

AGENDA

Ordinary Council Meeting

Date: Thursday, 11 September 2025

Time: 9:00 am

Location: Carterton Events Centre

50 Holloway St

Carterton

Deputy Mayor S Cretney (Acting Chair)

Cr G Ayling

Cr R Cherry-Campbell

Cr S Gallon

Cr L Newman

Cr S Laurence

Cr B Deller

Notice is hereby given that an Ordinary Meeting of Council of the Carterton District Council will be held in the Carterton Events Centre, 50 Holloway St, Carterton on:

Thursday, 11 September 2025 at 9:00 am

Order Of Business

| 1 | Karakia Timatanga | 5 |
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| 2 | Apologies | 5 |
| 3 | Conflicts of Interests Declaration | 5 |
| 4 | Public Forum | 5 |
| 5 | Discussion of the Public Forum | 5 |
| 6 | Youth Council views on agenda items | 5 |
| 7 | Confirmation of the Minutes | |
| | Nil | |
| 8 | Reports | ε |
| | 8.1 Hearing - Draft Speed Review Management Plan 2025 | ε |
| 9 | Exclusion of the Public | 97 |
| | Nil | |
| 10 | Karakia Whakamutunga | 97 |

1 KARAKIA TIMATANGA

Mai i te pae maunga, raro ki te tai

Mai i te awa tonga, raro ki te awa raki

Tēnei te hapori awhi ai e Taratahi.

Whano whano, haramai te toki

Haumi ē, hui ē, tāiki ē!

- 2 APOLOGIES
- 3 CONFLICTS OF INTERESTS DECLARATION
- 4 PUBLIC FORUM
- 5 DISCUSSION OF THE PUBLIC FORUM
- 6 YOUTH COUNCIL VIEWS ON AGENDA ITEMS
- 7 CONFIRMATION OF THE MINUTES

Nil

VIDEOCONFERENCE LINK

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 461 862 695 998 1

Passcode: m2ob7nC6

Dial in by phone

+64 4 280 6232,,515022225# New Zealand, Wellington

Find a local number

Phone conference ID: 515 022 225#

For organizers: Meeting options | Reset dial-in PIN



8 REPORTS



8.1 HEARING - DRAFT SPEED REVIEW MANAGEMENT PLAN 2025

1. PURPOSE

For the Council to hear the oral submissions on the Draft Speed Review Management Plan 2025.

2. SIGNIFICANCE

The matters for decision in this report are considered to be of significance under the Significance and Engagement Policy, and consultation with the public was undertaken on the Draft Speed Review Management Plan 2025 from 1 July to 17 August 2025.

3. BACKGROUND

In 2023, CDC joined with South Wairarapa District Council to consult on several speed changes across our district's roading network.

The introduction of the 2024 Land Transport Rule required the reversal of these proposed changes and the implementation process was suspended.

As a result, a new consultation needed to be undertaken the CDC's Draft Speed Management Plan.

In preparing for the second consultation, CDC took the feedback provided in 2023 and incorporated it into the current Plan.

The consultation was open for 7 weeks from 1 July to 17 August 2025.

4. DISCUSSION

CDC received 226 responses to the consultation. This information was used in the summary document 'Speed Management Review Consultation Findings'. Out of these responses 10 respondents were duplicate (those who started the survey on line, didn't complete, and then re-started the survey). Therefore, the raw data in the spreadsheet of submissions shows 216 responses were received.

Please find attached:

- Schedule of Oral submitters
- Speed Review Hearings Procedure
- Consultation Document Draft Speed Management Plan & Speed Review Consultation
- Speed Management Plan Consultation Findings

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• Raw data of submissions received (1) Quantitative data (2) Qualitative data (openended responses)

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5. NEXT STEPS

Deliberations on the Draft Speed Management Plan will be held on Wednesday 24 September 2025.

6. RECOMMENDATION

That the Committee:

1. **Receives** the written submissions on the CDC Draft Speed Management Plan Review 2025, and **hears** the oral submitters.

File Number: 482513

Author: Geoff Hamilton, Chief Executive

Attachments: 1. Hearings Schedule of Oral Submitters U.

2. CDC Hearings Procedure - Draft Speed Management Plan &

3. Consultation Document - Speed Review <a>J

4. Speed Management Review Consultation Findings J.

5. Consultation on the SMP 2025 - Quantitative responses U

6. Consultation on the SMP 2025 - Qualitative Responses &

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Carterton District Council Hearing Draft Speed Review Management Plan Thursday 11 September 2025

| Time | Sub # | Name | |
|-------|-------|----------------------------|--|
| 9.05 | 105 | Gina Kemp - VC | |
| 9.15 | 112 | Geoff Lindsay | |
| 9.25 | 37 | Maryann Cowgill | |
| 9.35 | 198 | Neil Wadham | |
| 9.45 | 51 | Noel Duckworth - RECORDING | |
| 9.55 | 6 | Anna Beetham- VC | |
| 10.05 | 55 | Stuart Edwards | |
| 10.15 | 163 | Jan Rose | |
| | BREAK | | |
| 10.35 | 73 | Brigitte Grabowski - VC | |
| 10.45 | 199 | Brent Ward – TBA | |

Carterton District Council Hearings Procedure

Date: 9 am, Thursday 11 September 2025

Topic: Draft Speed Management Plan

Venue: Hurunui-o-Rangi Room, Wairarapa Events Centre, 50 Holloway St, Carterton

The following councillors will hear the submissions:

Mayor Ron Mark (Chair)

- Deputy Mayor Steve Cretney (Deputy Chair)
- Cr Brian Deller
- Cr Robyn Cherry-Campbell
- Cr Lou Newman
- Cr Grace Ayling
- Cr Steve Laurence
- Cr Steve Gallon

Carterton District Council staff in attendance include: Johannes Ferreira (Group Manager Infrastructure), Geoff Hamilton (Chief Executive), Robyn Blue (Democratic Services Officer)

Hearings Process

- You can assume that the elected members have read your submission. The hearing provides an opportunity to expand on your submission and/or focus on your key points.
- Each submission will be limited to an address period of up to 7 minutes, with 3 minutes for responding to questions from the elected members. A bell will ring at 6 minutes and again at 10 minutes.
- The Chairperson has the right, with or without the agreement of the other members, to terminate a submission in progress or extend the time allowed for any submission.
- The Chairperson, or any member through the Chairperson, may ask questions relevant to the matter being heard. The Chairperson may wish to clarify or correct any matter raised.
- The hearing will take place at Carterton Events Centre, 50 Holloway St, Carterton. A videoconference (MS Teams) option available please let us know if you plan to use this option and a Teams link will be emailed to you refer below.
- The hearing will be recorded and will be uploaded to You Tube within 48 hours of the meeting.
- Individual submissions may be shorter, or alternatively may run longer than scheduled, and your speaking time may be delayed. Therefore, <u>please arrive at the venue of the hearing at least 10</u> minutes prior to your allocated speaking time.
- If for any reason you are unable to attend, the Council will still consider your written submission.
- The Council will not normally indicate whether or not they support your submission. The meeting will close when all the submissions have been heard.
- The Hearings Committee will hold a public-excluded meeting to deliberate and make decisions on the matters raised in the consultation.

USING A POWER POINT PRESENTATION, ATTENDING BY VIDEOCONFERENCE, OR CHANGE OF CIRCUMSTANCES

- Please email demservices@cdc.govt.nz if you want to use a PowerPoint presentation.
 - The preferred option is that you email your presentation to us the day before the meeting.
 Alternatively, you can bring the presentation on a flash drive on the day at least 10 minutes prior to your allotted time and ask for this to be given to the Democratic Services Officer.
- Please email <u>demservices@cdc.govt.nz</u> if you wish to attend by videoconference using MS Teams.
- If your circumstances change and you are unable to make your allocated time, please phone Robyn Blue (Democratic Services Officer) 06 370 4030 or 027 444 1561 as soon as possible.

Draft Speed Management Plan & Speed Review Consultation 2025



Statement of Proposal



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Introduction

Submission form

But wait, haven't we already done this? Yes, in 2023, we joined with South Wairarapa District Council to consult on several speed changes across our district's roading network.

The introduction of the 2024 Land Transport Rule required the reversal of these proposed changes and stopped the implementation process.

In preparing for this consultation, we took the feedback provided in 2023 and incorporated it into our current Draft Speed Management Plan.

We're now asking you for feedback on this so we can comply with the 2024 Land Transport Rule and apply these updated speed limits throughout our district.

You can find changes from the 2023 consultation in the supporting information on our website: cdc.govt.nz/haveyoursay.



About this consultation



Carterton District Council is proposing to make changes to speed limits on some roads around the district.

Our proposed plan identifies where we would like to make these changes and outlines our implementation programme.

We want those who call Carterton home and visitors to be safe when using our streets and roads. That means we need the right speeds on the right roads for all road users, whether you are walking to the shops, biking to school, driving to work, or visiting the region.

This document includes a summary of the priorities in our proposed 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 proposed Speed Management Plan and if there are other roads you think should be considered.

Throughout the consultation period there will be different ways for you to provide your feedback, and we encourage you to do this in the way that suits you best.

Strategic context

This Speed Management Plan is in accordance with the Land Transport Rule: Setting of Speed Limits 2024 (the Rule).

Council's approach to speed management includes regular review of road safety risk considering crash records, community requests, and infrastructure risk. Interventions are identified along with funding sources.

As the Council area is composed mostly of remote rural areas the interventions are generally low cost with appropriate use of signs and lines targeted at specific locations so that the speed limits match safety risk.

Selecting a permanent speed limit

Carterton District Council's proposed Speed Management Plan has been produced in accordance with the Rule, which outlines what we can change, with parameters about how far we can go.

When proposing a speed limit change, Road Control Authorities (RCAs) are required to set the permanent speed limit for a road as specified in the Rule for that class of road.

For most classes of road there's a speed range to choose from. In some cases, there's only a single speed limit.

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About this consultation



Implementation

Our initial focus is those priority roads identified in our 2023 consultation. Back then, we asked you about safe and appropriate road speeds and your feedback has been collated and incorporated into the Draft Plan.

In 2025, we're focusing on delivering what you have asked of us.

Once finalised, we will review our Speed Management Plan every three years, to ensure our speed limits meet the needs of our community and respond to new issues or opportunities as they arise.

Not included in this plan:

Schools

In 2023 we asked about speed limits around schools.

Legislative requirements have since changed and in all cases, variable 30km speed limits now apply in school zones during pick up and drop off times.

Council is required to make changes around schools by 1 July 2026, and will engage directly with all schools in the district.

State Highway speed limits

State Highways are controlled by the New Zealand Transport Agency Waka Kotahi.



Priority areas



We are proposing safer and more appropriate speeds in specific areas around the district.

When establishing and revising speed limits, a variety of factors come into play:

- Traffic volumes and the diverse range of road users, including pedestrians, cyclists, and freight.
- Analysis of historical crash data.
- Examination of road and roadside features, including:
 - Surrounding infrastructure (e.g. residential areas, schools, playgrounds, retirement homes, tourist attractions).
 - On-road elements (e.g. footpaths, cycle lanes, power poles, trees, barriers, berms, ditches, gullies, cliffs).
 - Road characteristics (e.g. road width, surface conditions, types of corners, visibility, intersections, pedestrian crossings, and the presence of barriers).
- Consideration of community concerns, considering the insights of regular road users who observe the road's usage, potential risks, and near misses.
- Determination of an appropriate speed for ensuring the efficient movement of people and goods on the road.

Priority areas

Our proposed plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport as it focuses on areas with high safety concerns.

Priority 1: Roads identified in our 2023 consultation

Feedback from our previous consultation has been collated and those roads identified are considered first priority.

Many of these are peri-urban roads. Given the variety of areas they can be found, there is a broad range of safe and appropriate speeds that can be applied.

Under the Rule the permanent speed limit range for peri-urban roads is **50km/h - 80km/h**. Our plan has identified a baseline safe and appropriate speed for these roads to be **60km/h**.

Priority 2: Unsealed roads

Unsealed roads are gravel roads that provide access to rural land and coastal destinations. There is a low level of traffic and roadside activity from local people going about their daily lives.

- Under the Rule the permanent speed limit range for unsealed roads is
 60km/h - 80km/h.
- Our plan has identified a baseline safe and appropriate speed for unsealed roads to be 80km/h.

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A-Z of rural road changes

| | Existing speed limit (km/h) | Proposed speed limit (km/h) |
|-------------------------------------------------------------------|-----------------------------------|-----------------------------------|
| Admiral Station Road between Admiral Road and end of road | 100 | 80 |
| Ahumahi Road | 100 | 60 |
| Arcus Road between Dalefield Road and end of road | 100 | 80 |
| Barley Flat Road between Te Wharau Road to end of road | 100 | 80 |
| Baylys Road | 100 | 80 |
| Beef Creek Road | 100 | 80 |
| Belvedere Road between 430m north of Hoeke Road to Cobden Road | 100 | 80 |
| Belvedere Road between the bridge and Mannings Road | 100 | 80 |
| Bismark Road between Kaiwhata Road and end of road | 100 | 80 |
| Blakes Road between Norfolk Road and end of road | 100 | 80 |
| Brooklands Road between Te Whiti Road and end of road | 100 | 80 |
| Buchanan Road between Te Kopi Road and end of road | 100 | 80 |

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A-Z of rural road changes

| | Existing limit (km/h) | Proposed limit (km/h) |
|------------------------------------------------------------------------------|-----------------------------|-----------------------------|
| Camerons Road between Te Wharau Road and Glenburn Road | 100 | 80 |
| Chester Road between SH2 and 1.7 km north of SH2 | 100 | 60 |
| Clifton Grove Road between Admiral Road and Wainuioru Road | 100 | 80 |
| Cornwall Road between SH2 and Hughes line | 100 | 80 |
| Craigie Lea Road between Te Wharau Road and end of road | 100 | 80 |
| Dakins Road between 1.93km south of East Taratahi Road to end of road | 100 | 80 |
| Dalefield Road between 75m northwest of Lincoln Road and road end | 100 | 80 |
| Driscolls Road between Te Wharau Road and Forest Glen Road | 100 | 80 |

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A-Z of rural road changes

| | Existing limit (km/h) | Proposed limit (km/h) |
|--------------------------------------------------------------------------------------|--------------------------|--------------------------|
| East Taratahi Road between SH2 and Hughes Line | 100 | 80 |
| Eringa Road between Longbush Road and end of road | 100 | 80 |
| Flat Point Road between Te Wharau Road and end of road | 100 | 80 |
| Foreman Jury Road between Ponatahi Road and end of road | 100 | 80 |
| Forest Glen Road between Driscoll Road and end of road | 100 | 80 |
| Gladstone Road between 2.8km north of Te Whiti Road and 3.6km north of Te Whiti Road | 100 | 30 |
| Gladstone Road between Te Whiti Road and 3.6km northwest of Te Whiti Road | 100 | 80 |
| Glenburn Road between Te Wharau Road and end of road | 100 | 80 |

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A-Z of rural road changes

| | Existing limit (km/h) | Proposed limit (km/h) |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| Hilton Road between 25m southeast of Madison Street (at the existing 50/100 km/h speed limit change) and Rutland Road | 100 | 60 |
| Hilton Road between Rutland Road and Marshall Road | 100 | 80 |
| Hinau Gully Road between Cobden Road and end of road | 100 | 80 |
| Hodders Road | 100 | 80 |
| Hoeke Road between Belvedere Road and end of road | 100 | 50 |
| Hughes Line between Cornwall Road and Waingawa River (end of road) | 100 | 80 |
| Hughes Line between SH2 and end of road | 100 | 80 |
| Jervois Road | 100 | 80 |
| Johnsons Road | 100 | 80 |
| Kaiwhata Road between Te Wharau Road and Kaihoata River (Carterton/Masterton district boundary) | 100 | 80 |
| Kokotau Road | 100 | 80 |
| Mahupuku Road between Longbush Road and end of road | 100 | 80 |

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A-Z of rural road changes

| | Existing limit (km/h) | Proposed limit (km/h) |
|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------------------|
| Mangatarere Valley Road between 50m south of McLennans Road and end of road | 100 | 80 |
| Marshall Road between Park Road and Waihakeke Road | 100 | 80 |
| Matarawa Road between SH2 and end of road | 100 | 80 |
| Mclennans Road between Mangatarere Valley Road and end of road | 100 | 80 |
| Millars Road | 100 | 80 |
| Moffats Road between Matarawa Road and Jervois Road | 100 | 80 |
| Moreton Road between 150m northwest of Rutland Road (at the existing 50/100 km/h speed limit change) and 50 m southeast of Rutland Road | 100 | 60 |
| Moreton Road between 50m southeast of Rutland Road and Carters Line | 100 | 80 |
| Mount Holdsworth Road | 100 | 80 |

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A-Z of rural road changes

| | Existing limit (km/h) | Proposed limit (km/h) |
|-------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| Norfolk Road between SH2 and 800m northwest of SH2 | 100 | 60 |
| Norman Avenue | 100 | 60 |
| Opuakaio Road between Kokotau Road and end of road | 100 | 80 |
| Pakihi Road | 100 | 60 |
| Park Road between 205m southeast of Dixon Street (at the existing 50/100 km/h speed limit change) and 50m southeast of Rutland Road | 100 | 60 |
| Park Road between 50m southeast of Rutland Road and Carters Line | 100 | 80 |
| Perrys Road (Sth) between Francis Line and 630m south of East Taratahi Road | 100 | 80 |
| Perrys Road between 520m north of East Taratahi Road and end of road | 100 | 80 |
| Perrys Road between East Taratahi Road and Cornwall Road | 100 | 50 |
| Portland Road between 150m south of SH2 (at the end of seal) to Marshall Road | 100 | 80 |
| Puketiro Road between Te Wharau Road and end of road | 100 | 80 |
| Rocky Hill Road between Te Wharau Road and end of road | 100 | 80 |

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A-Z of rural road changes

| | Existing limit (km/h) | Proposed limit (km/h) |
|---------------------------------------------------------------------------------------------------|-----------------------------|-----------------------------|
| Ruakiwi Road between Te Wharau Road and end of road | 100 | 80 |
| Rutland Road between Hilton Road and Park Road | 100 | 60 |
| Short Road between Park Road and Somerset Road | 100 | 80 |
| Te Awa Road between Te Kopi Road and end of road | 100 | 80 |
| Te Wharau Road between 50 m north of Driscoll Road to Flat Point Road | 100 | 80 |
| Te Whiti Road between 50m south of Gladstone Road and northern end of Tauweru River Bridge | 100 | 80 |
| Tea Creek Road between Mangatarere Valley Road and end of road | 100 | 80 |
| Thomas Road between Dalefield Road and 250m northeast of Dalefield Road | 100 | 60 |
| Tiffin Road between 160m west of Gladstone Road to Tiffin Hill Road | 100 | 80 |

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A-Z of rural road changes

| | Existing limit (km/h) | Proposed limit (km/h) |
|----------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| Udys Rd between Marshalls Road and end of road | 100 | 80 |
| Waihakeke Road between Taumata Island Road and end of road | 100 | 80 |
| Waimana Road between Admiral Road and end of road | 100 | 80 |
| Waingawa Road | 100 | 60 |
| Waiohine Gorge Road | 100 | 80 |
| Waipopo Road between Te Whiti Road and end of road | 100 | 80 |
| Waitangi Road | 100 | 80 |
| Watersons Line between Dalefield Road and 250m southwest of Dalefield Road | 100 | 60 |
| Watersons Line between Matarawa Road and 250m southwest of Dalefield Road (start of 60 km/h) | 100 | 60 |



A-Z of rural road changes

| | Existing limit (km/h) | Proposed limit (km/h) |
|-----------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| Lincoln Road between 185m southwest of Victoria Street and Dalefield Road | 70 | 50 |
| Dalefield Road between SH2 and 75m northwest of Lincoln Road | 70 | 50 |
| Belvedere Road between Lincoln Road and the bridge | 70 | 50 |
| Richmond Road between 50m southeast of Deller Drive (at existing 50/70km/h speed limit change) and Rutland Road | 70 | 60 |

Frequently asked questions



Why are we doing this?

The Government's Land Transport Rule: Setting of Speed Limits 2024 (the Rule) outlines the framework for setting and managing speed limits.

This Rule, implemented by the New Zealand Transport Agency (NZTA), aims to create a safe and efficient transport system by considering speed limits alongside other safety infrastructure and enforcement measures.

Road Controlling Authorities (RCAs), like our Council, are responsible for establishing safe and appropriate speed limits for their roads.

Under the requirements of the Rule, Carterton District Council must consult with our communities on our proposed Speed Management Plan.

Involving the community ensures that speed limits are set in a way that considers the actual use of the roads for all road users, including drivers, pedestrians, cyclists, and visitors, ensuring informed and effective decisions that enhance road safety and meet the needs of our local population.

The Plan will help us transition from a one speed fits all approach, to identifying road network classification that better considers local conditions and the surrounding environment.

Has Carterton consulted on this recently?

Yes, in 2023, we consulted in collaboration with South Wairarapa District Council and deliberated on several speed changes across our district's roading network.

The introduction of the 2024 Land Transport Rule required the reversal of these proposed changes and stopped the implementation process..

Our current proposed Speed Management Plan is a variation from what we consulted with our community on in 2023, but much remains the same, including our approach to setting safe speed limits in conjunction with the community. The changes from the 2023 plan can be found in our supporting documents

You can find changes from the 2023 consultation in the supporting information.

What will happen with my feedback?

Once the consultation has ended, feedback will be processed and passed onto elected members to consider ahead of being incorporated into the Final Speed Management Plan.

This Plan will then be submitted to the Director of Land Transport for certification.

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Frequently asked questions



Can you use my submission from the 2023 Speed Review consultation?

As this is a standalone consultation, we must consider feedback from this consultation alone.

Feedback received during the 2023 consultation has been incorporated into a number of the proposed changes and are outlined in the supporting documents.

There are also a number of other changes under the Rule which differ from the 2023 consultation, so we encourage you to read through and share your thoughts on these.

What happens after the Council adopts the proposed Speed Management Plan?

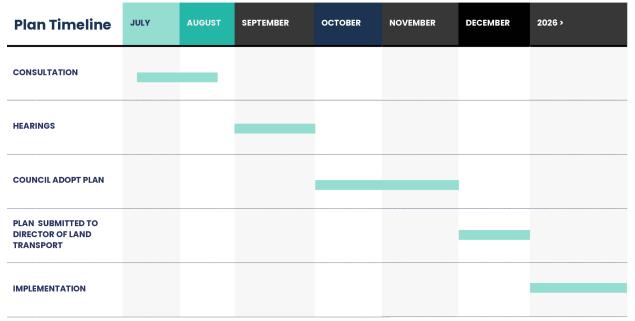
Once public consultation is complete, Carterton District Council will consider the feedback received and update the plan as appropriate. If there are any changes to the proposed speed limits, Carterton District Council will also have to update the cost benefit disclosure statement for the affected road and consider the updated statement.

