

Subject: FW: 2 Johnston St Waitara - Private Plan Change
Date: Tuesday, 12 March 2019 at 8:13:30 PM New Zealand Daylight Time
From: Kathryn Hooper

From: Hannah Heberley <Hannah.Heberley@nzta.govt.nz>
Date: Friday, 22 February 2019 at 12:52 PM
To: Kathryn Hooper <Kathryn@landpro.co.nz>
Cc: Hannah Thompson <Hannah.Thompson@nzta.govt.nz>
Subject: Re: 2 Johnston St Waitara - Private Plan Change

Hi Kathryn,

Not a dumb question!

My understanding is that a safety upgrade will definitely occur along SH3 between Waitara and Bell Block (at some point) - what we are not 100% certain on yet is exactly what roads / intersections / safety improvements are in, and what will be out (for now).

What this ultimately comes down to is the Transport Agency team sitting down and making sure they're making the most impactful use of the funding available, to make the biggest possible safety improvements to the ~10km of SH3 in its entirety.

What also needs to be factored in to those decisions is ensuring the decisions we make now are future-proofed with respect to any further safety upgrades we may need to make in coming years.

Does that help?

Thanks,

Hannah

From: Kathryn Hooper <Kathryn@landpro.co.nz>
Sent: Friday, 22 February 2019 12:42:07 PM
To: Hannah Heberley
Cc: Hannah Thompson
Subject: Re: 2 Johnston St Waitara - Private Plan Change

Thanks Hannah,

Dumb question maybe - am I correct that it is still possible that the proposed upgrade to Raleigh/SH3 may not happen? Or is it definitely going to be changed/safety improved – its just a matter of WHEN and exactly WHAT – i.e. detailed design?

Thanks!
Kath

From: Hannah Heberley <Hannah.Heberley@nzta.govt.nz>
Date: Friday, 22 February 2019 at 10:23 AM
To: Kathryn Hooper <Kathryn@landpro.co.nz>
Cc: Hannah Thompson <Hannah.Thompson@nzta.govt.nz>
Subject: Re: 2 Johnston St Waitara - Private Plan Change

Hi Kathryn,

I've chatted to the Project Manager for SH3 Waitara to Bell Block, with respect to trying to firm up a timeline for the delivery of the proposed safety upgrades.

Whilst I think nothing is ever completely definitive (!) what they've shared with me is that we'd likely be looking at late 2019-2020 for the design stage starting (based on confirmed safety improvements) which will include all of the necessary consents and any required land purchases, and then late 2020 to 2021 for the project implementation stage starting.

The project team will be using the winter months of 2019 (when we're unable to start construction anyway) to confirm the proposed safety improvements - ie. what will be happening and where, including prioritisation.

I appreciate that's not nearly as concrete as you'd like, but hopefully that provides some further detail that helps with the planning involved.

Thanks,
Hannah

Hannah Heberley / Senior Advisor

Governance, Stakeholders and Communications – Communications & Engagement

M 021 272 8021

E Hannah.Heberley@nzta.govt.nz / www.nzta.govt.nz

Subject: RE: 2 Johnston St Waitara - Private Plan Change
Date: Friday, 23 November 2018 at 11:50:26 AM New Zealand Daylight Time
From: Hannah Thompson
To: Kathryn Hooper

Hi Kathryn,

Sorry for the delayed response – very busy week!

Thanks for providing the answers to the questions below. The main issue for the Agency is that we don't want any development to proceed (other than enabling works) until the highway upgrades have occurred. The intersection/highway is already operating above capacity with significant safety issues (including death and serious injury) and increasing traffic will only further increase risks which we cannot support.

The Agency is, overall, in support of the Plan Change once the infrastructure is in place to ensure the road safety of future residents is able to be achieved.

Please feel free to give me a call if you have any questions.

Kind regards,
Hannah.

From: Kathryn Hooper <Kathryn@landpro.co.nz>
Sent: Wednesday, 21 November 2018 10:11 AM
To: Hannah Thompson <Hannah.Thompson@nzta.govt.nz>
Subject: Re: 2 Johnston St Waitara - Private Plan Change

Hi Hannah!

