



Te Kaunihera-ā-Rohe o Taratahi

CARTERTON
DISTRICT COUNCIL

AGENDA

Ordinary Council Meeting

Date: Wednesday, 24 September 2025

Time: 1:00 pm

**Location: Carterton Events Centre
50 Holloway St
Carterton**

Mayor R Mark

Deputy Mayor S Cretney

Cr B Deller

Cr R Cherry-Campbell

Cr S Laurence

Cr G Ayling

Cr L Newman

Cr S Gallon

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:

Wednesday, 24 September 2025 at 1:00 pm

Order Of Business

1	Karakia Timatanga	5
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.....	6
7.1	Minutes of the Ordinary Council Meeting held on 11 September 2025	6
7.2	Minutes of the Policy and Projects Committee Meeting held on 10 September 2025	14
7.3	Minutes of the Ordinary Council Meeting held on 10 September 2025	22
8	Reports	30
8.1	Carterton Community Court House Trust proposal for the Court House.....	30
8.2	Budget Carry forwards.....	37
9	Exclusion of the Public	90
	Nil	
10	Karakia Whakamutunga.....	90

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

VIDEOCONFERENCE LINK

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 478 074 708 352 6

Passcode: L4r72wW6

Dial in by phone

[+64 4 280 6232,,903637601#](#) New Zealand, Wellington

[Find a local number](#)

Phone conference ID: 903 637 601#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)



7 CONFIRMATION OF THE MINUTES



7.1 MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON 11 SEPTEMBER 2025

1. RECOMMENDATION

1. That the Minutes of the Ordinary Council Meeting held on 11 September 2025 are true and correct.

File Number: 482790

Author: Robyn Blue, Democratic Services Officer

Attachments: 1. Minutes of the Ordinary Council Meeting held on 11 September 2025

**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 Submissions

Gina 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.”



7.2 MINUTES OF THE POLICY AND PROJECTS COMMITTEE MEETING HELD ON 10 SEPTEMBER 2025

1. RECOMMENDATION

1. That the Minutes of the Policy and Projects Committee Meeting held on 10 September 2025 are true and correct.

File Number: 483093

Author: Robyn Blue, Democratic Services Officer

Attachments: 1. Minutes of the Policy and Projects Committee Meeting held on 10 September 2025

**MINUTES OF CARTERTON DISTRICT COUNCIL
POLICY AND PROJECTS COMMITTEE MEETING
HELD AT THE CARTERTON EVENTS CENTRE, 50 HOLLOWAY ST, CARTERTON
ON WEDNESDAY, 10 SEPTEMBER 2025 AT 9:00 AM**

PRESENT: Cr Steve Gallon (Acting Chair), Deputy Mayor Steve Cretney (via videoconference), Cr Robyn Cherry-Campbell, Cr Steve Laurence, Cr Grace Ayling (via videoconference), Cr Lou Newman,

IN ATTENDANCE: Staff

Geoff Hamilton (Chief Executive), Geri Brooking (Group Manager People and Corporate), Solitaire Robertson (Group Manager Planning and Regulatory), Becks Clarke (Community and Partnerships Manager), Lawrence Stephenson (Waters Operations Manager), Jeet Kiran (Waters Compliance and Monitoring Officer), Christo Heyns (Project Manager), Graham Carson (Roading Manager), Ricky Utting (Climate Change Advisor), Sarvesh Tiwari (Waste Management and Minimisation Officer), Anna Tulloch (Communications and Engagement Advisor), Robyn Blue (Democratic Services Officer)

1 KARAKIA TIMATANGA

The meeting opened with a karakia by all members.

2 APOLOGIES

MOVED

That an apology be received from Mayor Ron Mark and Cr Brian Deller.

Cr R Cherry-Campbell / Cr L Newman

CARRIED

3 CONFLICTS OF INTERESTS DECLARATION

There were no conflicts on interest declared.

4 PUBLIC FORUM

There was no public forum.

5 DISCUSSION OF THE PUBLIC FORUM

Not applicable.

6 CONFIRMATION OF THE MINUTES

6.1 MINUTES OF THE POLICY AND PROJECTS COMMITTEE MEETING HELD ON 18 JUNE 2025

MOVED

1. That the Minutes of the Policy and Projects Committee Meeting held on 18 June 2025 are true and correct subject to the correction on page 2 "They deliver a lot of work that is **goes un-noticed**".

Cr L Newman/Cr R Cherry-Campbell

CARRIED

7 REPORTS

7.1 GREENHOUSE GAS EMISSIONS 6 YEAR SUMMARY REPORT

1. PURPOSE

For the committee to be updated on the analysis of Carterton District Council's (CDC) greenhouse gas (GHG) emissions for the six years from 2018 to 2023, and the recommendations for managing our emissions going forward.

MOVED

That the Committee:

1. **Receives** the report.

Cr R Cherry-Campbell/ Deputy Mayor S Cretney

CARRIED

2. **Approves** the continued use of the 'control' approach to our emissions reporting.

Cr G Ayling/Cr L Newman

CARRIED

3. **Approves** the inclusion of all 'control' approach activities in our emissions reporting (e.g. travel accommodation, private use mileage).

Cr R Cherry-Campbell/Cr S Laurence

CARRIED

4. **Notes** further enhancements are planned for our emissions reporting including greater visibility of relevant climate and emissions information.
5. **Notes** that CDC's GHG emissions will become positive in the 2030's under current arrangements.
6. **Endorses** the development of a Climate Adaptation Plan (including emissions management) due for completion by the end of the 2026/27 financial year.

7. **Notes** that Officers will brief incoming Councillors and seek guidance on the management of CDC's carbon offset forests in the new triennium.

Cr S Laurence/Deputy Mayor S Cretney

CARRIED

7.2 REVIEW OF SENSITIVE EXPENDITURE POLICY

1. PURPOSE

For the Committee to adopt the reviewed Sensitive Expenditure Policy.

NOTED

- Further discussion is needed. This will come back to a workshop after the election before end of the year.

7.3 ADVISORY GROUP STRUCTURE

1. PURPOSE

2. To seek endorsement and a recommendation from the current Council that the incoming Council considers streamlining Advisory Groups by combining the existing *Walking and Wheels Advisory Group* and *People and Places Advisory Group*. into a single, more inclusive *Community Advisory Group* (official name to be confirmed).

MOVED

That the Committee:

1. **Receives** the report.

Cr R Cherry-Campbell/Cr L Newman

CARRIED

2. **Endorses** Option Two - combining the *Walking and Wheels* and *People and Places* Advisory Groups.
3. **Instructs** the CEO to draft a purpose statement and updated Terms of Reference for the combined *Walking and Wheels* and *People and Places* Advisory Group for the incoming Council to consider.

Cr S Laurence/Cr R Cherry-Campbell

CARRIED

7.4 REVIEW OF THE EXTERNAL COMMUNICATIONS, COMMUNITY ENGAGEMENT, AND SOCIAL MEDIA POLICIES

1. PURPOSE

For the Committee to receive and endorse the updated External Communications Policy, the updated Community Engagement Policy, and the new standalone Social Media Policy.

MOVED

That the Committee:

1. **Receives** the report.

