box to show you understand your name/organisations name will be made public with your submission.

I understand my name/organisation name will be published with my feedback (please tick).

Your privacy is important to us, and we take data security seriously. You can find out more **on** our website: [www.mstn.govt.nz/privacy-statement](http://www.mstn.govt.nz/privacy-statement)

## Your Details

Full name .....

Organisation (if applicable) .....

Postal address.....

.....

Phone..... Email.....

## Hearing

For those wanting to present their views to the Council, a hearing will be held on Wednesday 17 and Thursday 18 May 2023. This means that you get approximately 5 - 10 minutes to present your feedback to the elected members in person or via Zoom online.

Would you like to participate in the hearing process? If you answer yes, please make sure your contact details were correctly answered in the previous section so that we can get in touch about your presentation time.

- Yes (in person)       Yes (via Zoom)       No

## About You

Answering the following questions helps us understand which sectors of our community are providing the Masterton District Council with feedback. This information will not be made public with your submission. Only collated data will be reported to the Council.

### What is your age range?

- Under 25     25-34     35-44     45-54     55-64     65-74     75+

### What is your ethnicity? (you may tick multiple boxes)

- Māori     NZ European     Pākehā     Pacific Peoples     Asian     Other.....

### What is your gender

- Man     Woman     Non-binary     Prefer not to answer     Other - I refer to myself as .....

### Do you live with impairments/long term health conditions or, do you identify as tāngata whaikaha/disabled?

- Yes     No     Prefer not to answer



## **7.2 ADOPTION OF ANNUAL PLAN 2023/24 CONSULTATION DOCUMENT AND DRAFT SCHEDULE OF FEES AND CHARGES**

**File Number:**

**Author:** Karen Yates, Manager Strategy and Governance

**Authoriser:** David Hopman, Chief Executive

### **PURPOSE**

The purpose of this report is to seek Council adoption of the 2023/24 Annual Plan Consultation Document and 2023/24 Schedule of Fees and Charges. This will enable Council to undertake consultation on the 2023/24 Annual Plan prior to finalising that Plan. The Consultation Document also includes a 'future focussed' section that will enable Council to seek feedback to inform the development of the 2024-34 Long-Term Plan (LTP).

### **RECOMMENDATIONS**

That Council:

- a. Adopts the proposed Schedule of Fees & Charges 2023/24 (Attachment 1) for consultation;
- b. Adopts the Annual Plan 2023/24 Consultation Document (Attachment 2) and Feedback Form (Attachment 3); and
- c. Delegates authority to the Mayor and Chief Executive to approve minor edits that don't change the intent of the content, prior to publication of the Annual Plan 2023/24 Consultation Document
- d. Notes that the 2023/24 Annual Plan must be adopted, and the rates struck by resolution before 30 June 2023

### **CONTEXT**

Under the Local Government Act 2002, Council must produce a Long-Term Plan (LTP) every three years. For the two years between each LTP (Years 2 and 3 of the LTP) an Annual Plan must be produced. In the third year a new LTP is developed.

The Annual Plan process provides an opportunity to review intended work programmes and associated budgets taking into consideration any new information and/or changing circumstances. According to section 95(5) of the Local Government Act 2002 (the Act), the purpose of the Annual Plan is to:

- a) contain the proposed annual budget and funding impact statement for the year [of the long-term plan] to which the annual plan relates; and
- b) identify any variation from the financial statements and funding impact statement included in the local authority's long-term plan in respect of the year; and
- c) provide integrated decision making and co-ordination of the resources of the local authority; and
- d) contribute to the accountability of the local authority to the community

The 2023/24 Annual Plan is Year 3 of the 2021-31 Long-Term Plan (LTP).

A Consultation Document highlights what changes are proposed to be included in the Annual Plan compared to Year 3 of the LTP. Council is no longer required to publish a full draft of the Annual Plan for feedback.

Some fees and charges can be set by Council resolution under sections 12 and 150 of the LGA, some, however, must follow a formal process that includes public consultation in accordance with section 83 (the Special Consultative Procedure (SCP)) of the LGA. To assist people to give feedback we have produced a Schedule of Fees & Charges for 2023/24. Forecast revenue from the Schedule of Fees and Charges is recognised in the budget adopted as part of the Annual Plan.

## **ANALYSIS AND ADVICE**

### **Annual Plan 2023/24: Key Changes Compared to Year 3 of the LTP**

Initial budgets for 2023/24 forecast an average rates increase of 14.2%. Following a review of budgets and incorporating the changes that Council is proposing in the Consultation Document, this was reduced to **7.9%** (after growth). The LTP predicted a 5.5% average increase after growth.