Hope your day in Taranaki was great yesterday – the announcements have certainly gone down well!

Attached is an updated report, and comments from TDG in purple below pointing out nicely where they have addressed the points raised.

Kath

I have reviewed the proposal and cannot see a template Traffic Impact Assessment (TIA) for this site. If the applicant is referring to Section 10 – Transport Network Effects, this is not a formal Traffic Impact Assessment in a commonly used TIA template.

I also have the following comments:

- 1. Further detail and explanation of traffic generation is required from 120 lots subdivision in table 3 section 10 – the applicant has used a daily figure of 9.0 vehicles per dwelling for the Traffic Generation rate – the standard rate for assessments of 10.0 vehicles per day. *Additional wording provided around the rationale of why the adopted rates are appropriate for the proposed activity and location***
- 2. With figures used in section 10.1 – Table 2 for 120 dwellings – Table 3 figures require more explanation as the SH3 north and SH3 south figures for AM and PM peaks are very low in comparison to the average vpd figure in Table 2 (of 1,080 vpd). This does not make much sense and I suppose a full TIA might provide some clarity here. *Suspect there may have been some mis-interpretation that the values in Table 10.2 related to 'daily' rather than 'peak hour' flows, or that***

they represented all traffic rather than 'development trips only'. Have added additional wording to make this clearer.

3. If the applicant is basing section 10 Transport Network Effects on having improvements in place at SH3 Raleigh / Tate Rd intersections in place (as part of the Waitara to Bell Block Safety Improvement – W2BB) – the applicant would not be able to implement this subdivision until the intersection improvements have been constructed. Wording added (incl bottom of Pg.15) noting that if SH3 improvements don't go ahead/are delayed, then a level of development can still occur at the site, with the quantum able to be determined/controlled at the Resource Consent stage through adoption of appropriate conditions.

From: Hannah Thompson <Hannah.Thompson@nzta.govt.nz>

Date: Friday, 19 October 2018 at 2:10 PM

To: Kathryn Hooper <Kathryn@landpro.co.nz>

Subject: FW: 2 Johnston St Waitara - Private Plan Change

Hi Kathryn,

Thanks for taking the time to discuss this proposal over the phone. Please see comments below from the Agency's Network Engineer which I have copied and pasted so they are verbatim.

I have reviewed the proposal and cannot see a template Traffic Impact Assessment (TIA) for this site. If the applicant is referring to Section 10 – Transport Network Effects, this is not a formal Traffic Impact Assessment in a commonly used TIA template.

I also have the following comments:

1. Further detail and explanation of traffic generation is required from 120 lots subdivision in table 3 section 10 – the applicant has used a daily figure of 9.0 vehicles per dwelling for the Traffic Generation rate – the standard rate for assessments of 10.0 vehicles per day.
2. With figures used in section 10.1 – Table 2 for 120 dwellings – Table 3 figures require more explanation as the SH3 north and SH3 south figures for AM and PM peaks are very low in comparison to the average vpd figure in Table 2 (of 1,080 vpd). This does not make much sense and I suppose a full TIA might provide some clarity here.
3. If the applicant is basing section 10 Transport Network Effects on having improvements in place at SH3 Raleigh / Tate Rd intersections in place (as part of the Waitara to Bell Block Safety Improvement – W2BB) – the applicant would not be able to implement this subdivision until the intersection improvements have been constructed.

If you could please have your traffic engineer review these points and provide answers it will assist the Agency to better understand the implications of the proposal on the SH network.

Thanks very much in advance.

Kind regards,
Hannah.