Cr S Gallon/Cr R Cherry-Campbell

CARRIED

2. **Endorses** the External Communications Policy 2025;
3. **Endorses** the Community Engagement Policy 2025;
4. **Endorses** the new Social Media Policy 2025 as a standalone policy governing the use of Council-managed digital platforms;
5. **Notes** that Brand Guidelines and the Māori Responsiveness Action Plan provide supporting operational documents;

Cr S Laurence/Cr L Newman

CARRIED

6. **Acknowledges** that the adoption of these policies directly supports the social, cultural, environmental, and economic well-beings of Carterton residents, and mitigates identified legal, reputational, operational, cultural, and environmental risks.

Cr R Cherry-Campbell/Cr L Newman

Against - Cr G Ayling

CARRIED

7.5 NON-FINANCIAL PERFORMANCE DATA REPORTING

1. PURPOSE

For the committee to be updated on the enhanced data reporting approach for Council's non-financial performance measures.

MOVED

That the Committee:

1. **Receives** the report.

Cr L Newman/Cr S Laurence

CARRIED

7.6 BACKFLOW PROJECT UPDATE AND POLICY**1. PURPOSE**

For the committee to be updated on the Backflow Prevention Project.

MOVED

That the Committee:

1. **Receives** the report.

Cr R Cherry-Campbell/Cr S Laurence

CARRIED**7.7 WASTE MANAGEMENT AND MINIMISATION UPDATE****1. PURPOSE**

For the Committee to be updated on Carterton District's Waste Management and Minimisation services.

MOVED

That the Committee:

1. **Receives** the report.

Cr R Cherry-Campbell/Deputy Mayor S Cretney

CARRIED**7.8 UPDATE ON OPERATIONAL CONSENTS****1. PURPOSE**

To update the Committee on the status of the existing consents.

MOVED

That the Committee:

1. **Receives** the report.

Cr R Cherry-Campbell/Cr L Newman

CARRIED

7.9 UPDATE ON MAJOR PROJECTS**1. PURPOSE**

To update the Committee on the progress of major projects.

MOVED

That the Committee:

1. **Receives** the report.

Cr L Newman/Cr S Laurence

CARRIED**7.10 RUAMĀHANGA ROADS AND CORRIDOR ACCESS REPORT****1. PURPOSE**

For the Committee to be updated on Ruamāhanga Roads and Corridor Access activities.

MOVED

That the Committee:

1. **Receives** the report.

NOTED

- Funding for bridge maintenance will be tabled as part of the LTP 2026-36.

Cr R Cherry-Campbell/Deputy Mayor S Cretney

CARRIED**7.11 UPDATE ON PLANNING RESOURCE CONSENTS****1. PURPOSE**

The purpose of this report is to update the Committee on the resource consents issued since the previous update.

MOVED

That the Committee:

1. **Receives** the report.

Cr L Newman/Cr R Cherry-Campbell

CARRIED

8 KARAKIA WHAKAMUTUNGA

The meeting closed with a karakia by all members.

The meeting closed at 10.53am

Minutes confirmed:

24 September 2025

Date:



7.3 MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON 10 SEPTEMBER 2025

1. RECOMMENDATION

1. That the Minutes of the Ordinary Council Meeting held on 10 September 2025 are true and correct.

File Number: 482978

Author: Robyn Blue, Democratic Services Officer

Attachments: 1. Minutes of the Ordinary Council Meeting held on 10 September 2025

**MINUTES OF CARTERTON DISTRICT COUNCIL
ORDINARY COUNCIL MEETING
HELD AT THE CARTERTON EVENTS CENTRE, 50 HOLLOWAY ST, CARTERTON
ON WEDNESDAY, 10 SEPTEMBER 2025 AT 1:00 PM**

PRESENT: Cr Robyn Cherry-Campbell (Acting Chair), Cr Brian Deller (via videoconference), Cr Steve Laurence, Cr Grace Ayling (via videoconference), Cr Lou Newman, Cr Steve Gallon

IN ATTENDANCE: Staff

Geoff Hamilton (Chief Executive), Geri Brooking (Group Manager People and Corporate), Solitaire Robertson (Group Manager Planning and Regulatory), Anna Tulloch (Communications and Engagement Advisor), Robyn Blue (Democratic Services Officer)

Youth Council

Josephine Kumeroa (Chairperson)

1 KARAKIA TIMATANGA

The meeting opened with a karakia by all members.

NOTED

- Both the Mayor and Deputy Mayor were an apology for the meeting.

MOVED

That Cr Robyn Cherry-Campbell chairs the meeting.

Cr S Laurence / Cr L Newman

CARRIED

2 APOLOGIES

MOVED

That apologies be received from Mayor Ron Mark and Deputy Mayor Steve Cretney.

Cr L Newman/Cr S Gallon

CARRIED

3 CONFLICTS OF INTERESTS DECLARATION

There were no conflicts of interest declared.

4 PUBLIC FORUM

Jason Markham gave an update on the Carterton Indoor Pool. Current activities are:

- concept designs for the pool enclosure – estimates and costings are being sought for two options - and
- exploring transfer of ownership to a Charitable Trust.

5 DISCUSSION OF PUBLIC FORUM

There was no discussion on the public forum.

6 YOUTH COUNCIL VIEWS ON AGENDA ITEMS

Josephine Kumeroa, Chair of the Youth Council thanked CDC for being nominated to attend the Aspiring Leaders Forum. She also offered her best wishes to the candidates standing for election.

Cr Laurence thanked Josephine for her participation in council meetings, and for offering a fresh perspective on council matters.

7 CONFIRMATION OF THE MINUTES

7.1 MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON 20 AUGUST 2025

MOVED

1. That the Minutes of the Ordinary Council Meeting held on 20 August 2025 are true and correct.

Cr S Laurence/Cr S Gallon

CARRIED

7.2 MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON 13 AUGUST 2025

MOVED

1. That the Minutes of the Ordinary Council Meeting held on 13 August 2025 are true and correct.

Cr L Newman/Cr G Ayling

CARRIED

8 REPORTS

8.1 CHIEF EXECUTIVE REPORT

1. PURPOSE

For the Council to be informed on planned Council operational activities, major projects, and other matters of importance and interest.

MOVED

That the Council:

1. **Receives** the report.

Cr L Newman/Cr S Laurence

CARRIED

8.2 CORRESPONDENCE**1. PURPOSE**

To note relevant correspondence received by Council.

MOVED

That the Council:

1. **Notes** the correspondence received.

Cr R Cherry-Campbell/Cr S Gallon

CARRIED

8.3 DESTINATION WAIRARAPA QUARTERLY REPORT**1. PURPOSE**

For the council to receive a report of activities for the quarter ending June 2025.

MOVED

That the Council:

1. **Receives** the report.

Cr S Gallon/Cr B Deller

CARRIED

8.4 WELLINGTON NZ QUARTERLY REPORT**1. PURPOSE**

For the council to receive a report of activities for the quarter ending June 2025 on the delivery of the Wairarapa Economic Development Strategy.

MOVED

That the Council:

1. **Receives** the report.

