

**MINUTES OF CARTERTON DISTRICT COUNCIL
COUNCIL WORKSHOP
HELD AT THE CARTERTON EVENTS CENTRE, 50 HOLLOWAY ST, CARTERTON
ON WEDNESDAY, 28 JANUARY 2026 AT 1:00 PM**

PRESENT: Mayor Steve Cretney, Deputy Mayor Grace Ayling, Cr Brian Deller, Cr Lou Newman, Cr Steve Laurence, Cr Steve Gallon, Cr Jane Burns, Cr Simon Casey, Cr Rachel Round

IN ATTENDANCE: Staff
Marc Ferguson (Chief Financial Officer), Lawrence Stephenson (Group Manager Infrastructure), Graham Carson (Roading Manager), Anna Tulloch (Communications and Engagement Advisor), Robyn Blue (Democratic Services Officer)
NZTA
Emma Speight, Duncan Mundell, Jenny Boyd

1 REPORTS

1.1 WORKSHOP WITH NZTA

1. PURPOSE

For NZTA to provide a roading update to Councillors.

Key topics discussed

NZTA funding framework and regional transport planning

The Government Policy Statement (GPS) sets funding ranges across 11 activity classes, and NZTA is required to give effect to this. Regional Land Transport Plans must align with GPS priorities for funding success, and councils need to contribute their share for any activities included in these plans.

Funding assistance rates and local government contributions

Carterton District Council receives 51% funding assistance from NZTA (with a national average of 53%). The assistance rate is calculated using a formula considering network size, historical spending, rating base, and community deprivation index.

State Highway 2 infrastructure improvements

Current and planned works include safety improvements on Remutaka Hill, median barriers in Upper Hutt, and completion of Masterton to Carterton works. Pedestrian crossing funding is not available under current GPS settings, though pedestrian refuges remain possible with appropriate funding and community support.

Road rebuild programme for Carterton

A four-day rebuild programme is scheduled from 30 March between Hilton Road and Frederick Street, using structural asphalt to address poor ground conditions. Nine residents will experience temporary vehicle access restrictions, with comprehensive community engagement planned.

Speed limit reviews and traffic management Speed limit changes can be considered where population density increases and infrastructure improvements support different environments. Engine braking restrictions in urban areas rely on voluntary compliance and industry engagement rather than enforcement.