Hannah Thompson // Senior Planner

Consents & Approvals

System Design & Delivery

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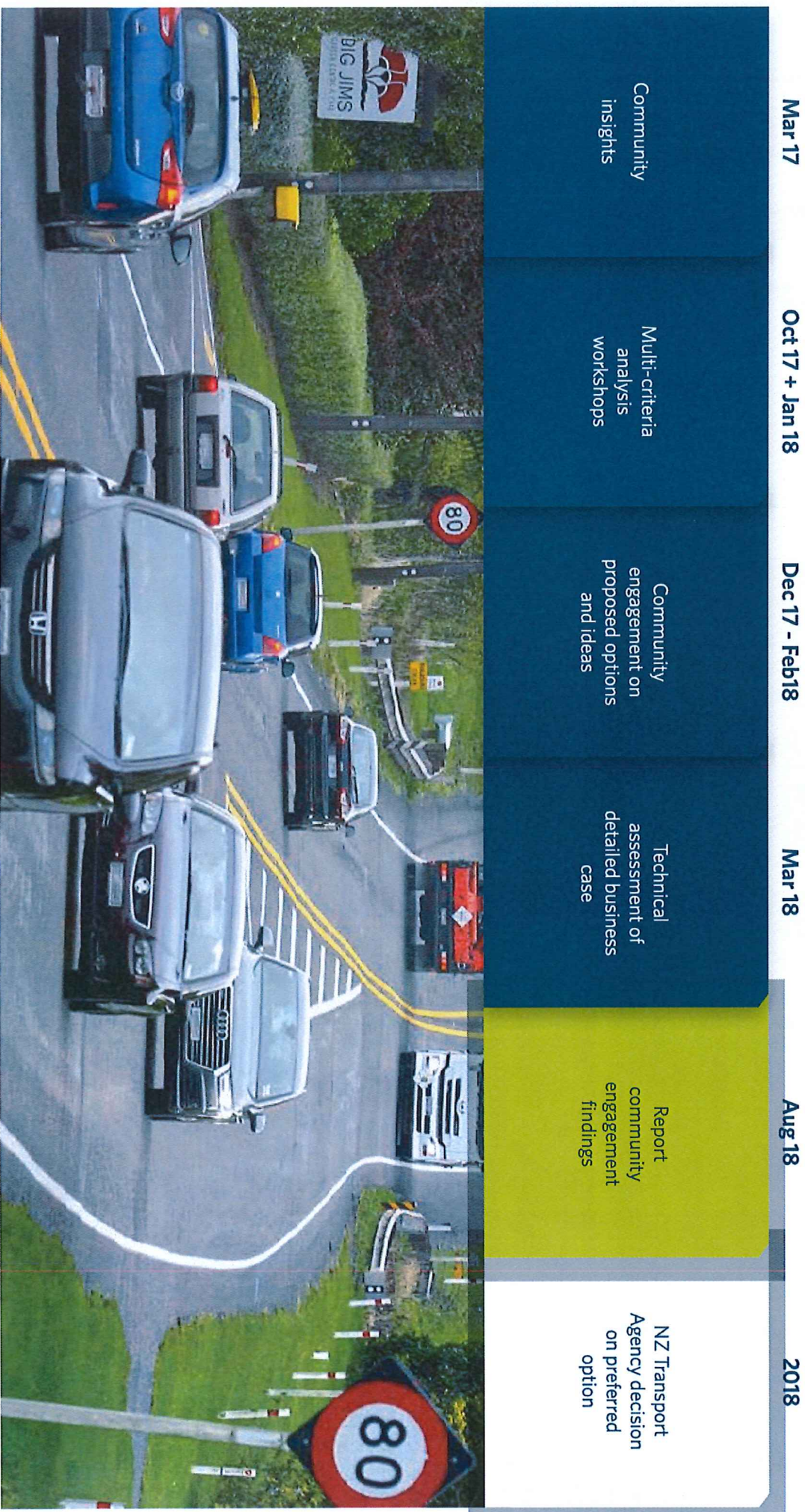
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SH3 Waitara to Bell Block Project timeline



SH3 Waitara to Bell Block community engagement report

New Zealand Transport Agency

July 2018



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EXECUTIVE SUMMARY

The NZ Transport Agency is looking at ways to improve road safety and while enabling economic growth along State Highway 3 (SH3) between Waitara and Bell Block.



Waitara to Bell Block is an important corridor along SH3. It is one of the busiest corridors in the region and carries a combination of commuter and long-haul freight traffic. Providing access to residential and community areas, light and heavy industrial areas, and to the New Plymouth Airport and Port, it is also a key link between Hamilton and New Plymouth.