Cr L Newman/Cr S Laurence

CARRIED

8.5 BUDGET CARRY FORWARDS

1. PURPOSE

For the Council to approve the proposed carry forward of capital expenditure and operating expenditure to 2025/26 for projects approved in 2024/25 and prior years that are yet to be completed.

MOVED

That the Council:

1. **Receives** the report.

Cr G Ayling/Cr S Gallon

CARRIED

2. **Approves** the carry-forward of \$3,278,192 capital budgets to 2025/26 fiscal year.

Cr L Newman/Cr B Deller

CARRIED

3. **Approves** the carry-forward of \$71,392 operating budgets to 2025/26 fiscal year.

Cr R Cherry-Campbell/Cr S Gallon

CARRIED

8.6 ADOPTION OF THE WAIRARAPA CONSOLIDATED BYLAW

1. PURPOSE

For the council to adopt Ngā Ture ā-Rohe Tōpu o Wairarapa: the Wairarapa Consolidated Bylaw 2025.

MOVED

That the Council:

1. **Receives** the report.

Cr S Gallon/Cr G Ayling

CARRIED

2. **Adopts** the Wairarapa Policy Working Group (Working Group) recommendation that:

The Wairarapa District Councils adopt the Wairarapa Consolidated Bylaw 2025 and give public notice of the making of the Bylaw;

Cr R Cherry-Campbell/Cr L Newman

CARRIED

3. **Notes** that the Working Group heard submissions on 14 August 2025 and undertook deliberations on 19 August 2025 with respect to the proposed Wairarapa Consolidated Bylaw;
4. **Notes** that subject to adoption, the Wairarapa Consolidated Bylaw 2025 will come into force on 1 November 2025;
5. **Notes** that the Wairarapa Consolidated Bylaw 2019 will no longer apply from the time when the Wairarapa Consolidated Bylaw 2025 comes into force; and
6. **Notes** that approval of the Minister of Conservation has been received today regarding Part Two: Public Places (including Parks and Reserves), which is required before the bylaw can come into force.

Cr S Gallon/Cr S Laurence

CARRIED

8.7 LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT REQUESTS

1. PURPOSE

To inform the Council of the number of requests under the Local Government Official Information and Meetings Act (LGOIMA) 1987 (the Act) 23 July 2025 to 1 September 2025.

MOVED

That the Council:

1. **Receives** the report.

Cr L Newman/Cr S Gallon

CARRIED

8.8 SERVICE REQUESTS AND COMPLAINTS

1. PURPOSE

For the Council to be informed on Service Requests received in the end of July 2025 to 1 September 2025, and Complaints received from 17 July 2025 to 1 September 2025.

MOVED

That the Council:

1. **Receives** the report.

Cr B Deller/Cr L Newman

CARRIED

8.9 END OF COUNCIL TERM MATTERS**.. PURPOSE**

To report on matters relating to the period following the last Council meeting of the current triennium on 10 September 2025, and the swearing in of the new Council on 29 October 2025.

MOVED

That the Council:

1. **Receives** the report.

Cr L Newman/Cr R Cherry-Campbell

CARRIED

2. **Notes** that there will be an interregnum period between the current Council leaving office and the incoming Council having powers under the Local Government Act 2002.
3. **Notes** that the new Council is expected to be sworn in on 29 October 2025.

Cr G Ayling/Cr S Laurence

CARRIED

4. **Delegates** to the Chief Executive all responsibilities, duties and powers of the Council, except those set out in Schedule 7 Clause 32(1)(a-h) of the Local Government Act 2002, for the period starting from when the final election results are announced (likely to be a date between 14 - 17 October) until the swearing in of the new Council, subject to:
 - a. The Chief Executive consulting with the Mayor-elect prior to making any decisions; and
 - b. The delegation only being used to attend to urgent matters that cannot reasonably wait until the new Council is sworn in; and
 - c. Decisions made under the delegation being reported to the Inaugural meeting of the Council.

Cr S Gallon/Cr G Ayling

CARRIED

8.10 VALEDICTORY SPEECHES**1. PURPOSE**

To provide the opportunity for elected members who are not standing for Council to give a valedictory speech.

NOTED

- Cr Robyn Cherry-Campbell gave her valedictory speech. She has been a councillor for two terms, and is not standing for re-election. She said she has enjoyed her time on Council and highlighted her extensive involvement in review of the Wairarapa Combined District Plan. She said she was proud that Carterton District Council had a history of tackling difficult issues, and for making decisions that benefit the whole of Wairarapa, not necessarily CDC, and commended the Chief Executive for his role in this.

MOVED

That the Council:

1. **Receives** the valedictory speech.

Cr L Newman/Cr S Gallon

CARRIED**9 EXCLUSION OF THE PUBLIC**

Nil

10 KARAKIA WHAKAMUTUNGA

The meeting closed with a karakia by all members.

The meeting closed at 2.17pm

Minutes confirmed:

24 September 2025

Date:

8 REPORTS



8.1 CARTERTON COMMUNITY COURT HOUSE TRUST PROPOSAL FOR THE COURT HOUSE

1. PURPOSE

For the council to consider the proposal from Carterton Community Court House Trust to wind up its operations and transfer full responsibility for the Court House operations to Carterton District Council.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. BACKGROUND

Carterton District Council (CDC) owns Carterton Courthouse, built in 1884 is one of the district's oldest buildings, but by 2013 it had fallen into disrepair. Following public consultation, the Carterton Community Courthouse Trust (CCCT) was established to restore and repurpose the building as a community facility. The Trust successfully raised approximately \$350,000 through grants and private donations to complete the work, with CDC contributing \$6,000.

Since 2017, the Courthouse has operated under a partnership agreement with CDC's Events Centre team, hosting numerous community events and organisations. Today it is recognised as a valued community asset celebrated for both its heritage and acoustics.

4. DISCUSSION

For the past 12 years, the Carterton Community Courthouse Trust (CCCT), supported by the Events Centre team, has successfully managed the Courthouse. Over time, the Trust has reduced to three of its original trustees:

- Joseph Gillard
- Angela Reynolds, and
- Barbara Durbin.

The trustees believe they have played a vital role in preserving an important part of Wairarapa's history. However, they now feel it is time for the building to return to the care of the wider community through Council. The trustees have prepared a detailed report accompanying this paper (**Attachment 1**).

The trust proposes:

1. Carterton Community Courthouse Trust be formally wound up.

2. CDC assumes full ownership and management of the building and its operations.
3. CDC ensures the Courthouse remains available for community use on a non-exclusive basis.
4. As a legacy contribution, CCCT will fund:
 - 4.1. Installation of an historical information panel in the entrance.
 - 4.2. Installation of a naming panel on the street-facing gable.
 - 4.3. Repainting of the front porch, floor, and door.

Fee's and Charges

Under the current arrangement, venue hire fees are collected by CDC and remitted to the Carterton Community Courthouse Trust, less applicable disbursements and a 15% commission retained by CDC to offset operational costs.

Under the proposed arrangement, all venue hire fees will be retained by CDC, which will assume full responsibility for insurance, maintenance, and all associated operational expenses. The proposed rates and charges for the Courthouse are included in **Attachment 2**.