The plan includes the required content Carterton District Council has confirmed the requirements of the Rule have been met.

Council staff will then submit the final draft plan to the Director of Land Transport for Certification. The Director must certify the draft plan if satisfied it meets the requirements set out in the Rule.

Funding will need to be secured before we implement, funded through our normal roading budgets.

Staff will then 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.



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The following maps show where speed limit changes are proposed across Carterton District, in line with the Land Transport Rule: Setting of Speed Limits 2024.

These changes aim to improve safety across a range of road types, including:

- Urban and peri-urban areas with pedestrian and cyclist activity
- Rural roads with higher crash risk and infrastructure constraints
- Unsealed roads, to match safe operating speeds
- Key access routes to and from Carterton township

Each map highlights roads where speed limits are proposed to change from 100 km/h or 70 km/h down to 80, 60, 50, 30 km/h variable.

Figures 1-7 show the affected areas

- 1. Northwest of SH2 Carterton (including Dalefield and Belvedere Roads)
- 2. Southeast of SH2 Carterton (including Moreton, Park, and Richmond Roads)
- 3. Northeast of Carterton (including Hughes Line, Chester Road, Norfolk Road)
- 4. Gladstone and Te Whiti area (including the 30 km/h variable zone near Hurunui-o-Rangi marae)
- 5. South of Carterton to Longbush (Kokotau, Millars, and surrounding rural roads)
- 6. Mount Holdsworth Road
- 7. Matarawa and Waiohine Gorge Roads

You can view these online at **cdc.govt.nz/speed**, where you will also find further information and to download supporting documents, including the full list of roads, infrastructure upgrades, and implementation plans.

Figure 1: NW of Carterton





Figure 2: Proposed changes SW of Carterton



Figure 3: Proposed changes NE of Carterton



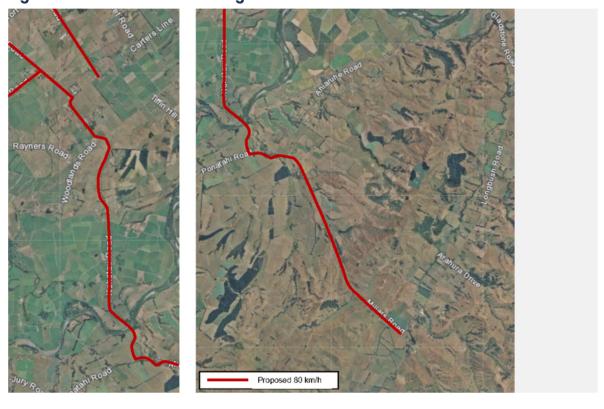
19



Figure 4: Around Gladstone



Figure 5: Carterton South to Longbush



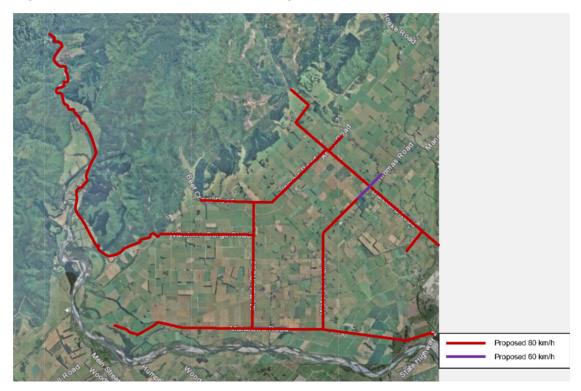
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Figure 6: Mount Holdsworth Road



Figure 7: Matarawa and Waiohine Gorge Roads



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Have your say...



Our submission form allows you to provide feedback on Carterton District Council's proposed Speed Management Plan. Tell us what you think before midnight 17 August 2025.

Online

Visit and complete the online survey at **cdc.govt.nz/haveyoursay**

Paper form

Download this form, or collect a paper form, complete and return to:

- Council office at 28 Holloway Street
- Wairarapa Events Centre
- Carterton Library

The paper forms can also be posted to: PO BOX 9, Carterton 5743.

Supporting documents

We encourage you to read this document and the supporting information to inform your submission. Detailed information is available in the cost/benefit disclosure statements, changes from our last consultation, and the Draft Speed Management Plan itself.

We want to hear from you about which proposals you support (or don't), and we welcome comments on the other roads you think should be considered as part of this consultation.

Visit **cdc.govt.nz/haveyoursay** to download supporting information.

Contact your Elected Representatives:



Hon. Ron Mark, Mayor mayor@cdc.govt.nz 0274442994



Steve Cretney, Deputy Mayor steve@cdc.govt.nz
021796401



Grace Ayling, Councillor gracea@cdc.govt.nz 0278598383



Brian Deller, Councillor briand@cdc.govt.nz 0274445340



Steve Laurence, Councillor stevel@cdc.govt.nz 021420454



Robyn Cherry-Campbell, Councillor robyn@cdc.govt.nz 0211556821



Steve Gallon, Councillor steveg@cdc.govt.nz 02108130548



Lou Newman, Councillor lou@cdc.govt.nz 02108130548

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Proposed Speed Management Plan submission form

| Name | | | | |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| | Privacy Statement Your name and feedback will be in public documents. All other personal details will remain private. | | | |
| Email | | | | |
| | The Privacy Act 2020 applies when we collect personal details. Any details that are collected will only be used for the purposes stated. You have the right to access and correct any personal information we hold. | | | |
| Phone | | | | |
| | | | | |
| Organisation represented [if any] | | | | |
| | | | | |
| Would you like to speak about your submission at a hearing? | | | | |
| would you like to speak about your submissio | nataneaning: | | | |
| Yes, in person | | | | |
| Yes, by video | | | | |
| No | | | | |
| Where do you live? Please tick one option. | | | | |
| Carterton North urban area [north of Park Ro | oad & Belvedere Road] | | | |
| Carterton South urban area [south of Park Road & Belvedere Road] | | | | |
| Carterton Rural | | | | |
| Outside Carterton | | | | |
| Do you live on a road with a proposed speed limit change? | | | | |
| Yes No | | | | |
| Do you support the proposed changes to speed limits outlined in the Speed Management Plan? | | | | |
| Yes, I support all proposed changes | | | | |
| I support most/some of the changes | | | | |
| No, I do not support the changes | | | | |
| • I'm not sure | | | | |
| Additional questions/writing space overleaf. | | | | |
| | | | | |

Proposed Speed Management Plan submission form

| Please specify any proposed changes that you disagree with, and explain why? |
|---------------------------------------------------------------------------------|
| |
| |
| Please specify any roads you would like to see added to the proposals, and why? |
| |
| Any final comments? Feel free to use more paper if required. |
| |
| |



Speed Management Plan Consultation Findings

Date: 20 August 2025 Total Submissions: 226

Executive Summary:

This report summarises the findings from the public consultation on the Draft Speed Management Plan & Speed Review 2025. A total of 226 submissions were received, providing valuable insights into community sentiment regarding the proposed speed limit changes across the Carterton District.

Overall Community Sentiment:

While 64.2% of submissions expressed some level of support for the proposed changes, the consultation revealed a polarised community. Strong opposition significantly outweighs strong support. Of the 226 submissions, 81 strongly opposed the plan, while only 60 fully supported it. This divergence in opinion highlights the need for careful consideration of the concerns raised.

Support and Opposition Levels:

The distribution of support levels is as follows:

Full support: 60Support most: 33Support some: 52No support: 81

This breakdown indicates that while a majority of submissions express some degree of support, a substantial portion is either strongly opposed or only partially supportive.

Geographic Distribution:

The geographic distribution of respondents is as follows:

• Carterton Rural: 118

Carterton South urban area: 53Carterton North urban area: 37

Outside Carterton: 18

The high number of submissions from rural areas (52%) suggests that the proposed changes to rural road speed limits are of particular concern to this segment of the community.

Priority Areas Identified:

The consultation process has highlighted several priority areas for consideration:

- Rural sealed roads: The proposed reduction from 100km/h to 80km/h on rural sealed roads has generated significant discussion, particularly among rural residents.
- Peri-urban roads: Changes to peri-urban roads, identified in the 2023 consultation, remain a priority.
- Unsealed roads: Setting a speed limit of 80km/h on unsealed roads requires careful consideration of road conditions and safety.

Major Concerns and Recommendations:

The submissions included 119 disagreements and 56 road suggestions, indicating specific areas of concern and potential improvements. Key concerns include:

- Impact on travel times: Several submissions expressed concern about the potential increase in travel times, particularly for rural residents.
- Economic impact: Some submissions raised concerns about the potential economic impact of reduced speed limits on businesses and industries.

1



 Consistency: A lack of consistency in speed limits across different road types was also raised as a concern.

Recommendations include:

- Further review of specific road sections: Conduct a more detailed review of specific road sections where concerns have been raised, considering local conditions and community feedback.
- Enhanced communication: Improve communication with the community to explain the rationale behind the proposed changes and address concerns.
- Phased implementation: Consider a phased implementation approach, starting with priority areas and monitoring the impact before implementing changes across the entire district.

Implementation Considerations:

Implementation of the Speed Management Plan will require careful planning and coordination. Key considerations include:

- Funding: Securing adequate funding through normal roading budgets will be essential for implementing the proposed changes.
- Signage: Ensuring that appropriate signage is in place to clearly communicate the new speed limits to road users.
- Enforcement: Working with the police to ensure that the new speed limits are effectively
 enforced.

Risk Factors and Mitigation Strategies:

Potential risk factors associated with the implementation of the Speed Management Plan include:

- Public resistance: Continued public resistance to the proposed changes could hinder implementation and lead to negative community sentiment. Mitigation strategies include enhanced communication and community engagement.
- Increased travel times: Increased travel times could lead to frustration among road users and potentially encourage unsafe driving behaviour. Mitigation strategies include optimising traffic flow and considering alternative routes.
- Inadequate enforcement: Inadequate enforcement of the new speed limits could undermine the effectiveness of the plan. Mitigation strategies include working with the police to ensure adequate enforcement resources are available.

Next Steps and Recommendations – for consideration:

Based on the consultation findings, the following next steps are recommended:

- Review and revise the draft plan: Review and revise the draft Speed Management Plan, taking into account the feedback received during the consultation process.
- Conduct further analysis: Conduct further analysis of specific road sections where concerns have been raised.
- Engage with stakeholders: Engage with key stakeholders, including community groups, businesses, and emergency services, to address concerns and build support for the plan.
- Develop a communication plan: Develop a comprehensive communication plan to inform the community about the final Speed Management Plan and the rationale behind the proposed changes.
- Seek certification: Seek certification from the Director of Land Transport to enable implementation of the plan.

Resource Implications:

Implementation of the Speed Management Plan will have resource implications for the Council, including:

• Staff time: Staff time will be required to review and revise the draft plan, conduct further analysis, engage with stakeholders, and develop a communication plan.

2



• Funding: Funding will be required for signage, enforcement, and other implementation activities.



Submission Overview

This section provides an overview of the submissions received during the consultation period.

Submission Statistics

Total Submissions: 226

Submissions with Comments: 173
 Hearing Participation Requested: 15

Geographic Distribution

• Carterton Rural: 118 (52%)

Carterton South urban area: 53 (23%)Carterton North urban area: 37 (16%)

Outside Carterton: 18 (8%)

Affected Residents

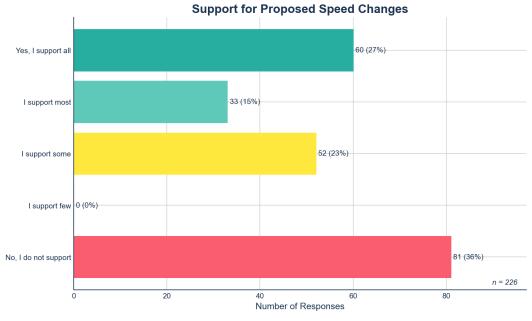
Live on affected roads: 107 (47%)
Do not live on affected roads: 119 (53%)

Submission Method

All submissions were received through the online consultation platform during the consultation period.

Support for Proposed Speed Changes

Do you support the proposed changes to speed limits outlined in the Speed Management Plan?



4



Distribution of support levels for proposed speed changes

Overall, the survey results indicate mixed community sentiment regarding the proposed speed limit changes. While 42% of respondents support most or all of the changes, a significant 36% oppose the plan entirely, suggesting a need to address specific concerns to gain broader acceptance. The 23% who support some changes indicates that targeted adjustments may be more palatable to the community than a blanket approach.

Specific Disagreements

Please specify any proposed changes that you disagree with, and explain why?

Number of responses: 119

Analysis of Disagreements with Proposed Speed Limit Changes

This analysis identifies key themes and patterns in the disagreements expressed in the submissions regarding the proposed speed limit changes in the Carterton District Council's Draft Speed Management Plan.

1. Specific Roads and Areas of Concern

A significant portion of the submissions raised concerns about specific roads and areas.

• Frequency: High

Roads Mentioned:

- o Kokotau Road: Concerns about reducing from 100km/h to 80km/h.
- Hoeke Road: Objections to reducing to 50km/h, especially as an unsealed road.
- o Moreton Road: Disagreement with reducing from 100km/h to 80km/h.
- o Park Road: Similar concerns to Moreton Road.
- o Lincoln Road/Dalefield Road: Objections to reducing from 70km/h to 50km/h.
- o Belvedere Road: Concerns about reducing speeds near Sparks Park.
- Waiohine Gorge Road: Maintaining the 100km/h limit was preferred.
- Norfolk Road/Chester Road: Strong opposition to reducing to 60km/h.
- Perrys Road: Mixed opinions, with some supporting a reduction to 50km/h due to dust and safety concerns.
- o Te Whiti Road: Concerns about safety near Gladstone School.
- Watersons Line/Moffats Road/Matarawa Road: Preference for maintaining 100km/h on long, straight sections.

Examples:

- "Kokotau Road: I recommend that this roads speed stays at its current speed,
 100km/hour... Driving this road at 80kmph would be like driving from Carterton to
 Greytown when the SH2 speed limit was 80kmph, frustrating as anything."
- "I strongly support the reduction of speed past Sparks Park from 70km/hr to 50km/hr... However, I think reducing the speed to 50km/hr all the way to the bridge is too far."
- "I am writing to express my strong support for the proposed 50 km/h speed limit on Perrys Road. This change is long overdue... the road is unsealed and contains dangerous blind corners."



2. Types of Speed Limit Changes Opposed

The primary opposition centred on the proposed reductions on rural sealed roads and blanket speed limits on unsealed roads.

- Frequency: High
- Rural Sealed Roads (100km/h to 80km/h): Many submissions opposed this, arguing that these roads are safe at the current speed.
- Unsealed Roads (Blanket 80km/h): Some felt this was too high, advocating for lower limits (50-60km/h) due to road conditions.
- Peri-Urban Roads (70km/h to 50/60km/h): Objections to reductions, citing minimal residential development and good road conditions.
- **Examples:**
 - "I do not support a blanket speed limit of 80km/h for unsealed roads. Each road 0 should be assessed for safety, number of residents and characteristics of the road."
 - "Disagree with all the changes on tar sealed roads... there is no problem with 100 km."
 - "I am not in favour of the proposed speed limit reduction from 100 km/h to 60 km/h on Moreton Road and Rutland Road... In my opinion, lowering the speed limit further to 60 km/h is inconsistent with the intent of the Speed Management Rule."

3. Reasons for Opposition

Several reasons were consistently cited for opposing the proposed changes.

- Frequency: High
- Inconvenience and Increased Travel Times: Concerns that lower speed limits would increase travel times and inconvenience residents and workers.
- Economic Impact: Worries about the impact on businesses, particularly those relying on efficient transport.
- Lack of Evidence: Claims that there is insufficient crash data or justification for the changes.
- **Driver Frustration:** Belief that lower limits would frustrate drivers, leading to risky behaviour.
- **Waste of Money:** Concerns about the cost of new signage and implementation.
- Ineffectiveness: Argument that speed limits do not address the root causes of accidents (driver behaviour, road maintenance).
- **Examples:**
 - 0 "Reducing the roads speed means slowing the flow, increasing travel times for busy people trying to make a living, leading to frustration increasing risks to road users."
 - "Nothing wrong with the current speed limits. Stop wasting money on unimportant things and concentrate on what we really need."
 - "This approach does not address the root causes of accidents. Instead, better road maintenance and improved driver training should be prioritized."
 - "Absolute waste of tax payers money making these changes... all spending we do not need as our rates are absolutely astronomical"

4. Alternative Proposals Suggested

Some submissions offered alternative solutions or modifications to the proposed plan.

- Frequency: Medium
- Road-Specific Assessments: Instead of blanket limits, each road should be assessed individually.
- Variable Speed Limits: Implementing lower limits only during specific times (e.g., school
- Focus on Driver Training: Improving driver education and skills rather than reducing speed limits.

6



- Improved Road Maintenance: Prioritising road maintenance and infrastructure improvements.
- Speed limit enforcement: Enforcing speed limits to ensure people are driving at the correct speed.
- Examples:
 - "Each road should be assessed for safety, number of residents and characteristics of the road."
 - "This limit should only be applied during times when children are present, specifically from Monday to Friday (excluding school holidays) between 08:00 and 09:00 and between 14:40 and 15:30."
 - o "You would be better to focus on ensuring drivers have appropriate skill levels."

5. Implementation Timing Concerns

Some submitters expressed concerns about the timing and rationale behind the proposed changes, especially in light of recent changes to national speed limits.

- Frequency: Low
- Reversal of SH2 Changes: Questioning the need for local reductions after the national speed limit on SH2 was restored to 100km/h.
- Examples:
 - "When we submitted last time, a massive cornerstone of your justification was to keep consistency with the speed limit along SH2. Now that has gone back to 100, there is no reason to implement a reduction in speed limits on our Rural roads."
 - "As a region have we not learnt anything from the recent shambles from the Labour government reducing SH2 to 80km/h and then the benefits from having it returned to 100km/h."

6. Consultation Process Feedback

A few submissions expressed frustration with the consultation process itself.

- Frequency: Low
- Perceived Lack of Consideration: Feeling that previous feedback was ignored.
- Waste of Resources: Believing the consultation was a waste of time and money.
- Examples:
 - "You have been told repeatedly by the public that we DO NOT WANT speed limits changed yet you keep pushing this agenda."
 - "Its just a little hard to believe that you / we are once again in consultation over local speed limits."

7. Geographic Patterns in Disagreements

Disagreements appear to be widespread across the district, with specific roads drawing the most concern.

- Frequency: Medium
- Rural Roads: Objections concentrated on roads like Kokotau, Moreton, Park, and Dalefield Roads
- Peri-Urban Areas: Concerns focused on roads like Lincoln and Belvedere Roads.
- Specific Localities: Te Whiti Road near Gladstone School was a recurring concern.
- Examples: (See Section 1 for road-specific examples)



8. Demographic Factors Influencing Opposition

While specific demographic data is not available in this excerpt, some submissions suggest that rural residents and business owners are more likely to oppose the changes due to the impact on travel times and economic activities.

- Frequency: Low (inferred)
- Rural Residents: Concerns about increased travel times and inconvenience.
- Business Owners/Tradies: Worries about the impact on their ability to conduct business efficiently.
- Examples:
 - o "This is a connector road between Carterton and Martinborough for workers, tradies, farmers, farm service and emergency vehicles."
 - "I see it used by tradies, farmers, working professionals, parents taking children to school, agricultural service vehicles, all of whom have schedules to meet to get to work, do their work, provide or receive services and make money."

Summary of Frequency Patterns

- **High:** Concerns about specific roads, opposition to rural sealed road reductions, reasons related to inconvenience, economic impact, and lack of evidence.
- Medium: Alternative proposals for road-specific assessments and variable speed limits, geographic distribution of disagreements.
- **Low:** Implementation timing concerns, consultation process feedback, demographic factors influencing opposition.

Additional Roads Suggested

Please specify any roads you would like to see added to the proposals, and why? **Number of responses:** 56

Summary Table

| Road Name | Times | Primary Concerns | Suggested Speed |
|---------------|-----------|------------------------------|--------------------|
| | Mentioned | | |
| Norfolk Road | 2 | Lack of footpaths, narrow | 80 km/h, Extend 60 |
| | | road, heavy vehicles | km/h zone |
| Te Kopi Road | 2 | Narrow road, blind curves, | Not specified |
| | | freight traffic, livestock | |
| Te Wharau | 2 | Logging trucks, noise, early | 70 km/h |
| Road | | morning traffic | |
| Perrys Road | 4 | Gravel road, narrow, blind | 50 km/h |
| | | spots, stock movement | |
| Thomas | 3 | Narrow road, cyclists, | Reduce limit, 80 |
| Road | | school children, exiting | km/h, 50 km/h near |
| | | properties | school |
| Brooklyn | 2 | Cycling/walking route, | 30 km/h near rail |
| Road | | narrow road, single-lane | crossing, 80 km/h |
| | | bridges | |
| Admiral | 1 | Narrow, stock and log | 80 km/h or less |
| Road | | trucks | |
| East Taratahi | 1 | Increased traffic, walkers, | Reduce remaining |
| Road | | cyclists | sections |
| Moreton | 1 | Unrealistic speed limit | 70 km/h |
| Road | | | |

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| Road Name | Times | Primary Concerns | Suggested Speed |
|----------------|-----------|--------------------------------|---------------------|
| | Mentioned | | |
| SH2 | 1 | Traffic entering/exiting | 70 km/h or 80 km/h |
| (Carterton | | businesses | |
| North - | | | |
| Hughes Line) | | | |
| High Street | 1 | Not specified | Not specified |
| South | | | |
| Holloway | 1 | Not specified | Not specified |
| Road | | | |
| All non- | 1 | Agricultural vehicles, stock | 70 km/h |
| arterial rural | | movements | |
| roads | | | |
| Hoeke Road | 1 | Not specified | Not specified |
| Marshall | 1 | Gravel road, narrow | Not specified |
| Road | | | |
| Park Road | 2 | Residential area, high traffic | 50 km/h, 80 km/h |
| | | volume, narrow | |
| Nicholson | 1 | Busy road | Reduce limit |
| Road | | | |
| Mannings | 2 | Cycling/walking route, | 80 km/h |
| Road | | narrow road | |
| Dalefield | 1 | School zone | 50 km/h near school |
| Road | | | |

Detailed Analysis

Perrys Road

- o Frequency: 4 submissions
- Key concerns: Gravel surface, narrow width, blind spots, stock movement, dust, safety of residents and other road users.
- o Suggested speeds: 50 km/h
- Example quotes: "Perrys Rd has been assigned the same speed limit as Hughes Line, yet there is a significant difference in the condition & quality of the 2 roads... We propose a 50km speed limit given these conditions." "A 50kph speed limit gives drivers more time to react to unexpected hazards or oncoming traffic."