Initial investigations have confirmed the need to address safety problems, and to understand and provide for the rapid growth in Bell Block and around the airport.

This project aims to:

- reduce the number of death and serious injury crashes on SH3 from Waitara to Bell Block
- cater for the future growth and increased travel demand between Waitara and Bell Block, which will reduce safety and make journey times longer through an increase in congestion.

Proposed safety improvements include:

- roundabouts at high-risk intersections
- eliminating right turns at some intersections
- an 80km/h speed limit
- widening the road and road shoulder
- widening the centreline
- flexible road safety barriers along the median and the side of the road in places where the risk of a crash is high
- removing passing lanes
- rumble strips on the side and centre of the road
- safer intersections with signs, markings and traffic islands.

The purpose of this public engagement was to listen to the community's concerns, explain the proposed safety improvements, and gather feedback from those who travel along this route regularly.

Two rounds of community open days were held in March and December 2017. At these open days locals were invited to meet with the project team to learn more about the project, ask questions, share their experience using this stretch of road, and offer ideas about how it could be improved. Attendees were invited to complete a feedback form and place post-it notes with their comments on an aerial map of the state highway. Those unable to attend the open days could find out more on the project webpage and submit feedback via an online interactive map.

About 270 people attended the first round of open days and 250 attended the second. 355 comments were received via the open day feedback, the online map and email.

Feedback themes

Key themes from the community engagement were:

- support for proposed roundabouts
- concern for the safety of children crossing SH3 at Princess Street
- opposition to banning right-hand turns – particularly at Nelson Street
- while people understood existing passing lanes caused some problems, they still wanted an opportunity to pass slow moving vehicles (trucks & tractors) on the road
- support for a more consistent speed limit on the route
- community support for the project
- support for introducing median barriers between Airport Drive and SH3A (those who mentioned it were supportive)
- more needs to be done for Bell Block.

ABOUT THE PROJECT

Waitara to Bell Block is an important stretch along SH3. As one of the busiest corridors in the region it combines commuter and long-haul freight traffic and provides access to residential and community areas; light and heavy industrial areas; and to the New Plymouth Airport and Port. It is also a key interregional link between Hamilton and New Plymouth.

We know from early investigations, that we need to work on the identified safety problems and understand the rapid growth in Bell Block and around the airport.

The project is split into two sections: Waitara to State Highway 3A (near Mahoetahi Road) and State Highway 3A (near Mahoetahi Road) to Bell Block.

Waitara to SH3A

For Mahoetahi Road through Waitara to Bayly Street we used previous open day feedback and technical work to present a series of safety focused treatments for further consultation.

SH3A to Bell Block

Bell Block to Mahoetahi Road, incorporating Airport Drive, De Havilland and SH3A intersections: using the feedback from the previous community engagement, alongside technical work, several options were developed. These were displayed on a map and focused on potential solutions. The Bell Block part of the project is more complex and requires further investigation.

This project aims to:

- reduce the number of death and serious injury crashes on SH3 from Waitara to Bell Block
- cater for the future growth and increased travel demand between Waitara and Bell Block, which will reduce safety and make journey times longer through an increase in congestion.

Our proposed safety improvements that will also enable growth include:

- roundabouts at high-risk intersections providing safe and efficient access to and from the state highway
- change some intersections such as Richmond Road and Mamaku Road so there is no right turn in or out of roads off the highway (the intersection of Richmond Road and SH3 is considered one of the worst 100 intersections nationally due to its poor safety record.¹)
- a consistent speed limit for this stretch of road
- widen the road and road shoulder so drivers have room to recover if they make a mistake
- install flexible road safety barriers along the side of the road in places where the risk of a crash is high
- install flexible median barriers and widen the centreline so there's either separation or more space between vehicles travelling in opposite directions
- install rumble strips on the side and centre of the road to alert drivers who stray out of their lane
- remove passing lanes but add slow vehicle lanes on roundabout exits to allow vehicles to pass slower traffic more efficiently
- safer intersections with better signs, road markings and traffic islands.