The key drivers for the rates increase are external and include:

- Local government inflation (at 5.9%) is higher than the 2.9% that was forecast for Year 3 of the 2021-31 LTP
- Interest rates on borrowing, projected to be 4.8% are higher than the 2.8% that was forecast for Year 3 of the 2021-31 LTP
- Insurance costs are expected to increase at least 15% for Year 3 of the 202-31 LTP compared to the 2.5% forecast
- Capital costs are being impacted by inflation and supply challenges
- Operational budgets are being impacted by inflation and demand drivers
- Increased asset valuations are increasing renewals and depreciation costs

For further information on these key drivers, please refer to the *Adoption of Annual Plan 2023/24 Consultation Document and Draft Schedule of Fees and Charges* report on the agenda for the Council meeting held on 1 March 2023.

There are also a number of variations to the work programme for 2022/23 compared to what was included in the 2021-31 LTP. These changes have been factored into the budget. Key variations include:

- **Civic Facility** - The cost of the project has escalated. Given that, the scope of this project is being revisited. Engagement is being undertaken as part of the Annual Plan consultation process to scope viable options for consultation as part of the 2024-34 Long-Term Plan. A decision on the future of the Civic Facility will be made as part of the 2024-34 LTP process.
- **All-Weather Athletics Track** - The estimated cost of replacing the all-weather athletics track at Colin Pugh Sportsbowl, scheduled for 2023/24, has escalated. The replacement will be deferred a year while other options are explored. Consultation on viable options will be undertaken and a decision made as part of the 2024-34 Long-Term Plan process.
- **Animal Shelter Redevelopment** – This project was deferred to 2022/23 as part of the 2021/22 Annual Plan process. Completion is now expected in 2023/24. Given the current economic climate and cost escalation across other capital projects, we expect costs to deliver the Animal Shelter will also have escalated. Given that, we have increased the

budget provision to deliver this project. The Animal Shelter redevelopment cannot be deferred or reconsidered as it is necessary to meet Council's legal and regulatory responsibilities – e.g. health and safety and animal welfare responsibilities. Given the redevelopment must proceed, this is not a decision Council can consult on (see Council's Significance and Engagement Policy).

- **Millard Avenue Urbanisation** – Roading and associated drainage improvements that were to take place in 2023/24 will be deferred, but the scheduling of water and wastewater improvements will be progressed. The sequencing of this work is important to ensure best outcomes for the project overall, and to ensure cost-efficiency.
- **Hood Aerodrome Development** - There have been some delays with the Hood Aerodrome development. Capital expenditure and funding for Hood Aerodrome improvements that are not completed in 2022/23 will be carried forward to 2023/24. The project as a whole will be reviewed as part of the 2024-34 LTP process.
- **Expanding Water Storage at Kaituna** – The 2021-31 LTP included \$7.4 million in 2023/24 for additional reservoirs at Kaituna to expand water storage capacity. A key driver for this project is the Greater Wellington Regional Council's Natural Resource Plan. This project has been included in the work plan submitted to the Three Waters transition unit for them to progress once the Natural Resource Plan is finalised and there is certainty around the water take limits.

Council has identified three topics for consultation as part of the 2023/24 Annual Plan:

1. Our approach to reducing the rates impact in 2023/24, which will reduce the rates impact by \$185K. This is a multi-pronged approach including:
  - a. Increasing user fees and charges to off-set rates – generating an additional \$65K
  - b. Introducing new e-waste fees – generating an additional \$10K.
  - c. Supporting our community to identify alternative funding opportunities and reducing the Council budget for community grant and community event funding – reducing rates required by \$88K.
  - d. Reducing Council's own events budget and seeking external funding to make up the difference – reducing rates required by \$22K – and seeking external funding for council projects, events and initiatives wherever possible.
2. Whether Masterton District should join the Wairarapa Dark Sky Reserve, noting the cost is estimated at \$20K and some behaviour change would also be required to minimise light pollution in the district. This project would mean the Wairarapa Dark Sky Reserve would be one of the biggest in the world which is expected to have tourism benefits for the region.
3. Whether Council should support the Five Towns Trail project in 2023/24, noting this contribution would enable the establishment of a Trust to implement the project. There will be further costs associated with the ongoing operation of the Trust and implementation of the project. These costs are yet to be confirmed and would be consulted on as part of the 2024-34 LTP. The Five Towns Trails Project is expected to have tourism benefits and would also offer new trails for our community to use.



Feedback on these topics will be considered as we finalise the 2023/24 Annual Plan.