5. NEXT STEPS

If the Trust's proposal is accepted by Council, the Trust will wrap up its operations, completing the actions as noted above. Day to day operation of the Courthouse is already managed by the Events Centre team.

If adopted by Council, a celebration event will take place in October to acknowledge the trustees and their commitment to restoring the building over the last 12 years.

6. CONSIDERATIONS

6.1 Climate change

Heritage buildings often contribute to the sense of place and identity. Preserving them while making them climate resilient supports cultural, social values. This aligns with enabling positive change in community.

6.2 Tāngata whenua

Matters in this paper have not had engagement with tāngata whenua.

6.3 Financial impact

The Carterton Community Court House is owned by Carterton District Council, with the CCCT overseeing operations and management of the site. The net book value of the Court House building at 30th June 2025 is \$248,900.

As noted above, Carterton District Council will assume responsibility for all operational matters relating to the Courthouse. These costs will be offset by revenue generated through venue hire.

Any changes to the management and operation of the Court House will have a negligible impact on our current Annual Plan. We anticipate budgets adjustments are not necessary when accepting responsibility for the Court House operations.

6.4 Community Engagement requirements

Matters in this paper have not had engagement with wider community.

6.5 Risks

No new risks have been identified.

6.6 Wellbeings

The Court House is a well-maintained Council facility supporting local events, tourism and community initiatives that contributes to the local economy.

7. RECOMMENDATION

That the Council:

1. **Receives** the report.
2. **Agrees** to accept responsibility and management of the Carterton Community Courthouse and its operations.
3. **Agrees** to the proposed rates and charges for the venue hire.
4. **Agrees** to maintain the Courthouse as a community facility.
5. **Notes** the installation of the commemorative elements funded by the Trust.

File Number: 483372

Author: Erin Banks, Events Centre Coordinator

Attachments:

1. Future of Courthouse report [↓](#)
2. Fees and Charges [↓](#)

**Carterton Community Courthouse Trust***From Victorian Courthouse to revitalised Community Hub***Twelve Years On : Looking to the Future****4 September 2025****Background**

1. In early 2013, under its Long-Term District Plan, CDC was looking for a workable solution regarding the future of what was then known as the St John Hall or the former Carterton Courthouse.
2. The building is one of the oldest structures in Carterton. In 1884, it was built on the corner of High & Holloway Streets. In 1902, to make way for a new Post Office, it was moved to the site of the present CDC offices at 28 Holloway Street. After WW2, improved communication and transportation reduced the need for Carterton to have its own Courthouse. In 1954, to make way for the CDC offices, it was moved further along Holloway Street to its present site, beside the Library/Events Centre.
3. Then for many years it was used by St John, over which time it was changed about considerably and not particularly well maintained. By early 2013, St John had long gone to other premises, the building was structurally marginal and in poor condition.
4. With the Events Centre newly completed on adjoining land and without the means to include the former Courthouse in that development, CDC sought public input as to its future.
5. The favoured option seemed to be to remove it, however on the basis of a paper prepared by Barbara Durbin, Angela Reynolds and I in May 2013 and a subsequent public meeting chaired by John Gordon, in August 2013 we were given the opportunity to develop an alternative.

Creation of the Carterton Community Courthouse Trust

1. With support from CDC, we formed a trust for the purpose of 'adapting the former Carterton Courthouse for the purposes of a community facility'.
2. This was the start of a significant project to return the building to a sound structural state appropriate to its architectural origins but in a manner in keeping with modern-day requirements.
3. The trust sought trustees with the necessary skills for the undertaking, while developing both the details and design. This was a significant part of the project. The founding trustees were Joseph Gillard (Chairman), Barbara Durbin, Kevin Conroy (Rotary), Peter McNeur (Connecting Communities Wairarapa), Angela Reynolds, Rawiri (Ra) Smith.

Funding of the Work

1. As well as the countless unpaid hours contributed by Trustees and many volunteers, including Rotary members and local organisations and individuals, the direct cost of the renovation & fitout work came to around \$350,000, of which \$6,000 was contributed by CDC. The balance was raised in one way or another by the Trust.
2. Funding was sought from every likely source, not the least from Lotteries and Eastern & Central. Their exacting demands were sometimes a frustration, however **on the basis the project was for a community project, funding was forthcoming and the project was able to get underway.**
3. Of vital importance was that more than one third of the funds raised came from private donors, particularly as shortfalls became evident.
4. The organisational funders who contributed a combined two-thirds of the cost were:
 - a. NZ Lotteries Commission (*the main funder*)
 - b. Carterton Community Ventures (*an informal grouping of many local groups and individuals, convened by the late, legendary Alison Underhill*)
 - c. Carterton District Business Inc (CDBI) now known as Go Carterton
 - d. Carterton District Community Trust
 - e. Carterton District Council
 - f. Carterton District Historical Society
 - g. Eastern & Central Community Trust
 - h. Nikau Foundation
 - i. One Foundation (formerly First Sovereign Trust)
 - j. Rotary Club of Carterton
 - k. Trust House Foundation

Operation as a Community Asset

1. In October 2017, the Kokomai Creative Festival became the first Courthouse user, using the whole facility for 3 weeks. Soon thereafter, Wai Word began what has become an extensive & enduring relationship, highly appreciated by both parties. Marama Smith sang in the closing session of the day; her singing a stunning illustration of the Courtroom's wonderful acoustic qualities.
2. Since then, the building has been used by the community under an arrangement with CDC, as embodied in the Partnership Agreement.
3. From the Trust's perspective, this has been an ideal arrangement, not the least because the usage figures indicate that the building is seen as a significant community asset. It is vital to bear in mind that from the outset, this was the implicit undertaking made by the Trust when seeking funding from Lotteries, other organisational funders and the community.

Where to from Here?

1. Given it is now more than 12 years since this project was first mooted and given that we are all that much older, it is time to move on to the next chapter.

2. Of the original trustees, only Barbara, Angela and I remain but time passes and we have each had our own significant issues to deal with in recent times. We have actively looked to bring on new trustees but have been unable to find anyone suitable who was available.
3. We feel a strong connection to the building and the vital part it has played in the Carterton community from all but the earliest times. We also believe we have played our part in preserving a significant part of Wairarapa history and are pleased to have done so. Now however, the building needs to be in the care of the community at large, as part of CDC's operations.
4. We offer this on the basis that it must remain a community asset as per Clause 1.7 of the MOU which states that the Courthouse is to 'remain available for community use on a non-exclusive basis'.
5. Against this background, we propose the following:
 - a. The Trust will be wound up
 - b. CDC will take full control of the building and its operations
 - c. CDC will continue to honour the basis on which the renovation funds were raised, that is, have the building continue to be available for community use on a non-exclusive basis
 - d. At its cost, permit the Trust to commission and install an appropriate information panel in the entrance to describe the history of the building
 - e. At its cost, permit the Trust to install the naming panel on the street-facing gable end
 - f. At its cost, the Trust to repaint the front porch, porch floor and door.