¹NZTA High-risk intersections guide July 2013

PUBLIC ENGAGEMENT PURPOSE

What we're trying to achieve

The objectives of this public engagement were to:

- consult with key stakeholders about the project and receive their feedback
- inform other stakeholders about the project and receive their feedback
- identify any issues associated with the proposed project design options, so that risks can be identified and mitigated
- better understand how residents use the highway to inform the detailed designs.

We wanted to hear local knowledge and experiences of using the Waitara to Bell Block route, so we came out and talked to locals. We wanted their ideas on how safety could be improved and to help us find solutions that will work best for everyone.

How we'll listen

Public engagement is fundamental to the success of a project and requires a genuine commitment to communicate effectively with individuals and groups. When public engagement is done well, it can improve both the quality of the project and the level of community buy-in to it.

The project is based on the following engagement principles:

- a commitment to open and honest communications
- engagement is a genuine dialogue about a proposal not yet finalised
- provide regular information on the project to inform effected parties and the wider community and minimise the risk of misinformation
- allow sufficient time for engagement
- provide adequate opportunities for feedback
- take into account the views received in the feedback
- work to resolve any issues raised by stakeholders or members of the public in a proactive, timely and appropriate manner
- a flexible and adaptable engagement approach that meets changing needs.

RAISING AWARENESS

Community open days

We held two rounds of community open days. The first open day in March 2017 focused on identifying community concerns and the second in December 2017 focused on gathering community feedback on potential treatment options.

First round (270 people):

- Thursday 30 March 2017, Waitara Library 1pm – 7pm
- Friday 31 March 2017, Fred Tucker Memorial Hall, Bell Block 7.30am – 2pm.

Second round (250 people):

- Wednesday 6 December 2017, Waitara Library 1pm – 5pm
- Thursday 7 December 2017, Bell Block Hall 2pm – 6pm.

In addition to the community open days, the project teams met with the Waitara Community Board, the New Plymouth District Council, local business owners and potentially impacted landowners along the section of road.

About 270 people attended the first round of community open day sessions and a further 250 attended the second, (in either Waitara or Bell Block). Comments were captured on printed feedback forms available on the day and post- it notes on a large aerial map. We received 95 comments via online feedback forms and email during the first round, and a further 261 online comments and post- it notes during the second.

What we engaged on

We explained a number of potential road safety solutions and gathered feedback so the community were part of the decision- making. The process was designed to help us understand what the public identified as the key road safety issues. The proposed package of safety improvements now includes:

- build roundabouts at high- risk intersections
- change some intersections so there is no right turn in or out of roads off the highway
- an 80km/h speed limit for this whole stretch of road
- widen the road and road shoulder so drivers have room to recover if they make a mistake
- widen the centreline so there is more space between vehicles travelling in opposite directions
- install flexible road safety barriers along the side of the road in places where the risk of a crash is high
- remove passing lanes
- install rumble strips on the side and centre of the road
- safer intersections with signs, markings and traffic islands.

How did we reach out

To raise awareness and promote community participation, we used a range of channels to inform the public of the community open days and share information about the project and possible safety improvements.

Emails to key stakeholders

Community groups, businesses, schools and other key stakeholders were directly informed about the project and community open days via email. Information was also distributed through the New Plymouth District Council communication channels.

Advertising in local papers

We let the public know that we were looking at ways to make SH3 between Waitara and Bell Block safer and promoted the community open days through local newspapers. Advertisements included the project webpage URL to encourage people to go online and have their say if they could not make it to an open day. Refer to Appendix D.

Mail drop

A mail drop of 40,000 letters was distributed to local residents, which included information about the project, safety improvements, and upcoming open days.

