

**MINUTES OF CARTERTON DISTRICT COUNCIL
ORDINARY COUNCIL MEETING
HELD AT THE CARTERTON EVENTS CENTRE, 50 HOLLOWAY ST, CARTERTON
ON THURSDAY, 11 SEPTEMBER 2025 AT 9:00 AM**

PRESENT: Cr Steve Laurence (Acting Chair), Deputy Mayor Steve Cretney (via videoconference), Cr Brian Deller, Cr Grace Ayling (via videoconference), Cr Lou Newman, Cr Steve Gallon

IN ATTENDANCE: Staff
Geoff Hamilton (Chief Executive), Johannes Ferreira (Group Manager Infrastructure), Anna Tulloch (Communications and Engagement Advisor), Robyn Blue (Democratic Services Officer)

1 KARAKIA TIMATANGA

The meeting opened with a karakia by all members.

2 INTRODUCTION

The Chief Executive called for nominations for Chair of the meeting, as the Mayor is on leave, and the Deputy Mayor is unable to be present in person, but is on videoconference.

MOVED

That Cr S Laurence be nominated as Chair for the meeting.

Cr B Deller / Cr L Newman

CARRIED

3 APOLOGIES

Apologies were received from Mayor Ron Mark and Cr Robyn Cherry-Campbell.

4 CONFLICTS OF INTERESTS DECLARATION

There were no conflicts of interest declared.

5 PUBLIC FORUM

There was no public forum.

6 DISCUSSION OF PUBLIC FORUM

Not applicable.

7 YOUTH COUNCIL VIEWS ON AGENDA ITEMS

Not applicable.

8 CONFIRMATION OF THE MINUTES

Nil.

9 REPORTS

9.1 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.

NOTED

- The Committee received the written submissions on the CDC Draft Speed Management Plan Review 2025, and heard the oral submitters – refer to **Appendix 1**.

10 EXCLUSION OF THE PUBLIC

Nil.

11 KARAKIA WHAKAMUTUNGA

The meeting closed with a karakia by all members.

The Meeting closed at 11 am

Minutes confirmed:

24 September 2025

Date:

Appendix 1 – Oral SubmissionsGina Kemp

Gina lives at 153 Chester Road, on the corner before the long straight. She considers this road very dangerous at the current speed limit. In the time she's lived there, three cats have died due to speeding cars. Children ride bikes there, people walk dogs, and there are horses too—she would never ride a horse there again due to the fast traffic.

Since she made her submission, there has been a crash directly outside her house. A driver came around the corner too fast, spun out, and hit a power pole. That corner is blind, and it is extremely difficult to safely exit her driveway.

Chester Road is not just a through-route—it has many places where people slow down, stop, or park, such as the cemetery, golf course, Showgrounds, and the hockey grounds. It's used heavily for recreation, and it isn't appropriate to have vehicles travelling at 100 km/hr in that environment.

Large trucking companies use Chester Road, and there is a risk of cars speeding and meeting one of those trucks around a blind corner. There's no real benefit to keeping the speed limit so high—drivers don't save much time—but there is a very real risk that someone will be killed.

Her request is that the speed limit is reduced from just north of the cemetery down to State Highway 2. She believes that 60 km/hr is the most appropriate speed for that stretch, but even 80 would be a significant improvement. What matters most is that the speed limit is lowered to reflect the residential, recreational, and safety realities of Chester Road.

Geoff Lindsay

Geoff identified that it makes sense to drop the speed limit on gravel roads – 100 km/hr is inappropriate.

There is a growing problem with logging trucks on rural roads – driving on roads they weren't designed for.

There is an issue with engine-breaking in logging trucks. They go out at 1.30 am in the morning and come back at around 3.30 am fully loaded, engine-breaking down Te Wharau Hill – that's the only way they can slow down. There are 'no engine-breaking' signs, but they can't be enforced. The truck drivers get paid for the number of runs they do in a day. They do the run quicker, and they get paid more. There could be signs up the road saying that there is a 70 km/hr area coming up (an area of rural housing), so they have time to slow down.

Maryann Cowgill

Maryann supports the council's proposal for Perry's Rd North – the section of Perry's Rd between East Taratahi and Cornwall Roads – be 50 km per hour. (In the first Draft Speed Review report it said that the speed limit on Perry's Rd North should be 80km/hr, when in fact this was an error).

Perry's Rd north is narrow, unsealed, and characterised by poor visibility with blind corners. This stretch of road is 520 m long and has multiple safety hazards. There is also a dust issue with vehicles driving fast.