Joseph Gillard
Chairman
Carterton Community Courthouse Trust

4 September 2025



Schedule of Standard Hire rates – Proposed

The Courtroom

Rate	Hourly Rate	Daily Rate (8 hours – full day)
<i>Community</i>	\$15	\$100
<i>Commercial or Private</i>	\$35	\$250
<i>Tea & Coffee Making</i>	Included in all room rates	
<i>Audio Visual Systems</i>	Included in all room rates	

The Wardell Room (small meeting room)

Rate	Hourly Rate	Daily Rate (8 hours – full day)
<i>Community</i>	\$10	\$80
<i>Commercial or Private</i>	\$30	\$200
<i>Tea & Coffee Making</i>	Included in all room rates	
<i>Audio Visual Systems</i>	No audio-visual facilities are available in these rooms	

Commercial Kitchen Facilities

To be negotiated on a case-by-case basis. Depends on the nature and size of the group and intended use.

Notes:

1. This schedule of Standard Hire rates in to be read in conjunction with eh standard terms and conditions.
2. Hire rates are inclusive of GST
3. Hire rates are subject to change at any time and without notice.
4. All room hire rates include tea & coffee making facilities
5. Should the whole building or exclusive use of the building be required, please ask for a quote.
6. Where the courtroom is used for a small meeting because both the Wardell and Darby rooms are booked, the rate for the Wardell/Darby room should be charged.
7. Unless otherwise arranged with the Event Centre Events Coordinator or Team Leader, Hirers will be responsible for all preparation and dismantling and cleaning of the facilities and equipment in respect of their usage. A surcharge may apply for any preparation and/or dismantling or cleaning done by the Trust or Event Centre staff.

5 September 2025



8.2 BUDGET CARRY FORWARDS

1. PURPOSE

For the Council to approve additional carry forward of capital expenditure not included in the 9 September 2025 Council report.

2. SIGNIFICANCE

The matters for decision in this report are not considered to be of significance under the Significance and Engagement Policy.

3. DISCUSSION

At the Ordinary Council meeting on 9th September 2025 Council considered and approved carry forward capital and operational expenditure budgets.

A clerical error by the author resulted in Community Facilities and Parks projects being excluded from the list for approval. These additional carry forward budgets included the new Library workroom, Carrington Park stake area, and refurbishments of the event centre meetings rooms and foyer. The total value of projects missed from the list is \$383,236.

As mentioned previously, the criteria officers have used to consider a projects' inclusion in the proposed carry forward list are:

- In-flight projects at the end of June 2025, that have since been completed.
- In flight projects at the end of June 2025, that are still Work In Progress.
- Projects that critical to the delivery of our Long-Term, Annual Plan or Regulatory outcomes.
- Projects that have previously been agreed to carry forward.
- Grant funded projects that are still Work In Progress.

These additional projects fit the above criteria.

The full list of projects recommended to the carried forward are shown below, with the new projects highlighted at the bottom of the table.

Project	2024/25 YTD Actuals June	2024/25 Total Budget	Proposed Carry Forward
9009311. Water Supply Mains renewal	2,103,849	2,275,220	171,372
9009322. Water Treatment Kaip facilities	35,896	144,410	108,514
9009325. Water Treatment Frederick ILOS	38,516	600,000	561,484
9009312. Water Supply mains extension	54,781	118,759	63,978
9009350. Waingawa non potable water	2,332,293	2,767,679	435,386
9009351. Investigate water supply security	6,015	148,506	142,491
9009380. Rural Water Race - Carrington	32,292	147,728	115,436
9009430. Wastewater - Treatment Plants	260,784	1,115,000	854,216
9009460. Stormwater - Reticulation	25,842	100,000	74,158
9009475. Waste - Transfer station Upgrades	0	50,000	50,000
9008333. Roading Pavement Rehabilitation	716,307	954,475	238,168
90083351. Local Roads Improvement	0	100,000	100,000
9008342. Roading Structures & Bridges	62,127	131,052	68,925
9008950 / 9842 / 9860. ICT & Administration	76,193	205,894	129,701
9009022 / 9009005. Utility Vehicles & Plant	4,403	27,500	23,097
9009025. Operations Building - Portacom	80,124	150,000	69,876
688164. Parks Maintenance - Carrington Toilets	3,608	75,000	71,392
9008811 / 8841. Library workroom etc	104,127	229,589	125,462
9008830 / 8832 / 8972. Event Centre room refurb	49,146	131,401	82,255
9008865 / 8871. Parks - Carrington / Rural Reserves	4,481	180,000	175,519
			\$3,661,428

Including the additional projects of \$383,236, the total value of carry forward budgets for 2025/26 is \$3,661,428. Approval of these additional carry forward capital budgets will not impact rates.

4. CONSIDERATIONS

4.1 Climate change

Individually these projects add to our climate resilience. In specific cases such as the Waingawa non-potable water and urban main renewals projects enhance our climate adaptation and resilience.

There are no specific climate change projects included in the carry forward list for 2025.

4.2 Tāngata whenua

There are no specific tāngata whenua projects included in the carry forward list for 2025. There does not appear to be any specific te ao māori considerations that need to be discussed as part of this decision on carry forward budgets.

4.3 Financial impact

Carry forward items were included in the 2024/25 Long-Term Plan approved by Council in September 2024. Approving carry forward projects will have no additional impact on rates.

4.4 Community Engagement requirements

No community engagement requirements have been included in this decision. These carry forward projects were included in the Long-Term Plan, which was consulted on during early 2024, and approved by Council in September 2024.

4.5 Risks

There are no new risks associated with associated with the approval of these carry forward projects.

Risks persist with community groups seeking external funding for jointly funded projects – just as the Carrington Park skate area upgrade. These challenges will be closely monitored.

Officers will keep Elected Members updated regularly on our progress with the planned capital programme.

5. RECOMMENDATION

That the Council:

1. **Receives** the report.
2. **Approves** the additional carry-forward capital budget of \$383,236 to 2025/26 fiscal year.
3. **Notes** the total value of budget carried-forward to the 2025/26 fiscal year is \$3,661,428.

File Number: 483244

Author: Geoff Hamilton, Chief Executive

Attachments: Nil



8.3 APPROVAL OF THE CDC SPEED MANAGEMENT PLAN

1. PURPOSE

For Council to consider the outcome of the consultation process for the Carterton District Council Draft Speed Management Plan.

2. SIGNIFICANCE

Consultation on the Draft CDC Speed Management Plan was undertaken between 1 July and 17 August 2025.

Section 82 of the Local Government Act 2002 (LGA) sets out the principles of consultation which were met when undertaking consultation.

3. SPEED REVIEW CONSULTATION PROCESS

The Land Transport Rule: Setting of Speed Limits 2024 introduced a new framework and additional requirements for councils. Although Carterton District Council consulted on speed changes in 2023, we are required to undertake this new consultation process to meet the new legislative requirements, including a six-week formal consultation period and certification by the Director of Land Transport.

Development of the 2025 Draft Speed Management Plan was informed by the results of the 2023 Speed Management Plan. After the second public consultation, officers carefully considered all submissions, including the oral submissions presented at the Hearing on 11 September 2025. The review helped officers to prepare recommendations that represented the community's views.

The Speed Management Plan Consultation Findings were tabled at the Hearing, along with the submissions received (Total 216). An additional submitter spoke at the Hearing making a total of 217 submissions received (**Attachment 1**).