• Thomas Road

- o Frequency: 3 submissions
- Key concerns: Narrow road, cyclists, school children (Dalefield School), difficulty exiting properties, lack of centre line.
- Suggested speeds: Reduce limit for whole road, 80 km/h from Brooklyn Road to river bridge, 50 km/h from river bridge to Dalefield Road.
- Example quotes: "THOMAS ROAD limit should be reduced for whole road Dalefield school is at the end of Thomas Road there is often children riding their bikes which is not safe if the current speed limit of 100km remains." "I urge the Council to go further in reducing speed limits around Thomas Road... Mannings road: 80km/h... Thomas Road, from Brooklyn Road to Kaipaitangata river bridge: 80km/h... Thomas Road, from Kaipaitangata river bridge to Dalefield Road: 50km/h"

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Norfolk Road

- Frequency: 2 submissions
- Key concerns: Lack of footpaths, narrow road, heavy vehicles, driveways hidden by bushes, poor road markings, use as emergency route.
- o Suggested speeds: 80 km/h, extend 60 km/h zone to Chester Road intersection.
- Example quotes: "I think all of Norfolk and Chester Roads should have speed limits reduced to 80ks due to lack of footpaths for dog walkers and people on horseback."
 "I believe the proposed 60 km/h stretch of Norfolk Road should be extended to Chester Road..."

Te Kopi Road

- o Frequency: 2 submissions
- Key concerns: Narrow road, no line markings, blind curves, freight traffic, livestock.
- Suggested speeds: Not specified.
- Example quotes: "TE KOPI ROAD. This is a narrow road with no line markings. There
 is limited visibility due to blind curves and high grass on verges." "When livestock is
 being moved to new paddocks, it is not uncommon for livestock to be on the road."

• Te Wharau Road

- o Frequency: 2 submissions
- o Key concerns: Logging trucks, noise from engine brakes, early morning traffic.
- Suggested speeds: 70 km/h.
- Example quotes: "To reduce the speed of the logging trucks using this section of the road so they don't need to use their engine breaks which wake us up from 1.30am every day." "We would prefer a 70kmph speed limit as they are then not allowed to use engine brakes at all."

Brooklyn Road

- o Frequency: 2 submissions
- o Key concerns: Cycling/walking route, narrow road, single-lane bridges, rail crossing.
- O Suggested speeds: 30 km/h near rail crossing, 80 km/h.
- Example quotes: "Brooklyn Rd vicinity of rail crossing needs a 30kph limit for minimum of 100m either side of the crossing." "Brooklyn Road from Lincoln to Mannings, Mannings to Belvedere - this is a common loop for cycling, walking, and running west of Carterton."

Park Road

- o Frequency: 2 submissions
- o Key concerns: Residential area, high traffic volume, narrow.
- o Suggested speeds: 50 km/h, 80 km/h.
- Example quotes: "I'd like the speed reduced in the stretch of Park Road between
 Dixon St and Rutland Rd from 100km to 50km (instead of the 60km as proposed)."
 "Park Road. From Short Road to the bridge before Carters Line should be lowered to
 80 km/h as it is very narrow and trucks use it."

Mannings Road

- o Frequency: 2 submissions
- o Key concerns: Cycling/walking route, narrow road.
- Suggested speeds: 80 km/h.
- Example quotes: "I urge the Council to go further in reducing speed limits around Thomas Road... Mannings road: 80km/h" "Brooklyn Road from Lincoln to Mannings, Mannings to Belvedere - this is a common loop for cycling, walking, and running west

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of Carterton."

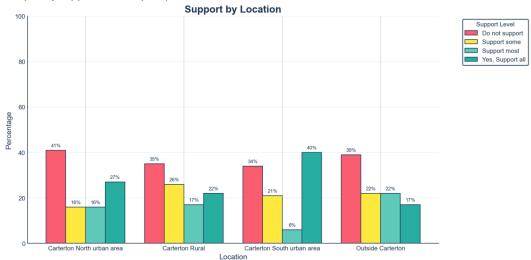


Key Themes

- **Gravel Road Concerns:** Multiple submissions highlight the dangers of current speed limits on gravel roads due to narrow width, blind spots, and potential for accidents.
- **Vulnerable Road Users:** Cyclists, pedestrians, and school children are frequently mentioned as being at risk due to high speeds and lack of infrastructure.
- Heavy Vehicle Traffic: The impact of logging trucks, farm vehicles, and other heavy vehicles on road safety and noise levels is a recurring concern.
- **Residential Areas:** Submissions suggest lower speed limits in residential areas to improve safety for residents and reduce traffic volume.
- **Specific Hazards:** Specific road features like blind curves, narrow bridges, and rail crossings are identified as requiring lower speed limits.

Support by Location

Analysis of support levels by respondent location



Cross-analysis: Support by Location

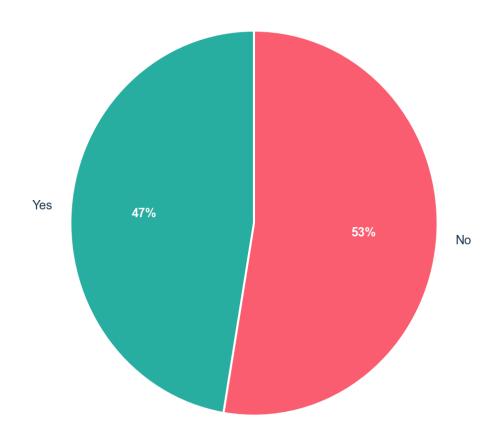
Support for the proposed speed management plan varies moderately across different respondent locations. "Do not support" is the most common response across all locations, but Carterton South urban area stands out with the highest percentage of respondents (40%) indicating "Yes, Support all". This suggests localised factors may influence perceptions of the plan's merits.



Impact on Affected Residents

Do you live on a road with a proposed speed limit change?

Impact on Affected Residents



n = 226

Distribution of responses for Impact on Affected Residents

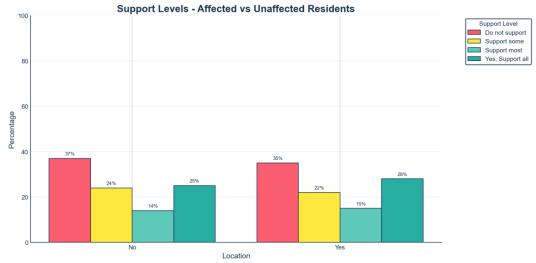
A slight majority (53%) of submitters do not live on a road with a proposed speed limit change, while a substantial 47% do. This suggests that while the proposals directly affect a significant portion of the community, a large number of submissions are also likely driven by broader community safety concerns or impacts on travel through the district, rather than solely personal impact. This wider interest indicates the importance of clearly communicating the overall benefits of the plan.

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Support Levels - Affected vs Unaffected Residents

Comparison of support levels between residents affected and unaffected by proposed changes



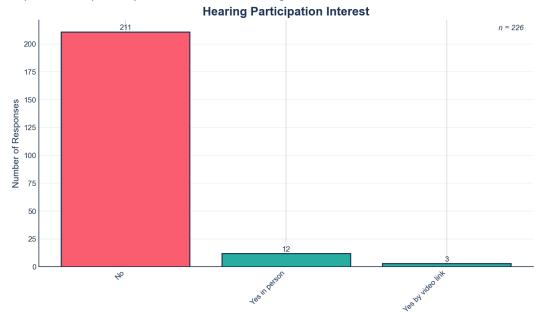
Cross-analysis: Support Levels - Affected vs Unaffected Residents

Overall, support levels for the proposed changes are similar between affected and unaffected residents. A slightly higher percentage of affected residents (28%) fully support all changes compared to unaffected residents (25%), suggesting that those directly impacted may recognise the need for these adjustments. This nuanced difference indicates that while general support exists, targeted communication addressing specific concerns of affected residents could further enhance acceptance.



Hearing Participation Interest

Do you wish to speak to your submission at a Hearing?



Response distribution for Hearing Participation Interest

A large majority (93%) of submitters do not wish to speak at a hearing, suggesting that most feel their written submissions adequately convey their views on the proposed speed limit changes. The low number of requests to speak, either in person or via video link, may indicate general satisfaction with the consultation process or a lack of desire for further engagement beyond the written submissions provided. This could allow the council to proceed with decision-making without extensive hearing schedules.

Additional Comments

Any final comments?
Number of responses: 134

Key Themes:

- Road Safety: A primary concern, with some residents supporting lower speed limits to improve safety for all road users, including pedestrians, cyclists, and drivers.
- Dust and Road Condition: Significant concern about dust on unsealed roads, particularly Perrys Road, and the impact on residents' health and quality of life.
- **Driver Behaviour:** Belief that driver behaviour and road conditions are more critical factors than speed limits alone.
- Economic Impact: Concerns about the economic impact of reduced speed limits on businesses and travel times.
- Cost and Waste of Resources: Frustration over the cost of implementing the changes and a
 perception that the council is wasting resources on unnecessary projects.
- **Consultation Process:** Mixed views on the consultation process, with some feeling unheard and others appreciating the opportunity to provide input.
- Trust in Local Government: Varying levels of trust in the council's decision-making, with some questioning the rationale behind the proposed changes.

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Sentiment Analysis:

- Overall Sentiment: The overall sentiment is mixed, with a slight leaning towards negative.
 Many submissions express frustration, skepticism, and opposition to the proposed speed limit changes.
- Emotional Themes and Tones: Common emotional themes include frustration, annoyance, concern, and skepticism. Some submissions also express hope and support for improved road safety.
- Satisfaction with Consultation Process: Satisfaction levels vary. Some residents appreciate the opportunity to provide input, while others feel the council is not genuinely listening to their concerns. "Thank you for the opportunity to have some input into the changes proposed." However, others feel unheard: "Continuing to push this when it has already been rejected is tantamount to bullying until you get the answer you want."
- Confidence in Proposed Changes: Confidence in the proposed changes is low. Many residents believe the changes will not effectively address road safety issues and may even lead to increased frustration and accidents.
- Trust in Local Government Decision-Making: Trust in local government decision-making is
 mixed. Some residents question the rationale behind the proposed changes and feel the
 council is not considering the needs of the community. "What is the problem trying to be
 solved? 99.9 % of drivers use their brain & drive to the conditions."
- Community Engagement and Participation Sentiment: There is a sense of frustration among some residents who feel their previous feedback has been ignored. "I spent a lot of time preparing comments for the first round of consultation on CDC and SWDC road speeds, as I'm sure both Councils did. I am disappointed that ratepayers money is being wasted on double consultation processes."
- Hope and Optimism vs. Concern and Skepticism: Concern and skepticism outweigh hope and optimism. Many residents are concerned about the potential negative impacts of the changes on their daily lives and the local economy.
- Specific Positive Sentiments:
 - Support for lower speed limits in specific areas, such as around schools and in residential areas.
 - o Appreciation for the council's efforts to improve road safety.
 - Recognition of the need to address safety concerns on certain roads.
- Specific Negative Sentiments:
 - $\circ\quad$ Frustration with the cost of implementing the changes.
 - o Belief that the changes are unnecessary and ineffective.
 - $\circ\quad$ Concern about the impact on travel times and the local economy.
 - o Skepticism about the council's motives and decision-making process.
- **Demographic Variations in Sentiment:** Insufficient data is available to determine demographic variations in sentiment.



Suggestions for Improving the Process:

- **Provide Clear Justification:** Clearly communicate the rationale behind the proposed changes, including specific data and evidence to support the need for lower speed limits.
- Address Road Maintenance: Prioritise road maintenance and improvements to address safety concerns related to road conditions.
- Consider Local Knowledge: Take into account local knowledge and feedback from residents who use the roads regularly.
- **Explore Alternative Solutions:** Consider alternative solutions to improve road safety, such as improved signage, driver education, and enforcement of existing speed limits.
- Improve Communication: Enhance communication with the community to ensure residents are well-informed about the proposed changes and have opportunities to provide feedback.
- Transparency: Be transparent about the costs associated with the changes and how they will be funded.
- **Pilot Programs:** Consider implementing pilot programs in specific areas to assess the effectiveness of the proposed changes before implementing them district-wide.

Supporting Information

Summary of attachments provided with submissions

8 submission(s) included supporting attachments:

- scan_marcus_2025-08-19-09-02-58.pdf (1 submission)
- Carterton%20District%20Council%20draft%20speed%20management%20plan%20review.do cx (1 submission)
- scan_marcus_2025-08-12-13-59-09.pdf (1 submission)
- scan_marcus_2025-07-30-10-55-43.pdf (1 submission)
- scan_marcus_2025-07-21-15-48-39.pdf (1 submission)
- Road%20speed%20changes.pdf (1 submission)
- scan marcus 2025-07-07-14-10-28.pdf (1 submission)
- Speed.jpg (1 submission)



Appendix: Demographics

Geographic Distribution of Respondents

| Location | Count | Percentage |
|-----------------------|-------|------------|
| Carterton Rural | 118 | 52.2% |
| Carterton South urban | 53 | 23.5% |
| area | | |
| Carterton North urban | 37 | 16.4% |
| area | | |
| Outside Carterton | 18 | 8.0% |
| Total | 226 | 100% |

Organisation Submissions

The following organizations made submissions:

- Automobile Association of Wairarapa
- Westbourne farms Ltd
- I'm submitting on behalf of myself and my family who also live on the stretch of Park Road between Rutland Road and Dixon Street (3 separate dwellings).
- Carterton District Trails Trust
- Te Whiti South Lands Trust

Hearing Participation Interest

| Response | Count | Percentage |
|-------------------|-------|------------|
| No | 211 | 93.4% |
| Yes in person | 12 | 5.3% |
| Yes by video link | 3 | 1.3% |

Residents Affected by Proposed Changes

| Status | Count | Percentage |
|--------|-------|------------|
| No | 119 | 52.7% |
| Yes | 107 | 47.3% |

| | First name | Last name | Carterton North urban | South urban | | Carterton | Yes | | road? | on behalf on an organisation - YES | on behalf on an organisation NO | name the organisati | attend | Yes, by video link | attending Hearing | Yes, I support all proposed changes | some of the changes | No, I do not support the changes |
|---|---------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|------------------------|---------------------------------------------|------------------------------------------|---------------------|--------|-----------------------|----------------------|-------------------------------------------------|----------------------------------------|----------------------------------------------|
| 1 | m | b | | Carterton South urban | | | Yes | | | | No | | | | No | | I support some of the changes | |
| 2 | Viv | Barham | | | | Outside Carterton | | No | | | No | | | | No | | | No, I do not support the changes |
| 3 | Melanie | Barthe | | | Carterton Rural | | Yes | | Thomas Road | | No | | | | No | Yes, I support all proposed changes | | |
| 4 | Valerie | Batchelor | | | Carterton Rural | | Yes | | Hinau Gully RD | | No | | | | No | Yes, I support all proposed changes | | |
| 5 | Jocelyn Louis | Bayliss | | | Carterton Rural | | | | Neiches Lane | | No | | | | No | | | |
| 6 | Anna | Beetham | | | Carterton Rural | | | No | | | No | | | Yes, by video link | | Yes, I support all proposed changes | | |
| 7 | Allyson | Bird | | | Carterton Rural | | Yes | | Norfolk Road | | No | | | | No | Yes, I support all proposed changes | | |
| 8 | Ellen | Blake | | | | Outside Carterton | | No | | | No | | | | | Yes, I support all proposed changes | | |
| 9 | David | Blayney | | | Carterton Rural | | Yes | | Hinau Gully Road | | No | | | | No | J | | No, I do not support the changes |

Item 8.1 - Attachment 5

| | First name | Last name | Carterton North urban | Carterton South urban | Carterton Rural | Outside Carterton | Yes | | Which road? | on behalf on an organisation - YES | on behalf on an | organisati on | person | No - not attending Hearing | Yes, I support all proposed changes | most of the | I support some of the changes | No, I do not support the changes |
|----|------------|------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|-------------------------|---------------------------------------------|-----------------|-------------------------------------------------------|--------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 10 | Craig | Bowyer | | | | Outside Carterton | | No | | Yes | | Automobi le Associatio n of Wairarap a | | No | | I support most of the changes | | |
| 11 | Stef | Brazendale | | | Carterton Rural | | Yes | | Te whiti Road | | No | | | No | | | I support some of the changes | |
| 12 | Michelle | Brown | | | Carterton Rural | | Yes | | Waterson s Line | | No | | | No | | | | No, I do not support the changes |
| 13 | Zane | Buchanan | | | | Outside Carterton | Yes | | Charles street | | No | | | No | | | | No, I do not support the changes |
| 14 | David | Buck | | | Carterton Rural | | | No | | | No | | | No | | | | No, I do not support the changes |
| 15 | Louise | Burke | | | Carterton Rural | | | No | | | No | | | No | | | I support some of the changes | |
| 16 | Shelley | Burton | | Carterton South urban | | | | No | | | No | | | No | | | | No, I do not support the changes |
| 17 | Sheila | Butler | | | | Outside Carterton | Yes | | High Street South | | No | | | | Yes, I support all proposed changes | | | |
| 18 | Mark | Callaghan | | Carterton South urban | | | | | Daffodil Grove | | No | | | No | Yes, I support all proposed changes | | | |

| | First name | Last name | | | Rural | Carterton | Yes | No | road? | on behalf on an organisation - YES | on behalf on an organisation NO | name the organisati | Yes, attend Hearing in person | attending Hearing | Yes, I support all proposed changes | most of the changes | I support some of the changes | No, I do not support the changes |
|----|------------|------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|----------------------------------------------------------------|---------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|----------------------------------------|----------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 19 | Bruce | Cameron | | | Carterton Rural | | Yes | | 147 Park Road | | No | | | No | | I support most of the changes | | |
| 20 | Alastair | Cameron | Carterton North urban | | | | Yes | | Park Road between Dixon Street and Rutland Road | | | Submitting on behalf of myself and my family who also live on the same road (3 separate dwellings). | | No | Yes, I support all proposed changes | | | |
| 21 | Catherine | Cameron | | | Carterton Rural | | Yes | | Park Road | | No | | | No | | I support most of the changes | | |
| 22 | Mackenzie | Carmichael | | Carterton South urban | | | | No | | | No | | | No | | enunges | | No, I do not support the changes |
| 23 | Colin | Chang | Carterton North urban | | | | | No | | | No | | | No | | | | No, I do not support the changes |
| 24 | Laura | Chen | | | | Outside Carterton | | No | | | No | | | No | | | I support some of the changes | |
| 25 | Colin | Child | | Carterton South urban | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 26 | Angela | Christie | Carterton North urban | | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 27 | Justan | Clark | | | Carterton Rural | | Yes | | Perry's road | | No | | | No | | I support most of the changes | | |

| | | Last name | | Carterton South urban | Rural | Carterton | Yes | No | road? | on behalf on an organisation - YES | on behalf on an organisation NO | organisati | Yes, attend Hearing in person | Yes, by video link | attending Hearing | Yes, I support all proposed changes | I support some of the changes | No, I do not support the changes |
|----|------------------|------------|-----------------------------|-----------------------------|--------------------|-----------|-----|----|----------------------------------------------------------|---------------------------------------------|------------------------------------------|------------|----------------------------------------|-----------------------|----------------------|-------------------------------------------------|----------------------------------------|----------------------------------------------|
| 28 | Michael | Clark | | | Carterton Rural | | Yes | | Perrys Road north of East Taratahi | | No | | | | No | | I support some of the changes | |
| 29 | Bruce | Clark | | Carterton South urban | | | | No | | | No | | | | No | | | |
| 30 | Colin (Nobby) | Clarke | | | Carterton Rural | | Yes | | Norfolk Rd | | No | | | | No | | I support some of the changes | |
| 31 | Lucy | Clearwater | | | Carterton Rural | | Yes | | Waterson s Line | | No | | | | | Yes, I support all proposed changes | | |
| 32 | Marie-Terese | Cleary | | | Carterton Rural | | Yes | | Norfolk Road | | No | | | | | Yes, I support all proposed changes | | |
| 33 | Mel | Clement | Carterton North urban | | | | | No | | | No | | | | No | endinges | | No, I do not support the changes |
| 34 | Len | Cooper | | Carterton South urban | | | | No | | | No | | | | No | | | No, I do not support the changes |
| 35 | Tobias | Corlett | | Carterton South urban | | | | No | Main Street | | No | | | | No | | | No, I do not support the changes |
| 36 | Philip | Cowgill | | | Carterton Rural | | Yes | | Perrys Road (north of East Taratahi Road) | | No | | | | No | | I support some of the changes | _ |

| | First name | Last name | Carterton North urban | South urban | Rural | Outside Carterton | Yes | No | | on behalf on an organisation - YES | on behalf on an organisation NO | organisati | person | No - not attending Hearing | support all proposed | most of the | I support some of the changes | No, I do not support the changes |
|----|------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|----------------------------------------------------------|---------------------------------------------|------------------------------------------|------------|-------------------|----------------------------------|-------------------------------------------------|-------------|----------------------------------------|----------------------------------------------|
| 37 | Maryann | Cowgill | | | Carterton Rural | | Yes | | Perrys Road (north of East Taratahi Road) | | No | | Yes, in person | | | | I support some of the changes | |
| 38 | Daniel | Craig | | | Carterton Rural | | | No | Brooklyn road | | No | | | No | | | | No, I do not support the changes |
| 39 | Lania | Cribb | | | Carterton Rural | | Yes | | Chester | | No | | | No | | | | No, I do not support the changes |
| 40 | Michael | Day | | | Carterton Rural | | Yes | | Belvedere | | No | | | No | | | | No, I do not support the changes |
| 41 | Martina | Day | | | Carterton | | Yes | | Belvedere | | No | | | No | | | | No, I do |
| 42 | Guusje | de Schot | Carterton North | | | | | No | Taverner Str\t | | No | | | | | | | No, I do not |
| 43 | Peter | De Schot | | | Carterton Rural | | Yes | | hoeke road | | No | | | No | | | | No, I do not support the changes |
| 44 | Mary | De Schot | | Carterton South urban | | | | No | | | No | | | No | | | | No, I do not support the changes |
| 45 | Malien | De Vries | | Carterton South urban | | | | No | | | No | | | No | | | | No, I do not support the changes |
| 46 | Nicholas | Dench | | | Carterton Rural | | Yes | | Norfolk Road | | No | | | No | Yes, I support all proposed changes | | | |

| | First name | Last name | | Carterton South urban | | Outside Carterton | Yes | No | Which road? | Submitting on behalf on an organisation YES | on behalf on an | name the organisati | Yes, attend Hearing in person | No - not attending Hearing | support all proposed | most of the | I support some of the changes | No, I do not support the changes |
|----|---------------|-------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|--------------------------|---------------------------------------------------------|-----------------|---------------------|----------------------------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 47 | Aaron | Deo | | | Carterton Rural | | Yes | | Perrys Road | | No | | | No | Yes, I support all proposed changes | | | |
| 48 | Helen Elizabe | Dew | | Carterton South urban | | | | No | William Wong Place | | No | | | No | changes | | | |
| 49 | Cameron | Dittmer | | Carterton South urban | | | Yes | | | | No | | | No | | | | No, I do not support the changes |
| 50 | Gordon | Dragovich | | | Carterton Rural | | | No | | | No | | | No | | | | No, I do not support the changes |
| 51 | Noel | Duckworth | | | | | | | | | | | Yes, in person | | | I support most of the changes | | |
| 52 | Svetlana | Dumanovskay | , _/ a | | Carterton Rural | | Yes | | Dalefield Road | | No | | | No | | | | No, I do not support the changes |
| 53 | Jane | Duncan | | | Carterton Rural | | | No | | | No | | | | Yes, I support all proposed changes | | | |
| 54 | Elizabeth | Dye | Carterton North urban | | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 55 | Stuart | Edwards | | Carterton South urban | | | | No | | | No | | Yes, in person | | | I support most of the changes | | |
| 56 | Alison | Elcock | | | Carterton Rural | | Yes | | Norfolk | | No | | | No | | | | No, I do not support the changes |