Neil Wadham

Neil has been a Councillor for the Wairarapa District on the NZ Automobile Association (NZAA) for over 40 years. During that time he served as chair for a total of eight years which included sitting on the NZAA National Council. He has an ongoing interest in the rights of the motorist and road safety.

He supports the speed review suggestion that speed limits change due to urban expansion, for example the Waingawa industrial area at the beginning of Norfolk Road and the Showgrounds/hockey turf stretch of Chester Road.

He supports a reduction in speed limits outside schools. Gladstone School is a case in point. On Te Whiti Rd the entrance to Gladstone school is on a small road however every vehicle entering and exiting the school will do so off the main road with limited visibility of 100 meters or so either way.

Most councils have or are in the process of reducing the speed limit on roads adjacent to rural schools, usually from 100 to 60 Km/hr and ideally a variable limit.

He does not support speed limit reductions on the open road.

Comments on the following roads:

- East Taratahi Road - the length of the road under review has only three house entrances all close together and is a wide well maintained stretch of road.
- The length of Cornwall Road has one entrance approximately two hundred metres from the Hughs Line intersection and also has a well maintained parking area for the substation close by. The length of road is also clear and well maintained.
- The major issue with Hughes Line is the crossroad intersection with East Taratahi Road, and from time to time vehicles fail to give way. This is not a speed issue but a driver awareness problem.

Gravel roads are self-limiting with respect to speed. Drivers who drive on gravel often treat them with the respect the road requires, where as a less experienced driver can get into trouble at 30-40 km/hr or less.

The vast majority of drivers drive to the conditions and those that don't tend not to obey speed limits anyway.

The Government through NZTA is in the process of reversing the speed reduction changes of the past few years, a move that has wide public support.

Masterton District Council went through a similar speed review process eighteen months or two years ago and apart from urban expansion and school considerations decided not to change any open road limits.

The cost to the Council and therefore the ratepayer would be considerable. Is this an expense that can be justified considering the comments from another submission which stated that the claimed safety outcomes are theoretical and not based on statistical data?

The era of open road speed limit reductions for little or no reason is over.

Noel Duckworth

Noel's submission related to Brooklyn Rd. "Stand at the side of the road by 82D Brooklyn Road, and look towards the railway line when there is traffic, and watch the cars that come over. It would be pretty hard not to see how tight the situation is at the crossing and it's not a location where anybody should be doing speed greater than 30kph.

Added to that, is the fact that the crossing railway lines can easily judder wheels out of alignment, and possibly skid in slippery conditions. It is simply not an area where drivers should be able to travel at 50 km/hr.

In addition to the road being so narrow, there is very poor visibility, so fast travelling vehicles present a hazard to vehicles exiting 82 82A and 82 B Brooklyn Road."

Anna Beetham

Anna Beetham lives at 120 Te Wharau Road, where around 11 homes are close in a 2 km stretch of road. In the past 6–9 months there has been a large increase in logging trucks, often passing between 1:30–2:00am, with up to 30 trucks per night. Many use engine braking, which is extremely loud and regularly disturbs residents' sleep. Despite support from Forestry Management NZ, Council, and some transport companies, not all drivers comply with the "No Engine Braking" signs, which are not enforceable.

She proposes a speed limit reduction to 70 km/hr from Windy Point down to Te Whiti Road. At that speed, engine braking would not be permitted, making the rule enforceable and reducing noise.

Anna also highlighted serious safety concerns:

- Children from several families, including hers, use the Gladstone School bus and must cross Te Wharau Road at 100 km/hr traffic, creating a real risk of a serious accident.
- Families and elderly residents also walk along the road for exercise, but steep banks and high speeds make it unsafe.

She stressed she is not opposed to logging, only to unsafe and disrespectful practices at night. The current situation is unsustainable for residents' health, well-being, and safety, and reducing the speed limit is the next necessary step.

Stuart Edwards

Stuart supports the Council's speed limit review and commends its bold approach. He believes few local roads are truly safe for 100 km/hr, given the lack of shoulders and the risks for cyclists, walkers, tractors, and other road users.