Submission results:

- Total Submissions : 217
- Full support of plan : 58
- Support most of plan : 31
- Support some of the plan : 39
- No support for the plan : 79

Common themes:

- a. There was strong feedback that drivers need to drive to the conditions and that if driver behaviour improved, the roads would be safe.
- b. There was strong commentary about the desire to reduce speeds on gravel roads even further.
- c. There was strong opposition to “blanket changes.” – It is worth noting that the only “blanket change” is the change of gravel roads from 100km/hr to 80km/hr. All other changes are targeted changes.
- d. Questions were raised about consistency on the network. Why are we not making more changes to roads that are similar? During the development of the 2023 Speed Management Plan it was agreed **not to** introduce a consistent blanket approach, such as the “Safe and Appropriate Speed (SAAS)” principle, but rather have a focus on specific roads. If the SAAS were to be implemented across the network, speeds on most roads would be reduced.
- e. Support for changing the speed from 100km/hr to 50km/hr on Perrys Road between East Taratahi Road and Cornwall Road.
- f. The variety of speed limits is creating confusion. Consistency should be prioritised.
- g. Many submissions misunderstood the plan, proposing changes that are already incorporated.

Due to the high number of submissions received not supporting the Draft Speed Management Plan, officers exercised caution when considering speed limits that had not been consulted on. As a result, the approach taken is more in favour of removing proposed changes, rather than adding new ones. The exception being where there was strong and consistent evidence of community support for new changes.

SPECIFIC SUBMISSIONS CONSIDERED:

- **Te Wharau Road** – Two submitters proposed to lower the speed limit on Te Wharau Road to address the noise issue caused by engine braking. Based on the number of submissions against any changes to speeds and the fact that changing the speeds would not necessarily improve the situation, officers do not believe that reducing the speed on Te Wharau Road would be supported by the wider community. It is therefore recommended that this change be considered in a separate future consultation process.
- **Chester Road and Norfolk Road** – A few submitters requested the extension of the speed reduction area on Chester Road and Norfolk Road. However, based on the number of submissions against any changes to speeds, officers do not believe that further speed limit changes on Chester Road and Norfolk Road would be supported by the wider community. It is therefore recommended that this change be considered in a separate future consultation process.
- **Further reduction of Speed Limits on Gravel Roads (less than 80km/hr)** – Even though several submitters requested further reduction of the speed limits on gravel roads, based on the number of submissions against any changes to speeds, officers do not believe that further speed limit changes on gravel roads would be supported

by the wider community. It is therefore recommended that this change be considered in a separate future consultation process.

AMENDMENTS PROPOSED

Further to the submissions and hearings, the following amendments to the draft Speed Management Plan are proposed:

1. Rutland Road cluster:

- 1.1. **Rutland Road** between Hilton Road and Park Road – Change from 100km/hr to **80km/hr** instead of 60km/hr.
- 1.2. **Hilton Road** between 25m southeast of Madison Street (at the existing 50/100 km/h speed limit change) and Rutland Road – Change from 100km/hr to **50km/hr** instead of 60km/hr.
- 1.3. **Moreton Road** between 150m northwest of Rutland Road (at the existing 50/100 km/hr speed limit change) and 50 m southeast of Rutland Road – Change from 100km/hr to **50km/hr** instead of 60km/hr.
- 1.4. **Richmond Road** between 150m northwest of Rutland Road (at the existing 50/100 km/hr speed limit change) and 50 m southeast of Rutland Road – Change from 70km/hr to **50km/hr** instead of 60km/hr.
- 1.5. **Park Road** between 205m southeast of Dixon Street (at the existing 50/100 km/h speed limit change) and 50m southeast of Rutland Road – Change from 100km/hr to **50km/hr** instead of 60km/hr.

Justification for amendment:

Following consideration of the feedback, we acknowledge that an 80km/hr speed on Rutland Road will improve compliance while still improving safety. The adjustment from 60km/hr to 50km/hr on side roads is to improve consistency in the area and reduce the variety of speed limits while still managing the high-risk intersection with Rutland Road.

2. Moreton, Kokotau and Millars Road:

- 2.1 **Kokotau Road – Remove** from this Speed Management Plan; therefore, no speed limit changes.
- 2.2 **Moreton Road** – From 50 m southeast of Rutland Road to Carters Line. **Remove** from this Speed Management Plan; therefore, no speed limit changes.
- 2.3 **Millars Road - Remove** from this Speed Management Plan; therefore, no speed limit changes.
- 2.4 **Johnsons Road, Baylys Road and Waitangi Road - Remove** from this Speed Management Plan; therefore, no speed limit changes.

Justification for amendment:

Following the consideration of feedback, we acknowledge that these roads are significant in connecting Carterton, Martinborough and Masterton, and that changing the speed limits will have a significant impact on the efficiency of the transport system.

4. NEXT STEPS

Following endorsement from Council, the team will revise the Speed Management Plan, the Technical Report, and the Maps to incorporate all amendments.

The next steps include:

- Submission of the final Speed Management Plan to the Director of Land Transport for certification.
- Waka Kotahi publishes the Speed Management Plan, certification and associated material.
- Council considers funding the implementation of the Speed Management Plan.
- Council implements the speed limits and changes road signage.
- Council submits the certified speed limit changes to the Waka Kotahi National Speed Register.

5. CONSIDERATIONS**5.1 Climate change**

There are no climate change considerations relating to the decisions in this report.

5.2 Tāngata whenua

The views of tāngata whenua were taken into consideration in the decision to lower the speed limit outside marae.

5.3 Financial impact

There are no financial impacts relating to the decisions in this report. However, funding will be required for the implementation of the plan.

5.4 Community Engagement requirements

Consultation on the draft CDC Speed Management Plan was undertaken between 1 July and 17 August 2025.

5.5 Risks

There are no risks related to the decisions in this report.

5.6 Wellbeings

The decisions in this report align with CDC's Community outcomes as follows:

Social

- A caring community that is safe, healthy, and connected.
- An empowered community that participates in Council and community-based decision making.

Cultural

- Te Āo Māori/ Māori aspirations and Partnerships are valued and supported.
- A community that embraces and encourages our cultural diversity and heritage.

Environmental

- An environmentally responsible community committed to reducing our carbon footprint and adapting to the impacts of climate change.

Economic

- Quality fit-for-purpose infrastructure and services that are cost-effective and meet future needs.

6. RECOMMENDATION

That the Council:

1. **Receives** the report.
2. **Notes** that the Speed Management Plan Consultation Findings were tabled at the Hearing on 11 September 2025 along with information on the submissions received.
3. **Endorses** the proposed amendments to the Draft Speed Management Plan.
4. **Notes** that the draft Speed Management Plan includes reducing the speed limits on gravel roads to 80km/hr throughout the district.
5. **Approves** the Carterton District Council Speed Management Plan with the amendments noted above.