Item 8.1 - Attachment 5

| | First name | Last name | Carterton North urban | | | Outside Carterton | Yes | No | Which road? | Submitting on behalf on an organisation - YES | on behalf on an | name the organisati | Yes, attend Hearing in person | Yes, by video link | No - not attending Hearing | support all proposed | most of the | I support some of the changes | No, I do not support the changes |
|----|---------------|------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|---------------------|-----------------------------------------------------------|-----------------|---------------------|----------------------------------------|-----------------------|----------------------------------|----------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 57 | Chris | Engel | | | Carterton Rural | | | No | | | No | | | | No | | I support most of the changes | | |
| 58 | Richard & Rae | Epplett | Carterton North urban | | | | | No | | | No | | | | No | | 0 | | No, I do not support the changes |
| 59 | Liz | Fenwick | | | Carterton Rural | | Yes | | Belvedere Road | | No | | | | No | | I support most of the changes | | |
| 60 | Julie | Fisher | | | Carterton Rural | | Yes | | Norfolk road | | No | | | | No | | | | No, I do not support the changes |
| 61 | Louise | Fisher | | | Carterton Rural | | Yes | | Waterson s line | | No | | | | No | | | I support some of the changes | |
| 62 | Shane | Flitcroft | | Carterton South urban | | | | No | | | No | | | | No | | | I support some of the changes | |
| 63 | Michael | Fox | | Carterton South urban | | | | No | | | No | | | | No | | | | No, I do not support the changes |
| 64 | Joanna | Freeman | Carterton North urban | | | | Yes | | Belvedere Road | | No | | | | No | | | | No, I do not support the changes |
| 65 | Indigo | Freya | | Carterton South urban | | | | No | Rangitane Street | | No | | | | No | | | | No, I do not support the changes |
| 66 | Terence | Friedrichs | | | Carterton Rural | | | | | | No | | | | No | | | | No, I do not support the changes |

| | First name | Last name | Carterton North urban | Carterton South urban | Carterton Rural | Outside Carterton | Yes | No | Which road? | on behalf on | on behalf on an | organisati | Yes, attend Hearing in person | | attending | support all proposed | the | I support some of the changes | No, I do not support the changes |
|----|------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|------------------------------------------|--------------|-----------------|------------|----------------------------------------|-----------------------|-----------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 67 | Debbie | Fryer | | | Carterton Rural | | | No | Marshall Road | | No | | | | No | | | | |
| 68 | Richard | Futter | | | Carterton Rural | | Yes | | Norfolk | | No | | | | No | | | | No, I do not support the changes |
| 69 | Ann Vere | Gandar | | Carterton South urban | | | Yes | | Moreton Road | | No | | | | No | Yes, I support all proposed changes | | | |
| 70 | Alex | Gibb | | | Carterton Rural | | Yes | | Dalefield Rd | | No | | | | No | Yes, I support all proposed changes | | | |
| 71 | Laura | Gillespie | Carterton North urban | | | | | No | | | No | | | | No | Yes, I support all proposed changes | | | |
| 72 | Warren | Goodin | | | Carterton Rural | | Yes | | Chester Road | | No | | | | No | | | | No, I do not support the changes |
| 73 | Brigitte | Grabowski | | | Carterton Rural | | Yes | | Millar Road, Kokotau Road, | | No | | | Yes, by video link | | | | | No, I do not support the changes |
| 74 | Stephanie | Graham | Carterton North urban | | | | Yes | | Belvedere road, and Hinau gully | | No | | | | No | | | | No, I do not support the changes |
| 75 | Lesley | Gray | Carterton North urban | | | | Yes | | Chester Road | | No | | | | No | | | I support some of the changes | |
| 76 | Jill | Greathead | Carterton North urban | | | | | No | | | No | | | | No | | I support most of the changes | | |

| | First name | Last name | Carterton North urban | Carterton South urban | | Outside Carterton | Yes | No | road? | Submitting on behalf on an organisation - YES | on behalf on an | organisati | Yes, attend Hearing in person | Yes, by video link | No - not attending Hearing | | | I support some of the changes | No, I do not support the changes |
|----|---------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------|------------|----------------------------------------|--------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 77 | Donald | Griffin | | | Carterton Rural | | Yes | | Norfolk Road | | No | | | | No | | I support most of the changes | | |
| 78 | Christine | Griffiths | | | | Outside Carterton | | No | | | No | | | | No | | I support most of the changes | | |
| 79 | Juliet and Ma | Guerrero | | | Carterton Rural | | Yes | | Perrys Rd, EastTarat ahi, Carterton (between 520m north of East Taratahi Rd & end of road) | | No | | | | No | Yes, I support all proposed changes | changes | | |
| 80 | Scott | Hadley | | | | Outside Carterton | | No | | | No | | | | No | | | | No, I do not support the changes |
| 81 | Braddick | Hall | | | Carterton Rural | | Yes | | Norfolk road | | No | | | | No | | | | No, I do not support the changes |
| 82 | lain | Hamilton | | | Carterton Rural | | Yes | | Perrys Road | | No | | | | No | | | | No, I do not support the changes |
| 83 | Kendyll | Hammond | | | Carterton Rural | | Yes | | Belvedere road | | No | | | | No | Yes, I support all proposed changes | | | |
| 84 | John | Harmsen | Carterton North urban | | | | | No | | | No | | | | No | Ü | | I support some of the changes | |

| | First name | Last name | Carterton North urban | South urban | Carterton Rural | Outside Carterton | Yes | | Which road? | on behalf on an organisation - YES | on behalf on an organisation NO | organisati | Yes, attend Hearing in person | attending Hearing | support all proposed | the | I support some of the changes | No, I do not support the changes |
|----|------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|---------------------------------------|---------------------------------------------|------------------------------------------|------------|----------------------------------------|----------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 85 | Stuart | Harvey | | Carterton South urban | | | | No | | | No | | | No | | | I support some of the changes | |
| 86 | Angela | Harvey | | Carterton South urban | | | Yes | | Lincoln Road | | No | | | No | Yes, I support all proposed changes | | Ü | |
| 87 | Leo | Hendrikse | | | Carterton Rural | | Yes | | Hughes Line | | No | | | No | J | | | No, I do not support the changes |
| 88 | Elaine | Herve | | | Carterton Rural | | Yes | | Very close to Belvedere road | | No | | | No | | I support most of the changes | | Ü |
| 89 | Alan | Heward | | | Carterton Rural | | Yes | | Millars Road | | No | | | No | | Ü | | No, I do not support the changes |
| 90 | Martin | Higgins | | Carterton South urban | | | | | Warringto n Court | | No | | | No | Yes, I support all proposed changes | | | |
| 91 | Jill | Higgins | | Carterton South urban | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 92 | Peter | Hill | Carterton North urban | | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 93 | Chris | Hollis | | | Carterton Rural | | Yes | | Norfolk Rd | | No | | | No | | I support most of the changes | | |

| | First name | Last name | Carterton North urban | Carterton South urban | | Outside Carterton | Yes | No | Which road? | Submitting on behalf on an organisation YES | on behalf on an | name the organisati | Yes, attend Hearing in person | No - not attending Hearing | support all proposed | most of the | I support some of the changes | No, I do not support the changes |
|-----|------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|--------------------------|---------------------------------------------------------|-----------------|---------------------|----------------------------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 94 | Laura | Huddle | | | Carterton Rural | | Yes | | Hodders | | No | | | No | | | | No, I do not support the changes |
| 95 | Phoebe | Hunter | Carterton North urban | | | | | No | | | No | | | No | | | | No, I do not support the changes |
| 96 | Diego | Hurwitz | Carterton North urban | | | | | No | | | No | | | No | | | I support some of the changes | 3 |
| 97 | Bill | Hutchings | | | Carterton Rural | | Yes | | Norfolk Rd | | No | | | No | | | I support some of the changes | |
| 98 | Ken | Isaac | | | Carterton Rural | | Yes | | Te Whiti Rd. | | No | | | No | | I support most of the changes | | |
| 99 | Nick | James | Carterton North urban | | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 100 | Joanne | Jaquiery | | | Carterton Rural | | | No | | | No | | | No | | | I support some of the changes | |
| 101 | Mark | Jerling | | | | Outside Carterton | | No | | | No | | | No | | | | No, I do not support the changes |
| 102 | Nancy | Keating | | | Carterton Rural | | Yes | | 165 Hoeke Road, RD | | No | | | No | Yes, I support all proposed changes | | | 3 |
| 103 | John | Keating | | | Carterton Rural | | Yes | | Hoeke Road | | No | | | No | Yes, I support all proposed changes | | | |

| | First name | Last name | Carterton North urban | Carterton South urban | Carterton Rural | Outside Carterton | Yes | No | Which road? | on behalf on an | organisati | Yes, attend Hearing in person | No - not attending Hearing | | | I support some of the changes | No, I do not support the changes |
|-----|------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|------------------------------|-----------------|------------|----------------------------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 104 | Selapia | Kele | | | Carterton Rural | | Yes | | High st | No | | | No | | | I support some of the changes | |
| 105 | Georgina | Kemp | | | Carterton Rural | | Yes | | Chester road | No | | Yes, in person | | Yes, I support all proposed changes | | | |
| 106 | Rebecca | Kent | | | Carterton Rural | | Yes | | Chester Road | No | | | No | | | | No, I do not support the changes |
| 107 | Georgina | Kilmister | | | Carterton Rural | | | No | | No | | | No | | | I support some of the changes | |
| 108 | Rachael | Knight | | | Carterton Rural | | Yes | | Chester Road | No | | | No | | | | No, I do not support the changes |
| 109 | Alan | Koziarski | Carterton North urban | | | | | No | | No | | | No | Yes, I support all proposed changes | | | |
| 110 | David | Lammas | Carterton North urban | | | | | No | | No | | | No | | | | No, I do not support the changes |
| 111 | Rob | Leece | | | Carterton Rural | | Yes | | Thomas road | No | | | No | | | I support some of the changes | onanges |
| 112 | Geoff | Lindsay | | | Carterton Rural | | Yes | | TeWharau rd, Gladstone | No | | Yes, in person | | | I support most of the changes | | |
| 113 | Kahurangi | Lloyd | | Carterton South urban | | | | No | | No | | | No | | | | No, I do not support the changes |

| | First name | Last name | Carterton North urban | Carterton South urban | Rural | Outside Carterton | Yes | No | Which road? | on behalf on an organisation YES | on behalf on an organisation NO | organisati | Yes, attend Hearing in person | | support all proposed | | I support some of the changes | No, I do not support the changes |
|-----|------------|-------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|------------------|-------------------------------------------|------------------------------------------|------------------------------------------|----------------------------------------|----|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 114 | Nigel | Lucie-Smith | | | Carterton Rural | | Yes | | | | No | | | No | | | | No, I do not support the changes |
| 115 | Sharon | Macarthur | Carterton North urban | | | | | No | | | No | | | No | | I support most of the changes | | |
| 116 | Lesley | Macgibbon | | Carterton South urban | | | | No | | Yes | | Carterton District Trails Trust | | No | Yes, I support all proposed changes | | | |
| 117 | Leanne | Mackie | | | Carterton Rural | | | | Thomas Road | | | | | No | | | I support some of the changes | |
| 118 | Elspeth | Maclean | | | Carterton Rural | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 119 | Glenn | Malcolm | | Carterton South urban | | | | No | | | No | | | | | | I support some of the changes | |
| 120 | Lynn | Mallinder | | Carterton South urban | | | | No | | | No | | | No | | | | No, I do not support the changes |
| 121 | Gillian | Mangin | | Carterton South urban | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 122 | Jason | Markham | | Carterton South urban | | | Yes | | Brooklyn Road | | No | | | No | Yes, I support all proposed changes | | | |

| | First name | Last name | Carterton North urban | Carterton South urban | | Outside Carterton | Yes | No | Which road? | Submitting on behalf on an organisation YES | on behalf on an | organisati | Yes, attend Hearing in person | Yes, by video link | No - not attending Hearing | Yes, I support all proposed changes | I support most of the changes | I support some of the changes | No, I do not support the changes |
|-----|------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|-------------------|---------------------------------------------------------|-----------------|------------|----------------------------------------|-----------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 123 | John | Mason | | Carterton South urban | | | Yes | | Lincoln Road | | No | | | | | Yes, I support all proposed changes | | | |
| 124 | Scott | Matthews | Carterton North urban | | | | | No | | | No | | | | No | changes | | | No, I do not support the changes |
| 125 | Moira | McCallum | | | Carterton Rural | | Yes | | Dalefield Road | | No | | | | | Yes, I support all proposed changes | | | |
| 126 | Rochelle | Mccarty | | | Carterton Rural | | Yes | | Norfolk | | No | | | | No | | | | No, I do not support the changes |
| 127 | Joy | McDowall | Carterton North urban | | | | | No | | | No | | | | | Yes, I support all proposed changes | | | |
| 128 | Emma | McGregor | | | Carterton Rural | | | No | | | No | | | | No | changes | | | No, I do not support the changes |
| 129 | Duncan | McGregor | | | Carterton Rural | | | No | | | No | | | | No | | | | No, I do not support the changes |
| 130 | Elizabeth | McGruddy | | | | Outside Carterton | | No | | | No | | | | No | | | I support some of the changes | |
| 131 | David | Mckay | | | Carterton Rural | | Yes | | Te whiti road | | No | | | | No | | | I support some of the changes | |

| | First name | Last name | Carterton North urban | Carterton South urban | Carterton Rural | Outside Carterton | Yes | No | Which road? | on behalf on an | organisati | Yes, attend Hearing in person | No - not attending Hearing | | I support most of the changes | I support some of the changes | No, I do not support the changes |
|-----|------------|-------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|-----------------|-----------------|------------|----------------------------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 132 | Stuart | McKay | | Carterton South urban | | | Yes | | Brooklyn Rd | No | | | | | | I support some of the changes | |
| 133 | Nicky | McLean | | | Carterton Rural | | Yes | | Belvedere Rd | No | | | No | | I support most of the changes | | |
| 134 | Ana | McLenban | | | Carterton Rural | | Yes | | Hodders | No | | | No | | 0 | | No, I do not support the changes |
| 135 | Heather | McLeod | | | Carterton Rural | | | No | | No | | | No | | I support most of the changes | | |
| 136 | Belinda | Milnes | | | | Outside Carterton | | No | | No | | | No | | | | No, I do not support the changes |
| 137 | Liljana | Milovanovic | | | Carterton Rural | | Yes | | Norfolk | No | | | No | Yes, I support all proposed changes | | | changes |
| 138 | Hamish | Moorhead | | | Carterton Rural | | Yes | | Park Road | No | | | No | | I support most of the changes | | |
| 139 | Matthew | Morris | | Carterton South urban | | | | No | | No | | | | Yes, I support all proposed changes | enunges | | |
| 140 | Terri | Mulligan | | | Carterton Rural | | | No | | No | | | No | | | | No, I do not support the changes |
| 141 | Damian | Murnane | | | Carterton Rural | | | No | | No | | | No | Yes, I support all proposed changes | | | |

| | First name | Last name | Carterton North urban | South urban | Carterton Rural | Outside Carterton | Yes | No | Which road? | on behalf on an organisation YES | on behalf on an organisation NO | organisati | Yes, attend Hearing in person | Hearing | | I support most of the changes | I support some of the changes | No, I do not support the changes |
|-----|------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|----------------|-------------------------------------------|------------------------------------------|------------|----------------------------------------|---------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 141 | Alfred | Murrell | | Carterton South urban | | | Yes | | Hilton | | No | | | No | | I support most of the changes | | |
| 143 | Mat | Nems | | | Carterton Rural | | | No | | | No | | | No | | | | No, I do not support the changes |
| 144 | Dean | O'Brien | | Carterton South urban | | | | No | | | No | | | No | | | I support some of the changes | onunges |
| 145 | Tracy | O'Neale | | Carterton South urban | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 146 | Jane | Ough | | | Carterton Rural | | | No | Ahiaruhe | | No | | | No | | I support most of the changes | | |
| 147 | David | Owen | | | Carterton Rural | | Yes | | Thomas Road | | No | | | No | Yes, I support all proposed changes | onunges | | |
| 148 | Ruth | Parris | | | Carterton Rural | | Yes | | Thomas Road | | No | | | No | | | I support some of the changes | |
| 149 | Alissa | Pedley | | Carterton South urban | | | | No | | | No | | | | Yes, I support all proposed changes | | | |
| 150 | Matthew | Peko-Fox | | Carterton South urban | | | Yes | | Hilton Road | | No | | | No | | | | No, I do not support the changes |
| 151 | Andrew | Pollard | | Carterton South urban | | | | No | | | No | | | No | Yes, I support all proposed changes | | | 3 |

| | First name | Last name | Carterton North urban | Carterton South urban | | Outside Carterton | Yes | | Which road? | on behalf on | on behalf on an | name the organisati | Yes, attend Hearing in person | Yes, by video link | No - not attending Hearing | Yes, I support all proposed changes | most of | I support some of the changes | No, I do not support the changes |
|-----|--------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|--------------------------------------------------------------------------------------|--------------|-----------------|-------------------------------------|----------------------------------------|-----------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 152 | Jessica | Porter | Carterton North urban | | | | Yes | | Park road | | No | | | | No | Yes, I support all proposed changes | | | |
| 153 | Louisa | Portman | | | Carterton Rural | | Yes | | State Highway 2, Clareville - between the town boundary & just beyond Somerset Road. | | No | | | | | 9 | | I support some of the changes | |
| 154 | Felicity | Powell | | | Carterton Rural | | | No | | | No | | | | No | | I support most of the changes | | |
| 155 | Wayne | Price | | | Carterton Rural | | Yes | | Waterson s line | | No | | | | No | | | I support some of the changes | |
| 156 | Lee | Rapson | | | Carterton Rural | | Yes | | Park Road | | No | | | | No | Yes, I support all proposed changes | | | |
| 157 | Te Rangikaiw | Reiri | | | | Outside Carterton | | No | | Yes | | Te Whiti South Lands Trust | | | No | Yes, I support all proposed changes | | | |
| 158 | Janelle | Renall | | | Carterton Rural | | | No | | | No | | | | No | 0 | | | No, I do not support the changes |
| 159 | Clint | Renall | | | Carterton Rural | | Yes | | Morten | Yes | | Westbour ne farms Ltd | | | No | | | | No, I do not support the changes |

| | First name | Last name | Carterton North urban | Carterton South urban | Carterton Rural | Outside Carterton | Yes | No | road? | on behalf on an organisation YES | on behalf on an organisation NO | name the organisati | Yes, attend Hearing in person | Yes, by video link | Hearing | proposed | I support most of the changes | I support some of the changes | No, I do not support the changes |
|-----|------------|------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|-------------------|-------------------------------------------|------------------------------------------|---------------------|----------------------------------------|-----------------------|---------|----------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 160 | Susanne | Richardson | Carterton North urban | | | | | No | Kent Street | | No | | | | No | | | | No, I do not support the changes |
| 161 | Karen | Roberts | | Carterton South urban | | | | No | | | No | | | | No | | | I support some of the changes | |
| 162 | Kyle | Robinson | Carterton North urban | | | | | No | | | No | | | | No | | | | |
| 163 | Jan | Rose | Carterton North urban | | | | | | | | | | Yes, in person | | | | I support most of the changes | | |
| 164 | John | Saunders | Carterton North urban | | | | | No | | | No | | | | No | | I support most of the changes | | |
| 165 | Jane | Scadden | | | Carterton Rural | | Yes | | Waitangi Road | | No | | | | No | | I support most of the changes | | |
| 166 | John | Schroeter | Carterton North urban | | | | | No | | | No | | | | No | | | I support some of the changes | |
| 167 | Maree | Scott | | | Carterton Rural | | Yes | | Belvedere Road | | No | | | | No | | I support most of the changes | J | |
| 168 | Gemma | Scott | | | Carterton Rural | | Yes | | Perrys Road | | No | | | | No | | 3 | | No, I do not support the changes |
| 169 | Keryn | Scully | | Carterton South urban | | | | No | | | No | | | | No | | | | No, I do not support the changes |

| | First name | Last name | Carterton North urban | | Carterton Rural | Outside Carterton | Yes | No | Which road? | on behalf on | on behalf on an | organisati | Yes, attend Hearing in person | Yes, by video link | No - not attending Hearing | Yes, I support all proposed changes | most of | I support some of the changes | No, I do not support the changes |
|-----|------------|-------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|-----------------|--------------|-----------------|------------|----------------------------------------|-----------------------|----------------------------------|-------------------------------------------------|---------|----------------------------------------|----------------------------------------------|
| 170 | Roseanne | Shailer | | Carterton South urban | | | Yes | | Lincoln Road | | No | | | | No | | | | No, I do not support the changes |
| 171 | Rose | Shailer | | Carterton South urban | | | | No | | | No | | | | No | | | | No, I do not support the changes |
| 172 | Margaret | Shead | | | Carterton Rural | | Yes | | | | No | | | | No | Yes, I support all proposed changes | | | |
| 173 | Adam | Sheehan | | | Carterton Rural | | Yes | | Chester Rd | | No | | | | No | Yes, I support all proposed changes | | | |
| 174 | Mary | Sheppard | | | Carterton Rural | | | No | | | No | | | | No | Yes, I support all proposed changes | | | |
| 175 | Jos | Slabbekoorn | | | Carterton Rural | | Yes | | Norfolk road | | No | | | | No | Changes | | | No, I do not support the |
| 176 | Dave | Slabbekoorn | | | Carterton Rural | | Yes | | Norfolk road | | No | | | | No | | | | changes No, I do not support the changes |
| 177 | Dorothy | Smith | | | Carterton Rural | | | No | | | No | | | | No | | | I support some of the changes | Changes |
| 178 | Vanessa | Smith | | Carterton South urban | | | | No | | | No | | | | No | | | 53863 | No, I do not support the |
| 179 | Coral | Stace | | | Carterton Rural | | Yes | | Norfolk Road | | No | | | | No | | | | changes |