He raised several key points:

- Perry's Road North and Hoeke Road: He supports their 50 km/hr limits but questions why they are treated as exceptions compared to other gravel roads, which remain at 80 km/h. He suggests gravel road speeds across the district should be lowered further, as 80 km/hr is unsafe.
- Western Carterton roads: These narrow, low-traffic roads are well-used by cyclists and walkers and should also have lower speed limits, potentially below 80 km/h, to reflect their character and safety needs.
- 60 km/hr limits: He finds them confusing and uncommon nationally. Instead of stepping from 50 → 60 → 80, he suggests simply extending 50 km/hr zones further before transitioning to 80.
- Personal experience: He was struck by a car travelling about 110 km/hr while cycling, narrowly avoiding death. This reinforces his belief that reducing speeds, even to 80 km/hr or lower, makes roads far safer and more comfortable.

Overall, he strongly supports the proposals but advocates for further lowering gravel and rural road speed limits for consistency, clarity, and safety.

Jan Rose

Francis Line is currently 100 km/hr but is unsafe due to its narrow width, lack of centre lines, steep banks, and limited visibility at driveways and hill sections. The road carries heavy traffic, including logging trucks, industrial traffic, contracting vehicles, and is a school bus route. At one property entrance, there is only 7 seconds of visibility before a 100 km/hr vehicle would arrive, making safe access nearly impossible.

The submitter highlights multiple hazards - narrow culverts where trucks and cars must pull aside, poor sightlines at several properties, and families with children living near the hill section. With increased truck and trailer use, these risks are compounded.

She proposes:

- Reduce speed to 80 km/hr up to Dorset Road.
- Reduce to 60 km/hr from Dorset Road through to Carters Line, covering the hill section and factory area.

This would improve safety for residents, school children, walkers, and heavy traffic users, while aligning with reductions on nearby roads (e.g. Wilton and Park Roads).

Brigitte Grabowski

Brigitte questions whether the proposed speed limits will actually improve safety. She argues that on unsealed roads, most drivers already “drive to the conditions,” adjusting their speed based on vehicle, tyres, and experience, so formal limits may not be necessary. Instead, she suggests a more comprehensive approach - better driver training, improved road management, roundabouts at dangerous intersections, and other measures that address the real causes of accidents—without unnecessarily inconveniencing local residents.

She also raised concerns about proposed 30 km/hr school speed zones—worried these might be permanent. She was reassured at the meeting that the limits will only apply as variable limits during specific times (e.g. school pick-up/drop-off, or events at the marae).

Stephen Butcher

“Thank you for the opportunity to submit on the speed reductions proposed for Te Whiti Road at Gladstone, and Brooklands Road off Te Whiti Road.

We have had numerous near misses at Gladstone, and 4 fatalities over the past three decades.

I doubt the proposed speed reduction will make this road safer. Farmers, tradesmen, motorcyclists and the like often will not slow for an 80 km/hr sign, which is anathema to these people.

The legislative purpose of the proposed changes must be to make roads safer. An 80 km/hr speed limit will have no measurable effect on road safety. A driver travelling at 10 km/hr over the speed limit might receive a fine of \$30, and something to boast about at the pub. A speed limit of 80 km/hr effectively is an average speed of 90 km/hr, i.e. status quo.

I refer briefly to the document “Carterton Safety Speed Data.” The current average speed recorded there is 83 km/hr. A proposed speed reduction of 3 km/hr borders on cynical, but the real issue is the narrow view these data take as they do not recognise the range of speeds and they do not recognise 3 fatalities that will certainly be added to by this blinkered approach.

The previous proposal of a 60 km/hr limit would have a greater chance of changing driving or riding behaviour, if enforced, as a 28 day suspension of licence starts at 40 km/hr over the limit or 100 km/hr in a 60 km/hr area. This could give a speed reduction some teeth.

I suggest a practical approach would be a 60 km/hr limit over a shorter distance.

Approaching the Gladstone School from the south, traffic is naturally slowing to negotiate the bend at the bridge so this would be a logical place for a speed reduction sign. At the northern approach to the straight section to the school, traffic is also slowing down to negotiate the S bend where the 4 fatalities have occurred. This also would be a logical place for a speed reduction sign - where traffic is already slowing.

Regarding Brooklands Road off Te Whiti Road, this is also used as foot access to properties and as a promenade. Rather than a speed sign, I suggest a pedestrian sign, such as a W16-1 or W16-4, would be better received and less likely to trigger belligerent driving behaviour.

In summary, I submit that an 80 km/hr limit over a long distance as proposed on Te Whiti Road will have absolutely no safety benefit for road users. There are undeniable risks with this section of road, as evidenced by the number of fatalities, and it behoves Council to do better. I submit that a greater speed reduction over a shorter distance stands a much better chance of improving road safety."