File Number: 483289

Author: Johannes Ferreira, Infrastructure Services Manager

Attachments:

1. Submission responses 2 [↓](#)
2. Submission responses 1 [↓](#)

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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				No	Yes, I support all proposed changes			
9	David	Blayney			Carterton Rural		Yes		Hinau Gully Road		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?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
10	Craig	Bowyer				Outside Carterton		No		Yes		Automobile Association of Wairarapa			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		Watersons 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				No	Yes, I support all proposed changes			
18	Mark	Callaghan		Carterton South urban				No	Daffodil Grove		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?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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	Yes		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				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			

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
27	Justan	Clark			Carterton Rural		Yes		Perry's road		No				No		I support most of 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				No	Yes, I support all proposed changes			
32	Marie-Terese	Cleary			Carterton Rural		Yes		Norfolk Road		No				No	Yes, I support all proposed changes			
33	Mel	Clement	Carterton North urban					No			No				No				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

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation YES	Submitting on behalf on an organisation NO	Please name the organisation	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
36	Philip	Cowgill			Carterton Rural		Yes		Perrys Road (north of East Taratahi Road)		No				No			I support some of 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\		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

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
46	Nicholas	Dench			Carterton Rural		Yes		Norfolk Road		No				No	Yes, I support all proposed changes			
47	Aaron	Deo			Carterton Rural		Yes		Perrys Road		No				No	Yes, I support all proposed changes			
48	Helen Elizabeth	Dew		Carterton South urban				No	William Wong Place		No				No				
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	Dumanovskaya			Carterton Rural		Yes		Dalefield Road		No				No				No, I do not support the changes
53	Jane	Duncan			Carterton Rural			No			No				No	Yes, I support all proposed changes			
54	Elizabeth	Dye	Carterton North urban					No			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?	Submitting on behalf on an organisation YES	Submitting on behalf on an organisation NO	Please name the organisation	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
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
57	Chris	Engel			Carterton Rural			No			No				No		I support most of the changes		
58	Richard & Ra	Epplett	Carterton North urban					No			No				No				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

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation YES	Submitting on behalf on an organisation NO	Please name the organisation	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
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
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

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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		
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, EastTaratahi, Carterton (between 520m north of East Taratahi Rd & end of road)		No				No	Yes, I support all proposed 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

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
82	Iain	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			I support some of 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			
87	Leo	Hendrikse			Carterton Rural		Yes		Hughes Line		No				No				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		
89	Alan	Heward			Carterton Rural		Yes		Millars Road		No				No				No, I do not support the changes
90	Martin	Higgins		Carterton South urban				No	Warrington Court		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?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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		
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	
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			

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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 1		No				No	Yes, I support all proposed changes			
103	John	Keating			Carterton Rural		Yes		Hoeke Road		No				No	Yes, I support all proposed 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

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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	
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
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	

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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			
123	John	Mason		Carterton South urban			Yes		Lincoln Road		No				No	Yes, I support all proposed changes			
124	Scott	Matthews	Carterton North urban					No			No				No				No, I do not support the changes
125	Moir	McCallum			Carterton Rural		Yes		Dalefield 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?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
126	Rochelle	Mccarty			Carterton Rural		Yes		Norfolk		No				No				No, I do not support the changes
127	Joy	McDowall	Carterton North urban					No			No				No	Yes, I support all proposed changes			
128	Emma	McGregor			Carterton Rural			No			No				No				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	
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				No, I do not support the changes
135	Heather	McLeod			Carterton Rural			No			No				No		I support most of the changes		

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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			
138	Hamish	Moorhead			Carterton Rural		Yes		Park Road		No				No		I support most of the changes		
139	Matthew	Morris		Carterton South urban				No			No				No	Yes, I support all proposed changes			
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			
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	

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation YES	Submitting on behalf on an organisation NO	Please name the organisation	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
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			
148	Ruth	Parris			Carterton Rural		Yes		Thomas Road		No				No			I support some of the changes	
149	Alissa	Pedley		Carterton South urban				No			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			
152	Jessica	Porter	Carterton North urban				Yes		Park 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?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
153	Louisa	Portman			Carterton Rural		Yes		State Highway 2, Clareville - between the town boundary & just beyond Somerset Road.		No							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		Watersons 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				No, I do not support the changes
159	Clint	Renall			Carterton Rural		Yes		Morten	Yes		Westbourne 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	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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		
168	Gemma	Scott			Carterton Rural		Yes		Perrys Road		No				No				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 South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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				No, I do not support the changes
176	Dave	Slabbekoorn			Carterton Rural		Yes		Norfolk road		No				No				No, I do not support the changes
177	Dorothy	Smith			Carterton Rural			No			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?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
178	Vanessa	Smith		Carterton South urban				No			No				No				No, I do not support the changes
179	Coral	Stace			Carterton Rural		Yes		Norfolk Road		No				No				
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			
182	Iain	Swan	Carterton North urban					No			No				No		I support most of the changes		
183	Chez	Sword			Carterton Rural			No	Gladstone Road		No				No				No, I do not support the changes
184	Chris	Taylor			Carterton Rural		Yes		Waihakeke, moreton road, kokotau		No				No			I support some of the changes	
185	Tina	Te Tau-Brightwell				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		

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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
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			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	
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				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?	Submitting on behalf on an organisation - YES	Submitting on behalf on an organisation - NO	Please name the organisation	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
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
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

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation YES	Submitting on behalf on an organisation NO	Please name the organisation	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
206	Brigid	Wilkinson	Carterton North urban					No			No				No	Yes, I support all proposed changes			
207	Bryan	Wilson			Carterton Rural			No			No				No				No, I do not support the changes
208	Gordon	Wilson			Carterton Rural		Yes		Waihakeke Road		No				No				
209	Heather	Wilson		Carterton South urban			Yes		Lincoln Rd		No				No	Yes, I support all proposed changes			
210	Mark	Wilson				Outside Carterton		No	Te kopi road		No				No			I support some of the changes	
211	Helen	Winterbottom			Carterton Rural			No			No				No				No, I do not support the changes
212	Tobias	Woerner			Carterton Rural		Yes		Chester Road		No				No		I support most of the changes		
213	Amy	Wood	Carterton North urban					No			No				No				No, I do not support the changes
214	Chris	York				Outside Carterton		No			No				No		I support most of the changes		

	First name	Last name	Carterton North urban	Carterton South urban	Carterton Rural	Outside Carterton	Yes	No	Which road?	Submitting on behalf on an organisation YES	Submitting on behalf on an organisation NO	Please name the organisation	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
215	Mika	Zollner		Carterton South urban			Yes		I live on the corner of Belvedere		No				No	Yes, I support all proposed changes			
216	Charlene	Wildman																	
217	Stephen	Butcher																	

	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
1	m	b			
2	Viv	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. -Protects vulnerable road users: Cyclists and pedestrians, including children attending Dalefield School, are safer at reduced speeds. -Encourages active transport: Safer roads promote active transport (walking, cycling, etc). -Environmental 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, -A school is located at the intersection between Dalefield Road and Thomas 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 -Brooklyn Road: 80km/h -Dalefield Road, 300 meters on each side of Dalefield School: 50km/h Thank you for considering these recommendations. I believe they will significantly enhance safety and liveability for all road users in the area.	Feel free to contact me if you have any questions. Thank you.
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.	We appeal to the CDC who have assessed neighboring roads for speed 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 so a speed reduction will be a long term way of assisting residents on this stretch of road get a well deserved full nights sleep.
7	Allyson	Bird			
8	Ellen	Blake			I support safer speeds on all roads.
9	David	Blayney			
10	Craig	Bowyer			The AA supports the CDC in its desire for safer roads, please find the attached document as to our submission. Regards Craig Bowyer
11	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.		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
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.