| | First name | Last name | Carterton North urban | Carterton South urban | | Outside Carterton | Yes | | Which road? | on behalf on an | on behalf on | organisati | Yes, attend Hearing in person | No - not attending Hearing | proposed | most of | I support some of the changes | No, I do not support the changes |
|-----|------------|---------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|-----------------------------------------------|-----------------|--------------|------------|----------------------------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 180 | Carolyn | Stevenson | | | Carterton Rural | | Yes | | Kokotau Road | | No | | | No | | | | No, I do not support the changes |
| 181 | Kevin | Sullivan | | Carterton South urban | | | | No | | | No | | | No | Yes, I support all proposed changes | | | J |
| 182 | lain | Swan | Carterton North urban | | | | | No | | | No | | | No | | I support most of the changes | | |
| 183 | Chez | Sword | | | Carterton Rural | | | | Gladstone Road | | No | | | No | | | | No, I do not support the changes |
| 184 | Chris | Taylor | | | Carterton Rural | | Yes | | Waihakek e, moreton road, kokotau | | No | | | No | | | I support some of the changes | |
| 185 | Tina | Te Tau-Bright | well | | | Outside Carterton | | No | | | No | | | No | | | | |
| 186 | Katrina | Thompson | Carterton North urban | | | | | No | | | No | | | No | | | | No, I do not support the changes |
| 187 | John | Tildesley | | | | Outside Carterton | | No | | | No | | | No | | I support most of the changes | | |
| 188 | Stephen | Timperley | | Carterton South urban | | | Yes | | Richmond Road | | No | | | No | Yes, I support all proposed changes | | | |
| 189 | Kate | Tobin | | | | Outside Carterton | | No | | | No | | | No | | | | No, I do not support the changes |

| | First name | Last name | Carterton North urban | Carterton South urban | | Outside Carterton | Yes | No | Which road? | on behalf on an | name the organisati | Yes, attend Hearing in person | No - not attending Hearing | | I support most of the changes | I support some of the changes | No, I do not support the changes |
|-----|--------------|------------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|-----------------|-----------------|---------------------|----------------------------------------|----------------------------------|-------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------------|
| 190 | Tom | Trotman | | | Carterton Rural | | Yes | | Perrys Road | No | | | No | Yes, I support all proposed changes | | | |
| 191 | Paul & Helen | Trotman | | | Carterton Rural | | Yes | | Perrys Road | No | | | No | changes | | I support some of the changes | |
| 192 | Paul | Trotman | | | Carterton Rural | | Yes | | Perrys Road | No | | | No | | | I support some of the changes | |
| 193 | Grant | Uridge | | | Carterton Rural | | Yes | | Chester Road | No | | | No | | | | No, I do not support the changes |
| 194 | Ricky | Utting | | | Carterton Rural | | Yes | | Hughes Line | No | | | No | | | I support some of the changes | onangeo |
| 195 | Caelan | Van Biljon | | Carterton South urban | | | | No | | No | | | No | | | | No, I do not support the changes |
| 196 | Peter | Veltkamp | | Carterton South urban | | | | No | | No | | | | Yes, I support all proposed changes | | | enanges |
| 197 | Juergen | Volk | | | Carterton Rural | | Yes | | Chester Road | No | | | No | | I support most of the changes | | |
| 198 | Neil | Wadham | | | Carterton Rural | | Yes | | Norfolk Road | No | | Yes, in person | | | | I support some of the changes | |
| 199 | Brent | Ward | Carterton North urban | | | | Yes | | Norfolk Road | No | | Yes, in person | | | | | No, I do not support the changes |

| | First name | Last name | Carterton North urban | Carterton South urban | Carterton Rural | Outside Carterton | Yes | No | Which road? | on behalf on | on behalf on an | name the organisati | | attending | Yes, I support all proposed changes | most of | I support some of the changes | No, I do not support the changes |
|-----|------------|-----------|-----------------------------|-----------------------------|--------------------|----------------------|-----|----|--------------------------|--------------|-----------------|---------------------|--|-----------|-------------------------------------------------|---------|----------------------------------------|----------------------------------------------|
| 200 | Edward | Ward | | | Carterton Rural | | | No | | | No | | | No | | | | No, I do not support the changes |
| 201 | Xavier | Warne | | Carterton South urban | | | | No | | | No | | | No | Yes, I support all proposed changes | | | |
| 202 | x | Warren | | | Carterton Rural | | | No | | | No | | | No | | | I support some of the changes | |
| 203 | Nathan | Whiteman | | | | Outside Carterton | | No | | | No | | | No | | | | No, I do not support the changes |
| 204 | Jason | Wildman | | | Carterton Rural | | | No | East Taratahi Road | | No | | | No | | | I support some of the changes | |
| 205 | John | Wildy | | Carterton South urban | | | Yes | | Dalefield Rd | | No | | | No | | | | No, I do not support the changes |
| 206 | Brigid | Wilkinson | Carterton North urban | | | | | No | | | No | | | | Yes, I support all proposed changes | | | changes |
| 207 | Bryan | Wilson | | | Carterton Rural | | | No | | | No | | | No | enanges | | | No, I do not support the changes |
| 208 | Gordon | Wilson | | | Carterton Rural | | Yes | | Waihakek e Road | | No | | | No | | | | |
| 209 | Heather | Wilson | | Carterton South urban | | | Yes | | Lincoln Rd | | No | | | No | Yes, I support all proposed changes | | | |

| First name | Last name | Carterton North urban | Carterton South urban | Carterton Rural | Outside Carterton | Yes | No | Which road? | on behalf on an | on behalf on an | name the organisati | | video link | No - not attending Hearing | proposed | most of the | I support some of the changes | No, I do not support the changes |
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| Mark | Wilson | | | | Outside Carterton | | No | Te kopi road | | No | | | | No | | | I support some of the changes | |
| Helen | Winterbottom | | | Carterton Rural | | | No | | | No | | | | No | | | | No, I do not support the changes |
| Tobias | Woerner | | | Carterton Rural | | Yes | | Chester Road | | No | | | | No | | I support most of the changes | | |
| Amy | Wood | Carterton North urban | | | | | No | | | No | | | | No | | J | | No, I do not support the changes |
| Chris | York | | | | Outside Carterton | | No | | | No | | | | No | | I support most of the changes | | |
| Mika | Zollner | | Carterton South urban | | | Yes | | the corner of | | No | | | | No | Yes, I support all proposed changes | | | |
| | Mark Helen Tobias Amy Chris | Mark Wilson Helen Winterbottom Tobias Woerner Amy Wood Chris York Mika Zollner | Mark Wilson Helen Winterbottom Tobias Woerner Amy Wood Carterton North urban Chris York Mika Zollner | Mark Wilson Helen Winterbottom Tobias Woerner Amy Wood Carterton North urban Chris York Mika Zollner Carterton South urban | Mark Wilson Carterton Rural Amy Wood Carterton North urban Chris York Mika Zollner North urban Rural Carterton Rural Carterton South urban Carterton South urban | Mark Wilson Outside Carterton Helen Winterbottom Carterton Rural Tobias Woerner Carterton Rural Amy Wood Carterton North urban Chris York Carterton South urban North urban Carterton Rural Carterton Qutside Carterton Carterton Rural Outside Carterton Carterton Carterton Carterton Carterton | Mark Wilson Outside Carterton Helen Winterbottom Carterton Rural Tobias Woerner Carterton Rural Amy Wood Carterton North urban Chris York Carterton South urban North urban Carterton Qutside Carterton Rural Yes Carterton Rural Yes Carterton Yes Carterton Yes Carterton Yes | Mark Wilson Outside Carterton No Helen Winterbottom Carterton Rural Carterton No Tobias Woerner Carterton Rural No Amy Wood Carterton North urban Outside Carterton No Chris York Outside Carterton No Mika Zollner Carterton South urban Yes | Mark Wilson | Mark Wilson | Noth Noth | Mark Wilson | Mark Wilson Winterbottom Rural Carterton No Te kopi road No No Te kopi road No | Mark Wilson Winterbottom Win | Mark Wilson Winterbottom Wood Carterton Wood Carterton Wood W | North urban North urban | Mark Wilson Winterbottom Winterbottom Wood Carterton North urban Wood Wood | Mark Wilson Winterbottom Win |

| | First name | Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| <u>1</u> | m Viv | b Barham | Speed limit is fine - changing the speed limit won't stop the idiots driving dangerously or stop them speeding. And where do you find the money-lets waste some on road signs | None of them | Only ones that will win will be the police giving out speeding tickets - total joke I won't be voting for any councilor that supports this. |
| 3 | Melanie | Barthe | | I commend the Council for its Proposed Speed Management Plan. I believe it is necessary to reduce speed limits on many roads, and I fully support this initiative. However, I urge the Council to go further in reducing speed limits around Thomas Road. I will not comment on other parts of the proposal, as I do not live in those areas and do not know the matter well enough to speak on them. Why reducing speed limits is important: —Improves road safety: Lower speeds result in fewer crashes and less severe injuries. —Improves road safety: Lower speeds result in fewer crashes and less severe injuries. —Improves road safety: Lower speeds result in fewer crashes and less severe injuries. —Improves road safety: Lower speeds reduced promote active transport (walking, cycling, etc.). —Improvemental benefits: Lower speeds reduce greenhouse gas emissions and particulate matter due to decreased fuel consumption and tire wear. Having lived on Thomas Road for the past three and a half years, I can attest that Mannings Road, Brooklyn Road, and Thomas Road are heavily used by vulnerable road users. Personally, I frequently cycle to Carterton and beyond, and I regularly run along these roads, often encountering other runners. My seven years old daughter also bikes to Dalefield School every day. Both of us have experienced dangerous driving behaviour—vehicles traveling too fast, passing too closely, or overtaking in unsafe locations. Why are Mannings Road, Brooklyn Road and Thomas Road dangerous: —They are narrow roads, —They are used by large trucks, including Fonterra-sized vehicles, —They are frequented by many vulnerable users, —Their straight layout encourages speeding and risky driving, —There are two single-lane bridges on Brooklyn Road, For all those reasons, I would advise the Council to further reduce speed limits: —Mannings road: 80km/h —Thomas Road, from Brooklyn Road to Kaipaitangata river bridge: 80km/h —Thomas Road, from Kaipaitangata river bridge to Dalefield Road: 50km/h —Thomas Road, from Kaipaitangata river bridg | |
| 4 | Valerie | Batchelor | | | I am an older driver and definitely prefer the slower speeds on country roads, particularly those without a centre white line. |
| 5 | Jocelyn Louis | Bayliss | | | |
| 6 | Anna | Beetham | | Te Wharau Rd - from start (Te Whiti Rd end) 0-200 We have 11 properties along this stretch of road who are subjected to excessive number logging trucks going past at very fast speeds and using their engine brakes (instead of standard brakes) to slow their speed - Due to the drivers being paid per run the trucks start going past from 1.30am in the morning. This is a huge disruption as it wakes us and does not let us get a full nights rest. This is causing significant fatigue and health affects and stress for many of the residents on this stretch of roll. If the speed was reduced on this section of the road the trucks would not be going so fast and would then not need to use engine brakes. We have spoken with trucking companies and FNMZ and determined that they DO NOT NEED to use the engine brake, they are using them because of speed (and reduced wear on brakes). It is completely disrespectful that they do this before 7am in the morning when most noise restrictions are in place. We would prefer a 70kmph speed limit as they are then not allowed to use engine brakes at all. We note neighbouring roads are proposed at 80km. | reduction but not our one which is a busy stretch of road and now a residential area. We appeal to the CDC to reduce the speed to improve the health, safety and wellbeing of the rate paying residents who live on this road. We would like to add that we have already been in touch with your roading manager, Forestry Enterprises and FMNZ to appeal to all trucks drivers however the problem continues |
| 7 | Allyson | Bird | | | |
| 8 | Ellen | Blake | | | I support safer speeds on all roads. |
| 9 | David | Blayney | | | |
| 11 | Craig Stef | Brazendale | The area between Gladstone Road and Tauweru Bridge (Gladstone School is along this stretch) This should be lowered to at least 70 or lower during school drop off/pick up times. | | The AA supports the CDC in its desire for safer roads, please find the attached document as to our submission. Regards Craig Bowyer Opposite our drive is Brooklands Road and when turning right out of it, it's extremely dangerous as you can not see traffic due to the brows in the road, like wise coming out of our driveway when traffic is going 100km, people pull out and pass us on the double yellow lines. Theres only a matter of time before there is an accident |

| | First name | Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| 12 | Michelle | Brown | I do not agree with lowering speeds and imposing multiple speeds, it is confusing for drivers. By that I mean there would be 30, 50,60, 80 and 100km that's 5 different limits rather than having 3 limits, 50, 70 & 100km | | Rate payers do not need this cost added to their rates either. |
| 13 | Zane | Buchanan | I don't think it's a good idea to change a speed limit on a road that people have been driving for years if you stay in your lane and keep to the road and not swerve and even let rookie pass you will be okay if you can't manage to do that you should not have a drivers license yes I am 17 but I can drive that road (Chester) with no troubles at all I do it a lot and it is not hard even nortflok road isn't hard to drive if you stay in your lane and pull over fully for other cars | None | Don't change it it's annoying to people who live out there there daily drive home from work went from 20 minutes to now 40 if you change the speed limits and people will speed on it anyway and there will be more crashes becuase someone will want to go 100 and someone else will follow the speed limit and go for 60 they will crash and there will be more deaths then there ever have been on the Chester and northfolk if you can't drive 100 don't drive at all and hand in your license |
| 14 | David | Buck | The 30 km permanent speed limit on Gladstone Road is unjustified. For the other roads, I have driven most of them, and in general, there is nothing on these roads incompatible with a 100 km/hr speed limit. Drivers should be trusted to adjust speed for local conditions, not beaten into submission by speed limits. | None whatsoever. | NZTA has a long history of lowering speed limits, removing passing lanes and generally trying to bring us back to the 1950s. Frankly, I no longer trust anything they say anymore. This is the 21st Century. Vehicles are safer and better than at any time previously, yet this organisation continually tries to slow us down when they SHOULD be trying to find ways to make movement faster and more efficient. |
| 15 | Louise | Burke | | | |
| 16 | Shelley | Burton | Nothing wrong with the current speed limits. Stop wasting money on unimportant things and concentrate on what we really need. Rates reduction for instants. | | |
| 17 | Sheila | Butler | | High Street South, south of Seddon Street | The speed limits are not adhered to at night and it would be reassuring to have speed monitored along High Street South. |
| 18 | Mark | Callaghan | | | |
| 19 | Bruce | Cameron | At 60 k an hour between Dixon St and Rutland Road it will still be extreemly dangerous with the heavy traffic volume and severe injury or worse is likley to happen. Therefore I would recommend 50 k an hour. | | |
| 20 | Alastair | Cameron | | I'd like the speed reduced in the stretch of Park Road between Dixon St and Rutland Rd from 100km to 50km (instead of the 60km as proposed). This is a residential area with a high volume of vehicle, pedestrian, and cycle traffic so should be treated like other residential areas from a safety perspective. Also, a 60km limit different from other residential areas risks confusing people causing them to drive faster than is safe. | I submitted and appeared in person during the first consultation in favour of reducing the speed limit on Park Road between Dixon St and Rutland Rd from 100km to 50km. Thank you for including a proposed speed reduction in this plan. As noted above, my only request is to reduce the speed to 50km in keeping with the residential nature of the area. |
| 21 | Catherine | | My preference is to see Park Rd have a 50km speed limit until Rutland Road to be consistent with the top end of Park Rd. Also, a lot of walkers use this route, so it would be safer for those walkers and home owners who live between Rutland High St. | | |
| 22 | Mackenzie | Carmichael | Ridiculous to put rural, safe roads at 60km per hour. Chester & Norfolk should stay at 100km per hour. These roads are safe, mainly accident free and are crucial for our rural communities & tradies to commute to jobs. These changes will significantly impact their travel. | | Waste of money! Keep as is! |
| 23 | Colin | Chang | | | |
| 24 | Laura | Chen | Speed limits for metal roads should be less than 60kmh, and less than 50kmh for the more narrow roads with low vision corners and hills. | | This submission is in support of a 50kmh speed limit for the north end of Perrys Road. We regularly take or children to visit their grandparents who live on that road. After a few attempts we have stopped taking the children for road walks to visit horses, coloured sheep, peking ducks and cattle grazing nearby. So many road users do not slow down, even when they see children and adults on the verge! We live in Wellington and would love for our children to enjoy country walks , maybe we could try again when drivers are restricted to a 50kmh limit. |
| 25 | Colin | Child | | | A very sensible approach to roads in our area. Many of these roads have very little margin for error on the sides and the unnecessary large vehicles need to drive more carefully at a lower speed. These are issues of safety and road maintenance. Excellent proposal. |
| 26 | Angela | Christie | | | |
| 20 | Aligeia | Ciristie | | <u> </u> | |

| | First name | Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| 27 | Justan | Clark | The unsealed section or Perry's road should be set at a 50kph max speed limit. The road is narrow and creates vast amounts of dust | | |
| 28 | Michael | Clark | I think the speed limit for most metal roads should be no more than 60kmh, the roads which have extra unsafe sections like blind corners etc should be set no more than 50kmh . | | I support a 50kmh speed limit for Perrys Road, north of East Taratahi Road. When staying at my parents place between contracts, I have to stay indoors on dry days with a bit of wind, as road traffic pushes dust over the house and land which seriously triggers my allergies. Even with no allergies, this is a problem for everyone who lives or visits on this road. The faster the traffic goes the more dust is made, which means I can't enjoy being outside when home. |
| 29 | Bruce | Clark | | Morten Rd hill why is there no yellow centre line for warning not to over take approaching the road decline. | |
| 30 | Colin (Nobby) | Clarke | Speed reduction in Norfolk Rd to 80KPH due to the high number of driveways on the road and occasional wandering live stock which town/city dwellers are not familiar with. | | |
| 31 | Lucy | Clearwater | | | These seem like sensible speed reductions, especially for those of us who live on the outskirts of Carterton. At the current speeds around our area we do not feel safe letting our children walk or cycle on the roads. |
| 32 | Marie-Terese | e Cleary | | | I support the proposed change to the speed limit on Norfolk Road. The road is narrow. It is very dark at night. There are many large construction and timber trucks that use the road each day. The decreased speed limit will keep all travelers safer. Thank you for your work on this. |
| 33 | Mel | Clement | | | |
| 34 | Len | Cooper | We need to educate drivers better to drive to the conditions Bring back LSZones | No | Nil |
| 35 | Tobias | Corlett | The statistics of crashes, fatalities and collisions with pedestrians do not meet a requirement to make changes. In the end it will only will succeed disgruntled road users that will not obey the rules. Cause more accidents and just the council money it does not need to use. | None | Leave the roads alone. The speeds are reasonable. Anyone with a license knows to drive to conditions and speed limits are not targets the road user has to meet. Spend the money somewhere else. |
| 36 | Philip | Cowgill | I do not support a blanket speed limit of 80km/h for unsealed roads. Each road should be assessed for safety, number of residents and characteristics of the road such as width, camber, blind spots etc | | I support a 50km/h speed limit for Perrys Road (north of East Taratahi Road). A 50km/h for this metal road makes sense for the safety of road users and for improved quality of life for the local residents and livestock- challenged by air thick with dust created by speeding non-resident traffic compounded by a prevailing wind. |
| 37 | Maryann | Cowgill | I do not agree with 80kmh road speed limits for unsealed roads -I believe this speed is too high and is unfair to anyone who lives on and travels those roads. In particular during hot dry summers combined with fast moving traffic which create unsafe amounts of airborne dust causing visibility, health and environmental issues. | Thank you for the opportunity to comment on the proposed reduction of the speed limit to 50kph on Perrys Road, north of East Taratahi Road. I am one of an increasing number of residents in this area who experience the challenges of living on an unsealed road. Perrys Road is narrow, unsealed, and characterized by poor visibility, particularly on tight corners and a blind hill. This combination creates an uncertain environment for all road users. A 50kph speed limit gives drivers more time to react to unexpected hazards or oncoming traffic. Too often along Perrys Road vehicles travel too fast, heightening the risk of accidents. The narrow width of the unsealed road leaves little room for error, a combination which creates a hazardous environment for all road users. In addition to the obvious safety risks, higher speeds also contribute significantly to the creation of airborne dust. The dust generated by vehicles settles over nearby properties, degrading air quality and impacting local ecosystems. Anyone walking or biking along Perrys Road does so at risk to their health and safety. Despite being asked or signaled to slow down, many non-resident road users seem indifferent to the effects of their speed, showing little regard for the safety and quality of life for those living on the road or for other road users. A 50kph limit will encourage more careful, considerate driving, particularly on a road that is not suited for higher speeds. I strongly urge Carterton District Council to put into effect the proposed 50 km/h speed limit along with strong signage, to improve safety and protect the well-being of all who use Perrys Road, as well as those who live nearby. | I am grateful to the coalition government for providing this opportunity to hopefully reduce the speed limit of Perrys Road to a much needed 50kmh. |
| 38 | Daniel | Craig | Disagree with all changes. Looks to be a blanket lowering of speed trough out the district when if driving to the conditions 100kph is an appropriate on rural roads | | fully disagree with all changes |
| 39 | Lania | Cribb | | | |

| | First name | Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| 40 | Michael | Day | I do not agree with reducing the speed limit. It will not solve bad driving. Make people take more in depth driving courses on completing their licence. | None | |
| 41 | Martina | Day | There has not been a huge increase in accidents to justify these changes. The changes are too complicated. The changes will add to speed tickets because it's 50, then 60, then 80. The 80 km speeds are far too slow for some roads eg: Chester and Norfolk. | | |
| 42 | Guusje | de Schot | Proposed changes I disagree with, and why: 1. Kokotau Road: I recommend that this roads speed stays at its current speed, J00km/hour. # I travel twice-weekly on this road to get to and from the south coast via Martinborough. I have driven on this road safely at its current speed for 57 years, so I know this road well. # This is a connector road between Carterton and Martinborough for workers, tradies, farmers, farm service and emergency vehicles. Traffic flows smoothly at the current speed of 100kmph. It is a long road, 7km. Reducing the roads speed means slowing the flow, increasing travel times for busy people trying to make a living, leading to frustration increasing risks to road users. # Driving this road at 80kmph would be like driving from Carterton to Greytown when the STL3 speed limit was 80kmph, frustrating as anything. I predict drivers who regularly use this road will continue to drive at 100kmph, making them liable for a \$120 ticket and 20 demerit points every time they are caught. Accumulating 100 demerit points in 2 years means their licence can be suspended for 3 months. We know this road can be safely driven at 100kmph, reducing its spee to 80kmph will penalize good people. # My question to CDC, to which I would appreciate an answer, is what problem exists, unkown to this ratepayer, which requires you to reduce this roads speed? 2. Hoeke Road: I recommend that this road stay at its current speed, 100kmph or at no less than 80kmph. # I travel this road frequently. I see it used by tradies, farmers, working professionals, parents taking children to school, agricultural service vehicles, all of whom have schedules to meet to get to work, do their work, provide or receive services and make money. # Reducing the roads speed to 50kmph has to be a joke. It will make it harder for workers to do their jobs. It will frustrate the hell out of them leading to resentment and disrespect towards CDC for having to reduce speed on a road they are capable of driving safely at its current speed. # Hooke Road is | | Comments: "The Rule" aims to create a safe and efficient transport system". In my opinion, the above CDC proposed speeds will reduce time and financial efficiency for drivers, and mandating those lower speeds proposed will increase personal safety risks to drivers including frustration, confusion, habit, speeding tickets. Travel time is money. National government tells us it's a cost to the economy to reduce speed on state highways hence their reversal of previous speed changes on those roads and even suggestions of increased speeds. All the examples I've discussed above are speed reductions, so has CDC estimated the cost of these reductions to our local Wairarapa and Carterton District economy? None of the people I've spoken to about this review this week, apart from family, are aware of CDC speed reduction proposals or this consultation process. I would love to know please, when the process is complete, what percentage of Carterton drivers submitted feedback on the 2025 Speed Review Consultation. Which gets me to wondering from where are the proposed speeds are coming down upon us – Local Government, National government or LTNZ policy writers? – because it doesn't seem to me they're coming from grassroots upwards, given my guess at the size of the consultation base. I spent a lot of time preparing comments for the first round of consultation on CDC and SWDC road speeds, as I'm sure both Councils did. I am disappointed that ratepayers money is being wasted on double consultation processes and double road signage changes when there are other pressing needs for our rates dollars. The number of signage changes indicated in the review document is astounding and has to be expensive — who is going to pay for that? I believe safe competent experienced and confident drivers like myself, who have driven at the current speeds for decades without accidents because we drive defensively and adaptively to road conditions and traffic, are the best indicators that drivers create safety on the roads, not signs. |