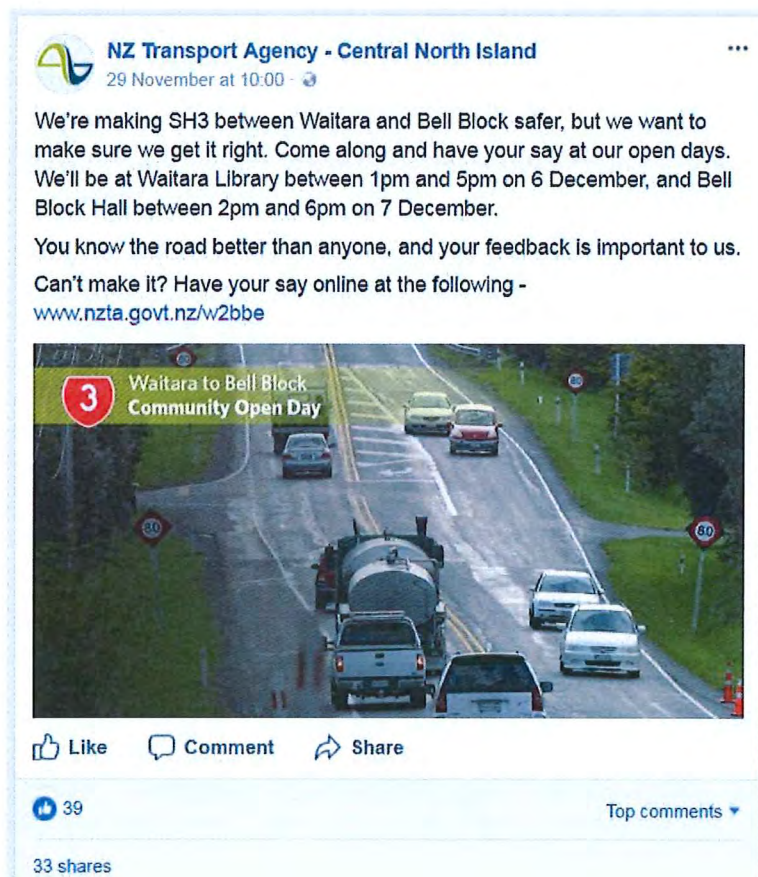
Media

We issued a media release before each round of community engagement inviting local residents to come along to the open days, find out more about the project and have their say. These were published on the NZ Transport Agency website and also sent to local media.

Social media

Targeted Facebook posts leading up to each round of engagement were boosted on the NZ Transport Agency Central North Island Facebook page. These included details of the open days and how to give feedback online. Multiple posts were made, with the first post reaching over 11,400 people on Facebook. Over 1,400 people clicked to find out more information.

DATE	CHANNEL	REACHED	REACTIONS	POST/LINK CLICKS
29/11/17	Facebook	11,486	178	1161
4/12/17	Facebook	6044	67	117
6/12/17	Facebook	6208	69	177
	TOTALS	23,738	314	1,454



 **NZ Transport Agency - Central North Island** 4 December at 10:00

We're making SH3 between Waitara and Bell Block safer, but we want to make sure we get it right. Come along to our open day this Wednesday, at Waitara Library from 1pm to 5pm.

Can't make it? We'll also be at Bell Block Hall between 2pm and 6pm on Thursday. Or you can tell us what you think online at the following - www.nzta.govt.nz/w2bbe



Like Comment Share

36

Top comments

 **NZ Transport Agency - Central North Island** 6 December at 08:00

We're making SH3 between Waitara and Bell Block safer, but we want to make sure we get it right. Come along to Waitara Library today to have your say. We'll be there from 1pm to 5pm.

Can't make it? We'll also be at Bell Block Hall between 2pm and 6pm tomorrow. Or you can tell us what you think online at the following - www.nzta.govt.nz/w2bbe



Like Comment Share

31

Top comments

3 shares

Website

We project page was created on the NZ Transport Agency website so people could see an overview of the project and the safety improvements being considered. There was also a timeline of engagement activities, subscription form for those who wanted to be kept informed, and links to any media releases and publications.

A short URL was created and included in any promotional material so people knew where they could go to find out more about the project.