Council has also chosen to use this opportunity to seek feedback that will help shape the 2024-34 Long-Term Plan (LTP). Topics for consideration for the LTP include:

1. A reduced scope for the Civic Facility.
2. Changes to levels of service that Council could explore (noting resourcing is set to deliver the services and service levels):
  - a. To reduce services or service levels to reduce costs, or
  - b. To improve service levels, noting that any improvements may result in additional funding requirements.
  - c. To improve effectiveness and efficiency.

Feedback on these topics will be considered as we develop the 2024-34 LTP.

The draft Consultation Document included as Attachment 2 and the reports on the agenda for the Council meeting on Wednesday 1 March 2023 provide further discussion of consultation topics.

### **Consultation on the Annual Plan**

Council is required to undertake consultation in a manner that gives effect to the principles of consultation specified in Section 82 of the Local Government Act, unless there are no significant or material differences between the proposed Annual Plan and what was planned for that year of the LTP.

The proposed 2023/24 Annual Plan contains differences to what was planned for Year 3 of the LTP, however these changes have not been assessed as significant in the current year given:

1. Most changes to the 2022/23 Annual Plan work programme are either deferring or re-assessing projects, so it is not possible to quantify the significance of the change at this time. Other changes, such as delivering the Animal Shelter and levels of service, including resourcing, cannot be changed in the 2023/24 year because of legal obligations.
2. Overall, the rates increase, incorporating the changes and the proposed actions to mitigate the impact, is 7.9% which is within the limit set by our Financial Strategy of 10.4%.

However, we know that the current economic environment does present a challenge for Council in delivering for our community, and we anticipate there will be significant decisions to be made as part of the 2024-34 LTP. Given the current operating environment, Council has opted to consult on the 2023/24 Annual Plan.

A Consultation Document (CD) has been prepared to support public participation in the Annual Plan decision making process. The CD highlights key changes and budget movements that have influenced the forecast financial performance and revenue required. It also discusses the proposals that Council is seeking feedback on. Refer to Attachment 2 for a copy of the CD.

The CD and proposed Schedule of Fees and Charges for 2023/24 reflect Council discussions through a series of workshops on the 2023/24 Annual Plan, and the reports that were considered and adopted by Council on Wednesday 1 March 2023.

The CD includes links to external websites that contain further information regarding the Dark Sky Reserve and the Five Town Trails Project, which are new opportunities for consideration.

Alongside consultation on the 2023/24 Annual Plan, Council is also seeking feedback on the proposed Speed Management Plan. A separate Statement of Proposal for the Speed Management Plan has been developed for adoption (see the *Consultation Draft Speed Management Plan for the Masterton District* report on the agenda for this meeting).

### **2023/24 Annual Plan Consultation Timeline**

The 2023/24 Annual Plan consultation period will commence on Friday 31 March 2023 and close at 5.00pm on Monday 1 May 2023.

During this period there will be a number of opportunities for our community to speak to the Mayor, Councillors and Iwi representatives regarding the plan, including:

- Wednesday lunch time ‘pop ups’ in Charlies Lane, Queen Street
- Thursday evening ‘pop ups’ at the Masterton Food Truck venue, Chapel Street
- The Mayor’s Thursday drop-in sessions at our Customer Service Centre, 161 Queen Street.
- A Sunday car boot sale ‘pop up’ on Sunday 16 April 2023.

The Council will hear submissions on Wednesday 17 May 2020 and Thursday 18 May 2023.

Deliberations will take place on Wednesday 7 June 2023.

A Council meeting will be held on Wednesday 28 June 2020 to adopt the 2023/24 Annual Plan.

### **OPTIONS CONSIDERED**

A summary of options is provided below:

Option	Advantages	Disadvantages
1 Adopt the 2023/24 Annual Plan Consultation Document for consultation (recommended)	<ul style="list-style-type: none"> <li>• Council will meet the legal obligations required under the Local Government Act 2002, Sections 83 and 95A to adopt a Consultation Document for consultation if consulting on an Annual Plan.</li> <li>• This will enable Council to discuss the annual plan proposals with our community.</li> <li>• This will enable an opportunity for our community to provide feedback on the proposals and</li> </ul>	<ul style="list-style-type: none"> <li>• No disadvantages have been identified.</li> </ul>

Option	Advantages	Disadvantages
	<p>the new opportunities for consideration.</p> <ul style="list-style-type: none"> <li>• This also enables our community to provide early feedback to help shape the 2024-34 LTP.</li> <li>• Council will have insight into the views and preferences of the community before making final decisions on the Annual Plan.</li> <li>• Consulting over April 2023 aligns with the project timelines to enable adoption of the 2023/24 Annual Plan by the legal deadline.</li> </ul>	
2	<p>Adopt the 2023/24 Annual Plan Consultation Document with amendments</p>	<ul style="list-style-type: none"> <li>• No advantages identified.</li> <li>• Any substantial or significant amendments would impact on the agreed project timelines as the budget and/or CD would need to be revised and brought back to Council for adoption.</li> <li>• A delegation to make minor amendments or corrections that do not change the intent of the document is recommended – see below.</li> </ul>