| First | t name Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| | | 5. Lincoln Road, from Victoria Street to Dalefield Road, then Dalefield Road from Lincoln to SH2: I recommend that this road speed stay at its current speed, 70kmph. # I drive this road several times daily, for 3 purposes: to get to Brooklyn Rd to get to my family's home on High St South; to get to the Dump; and to get to Greytown. I have driven this road safely and competently for 57 Years. # SH2 road speed is 50kmph. Its heavy on traffic, maximum residential, poor visibility due to heavy traffic and cars parked both sides. # Using Lincoln Road to get to SH2 via Dalefield Rd is a really good alternative for me living in Taverner St to joining SH2 at the Belvedere roundabout and driving its length through town. The Lincoln/Dalefield Road route is light on traffic, has minimal residential, is straight roads with good visibility. Keeping it at 70kmph keeps drivers like me off the SH2 thereby reducing congestion. # Why on earth would CDC make Lincoln/Dalefield route speed the same as SH2? It has a much lighter road use, reducing its speed to the same as SH2 makes no sense to this frequent road using driver. | | |
| | | 6. Belvedere Rd, between Lincoln Road and the bridge (currently 70 proposed 50); the bridge and Mannings Road (currently 100 proposed 80): I recommend that this road stays at its current speed limits. # I drive this road daily to access Fensham Reserve or Hoeke Rd. I also cycle on this road to fensham Reserve. # In my experience I and fellow drivers are quite capable of adjusting our driving speeds, and do in fact adjust our driving speeds, to accommodate the cyclists, walkers, dog walkers at Sparks Park, we come across between Lincoln Road and Mannings Road and beyond. 7. Dalefield Road, between Lincoln Road and the road end: I recommend that this road speed stays at its current speed, 100kmph. # I used to be a regular user of this road as my work took me frequently to Dalefield School, so I know this road. I've also used it to take overseas visitors to Mt Dick. # This is a straight long road, 7.36km from Lincoln Road to the roads end at Kaipatangata. It travels in a straight line for 4.61km before its first bend. It has minimal residential, good visibility. # It carries students and families going to school, commercial users like farmers and freight and milk tankers, and rural people travelling to and from work and services. # School traffic and drivers travelling through the Dalefield/Thomas Road intersection will be protected by the 30kmph school speed limit. # It's neither a Priority 1 or 2 road according to the CDC plan so why its speed being reduced? 8. Waiohine Gorge Road. I recommend that this road stays at its current speed, 100kmph. # I occasionally use this road to take overseas visitors to Waiohine Gorge. # The sealed section at the start of the road from the Carterton end connects to several similar roads (Jervois, Moffats, Dalefields Roads, Watersons Line, Dalefield Roads) with speeds of 100kmph. # In my experience I and fellow drivers are quite capable of adjusting our driving speed to road and weather conditions. | | |
| 43 Pete | er De Schot | all | | I travel hoeke road four times daily for last 35 years road has improved considerably widthwise in this time 50km is too restrictive. I frequently travel Brooklyn, Chester, Haringa, Norfolk roads. I view speed limits on these roads ok as they stand and as they have stood in my lifetime in carterton. Please dont implement these beauracratic speed restrictions. They will lead to driver frustration increasing chances of accidents. And the expence will eventually be paid by the people and quite frankly that annoys me |
| 44 Mar | De Schot | | | I travel on many of these roads often, safely at their current 100km per hour speed limits. Common sense guides drivers to drive to the conditions. Lowering speed limits increases driver frustration and likelihood of accidents. I believe that changes will be a huge ratepayers expense and also negatively impact on trade, businesses and the personal lifestyle of people familiar to and using these roads everyday. |
| 45 Mal | ien De Vries | I disagree with all the proposed changes. We don't need to spend all ratepayers money lessen the speed, we need to use those funds to improve our roads! | None | |

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| 46 | Nicholas | Dench | | Norfolk Road from SH2 to Chester Road intersection. I believe the proposed 60 km/h stretch of Norfolk Road should be extended to Chester Road for the following reasons: 1. Norfolk Road from David Lowes Lane to Chester Road services a large and growing number of lifestyle blocks, each with its own driveway. Turning into these driveways can be quite problematic with cars and large trucks and trailer units travelling at 100km/h following close behind. Many of these driveways are hidden behind bushes, and large trees throw deep shadows across the road, rendering them impossible to see against the afternoon sun. 2. The road is quite narrow, not well marked, with little or no shoulder and deep ditches either side. The edges of the road have no white lines, there is no street lighting, reflectors are few and far between. 3. The road is extensively used by heavy vehicles. Truck and trailer units are involved in quarrying opposite Mangahau Road and these trucks travel in both directions at full speed approximately every 2 - 5 minutes. In addition there are many farm vehicles travelling at slow speed which are unable to allow traffic to pass through lack of adequate shoulder. 4. The surface of the road is uneven and not conducive to safe driving at speed. Potholes regularly appear at the edge of the tarseal and sometime require drivers to move over the centre line to ensure they are missed. 5. The road is heavily lined by large pine and macrocarpa trees and power poles. 6. The road is regularly used as an emergency route when SH2 is blocked by vehicles tangled up in the wire barrier. Streams of delayed and frustrated motorists power down the road treating it like a State Highway. 7. The road is the main access to Tararua Forest Park and as such heavily used by cyclists and tourists. Cyclists in particular are vulnerable to the heavy traffic travelling at speed. | |
| 47 | Aaron | Deo | | | This would be a great change to stop roads from deteriorating so quickly and keep users safer |
| 48 | Helen Elizabe | Dew | | | Generally, I would like speed limits reduced, as lower speeds limit inury and death due to road accidents. Also, lower speeds use fuel more efficiently and limit GHG emissions. |
| 49 | Cameron | Dittmer | Because there is no need to be doing this. It's an absolute waste of time, money and energy. | Holloway Road because that's where time goes by slowly. | I don't believe this to be of any benefit despite however which way you would like to sell it. Our small town has much more important issues that need to be addressed. Let's invest time, money and energy into those. Not hang over actions from the last central governments decisions. |
| 50 | Gordon | Dragovich | This appears to be an arbitrary reduction to 80kph in opposition to the removal of this raised by the 2024 act. I do not see this resulting in any change in incidents or accidents | | |
| 51 | Noel | Duckworth | | | I live within the 100m region from the crossing of the east side and observe excessive speed relative to the visible distance over the crossing. The road is used as access from Lincoln Rd to High St more frequently now speed limits and raised pedestrian crossing near junction of Brooklyn Rd and High St. Many vehicles, accelerate over the rail crossing and cannot see any other users ahead. The road is very barrow especially on the eastern side of the crossing dropping away to the edge of the carriage leaving no room to swerve. |
| 52 | Svetlana | Dumanovska | 60 in a zone that is rural seems ridiculous. No issues are had on the road so what is the justification for change. | None | |
| 53 | Jane | Duncan | | We live n Nicholson Road just off Chester Road and would be grateful if speed limit was reduced. It's a busy road. Can the Clareville area be taken back down to 80 kmph. We know this is a state highway but 100 kmph there is just too fast. Can we have a road sign to Nicholson Road? | |
| 54 | Elizabeth | Dye | | | |

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| 55 | Stuart | Edwards | I am very supportive of the overall direction of the speed management plan. I would like to see it go further in some areas, in particular on the road network to the West of Carterton where roads are narrow, there is a higher volume of equine, pedestrian , bicycle and farm vehicle traffic. I would like to see these roads reduced, over time to 60km/hour as they do not act as arterial routes to other towns/destinations. Our region is uniquely placed allowing a simple and understandable east/west divide with SH2 as a boundary. I question the decision to set baseline safe and appropriate speed on gravel roads as 80km/hour. The surface is clearly more difficult to navigate safely, stopping distances are greater, sightlines and respiratory safety of other road users are often obscured/increased due to dust and windy backcountry contours. There is often an increased likelihood of livestock and farm traffic on gravel roads. I understand these hazards and associated risk may be somewhat offset by lower traffic volumes somewhat offset by lower traffic volumes, however submit the baseline could be lowered with 80km/hour reserved for those roads which are assessed as lower risk considering the factors noted above. I note an exception in the current plan is Hoeke Road which is proposed to have a speed limit of 50km/hr. I don't disagree with this lower limit however can't see any distinguishing features that would make it an outlier compared to Arcu or Hodder Road for example. | N/A | Well done CDC on brave steps towards a safer region. |
| 56 | Alison | Elcock | All rural roads drivers will ignore the speed limit, but also take too long at lower speeds to get anywhere | None | 60km is rediculously slow speed |
| 57 | Chris | Engel | Watersons Line 250mts from Dalefield Road, This road already has a controlled intersection that has worked effectively all of these years. Gladstone Road 2.8kms northe of Te Whiti road and 3.6kms north of Te Whiti Road. I don't understand why this road has to needs to have a 30kms restriction. | | |
| 58 | Richard & Ra | Epplett | If it ain't broke don't fix it. If there have been no problems on these roads don't slow them up just for the sake of it. | | Give me a reason to warrant the changes. |
| 59 | Liz | Fenwick | I strongly support the reduction of speed past Sparks Park from 70km/hr to 50km/hr. It is such a busy area and 70 is dangerous. However, I think reducing the speed to 50km/hr all the way to the bridge is too far. People will not stick to that speed and it is unnecessarily slow for that road. I suggest that where the current 100km/hour sign is before the bridge becomes the point at which it is 80Km/hr all the way to Mannings Road. | | |
| 60 | Julie | Fisher | Oppose 60km on norfolk and chester roads. We believe they should remain an open speed limit with advice to "drive to the road conditions". Such a dramatic reduction from 100km to 60km is unneccesary and would only cause frustration to motorists. | | |
| 61 | Louise | Fisher | | | |
| | Shane | Flitcroft | | | |
| 63 | Michael Joanna | Freeman | You have been told repeatedly by the public that we DO NOT WANT speed limits changed yet you keep pushing this agenda even after the limits imposed by the last Government were reversed! | | Why don't you spend your budget on proper road seal and even surfaces or lighting/cats eyes to make driving safer instead of forcing your incessant nanny state propaganda onto tax paying residents? |
| 65 | Indigo | Freya | The worry I have is that all of these proposed changes will come at some expense for new road signage. Where is this cost going to be covered from?? | No roads proposed to be added | Get rid of the mentality of speeding (raceway still instills the mentality of skidding/racing/speeding). Crack down on this behaviour would help. |
| 66 | Terence | Friedrichs | | | |
| 67 | Debbie | Fryer | | Marshall Road is a gravel road that has many people drive very fast on. It is a narrow road and you have to pull right over when there is an oncoming vehicle. Drivers that are inexperienced on a gravel road can easily get into trouble. I feel that 100km limit is not safe on Marshall Road. | |
| | Richard | Futter | The area in question has a railway line with big hump so speeds are not that great you are fixing a non exsistant problem. | | Please stop adding costs to council running which in the end all rate payers have to pay! Good luck! |
| 69 70 | Ann Vere Alex | Gandar Gibb | | Consideration should be given setting the speed limit to 70kph on All non arterial rural roads. Most of these roads have a high usage of agricultural vehicles and machinery. Often pulling on to comparatively narrow carriage ways from farm gates and paddocks. In addition frequent stock movements add to the dangers. 100kph is way too fast and dangerous for most of these roads | 100kph may be acceptable on the numbered state highway network. However the quality and safety features of the majority rural roads does not support that speed. |
| 71 | Laura | Gillespie | | | |

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| 72 | Warren | Goodin | The current speed limits are fine most drivers drive to the conditions of the road and the weather. Changing limits is an absolute waste of rate payers money and council workers time. | | Stop wasting rate payers money on unnecessary time wasting rubbish |
| 73 | Brigitte | Grabowski | I strongly oppose the proposal to enact a speed limit of 80km/h on nearly all rural roads within the Carterton District Council area. This approach does not address the root causes of accidents. Instead better road maintenance and improved driver training should be prioritized. In New Zealand, speed is often viewed as the sole factor in accidents, while other critical aspects such as following distance, poorly maintained roads, and inadequate driver training are overlooked. The general speed limit on New Zealand roads is 100km/h, and sealed roads should be maintained to this standard. Implementing a lower speed limit would not only be ineffective but also inconvenient for local residents. Many roads are already frequently closed for bicycle races, causing disruptions for local ratepayers. Introducing a speed limit of 80km/h on nearly all rural roads would further inconvenience residents by increasing travel times or forcing them onto State Highway 2 (SH2). The modifications to SH2 have already created issues, allowing a single slow driver to impede traffic flow and causing ambulances and fire engines to travel an additional 3-4km to reach their destinations. Additionally, with a speed limit of 80km/h, overtaking farm equipment will take longer and therefore become more dangerous. This could lead to an increase in risky overtaking maneuvers, potentially causing more accidents. I agree with the proposal to implement a speed limit of 30km/h around schools. However, this limit should only be applied during times when children are present, specifically from Monday to Friday (excluding school holidays) between 08:00 and 09:00 and between 14:40 and 15:30. Applying this limit year-round is unnecessary and could lead to unnecessary delays for drivers with out adding any safety benefits. | | In conclusion, while the intention behind the proposed speed management plan is to enhance road safety, the speed limit of 80km/h on nearly all rural roads within the Carterton District Council area is not the most effective solution. A more comprehensive approach that includes better road maintenance, improved driver training, and consideration of other critical factors would be more beneficial. It is essential to address the root causes of accidents rather than implementing measures that may lead to further inconvenience and potential safety hazards for local residents. |
| 74 ! | Stephanie | Graham | On country roads when there is farmers travelling between farms at 4 am there is no need to be going 80 when no other people are around. The roads are completely fine at 100 and 70 as they are if you need to go slower pull over at let the faster people go because they have places to be! I think it's a bit silly to lower the speed on country roads where there are on average 10 cars an hour! | | |
| 75 | Lesley | Gray | I fail to see why 60kms per hour is proposed for Chester Road (or at least the part after the Golf Club heading North). Adjoining roads are either proposed to be 80 (Mangaterere Valley Road/Mt Holdsworth Road/Tea Creek Road - which in my opinion are much more minor road/narrower in parts than Chester Road; and Norfolk Road), or are not mentioned which means they are not proposed to be reduced from 100kms/hr? (Wiltons Road). I think Chester Road, beyond the golf course should remain at 100kms/hr or 80kms/hr (but only if all adjoining roads were the same) and definitely NOT reduced to 60kms/hr. | | Chester Road should not be reduced to 60km/hr when adjoining roads (some of lesser width/safety etc) are proposed at 80km/hr. |
| 76 . | Jill | Greathead | I support Perrys Road being changed 50km due to mayor dust issues, narrow road and a blind corner. | | |
| 77 | Donald | Griffin | It is not clear to me how much of Norfolk Road will be subject to a limit of 60kph but in my view the whole of the road needs to have a limit of not more than 70kmh. | | Norfolk Road is now a very busy road and certainly not constructed to carry the volume of traffic moving ay 100kmh. It is very dangerous |
| 78 | Christine | Griffiths | I do not support a blanket speed limit of 80km/hr on metal roads because I believe this unsafe. It does not take into consideration the safety & context of each road . | | I support a 50km/hr speed limit for Perry's Road north of East Taratahi Road due to the multiple unsafe characteristics of the road itself. Also, I don't want my car to get chipped while visiting friends in this area. |
| 79 . | Juliet and Ma | aGuerrero | | Perrys Rd has been assigned the same speed limit as Hughes Line, yet there is a significant difference in the condition & quality of the 2 roads. Perrys is gravel, narrow, with blind spots and several sharp bends (plus intermittent potholes) It requires caution when driving. Under the current speed limit it's not a road we feel confident to walk our dog. There is frequent stock movement (herds of cattle) from neighbouring paddocks, milk tankers and heavy farm machinery. Likewise stock grazing close to fence lines, farm dogs & a number of domestic animals living in the area. With a number of houses set back down driveways we need to be really cautious when coming out onto the road, particularly on the current speed limit. We propose a 50km speed limit given these conditions. Additional notes below | * In the 5 years we have been living in Perrys Rd we have had 2 cars go through our fenceline, as a result of speed on gravel. Its horrifying to witness and to hear. In both instances the Police were called and insurances claims made. Fortunately nobody was injured but in both cases cars required towing with significant damage. Not to mention our totora fences, plantings, and power poles. The latest was 5 months ago, the previous a year earlier. It left me traumitised to be honest, and we are incredibly conscious of the speed that cars go on a daily basis up our road. The limit needs to be lowered before someone is injured. Living on the corner of Perrys and Cornwall Rd we see vehicles taking that corner sharply and at speed. Its an acceleration point before hitting the gravel. Should you require any additional info on these car crashes please let us know. Thank you |

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| 80 | Scott | Hadley | | | |
| 81 | Braddick | Hall | All of the rural speed limit reductions, there is no evidence of these roads being dangerous and a sweeping reduction is over the top | | A lot of the roads included are narrow and gravel and it's impossible to get to 100kmh so just leave it at 100kmh and let common sense prevail and save the council a lot of money |
| 82 | lain | Hamilton | Perrys Road is stated as 80km/hr. This is the same speed as the adjacent Hughes line. There is a vast difference in roading quality and design between these two roads and I believe Perrys Road should be no more than 60km/hr. It is narrow, gravel, has significant bends in the road, set back driveways, rural vehicle (milk tanker and tractor) movements as well as stock movements. | | I also note it was left off if the map amendments in the proposed plan. |
| 83 | Kendyll | Hammond | | | |
| 84 | John | Harmsen | All roads with an existing 100kph where an 80kph limit is proposed. There is little evidence to suggest the current speed settings have had an impact on safety as these roads in and of themselves are low volume. A 20 kph reduction will have little effect on the miscreants who use roads and ignore speed limits. The cost of implementing change is a further unnecessary cost on ratepayers. | | Changes proposed are likely to further confuse road users and deliver no benefit to local ratepayers |
| 85 | Stuart | Harvey | Changes to sealed main thoroughfares - Gladstone Road, Morton Rd, Park Rd etc are unnecessary. They are well formed, predominantly straight, with good visibility along the path of of travel. | Nil | I do support the lowering of the speed on gravel surfaced roads to 80. |
| 86 | Angela | Harvey | | | I live on Lincoln Road around 59/60 Lincoln road just before the 70 km sign. I'm very annoyed and angry at the amount of cars speeding down Lincoln road. I have seen cars speeding over 90 km a hour with not a care in the world about other people, or other peoples pets. When turning left into my driveway just before the 70 km sign, cars are right up my bottom and inpatient. I really hope Lincoln road is 50 km all the way down. |
| 87 | Leo | Hendrikse | Some proposed changes make a little bit of sense, but most seem to be of very little consequence. The cost benefit analyses all seem to assume that the 'increased safety aspect' outweighs any costs involved. That's nice and fluffy whilst our ratepayer money is being spent on what seems to be a rather futile exercise. Yes, I get annoyed with speeding or irresponsible drivers on Hughes Line (and other places), but changing the speed limit is not going to change that. | | Don't do it. |
| 88 | Elaine | Herve | I am unsure if all the 100 to 80km changes are needed in straight sections e.g. around Glandstone Waihakeke Road | | Thank you for the proposed changes on Belvedere |
| 89 | Alan | Heward | The blanket change of rural roads from 100kms to 80 kms. I also note that all unsealed roads drop down to 80kms, which is apparently 'safe'. Yet a properly sealed rural road is suddenly no longer safe at 100 kms and also has to be 80kms. This is unjustifiable. The traffic data supplied doesn't support the blanket speed changes. This is lazy traffic management, giving no thought to the impact the speed changes would have on rural residents. Given the volume of traffic coming down Para road on to Carters line, I also note no proposal to make any helpful safety changes at the Parkvale hall junction. Your solution is to just lower speed limits instead of making actual safety changes. | | |
| | Martin | Higgins | | | |
| 91 | Jill - | Higgins | | | |
| | Peter | Hill | | | I support the proposed changes, which will make our District's narrow carriageways safer. On most of our rural roads, 80km/h is about the speed that I drive them now. |
| 93 | Chris | Hollis | Reductions proposed for Lincoln Rd and Dalefield Rd are unnecessary. | To discourage use of Norfolk Rd and Chester Rds as alternate routes to main highway, reduce bother roads to 80 km. Noting too, that increasing number of residents on these roads. | |
| 94 | Laura | Huddle | Nearly all of them, what a colossal waste of money and time. Hodders road has only 3 properties on, after the railway is the only chance to up your speed and absolutely nobody even goes 80km let alone 100. Norfolk and Chester roads have a proposal of 60km, I'd like to know the reasoning as well as the crash/ incident/ accident reports for the past 3 years from these locations. | | Weve just spent how much money doing the highway speed changes just to change it back, how much money did NZTA waste on that just for it to go back to 100?? |
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| 95 | Phoebe | Hunter | Norfolk Rd, Chester Rd, Carter's Line, Park Rd and so many others, I disagree because what would changing the speed limit do? It doesn't minimize any crash rates in my opinion it will cause more, having people more distracted by phones and other technology in there vehicles. There is also more risk of people falling asleep at the wheel having to go so slow to get home etc. Reducing speed limits you may think reduces crash rates but if you look back to when they changed the speed limit to 80ks on the carterton straight to Masterton there was more crashes in that time frame then when it was 100ks (especially after they added the barricade) | Nope | |
| 96 | Diego | Hurwitz | I do disagree with speed changes on Lincoln Road mainly. | | |
| 97 | Bill | Hutchings | Disagree with all the changes on tar sealed roads. I have driven these roads for 45 years working & there is no problem with 100 km. Any changes should be at request of the locals. The reduced speed limit on gravel roads is OK but the cost of signage would be more than any benefits as people reduce speed anyway. | None. | What is the problem trying to be solved? 99.9 % of drivers use their brain & drive to the conditions. This is part of the failed & rejected NZTA plan to reduce all speed limits on state highways & needs rejecting also. Have any of the road users like tradies ,stock agents or truckies been consulted or has this been done by people sitting in an office? Do not try to solve problems that do not exist. Any speed changes should be made only after locals petition for it. |
| 98 | Ken | Isaac | The speed limit on Te Whiti Rd., Tauweru Bridge to Gladstone Rd., proposed to be a speed limit of 80kph (down from 100) The 80kph should be lowered to (at least) 70 through Gladstone and even lower during school hours. The benchmark (of 30kph) as proposed for the local Marae when in use could well apply in the vicinity of the school at critical times of the day. 1. These are because of safety concerns for residents and for children and their parents, especially as school-children are dropped off or picked up from school. 2. Children walking to and from school need to feel safe, and residents should be able to walk in their village without fear of accident caused by speed. 3. Te Whiti Rd is a busy road, weekdays with commuters and trucks, weekends with (especially) fast motorcycles and sightseeing traffic. 4. We have seen how the volume of traffic increases hugely when SH1 is restricted or closed, and speed control will assist in keeping Te Whiti Rd safe. 5. Traffic entering the main Masterton-Martinborough road from Brooklands Rd. and other side roads serving the school and community, presently have to be extremely careful as the visibility is limited. Brooklands Rd. intersection is in a dip which reduces vision, and the drop off road (Fitzherbert Rd.) by the school has very poor visibility to the south, and the traffic moves fast. 6. With increasing numbers of recreational cyclists, as well as weekend and evening peletons of serious cyclists, anything that can be done to increase their safety is valid. NB. Our RD letterbox is on Te Whiti Rd., although our physical address is on Brooklands Rd, close to the intersection with Te Whiti. Crossing the main road to the mailbox or converse with locals can be perilous and requires real care because of speed. | | Thank you for the opportunity to have some input into the changes proposed. I am happy to be contacted for any clarification as needed. Ngā mihi nui. Ken Isaac |
| 99 | Nick | James | | | All rural roads, with only a few exceptions should be 80ks max. |
| 100 | Joanne | Jaquiery | I am not in favour of the proposed speed limit reduction from 100 km/h to 60 km/h on Moreton Road and Rutland Road. The speed environment in this area is not representative of a peri-urban road, which is defined as a rural residential area where the predominant adjacent land use is residential—typically at a lower density than in urban residential areas. In this case, there are very few residential properties—certainly not enough for the area to be defined as peri-urban. The surrounding land use is predominantly rural in nature. I support a speed reduction, but it should align with the Speed Management Rule for rural roads—specifically, a reduction from 100 km/h to 80 km/h. This change is more likely to be adhered to by residents and other motorists, while still providing a safety improvement around the intersection. In my opinion, lowering the speed limit further to 60 km/h is inconsistent with the intent of the Speed Management Rule. | | The available information does not justify the proposed 40 km/h speed reduction on Moreton Road and Rutland Road, and no supporting business case has been provided. As a first step, the proposal appears inconsistent with the One Network Framework, which would classify these roads as rural rather than peri-urban. |
| 101 | Mark | Jerling | I do not support any speed changes on any roads. | n/a | This is an unnecessary cost to ratepayers. |
| 102 | Nancy | Keating | | 165 Hoeke Road | It would help greatly if the speed limit was reduced as we live on an unmade road. When it is dry our house and garden are covered in dust from the road. Which stay in the air for sometime which has been found to be very unhealthy to breath in. |