Collateral

Engagement activities were supported by print and online collateral:

- **Aerial maps** of the project location were available. Attendees were invited to place post-it note comments and suggestions directly onto the maps. Feedback from these maps has been included in the overall feedback themes.
- **Posters** outlining the range of safety treatments that could be considered for the route, for example side barriers and wide centrelines.
- **Information sheets** about the project and specific kinds of safety treatments that could be used on the highway. Refer to Appendix B.
- **Online feedback form** for those who wanted to go to the Safe Roads website and enter their feedback.
- **An online interactive map** was designed for people who wanted to submit feedback online. They could drag and drop pins with a comment onto a map of the area. This replicated the experience of being able to place post-it notes on the aerial map at the open days. See Appendix C.

Lessons learnt

What worked

- The landowner sessions were valuable and enabled deeper conversations.
- The information available was easy for people to understand.

What to do differently next time

- More targeted engagement with residents to increase the feedback numbers.
- More defined options (for SH3A to Bell Block) would have meant more direct feedback.

SUMMARY OF FEEDBACK

The feedback gathered from the community engagement has helped inform the project team's decisions, rationalise the design and use of safety treatments.

Emerging themes during the consultations were:

- need safe access to; from, and across the state highway (including cyclist and pedestrians)
- continued access needed to and from Waitara via Nelson Street
- congestion accessing the state highway at peak times was an issue
- frustration with inconsistency of the speed limit
- roundabouts would be good for problem intersections
- more lanes would help with turning
- poor driver behaviour is worry.

This section summarises the results of the feedback obtained online and at the community open days. For this round of consultation, we asked four questions about the project:

1. What do you like?
2. What are the challenges?
3. How can we make it better?
4. How can walking and cycling be improved?

WAITARA TO SH3A

The workshops we held with the community in March 2017 provided some great ideas on how to improve safety and reduce traffic congestion.

Based on what the public told us, we considered a range of possible safety improvements. We shared these with the community in December 2017 to make sure they were right for this stretch of road.

3 We're making the road between Waitara and SH3A safer

HELP US TO MAKE YOUR ROAD SAFER



Proposed Safety Treatments shown to the public

Proposed safety improvements:

- Roundabouts at high- risk intersections to slow vehicles and make it safer for drivers to turn.

- Change some intersections so there is no right turn in or out of roads off the highway to prevent side-on crashes caused by drivers turning across the busy highway. It will also help prevent rear-end crashes into vehicles that are waiting to turn right.
- Install flexible road safety barriers along the side of the road where the risk of a crash is high. These catch drivers before they hit something worse like a pole, tree, or ditch.
- An 80km/h speed limit for this whole stretch of road. A lower speed limit can help prevent crashes and people are less likely to be killed or seriously injured. Currently there are several speed limits along this stretch, and we heard that this is confusing.
- Widen the road shoulder so drivers have room to recover if they make a mistake. This will also mean there is room for slower vehicles like tractors to pull over so others can pass.
- Widen the centreline so there is more space between vehicles in opposing directions. This also means there is more space to recover if drivers make a mistake.
- Remove passing lanes and widening the road. We heard that people were taking risks in these passing lanes – removing the passing lanes can prevent crashes.
- Rumble strips on the side and centre of the road to give drivers a wake-up call if they stray out of their lane.
- Make intersections safer with signs, markings, and traffic islands.

Q1. What do you like?

Roundabouts

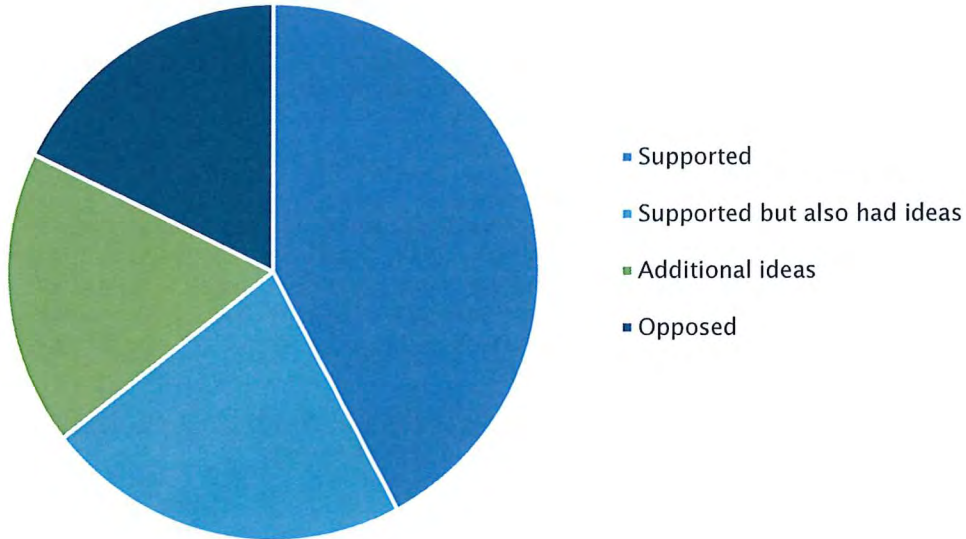
“Support scheme. Roundabouts great. (Trucking contractor)”