**RECOMMENDED OPTION**

Option 1 is recommended. This will:

- Enable Council to proceed with consultation to test proposed changes and new opportunities with our community and seek feedback that will help shape our 2024-34 LTP.
- Ensure that Council meets its obligation under the Act if undertaking consultation on an Annual Plan.
- Enable feedback on 2023/24 Annual Plan topics to be considered before the Annual Plan is finalised, noting there is a legal deadline to adopt the Annual Plan and strike rates by 30 June 2023.

It is also recommended that the Mayor and Chief Executive be delegated authority to make any minor amendments or corrections that do not change the intent of the documents.

With Option 1, we will proceed with launching consultation. The timeline for the Annual Plan process from this point is included below:

<b>Date</b>	<b>Activity/Milestone</b>
Wednesday 29 March 2023	Consultation Document adopted for consultation
Friday 31 March – Monday 1 May 2023	Consultation period
Wednesday 17 May – Thursday 18 May 2023	Hearings
Wednesday 7 June 2023	Deliberations
Wednesday 28 June 2023	Council adopts final 2023/24 Annual Plan.

## **SUPPORTING INFORMATION**

### **Strategic, Policy and Legislative Implications**

The 2023/24 Annual Plan is Year 3 of the 2021-31 Long-Term Plan. Council is required to undertake consultation in a manner that gives effect to the Principles of Consultation specified in Section 82 of the Local Government Act, unless there are no significant or material differences between the proposed Annual Plan and what was planned for that year of the LTP.

For the 2023/24 Annual Plan, the changes that Council can consult on are not assessed as significant and material differences. Most changes involve either deferring or re-assessing projects that were included in our work programme or are things that Council cannot change in the current year due to legal obligations. The overall rates increase, incorporating these changes and Council proposals, are within the range of Council's Financial Policy. However, we know we are delivering in challenging times and that significant decisions will need to be made as part of the 2024-34 LTP process. Under Council's delegations, the Council holds the authority to decide whether or not to consult on the Annual Plan.

If undertaken, consultation must comply with Section 82 of the Local Government Act. This includes the development of a consultation document with viable options for consideration and a hearings process.

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

Differences that have been identified through the 2023/24 Annual Plan process that could be consulted on have been assessed against Council's Significance and Engagement Policy and are not considered significant in the current year, however we know there will be significant decisions to be made as part of the 2024-34 LTP. Given that, Council have chosen to consult with our community.

Council has proposed mitigations to reduce the rates. These mitigations are not assessed as significant or material given they are not expected to impact levels of service and/or relate to cost recovery for user pays services.

The overall average rates impact is within the limit set in our Financial Strategy. Given that, changes are not assessed as material.

However, we know we are delivering in challenging times, and we know these changes will have some implications for some sectors of our community.

Given that, consultation was recommended and agreed by Council. To proceed with consultation, Council must prepare and adopt a Consultation Document.

Consultation will be elected member led with support from Council's Community Development team.

The opportunity to have a say on the proposed 2023/24 Annual Plan will be promoted by direct email, print and digital advertising and pop-up events. We will also encourage community partners, representatives, and community groups to promote the opportunity to have a say to their networks.

### **Financial Implications**

The Annual Plan will set the work programme and budgets for the 2023/24 year. It is also the basis on which the Council sets the revenue it collects from rates.

A large portion of Council's funding comes rates on properties, and it is recognised that the proposed increase in rates will be a focus for our community. The proposed 2023/24 Annual Plan results in an average rate increase of 7.9% after allowing for growth in the rating database.

### **Treaty Considerations/Implications for Māori**

The recommendation to consult will include appropriate engagement and communications with iwi, mana whenua and our Māori communities.

### **Environmental/Climate Change Impact and Considerations**

No direct environmental impacts/considerations have been identified relating to the decision to consult on the 2023/24 Annual Plan.

## **ATTACHMENTS**

1. **Proposed Schedule of Fees and Charges 2023/2024 (under separate cover)** 
2. **Draft Annual Plan 2023/2024 Consultation Document (under separate cover)** 
3. **Draft Annual Plan 2023/2024 Feedback Form (under separate cover)** 

**8      REPORTS FOR INFORMATION**

Nil

**9 PUBLIC EXCLUDED**

**RESOLUTION TO EXCLUDE THE PUBLIC**

**RECOMMENDATION**

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<b>9.1 - District Plan Notification</b>	<p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage</p>	<p>s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>