| | First name | Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| 103 | John | Keating | | | Wholeheartedly support the proposed changes on Hoeke Rd and Belvedere Rd. In particular the reduction in speed on Hoeke Rd will reduce choking summer dust. |
| 104 | Selapia | Kele | Not bothered | | |
| 105 | Georgina | Kemp | | | I live at 153 Chester Rd, Wellington, Carterton 5791, on the corner. The road is so dangerous, people and kids on bikes are at risk, we lost 3 cats in 2 years to people speeding, and have had countless near misses just trying to exit our driveway. It is not safe for us to ride our horses or bikes on the road and people treat it like a racetrack. It needs to stop before someone is killed. |
| 106 | Rebecca | Kent | I disagree with a lot of them. We don't have the resources to police this, and maybe the better approach would be to reassess people's driving abilities rather than enacting restrictions on the entire community. I have driven for 30 years on rural roads, at 100km/hr, and I have never crashed, nor have I ever witnessed a crash. My main concern is my road, Chester Road. I live in the proposed speed restriction zone and I strongly feel that 60km is too slow. I am not against reducing the speed here - I agree a reduction is needed on this section only. However, 60km on a sealed road, of decent width and condition, is a step too far. I believe it should be 75 - 80 km/hr. | n/a | People need to be responsible for themselves. I would very much like to think that my hard earned taxes are not going towards protecting those that are bad drivers. There are plenty more needy projects to spend my money on. |
| 107 | Georgina | Kilmister | All of the rural roads going from 100km to 80km - the government tried this and had so much pushback because it was just stupid so why go and try it yourself. I agree some people should be going 80km but overall 100km speed limit is what has been assessed by the government as best and would be a major downfall of this region to change to 80km. | | I fully support Lincoln Rd, Dalefield school area being dropped to lower limits but the rest is ridiculous |
| | Rachael | Knight | | | |
| 109 | Alan | Koziarski | | | |
| 110 | David | Lammas | Its just a little hard to believe that you / we are once again in consultation over local speed limits. What would have assisted the public (us) is information on the dates for serious and fatal m/v crashes, in these location, along with traffic infringment data for "black spots" where speed was detected (official Police data) | That the current speed limits remain the same, except for "black spots" as identified through serious injury and / or death motor vehicle crashes (official data) | Nil |
| 111 | Rob | Leece | Dalefield road 75m northwest of Lincoln to roads end, this is a flat straight two lane highway with excellent visibility and in my view requires no speed limit reduction until 150m east of Arcus road Thomas road 250m Northeast of Dalefield road this section of road passes the School and should be variable between pickup and drop-off times. | | Build footpaths and bridal/cycleways to better accommodate recreational road users and mitigate risk through separation |
| 112 | Geoff | Lindsay | of the gorge, by the Kourarau dam, be changed to 70 kmph rather than the councils proposed 80 kmph. From our recent discussions with members of Carterton District Council, it has come to light, that only speeds of 70 kmph and under, can result with enforcement, that isn't purely at the discretion of the driver. eg Engine Breaking. | the roads deteriorating much sooner than expected (putting a greater burden on rural rate payers), but also excess noise pollution from engine breaking, safety for issues with for walkers, cyclists and other road users. | forest, we are now facing these issues I mentioned, with little or no thought being given to people that live along and use these roads. |
| 113 | Kahurangi | Lloyd | All of them as you can't change people's behaviours with speed restrictions. Those that would obey aren't the at risk drivers | | While it seems practical I noticed that the 80 km road change on the main highway made no difference to crazy drivers. They just ignored it and got up your backside regardless and still made dangerous manoeuvres regardless |
| 114 | Nigel | Lucie-Smith | I oppose the blanket reduction in the speed limit on rural roads that is proposed. Traffic volumes do not warrant speed reductions. You would be better to focus on ensuring drivers have appropriate skill levels. | | |

| F | irst name | Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| 115 S | Sharon | Macarthur | I am writing to express my strong support for the proposed 50 km/h speed limit on Perrys Road. Given the road's narrow, unsealed surface and limited visibility, a 50 km/h limit is not only appropriate but essential for ensuring the safety of all road users. The current speed of vehicles, particularly utes and trucks, poses significant safety risks. Excessive speed exacerbates dust creation, further impairing visibility and increasing the likelihood of accidents. This is a particular concern when visiting friends on Perrys Road, where the combination of dust and speed creates hazardous conditions. Implementing a 50 km/h speed limit would send a clear message that the safety of residents and visitors is a priority. It would also align with the broader goals of the Carterton District Council's Speed Management Plan, which aims to enhance road safety across the district. I urge the Council to consider the safety implications and implement the proposed speed limit on Perrys Road as soon as possible. | | I also strongly support the 50 km/h on Lincoln Road. This needs to be 50k through town, there are railway tracks, heavy trucks (maybe only because of the rail improvements at this time) many new homes being built and relocatable homes being moved on. Some of the new homes are close to the road and having the speed limit higher that 50k could endanger residents (especially children and pets) significantly |
| 116 L | esley | Macgibbon | | | It is brilliant that the CDC is lowering speed limits on local roads. It will be safer for cyclists and walkers |
| 117 L | eanne | Mackie | | THOMAS ROAD - limit should be reduced for whole road - Dalefield school is at the end of Thomas Road - there is often children riding their bikes which is not safe if the current speed limit of 100km remains. We have had numerous occasions of having to signal to drivers to slow down as ahead children are ahead on their bikes. Thomas Road is a narrow Road with no centre line. Many leisure cyclists use Thomas Road daily and cars going 100km is a risk to them. The Council has allowed Thomas Road to be subdivided but not considered that the speed limit should be reduced - 100km often makes it hazardous when entering and exiting properties. | When the last consultation was undertaken I advised I was keen to speak to someone. Someone called but I got the impression it was just a courtesy call and my concerns for residents, school children, leisure cyclists and especially the width of road were not taken seriously. There appears to be wider roads, without close proximity of a school that are having speed limits reduced which I feel makes not reducing the speed limit on Thomas Road an ill-informed decision. |
| 118 E | Elspeth | Maclean | | The speed limit on Admiral Road should be reduced to 80 or less. The road is narrow in many places and is used by a lot of stock and log trucks. | |
| 119 (| Glenn | Malcolm | No crash data to support the need there are localised zones of influence that do need changes I agree there. Reducing the speed in absence of need will promote a perception of excessive speed requiring policing. I would hope that the individuals putting forward the proposals have physically driven these roads understand the true cost to community of this bullshit investigation and costs associated weather it be funded through rates or taxes. Carterton residence are affected by this poor behavior of CDC management and use of consultancy to support an an unnecessary direction. Fix the bloody roads don't change the limits to support the poor performance of council staff. | The removal of roads from proposal include all rural roads that are outside the town boundary including gravel road. I certainly agree with areas experiencing growth/ urbanization. The wider rural zones and critical link roads need to be left alone, CDC staff need to manage the contractors do the bloody job your paid to do or piss off. | There is no apatite from the community to support this direction as a complete package. Can you justify your actions and the applied funding to support this approach and the unintended consequence, or is the arrogance that supports a ludacris idea actually going to gain traction. |
| 120 L | _ynn | Mallinder | If drivers can't drive safely with the 100 km speed limit they need to forfeit their licence. I am sick of been stuck behind a driver that is unaware of the speed limit and drive between 60- 70 km. It happens today in the 100km area this creates chaos | | Stop wasting our rates on these pointless submissions. Concentrate on your core job which is your serve the ratepayers |
| 121 (| Gillian | Mangin | | N/A | On many or more likely most of the proposed 80kmph roads it is very unsafe to drive faster. Slower speeds will reduce the impacts of driver errors of judgement. Slowing down also reduces fuel consumption, which is a positive environmental benefit |
| 122 J | ason | Markham | | | Seems considered and balanced. Long existing 50km zone on Moreton Road is dumb- good to see it will be more realistic. |
| 123 J | lohn | Mason | | | |
| 124 S | Scott | Matthews | Rural speed limits should not be dropped and id challenge in the current economic environment why the Council is wasting rate payers funds reviewing these. | | Police do not enforce the current limits on rural roads and regardless of the speed limit all most all are to fast when passing stock or horse. Driver education is far better placed to resolve this. |
| 125 1 | Moira | McCallum | | | |

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| 126 | Rochelle | Mccarty | Absolute waste of tax payers money making these changes. Consultation, submissions, hearings, new signage, road markings all spending we do not need as our rates are absolutely astronomical If people cannot drive on rural roads they should not be driving Norfolk road leave as is no speed change. It's a rural road and it needs to be left at 100kms We have already been through this and people where against it Lincoln road is a by pass road where if traffic is busy through town you have an alternative route. Leave at 70km it's a rural back road so if your trying to by pass town then it's a good option at 70km Belverdere both speed limit changes should stay it's a rural road Hodder's road 3 houses down that road absolute waste of money East taratahi leave at 100 good road no need to change Chester road rural road from 100kms to 60 is not needed | | I think this is just a waste of our rates spending council should be trying to cut back spending we have highest rates in country There is no need to have wasteful spending |
| 127 | Joy | McDowall | | N/A | Thank you for all of the work that has been done on this proposal. |
| 128 | Emma | McGregor | All of them. When we submitted last time, a massive cornerstone of your justification was to keep consistency with the speed limit along SH2. Now that has gone back to 100, there is no reason to implement a reduction in speed limits on our Rural roads. Maintain the blimen roads instead of spending time and \$\$ on this. | | Ahiaruhe Settlement Road is an absolute prime example of the failure of you guys as a council. The state of our road is appalling and I've been lodging service requests about it since at least 2021. Focus on fixing our roads up before wasting \$\$ on this senseless stuff. Rural people are busy people, we need to get our kids to sports etc as efficiently as possible in amongst running our businesses. Reducing the speed limit puts more pressure on, that we quite frankly don't need. We are busting our asses already to try and be able to pay the exorbitant rates that you set for us Rural residents. Just leave the speed alone, and focus on delivering what you should be. |
| 129 | Duncan | McGregor | Do not change the rural sealed roads. Variable outside Gladstone school is good. There is no need to reduce Gladstone or Te Whiti roads, roads are not dangerous. The Marae has good traffic management in place now if a function is happening there. No crashes on Kokotau road, is straight and of good quality. To many different speed limits creates confusion. The rationale for changing limits originally was for consistency with SH2, that is 100km again, therefore sealed rural roads should maintain the status quo. | | Focus on road quality, our Ahiaruhe Settlement Road has had huge potholes for the last four years council has failed to do anything about despite being well aware. Productivity is important for the local economy, reducing everything to the lowest common denominator is not the way forward. |
| 130 | Elizabeth | McGruddy | Perrys Road is a narrow unsealed road with more than one blind spot. I regularly visit this road and 80km is far too fast for the conditions. The speed limit should be 50km. | | |
| 131 | David | Mckay | Te Whiti road should only change to 80 from just south of the school also don't understand why millars road is included | maybe just a slower speed past gladstone school | most of the changes won't make much difference because they aren't capable of been driven at 100 km/h especially the ones to the east of the district ie admiral and te wharau roads finally all it will prove is a money making venture for the police and the cost of replacing all the road signs |
| 132 | Stuart | МсКау | | I am writing in support of the suggested reductions in speed for Belvedere Road. I am a resident in the area and have seen many close accidents. The area is utilised by cyclist and walkers, milk trucks, horse riders, tractors and school buses among others and punctuated with double blind bends, over grown hedges and no cycle paths or footpaths. The current speed limits are too high. I also strongly support the changes for Lincoln Road as this area becomes more urban. In general I support the approach to the whole region being based on assessment of crash data and the use of the area. I welcome evidence based approaches to determining speed limits. | I am writing in support of the suggested reductions in speed for Belvedere Road. I am a resident in the area and have seen many close accidents. The area is utilised by cyclist and walkers, milk trucks, horse riders, tractors and school buses among others and punctuated with double blind bends, over grown hedges and no cycle paths or footpaths. The current speed limits are too high. I also strongly support the changes for Lincoln Road as this area becomes more urban. In general I support the approach to the whole region being based on assessment of crash data and the use of the area. I welcome evidence based approaches to determining speed limits. |
| 133 | Nicky | McLean | Belvedere Rd from bridge to Mannings Rd should reduce further to 50 as there are hidden driveways which are high risk of accidents and the bridge has a blind corner | N/A | Suggest forther speed reduction to 50 or 60 on Belvedere Rd between bridge and Mannings Rd. |
| 134 | Ana | McLenban | All the speed limits. Changing to that speed. No one will follow. It will cause more accidents as people will all be driving at different speeds | None | Keep all speed limits as they are |
| 135 | Heather | McLeod | None | I think all of Norfolk and Chester Roads should have speed limits reduced to 80ks due to lack of footpaths for dog walkers and people on horseback. | None |
| 136 | Belinda | Milnes | | | Show us the data to support thus proposal, those roads are not especially dangerous. |

| | irst name | Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| 137 | | Milovanovic | | | Please reduce speed limits on all Suggested roads, especially Norfolk rd. This will reduce noise pollution, make It safer to walk along as NO footpaths and potentially save lives, especially domestic and any stray farm animals. |
| 138 | Hamish | Moorhead | | | |
| 139 | Matthew | Morris | | Brooklyn Road from Lincoln to Mannings, Mannings to Belvedere - this is a common loop for cycling, walking, and running west of Carterton. This would link into the reduced speed on Belvedere to Mannings. | Strongly support the lowering of speed on Lincoln Road as intensity increases. Also very concerned about the Belvedere Bridge crossing at the Mangaterere Stream - this is a narrow bridge with reduced visibility heading west from Carterton making cycling and walking across this bridge and the curve into town - a maintained walkway/cycle path here would be much safer. |
| 140 | Terri | Mulligan | I don't think the speed limits need to be reduced. | | |
| 141 | Damian | Murnane | | Te Wharau Rd between 1 - 200. To reduce the speed of the logging trucks using this section of the road so they don't need to use their engine breaks which wake us up from 1.30am every day. If the speed is reduced, they will have to drive slower which will improve safety and noise. | The trucks wake us every day. They speed down the road and it is dangerous. There are school bus drop offs and walkers that use this stretch of road and the trucks roar down the road without any consideration. |
| 141 | Alfred | Murrell | The proposed 80km/h on the section of Hilton Road from Rutland Road to Marshall Road is too fast. This is a gravel Road that is barely one and a half lanes wide. Vehicles travel at excessive speed down this short stretch of road presenting a danger to the many cyclists and pedestrians that use this piece of road. If 60km/h is considered an acceptable speed for the entire length of Rutland Road (which I agree with) which is sealed and two lanes wide, then the 80 km/h proposed for the unsealed length of Hilton Road should also be 60km/h. This would also make a clean transition from 60km/h to the 80km/h speed limit proposed for Marshall Road at the junction of Hilton Road and Marshall Road. | | The speed limit on Hilton Road from Rutland Road to Marshall Road should be 60km/h. |
| 143 | Vlat | Nems | | | |
| 144 | Dean | O'Brien | 100 km on unsealed roads is the maximum permitted No vehicles can reach those speeds on CDC roads so lowering the posted speed is a waste then the on going maintenance is added cost | | On the East 50/100 signs on Park and Hilton to line up with the 50/100 on Morton would lower speed and West on Dalefield,Brooklyn and Belevdere a line of 50km signs to lower speed coming in to town a total of 10signs |
| 145 | Ггасу | O'Neale | | | Very supportive. |
| 146 | ane | Ough | I would like Ahiaruhe road to have a 60 km speed limit - it is narrow, has multiple driveways, sharp corners and multi use - lots of dog walkers, commuters some who treat road like race track and massive farm machinery (used to have horse riders but too road too busy now) | See above | This is a fantastic plan. it will calm the traffic and It will help us reduce our green house gas emissions and I may feel safe enough to cycle to work again THANKYOU |
| 147 | David | Owen | | Not at this stage thanks | Since moving to Carterton I've been genuinely shocked at the speeds of many drivers on the back roads. This is ridiculous considering the amount of blind hills and corners, cattle and sheep being moved, slow farm vehicles, cyclists, dogs, pedestrians, children etc. |
| 148 | Ruth | Parris | Dalefield Road and Waterson Line Road decrease to 80km more than 250m from schools. (This does not include the narrow and gravel section at western end of Dalefield Rd on way to Kaipatangata). Council have not clarified why this is a reasonable consideration, no Cost Benefit Analysis made public, no outline of risk that is being mitigated by this proposal. Both of these roads are wide enough to have a marked centerline with vehicles able to travel in opposing directions with no issue, at the posted speed. Lincoln Road south of Brooklyn, currently seems to be no clearly defined need to reduce this to 50km from 70km. | | Happy to discuss this as required, but do not believe the Council has provided sufficient evidence to support these proposed changes at this time. Risks, costs and purported benefit to any party have not been evidenced. |
| 149 | Alissa | Pedley | | | |
| 150 | Matthew | Peko-Fox | I don't believe that any further limit changes are required especially where they are reduced. I feel this is an overreach and also a poor spend of the available rates money. | None | Ideally no action would be required here and we could focus on sensible solutions which would provide far more safety benefits to the road! |

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| 151 | Andrew | Pollard | | | Good to see safe speed limits applied to our high-risk roads and those roads around kura, marae and other significant areas. |
| 152 | Jessica | Porter | | NA | NA . |
| 153 | Louisa | Portman | I don't agree with the area between the town boundary & Somerset Road being 100 Kilometres per hour | No | I'd like to raise a concern about the recent change in the speed limit in the area I mentioned. The speed limit was previously 80 km/h, but it has now been increased to 100 km/h. Given the number of houses and businesses in this area, I believe an 80 km/h limit is more appropriate and would better reflect the level of activity and potential safety risks. This area sees regular traffic from residents and customers accessing local businesses, which makes a lower speed limit more suitable to ensure safety for all road users. I urge you to reconsider reinstating the 80 km/h limit in the interest of community safety. Thank you for considering this feedback. |
| 154 | Felicity | Powell | | TE KOPI ROAD. This is a narrow road with no line markings. There is limited visibility due to blind curves and high grass on verges. When two vehicles travelling in opposite directions meet, one or both have to pull over or drive on the verge. The road is used by freight ie fuel trucks, dairy and livestock transport. The road has two one-lane bridges and narrows in several places due to culverts. When livestock is being moved to new paddocks, it is not uncommon for livestock to be on the road. | |
| 155 | Wayne | Price | | | |
| 156 | Lee | Rapson | | | I support the existing speed of 100km/h to be changed to the proposed speed of 60km/hr as I have a child who walks this way to and from a bus stop in town. |
| | Te Rangikaiw | v Reiri | | | |
| 158 | Janelle | Renall | Rural areas going down to 80! Bad enough 50 on Morton Rd. | | |
| 159 | Clint | Renall | 50k sign is way to far out in country.there is need to b going that slow that far out.people don't use the road as too slow to go to town. | | Park Rd is a mess ruff as and water puddles on eastern end will lead to a crash soon |
| 160 | Susanne | Richardson | I think every proposed change from 100 to 80 is unneccessary and untennable | | While I appreciate why some roads very close to town, especially those with housing developments happening, are having 70 to 50 suggestions, I also beleive that, for the most part, they are still rural, have not had footpath etc development, so should not be considered areas that have high foot traffic. |
| 161 | Karen | Roberts | | | |
| | Kyle | Robinson | | | |
| 163 | | Rose | | | |
| 164 | | Saunders | Lincoln road is a side/ bypass road with low density housing. 70 km makes sense for the local traffic | | |
| 165 | | 1 | Rutland Road, 80km is reasonable. That road is not busy enough to warrant it. I travel it frequently. | 1 | I am happy with 80km for the roads I frequently use - Waitangi, |
| 102 | Jane | | Most people are wide awake enough to slow down and pull over when needed. Please don't penalise the majority (at 60km) for the incompetence of the few. It is like the Remutakas, it is self-governing. If you go to 60km, it is likely that many wont drive at that speed - so it becomes yet another aspect to monitor and another headache the police don't need. | | Bayleys, Moreton, Waihakeke, Gladstone (school zone 30km is good), Carters and Park. |
| 166 | | | Most people are wide awake enough to slow down and pull over when needed. Please don't penalise the majority (at 60km) for the incompetence of the few. It is like the Remutakas, it is self-governing. If you go to 60km, it is likely that many wont drive at that speed - so it becomes yet | | Bayleys, Moreton, Waihakeke, Gladstone (school zone 30km is good), |