	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
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 becuse 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	Cameron	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			
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		

	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
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	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			
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	

	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
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, 100km/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 SH2 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 speed to 80kmph will penalize good people. # My question to CDC, to which I would appreciate an answer, is what problem exists, unknown 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. # Hoeke Road is a gravel road and one of many unsealed roads in our region. CDC's plan identifies 80kmph as a safe and appropriate speed for unsealed roads, CDC recommendation for 50kmph is noncompliant with its own speed plan for Priority 2 roads. # My question to CDC, to which I would appreciate an answer, is what problem exists, unknown to this ratepayer, which requires you to reduce this roads speed to 50kmph? 3. Moreton Road, from the East side of Rutland Road to Carters Line: I recommend that this road stay at its current speed of 100kmph. # I am a regular user of this road. # This road meets neither of CDC criteria for CDC Priority 1 or Priority 2, so why it is being reduced? # It is a long (3.08km from Rutland Rd) straight road with minimal residential development. Driving this road at 80kmph would be like driving halfway from Carterton to Greytown at 80kmph like we used to have to do...very annoying for drivers. # It joins Carters Line which is a 100kmph road, which people use to get to Masterton for work, do their jobs, get to medical and other services, these drivers are driving with purpose to a schedule. This road is a good alternative to SH2. # Reducing Moreton Roads speed to 80kmph makes no sense, will contribute to too many speed changes on the same stretch of road, confuse and frustrate the hell out of drivers, leading to new risks. 4. Park Road, from the East side of Rutland Road to Carters Line: I recommend that this road stay at its current speed of 100kmph. # I am a regular user of this road. # This road meets neither of CDC criteria for CDC Priority 1 or Priority 2, so why it is being reduced? # It is a long (3.36 km from Rutland Rd) straight road with minimal residential development. Driving this road at 80kmph would be like driving halfway from Carterton to Greytown at 80kmph like we used to have to do...very annoying for drivers. # It joins Carters Line which is a 100kmph road, which people use to get to Masterton for work, do their jobs, get to medical and other services, these drivers are driving with purpose to a schedule. # Reducing Park Roads speed to 80kmph makes no sense, will contribute to too many speed changes on the same stretch of road, confuse and frustrate the hell out of drivers, leading to new risks.	Not a speed change. I would like to see yellow "Pedestrians Ahead" signs to alert drivers to the Fensham carparking area, just around the blind bend from Jerry Rotmans place, and coming the other way over a blind rise from Cobden Rd.	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 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
			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	Peter	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 implememt these beauracracic 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	Mary	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	Malien	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	

	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
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 Elizabeth	Dew			Generally, I would like speed limits reduced, as lower speeds limit injury 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		Brooklyn Rd vicinity of rail crossing needs a 30kph limit for minimum of 100m either side of the crossing. The road is narrow and sighting ahead with 100m of the crossing is obstructed by the raised crossing.	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	Dumanovskaya	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			

	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
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 ridiculously 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 north of Te Whiti road and 3.6kms north of Te Whiti Road. I don't understand why this road has to need to have a 30kms restriction.		
58	Richard & Ra	Epplert	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 unnecessary and would only cause frustration to motorists.		
61	Louise	Fisher			
62	Shane	Flitcroft			
63	Michael	Fox			
64	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!	None	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.	
68	Richard	Futter	The area in question has a railway line with big hump so speeds are not that great you are fixing a non-existent problem.		Please stop adding costs to council running which in the end all rate payers have to pay!
69	Ann Vere	Gandar			Good luck!
70	Alex	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			

	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
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	Guerrero		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
80	Scott	Hadley			

	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
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	Iain	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.		
90	Martin	Higgins			
91	Jill	Higgins			
92	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. Hoddess 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??

	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
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	Jaquierey	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.
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.

	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
104	Selapia	Kele	Not bothered		
105	Georgina	Kemp		I would like to see the Chester road speed restriction extended further along the straight, even if it is 80. People fly down there going well in excess of 100.	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
108	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 infringement 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	My submission is, for the speed limit on TeWharau rd, from the intersection with TeWhiti to the top 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.	This same situation is occurring or going to occur on other rural roads, where we have a higher population of people (due to Life Style Blocks), living close to these rural roads and competing for usage. These roads haven't been designed for such frequent usage by heavy vehicles and are causing an increase not only in 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.	With the massive increase of our farming land being put into Pine 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	N/A	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.		
115	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 than 50k could endanger residents (especially children and pets) significantly
116	Lesley	Macgibbon			It is brilliant that the CDC is lowering speed limits on local roads. It will be safer for cyclists and walkers

	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
117	Leanne	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	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	Lynn	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	Jason	Markham			Seems considered and balanced. Long existing 50km zone on Moreton Road is dumb- good to see it will be more realistic.
123	John	Mason			
124	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.	None	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	Moir	McCallum			
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.

	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
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	McKay		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.
137	Liljana	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.

	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
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	Mat	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	Tracy	O'Neale			Very supportive.
146	Jane	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.	Nil	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!
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.
157	Te Rangikaiw	Reiri			

	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
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 unnecessary and untenable		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			
162	Kyle	Robinson			
163	Jan	Rose			
164	John	Saunders	Lincoln road is a side/ bypass road with low density housing. 70 km makes sense for the local traffic		
165	Jane	Scadden	Rutland Road, 80km is reasonable. That road is not busy enough to warrant it. I travel it frequently. 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.		I am happy with 80km for the roads I frequently use - Waitangi, Bayleys, Moreton, Waihakeke, Gladstone (school zone 30km is good), Carters and Park.
166	John	Schroeter	Speed limit changes around schools and maraes are okay. All other changes I disagree with and do not support.		Speed limit changes around schools and maraes are okay. All other changes I disagree with and do not support.
167	Maree	Scott			
168	Gemma	Scott	80kmph speed limit on Perrys road.	Perrys Road.	I'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

	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
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	Stace	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	no	none
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.	None	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	Iain	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-Brightwell			

	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
186	Katrina	Thompson			
187	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.
188	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.		
190	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			
197	Juergen	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.

	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
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.	There appears to be little if any data to show that speed reduction will have meaningful safety benefits for the costs involved.	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	Brent	Ward	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.	Someone tried to change speed limits between masterton and featherstone and that turned out to be a waste of time and a costly mistake.	
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
201	Xavier	Warne			Supoort 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	x	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	None. Are there any roads that aren't currently proposed? Looks like you've chosen most.	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	Jason	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 Utlar 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.	Nil	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!

	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
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.		
208	Gordon	Wilson			
209	Heather	Wilson			It is a relief to know this is taking place and feel it has been long overdue
210	Mark	Wilson			
211	Helen	Winterbottom	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 ideologically 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?	None	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 infantilising 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.
212	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.
213	Amy	Wood	Decreasing speed limits		
214	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.
215	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.

	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
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