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| 168 | Gemma | Scott | 80kmph speed limit on Perrys road. | Perrys Road. | l've lived on Perrys Road (between East Taratahi & Cornwall Rd) for around 9 years. I've been horrified by some of the terrible driving & near misses I've experienced. Multiple drivers have gone too fast & ended up spinning out, crashing into fences, or into the culverts. Not all incidents will have been reported. But I've seen it for myself. I've personally never driven at more than 50kmph. It just isn't safe or comfortable. Especially when passing by tractors & trucks, navigating blind corners & the never ending pot holes. Cattle are frequently moved across this road. Nervy horses & livestock are in paddocks on the roadside. People walk their dogs or ride bikes down this road. Recently more new family homes have been built. We all have kids and pets to worry about. It's ridiculous that too many drivers don't think for themselves to slow down for their own safety on a slippery dirt road. So it's worth installing a 50kmph sign to give them a clue that it's stupid to go any faster. Faster than that means loss of control or ability to react to unexpected traffic or livestock etc. |
| 169 | Keryn | Scully | On all the rural roads lowering the speed limits seems excessive. You should be able to get from A to B quicker if you are not taking a state highway | | I think lowering the limits causes driver frustration, then drivers make irrational decisions to over take on skinny, windy rural roads potentially causing more accidents |
| 170 | Roseanne | Shailer | stop wasting our money! The road is semi-rural and no need to reduce the speed limit to 50kph | none leave all speed limits as they are | stop wasting our tax payers money |
| 171 | Rose | Shailer | | | |
| 172 | Margaret | Shead | | | As I live in Chester Rd just west of the railway line I see the cars speeding down the hill, slamming on brakes for the railway line, then speeding again past the entrances/exits of the showgrounds. Much better to have a slower speed and more safety. This also includes slower speed for the golf and cemetery entrances. |
| 173 | Adam | Sheehan | | | In full support of Chester Road changes. A 100kph speed limit on a section of road with frequently used turnoffs (Saleyards, camp site, golf course, cemetery), that is essentially residential-rural, with corresponding blind corners is not safe at all |
| 174 | Mary | Sheppard | | Wiltons Road | This road is narrower than Chester Road even Huges Line and the proposal is to have them go from 100 to 80, Wiltons Road should also be considered for the same change. |
| 175 | Jos | Slabbekoorn | 60km not needed at all | | Is this the best Carterton district council can do? I don't see a safety issue at all,absolutely nonsense |
| 176 | Dave | Slabbekoorn | | | |
| 177 | Dorothy | Smith | | | |
| 178 | Vanessa | Smith | 30km in Gladstone, speed limits around schools should be reduced during peak times ONLY!! | | |
| 179 | Coral | | Im submitting purely on the changes proposed to Norfolk Road and Chester Road. I disagree with the maximum speed (60k) proposed and the distance applied (too short). What? I propose that the speed limit should be 80k for the length of Norfolk Road to the Chester Road junction and the entirety of Chester Road. Why? There has been an increase in all traffic in these spurs to SH (anecdotal from living on Norfolk for ten years) The reasons for my proposals are: The District Plan does not prevent the planners from refusing consent applications for non agricultural activity to take place in the district eg building solar farms and allowing gravel extraction. As a result there has been an in increase in the number of trucks, both single and double trailers using both roads. The gravel extraction trucks are long and of course very heavy, damaging the road increasing the maintenance cost for the ratepayer, and all road users need to be more careful around such trucks. Both Norfolk Road and Chester road have long straight stretches which allow users to speed 100k and over and very quickly It really is time to reduce the 100k to 80k for these two roads, reduce the risk of accidents and reduce the noise disrupting resident's quiet enjoyment of their properties. Thanks for reading | | none |

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| 180 | Carolyn | Stevenson | I oppose all of the changes proposed - we had to fight to get SH2 back to 100kph and now that commonsense has prevailed, the Carterton District Council, in their wisdom, are proposing to slow everyone down again! I think the Council need to concentrate on more important things like fixing up our potholes, haunching the sides of the rural roads and cleaning out drains not spending god knows how much money on new speed limit signs! Drivers tend to drive to the conditions of the road and don't need to be slowed down. Just because there is a 100kph speed limit doesn't necessarily mean one drives at 100kph. I think the Council is dumbing us all down and treating us like a nanny state - drivers do have commonsense. Have the Council given any thought to the extra time it takes to get from A to B - especially for trucks taking or delivering goods. There is a cost associated with slowing everything down that in the end, consumers will have to pay. And then, who is going to police these new speed limits - the Police should be enforcing the law, not enforcing a ridiculous speed limit. A case in point is the 50kph speed limit out into the country on Moreton Road - just crazy to think the Police are required to police such a ridiculous speed limit! I don't think there is excessive accidents/fatalities on rural roads - the slower one goes, the more distracted one gets. | | I am really disappointed that the Council are trying to slow everybody down - I am really disappointed that the Council will be spending our rural ratepayers money on changing all the speed limits and slowing down the cogs of commerce. The only thing that a rural ratepayer gets for the excessive amount of money we pay in rates is a rural road that everyone uses (rural and urban) and now you intend to spend some of that money on slowing everybody down. I logged a complaint about a drain needing cleaning out on Kokotau Road as it was flowing into our paddock and collapsing the sides of the drain into the creek - that was 3 years ago and nothing has happened. I received an acknowledgement of my request and that was all - in the end, I went down there with a shovel and dug it out by hand. That is what the Council should be spending money on - road maintenance not new speed limit signs that just frustrate everyone. |
| 181 | Kevin | Sullivan | | NA | The proposed changes are sensible initiatives that will make the affected roads safer. |
| 182 | lain | Swan | The Lincoln road speed limit decrease to 50kmh along it's whole length is unnecessary. The road from the Brooklyn road junction to Dalefield road is clear and straight, there is limited residential development and the width of the road supports the 70kmh speed limit already in place. The proposed restriction on Dalefield road should run from SH2 to 50m past the entrance to the refuse station. This provides a level of assurance for those people in the residential areas and those using the council facilities but beyond that the road is straight and with good visibility and should remain at 70kmh. | | |
| 183 | Chez | Sword | All of them this is just a waste of money - most residents are already struggling with your money grab and this will only give you cause to increase further. It also provides very limited safety gain vs pain of slower speeds | Umm none | If stupid speed on 100kmh they going to keep speeding - don't punish us that can drive at the current speed limits to save a few dumb people |
| 184 | Chris | Taylor | I do not support roads such as kokotau road and wider rural roads been lowered to 80kmph, we had an election on this issue and the country voted against blanket speed reduction. I would however support a reduction where it's logical such as park road to 80kmph, | I think the proposal for moreton road is unrealistic, particularly the 50kmph zone past the Rutland rd junction 70kmph would be appropriate because currently the 50 is that ridiculous for the area that every ford ranger is overtaking everyone and creating a bigger safety hazard if 70 was in place you would he more likely to have the limit respected. | Please apply a common sense approach remember humans will not follow rules when they are nonsense, all an 80k limit will do is created two tiers of traffic flow people doing 70 to scared to speed and ranger drivers flat out ignoring it. We had this experiment and it's failed everywhere why would you repeat it. Use Common sense. Kind regards Chris Taylor |
| 185 | Tina | Te Tau-Bright | well | | |
| 186 | Katrina | Thompson | | | |
| | John | Tildesley | I find it bewildering that a 80km/h speed limit is proposed for the majority of metal roads in the Carterton District when no one road is the same. A speed limit should only be set to suit the integral structure of the road where road user safety is paramount. | | Submission in Support of a 50km/h Speed Limit for Perrys Road (North of East Taratahi Road) I am writing to express my full support for the implementation of a 50km/h maximum speed limit on Perrys Road, north of East Taratahi Road. I find it bewildering that you would have an open speed zone of 80kmh on a narrow metal road. This section of Perrys Road is unsealed and features a steep camber, which results in significant gravel displacement and road dust. These conditions pose a hazard not only to drivers but also to cyclists and pedestrians. The road is narrow—barely a lane and a half wide—making it particularly unsuitable for higher-speed traffic. There are also multiple blind corners and a blind hill along this short stretch, which severely limit visibility and reaction time for all road users. These factors significantly increase the risk of accidents, especially when vehicles travel at higher speeds. Reducing the speed limit to 50km/h would be a prudent and necessary step to improve safety for all users of this road, including local residents, walkers, and cyclists. It would help reduce the risk of collisions and create a more predictable and manageable driving environment. Thank you for considering this submission in support of a safer speed limit on Perrys Road. |

| | First name | Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| | Stephen | Timperley | | | I support in principle the reduction of speed limits in urban areas and rural roads based on extensive research evidence showing substantially fewer injuries and deaths where even relatively minor speed reductions are implemented. |
| 189 | Kate | Tobin | I live on the boundary of Carterton on the Ruamahanga river. I consistently travel through Carterton for work and think it will decrease efficiency without increasing safety, particularly on the rural roads outlined in the proposal. | | |
| | Tom | Trotman | | | |
| 191 | Paul & Helen | Trotman | Perrys Road is stated as 80km/hr, though we understand this is a print error and should be 50km/hr. We fully support 50km/hr it is a metal road, narrow, huge dust issues to the residents in the dry weather plus it is heavily used by rural traffic. | | 80km/hr for rural metal roads should be reviewed as the majority are used by rural traffic, stock movements, walkers, cyclists, horse riders etc and should be no more than 60km/hr |
| 192 | Paul | Trotman | | | |
| 193 | Grant | Uridge | There is no need to amend the current speed limits, the limits now are fine and have been for a number of years. | None | 100km on the main road and 80 throughout the district is not needed, leave them alone. |
| 194 | Ricky | Utting | I cannot talk to all the roads in the proposal, on the ones I know. Most changes seem sensible | If you have any influence, lowering the speed on SH2 between Carterton North and Hughes line to 70km/h or 80km/h would save a lot of safety concerns about traffic entering and exiting businesses along that stretch | I support the lower speed along Hughes line, East Taratahi road and Cornwall road. And the lower speed from SH2 on Hughes line (not just from Francis line as in the temporary arrangements during SH2 modifications). I would support this lowering further to 70km/h as a further disincentive to speeding along the road. |
| 195 | Caelan | Van Biljon | I do not believe it is necessary to change speed limits and lower them. Doing this is unnecessary costs and Carterton council could spend that money in more beneficial manners. One example is improving local parks and investing more money and time in creating spaces for the community to come together. | None, you are wasting resources. | I do not believe it is necessary to change speed limits and lower them. Doing this is unnecessary costs and Carterton council could spend that money in more beneficial manners. One example is improving local parks and investing more money and time in creating spaces for the community to come together. As a young Carterton resident who loves to explore the town, I would like to see more opportunities for young businesses and more spaces for the community that would benefit us. Paying to lower speed limits is unnecessary as the roads are safe and cyclists, runners and other members of the community who use the roads and sidewalks have found no issues with it. |
| 196 | Peter | Veltkamp | | | |
| | | Volk | A couple of rural roads are long, straight and pretty overseeable, so a reduction of the speed limits makes no sense for me! | Dalefield, etc | It is very important to reduce the speed limit to most of the mentioned roads, because there is a danger to people involved. |
| 198 | Neil | Wadham | I disagree with the proposed speed reduction on the following roads Park Rd, Hughes Line, East Taratahi Rd. Cornwall Rd and Mt Holesworth Rd. I disagree with any change to speed limits as they are very costly and pointless. I pay to much for rates know for what i get. Stop wasting our money. Changing the speed limit on Norfolk /Chester Road. Waste of time and rate payers money. Been living up Norfolk Rd for 25 years and never heard of a fatality yet. | There appears to be little if any data to show that speed reduction will have meaningful safety benefits for the costs involved. Someone tried to change speed limits between Masterton and Featherston and that turned out to be a waste of time and a costly mistake. | As an example Cornwall Rd has only one entrance off the section proposed for speed reduction and this entrance is 100 meters from the Hughes Line intersection otherwise is a clear straight section of road |
| 199 | | Ward | | | |
| 200 | Edward | Ward | As a region have we not learnt anything from the recent shambles from the Labour government reducing SH2 to 80km/h and then the benefits from having it returned to 100km/h. These proposed changes are not about safety but instead about cost savings related to reduced road maintenance requirements by downgrading the speed limit. Road traffic accidents are not about speed, they are about drivers behavior and attitudes. | | Please listen to the people in the region and not just rush this through like NZTA and Labour did with SH2 |

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| 201 | Xavier | Warne | | | Support general principle to reduce speeds around schools and other community hubs and in areas of high risk for crashes. Support lower speeds on belvedere and lincoln particulalry to reflect the urban character. Many people are using these roads for walking, jogging and cycling and this will make them much safer, particularly for families. They are such great roads for getting a taste of the countryside from town and the lower speeds will make them even better as somewhere to go for a walk/cycle. |
| 202 | х | Warren | Moreton Road. There is no reason for this. It will encourage vehicles to use Park Road which is far narrower. Kokotau Road, No reason for speed reduction | Park Road. From Short Road to the bridge before Carters Line should be lowered to 80 km/h as it is very narrow and trucks use it. | |
| 203 | Nathan | Whiteman | I disagree with all. The blanket reductions on just about every single road is ridiculous | | One of the factors named for revising the limits was road characteristics. If the council actually kept up maintenance on their roads then they would be safer. Will we see an improvement is this aspect aswell? To ensure optimal safety Another factor was historical crash data. Is this available anywhere? And if this data does suggest change needs to happen, was it the speed at fault? |
| 204 | lason | Wildman | Many of the rural roads which appear to be wide enough to remain at 100km/h. What is the reason for doing almost a blanket change, is there sufficient data available to warrant this e.g. crash data | If there is an intention to reduce the speed limit to 80 km/h on East Taratahi Road (between SH2 and Hughes Line) and a section of Dakins Road (which also includes a gravel section), it is unclear why the remaining sections of these roads are not also being considered for a speed reduction. As a resident on one of the sections proposed to remain at 100 km/h, I believe consideration should be given to lowering the speed limit on the remaining sections as well. With Urlar now open to the public, there has been a noticeable increase in traffic volumes, including motorcyclists, many of whom travel at high speeds. These roads are regularly used by local residents for walking, jogging, dog walking, and cycling. Additionally, there has been a rise in the number of cyclists e.g. electric bike tours and which include the more elderly traveling from a business in Solway and other areas to the vineyards on Dakins Road. | Nil |
| 205 | John | Wildy | Unless there is a large rise in houses and pedestrian use I oppose all of them. | | Stop trying to slow life down and take up more of peoples time. I support speed reductions during term outside schools during arrival and departure times only. Leave everything else alone. Take your constituents views seriously unlike the labor govt speed reductions which were not wanted by the vast majority, caused years of frustration and have now been undone. All at a huge cost to the tax and rate payers who will see no accountability for these idealistic undemocratic decisions. If in any doubt put it to a rate payer referendum and let democracy decide. People are tired of autocratic decisions foisted on them by unaccountable people employed by their taxes who believe they know better how everyone else should live. |
| 206 | Brigid | Wilkinson | | | Lived in the Waimakariri District for 5 years during the period that lowering speed on rural roads came into effect. While initially taking some getting used to, it was noticeable that accidents reduced. With wetter weather thanks to climate change, roads are more slippery. As the saying goes the higher the speed tbe bigger the mess. What is another minutes travel in the scheme of life! |
| 207 | Bryan | Wilson | I disagree with all of them except going slower past sparks park. The rationale for the changes is weak and not robust. Where accidents are 0 in the last 5 years there is no reason to reduce speeds. The rationale used is nonsense. | | |
| | Gordon | Wilson | | | |
| | Heather | Wilson | | | It is a relief to know this is taking place and feel it has been long overdue |
| 210 | Mark | Wilson | | | |

| | First nan | ne Last name | Please specify any proposed changes that you disagree with, and explain why? | Please specify any roads you would like to see added to the proposals, and why? | Final comments |
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| 21 | 1 Helen | Winterbotton | All of them. This is simply an ideological politics issue and is not needed. The concept of blanket speed limit reductions and "Road To Zero" has already been roundly and firmly rejected by the majority of New Zealanders, and continuing to try and force them on us is anti-democratic. It was always a deeply flawed plan, not thought out, and showed a lack of intelligence and rational thought. Forced speed restrictions on the State Highway did nothing to make our roads safer - in fact seems to have had the opposite effect, with an increase in aggressive driving, road rage, and deep frustration and anger. None of which is conducive to safe driving. The same will happen if you insist on the same flawed and idealogically driven approach to road safety on rural roads, blatantly refusing to consider or fund any and all other measures. Why would you do this on our rural roads having seen that the money spent on the SH was in the end a total waste and had to be reversed? | | Carterton District Council claims there is no money to put up a simple Give Way sign at Parkvale hall - an actual dangerous corner with no way for non-locals to know they should stop - but seem to have plenty of our money to spend on trying to continue to force us to accept lower speed limits. We are a rural district and we rely heavily on being able to use roads, and not to be slowed down artificially in service to a resoundingly rejected idea that if you just force us to drive slower - no one would die on the roads. The only people who win with this are the Police. The mayor has remained silent on the issue of the appalling rail service, an issue that negatively affects many of your constituents, yet foists this on us - again. Spend the time making sure there are viable alternatives - instead of penalising us for needing to use the roads. Spend some time checking the awful and often dangerous state the various road contractors leave the roads in when they "finish" their work. Continuing to push this when it has already been rejected is tantamount to bullying until you get the answer you want. It is a lazy way of claiming you take road safety seriously - while failing to put in place the things we actually NEED you to do. I really am appalled and will be noting with interest which candidates votes for Ideology and which backs the people who live here and need to travel around the district without this level of infantilsing control. Treating the people of New Zealand as silly children who need to be forced to behave has also been roundly rejected by the majority of us. |
| 21 | 2 Tobias | Woerner | For some of the very long straight rural roads 100km speed limit seems appropriate for me. E.g. Matarawa Road, Waterson Line, Moffats Rd, Dalefield Rd. | | In general I support the speed reduction, especially the one in Chester Rd, because of the traffic and cemetery because 100km is very dangerous on that part of the road. |
| 21 | 3 Amy | Wood | Decreasing speed limits | | |
| 21 | 4 Chris | York | I am writing to express my strong support for the proposed 50 km/h speed limit on Perrys Road. This change is long overdue. Currently, there are no speed signs to regulate how fast vehicles can travel, which is especially concerning given that the road is unsealed and contains dangerous blind corners | | As someone who enjoys scenic drives around the Carterton district on weekends, I have unfortunately stopped using Perrys Road due to the risks posed by fast-moving vehicles. On multiple occasions, I have narrowly avoided being hit by oncoming traffic, driven by individuals who appear to disregard the safety of other road users. I can only imagine the daily frustration of those who live on Perrys Road and have had to deal with speeding drivers who seem indifferent to the risks they create. I believe that introducing a 50 km/h speed limit would not only enhance the safety of all road users, but also encourage me to return to using this beautiful road for my weekend drives. Thank you for considering this important change, and for providing the opportunity to share my views. |
| 21 | 5 Mika | Zollner | | Would be great to see another zebra crossing on High st, I know that's Waka kotahis's remit but CDC could advocate for another crossing near New World. Kids are often crossing there and it feels very dangerous. Greytown have done well by having several crossings along their main street which makes it feel really safe. | Strongly support Lincoln Rd and Belvedere rd changes in particular. These sections are often used by cyclists and pedestrians and it feels very sketchy with cars going so fast. I am often walking a pram from town to sparks park and don't feel safe there when in the 70km zone. There are also often kids and dogs around the sparks park parking area. |

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| 216 | Charlene | Wildman | I am writing to enquire why East Taratahi Road, between Carter's Line and Dakins Road, has not | | |
| | | | been reduced to 80 km/h, in line with Dakins Road and the first section of East Taratahi Road. Since | | |
| | | | the opening of Urlar, traffic volumes along East Taratahi Road have noticeably increased. My family | | |
| | | | and I live at the end of the road, just before it becomes Dakins Road, and we regularly walk our dogs | | |
| | | | along this stretch. As there is no safe shoulder, we are forced to walk on the carriageway itself, | | |
| | | | where vehicles are travelling at 100 km/h. This presents a serious safety risk, not only to us but also | | |
| | | | to other local residents who use the road for walking. In addition, the road is frequently used by | | |
| | | | cyclists travelling to the vineyards, vineyard workers commuting, and stock movements between | | |
| | | | paddocks, alongside regular stock truck traffic. The combination of high vehicle speeds, pedestrians, | | |
| | | | cyclists, and agricultural activity creates a dangerous environment, and I fear it is only a matter of | | |
| | | | time before a serious accident occurs. I am also concerned about the absence of a centreline along | | |
| | | | this section of East Taratahi Road. Some drivers appear uncertain of their road positioning, and a | | |
| | | | clearly marked centreline would encourage safer passing behaviour and help ensure vehicles remain | | |
| | | | in their correct lane. For these reasons, I respectfully request that East Taratahi Road between | | |
| | | | Carter's Line and Dakins Road be considered for: 1. A reduction of the speed limit to 80 km/h, | | |
| | | | consistent with adjacent sections of road. 2. Installation of a centreline, to improve driver awareness | | |
| | | | and reduce the likelihood of head-on conflicts. | | |
| | | | These measures would significantly enhance the safety of all road users—residents, cyclists, | | |
| | | | pedestrians, vineyard workers, and agricultural vehicles alike. I appreciate your attention to this | | |
| | | | matter and look forward to your response. | | |
| | | | | | |
| | | | | | |

9 EXCLUSION OF THE PUBLIC

Nil

10 KARAKIA WHAKAMUTUNGA

Kia whakairia te tapu Kia wātea ai te ara Kia turuki whakataha ai Kia turuki whakataha ai

Haumi ē, hui ē, taiki ē