Roundabouts at the intersections of Tate Road / Raleigh Street / SH3 and Princess Street / SH3 to help slow vehicles and make it safer for drivers to turn and access SH3.

Forty-five pieces of feedback were received regarding a roundabout at Tate Road with:

- nineteen supportive
- ten generally supportive but concerned about capacity of Raleigh Street (width, speed, pedestrians & cyclists)
- eight had additional ideas
- eight opposed.

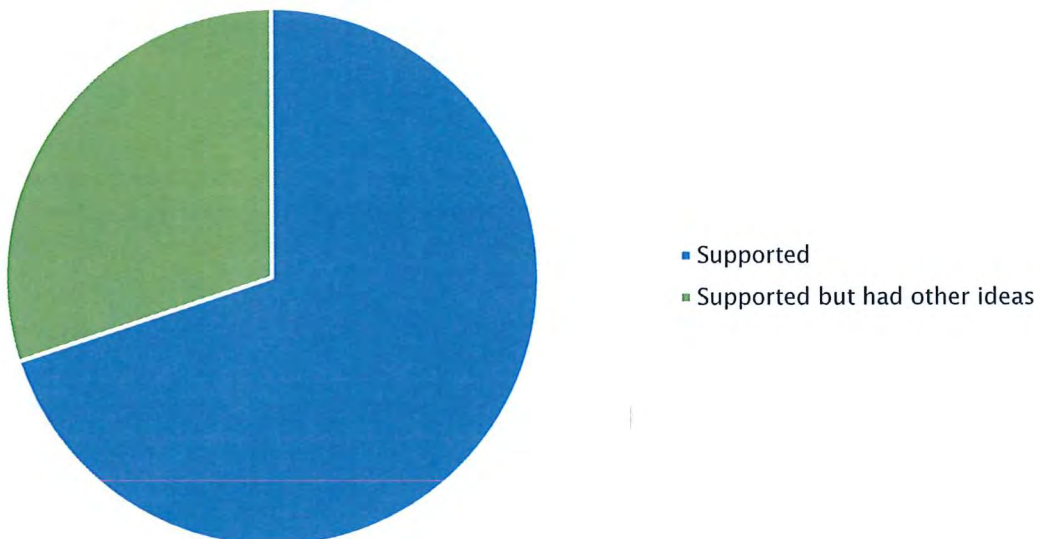
Feedback Regarding the Proposed Roundabout at Tate Road



Forty- one pieces of feedback were received regarding a roundabout at Princess Street with 29 supportive.

Eleven additional pieces of feedback were received, all supportive but with other ideas. The idea of an underpass was mentioned independently by many people to safely allow school children to cross the road, a lower speed through the roundabout was another common suggestion. Driver education on how to use roundabouts was another theme.

Feedback Regarding the Proposed Roundabout at Princess Street



Widen centrelines and remove passing lanes

“Dangerous to turn in and out of properties” (in relation to passing lanes)

As expected, there was mixed feedback on the proposal to remove the passing lanes and widen the centrelines and shoulders. There was general agreement during the second open day that people take too many risks at the end of the passing lanes.

Install flexible roadside barriers

Online feedback was split. Two pieces of feedback supported the use of flexible roadside barriers and two were against. Questions from the community at the open days focused around what good the barriers would do and how dangerous the barriers were perceived to be. Once people understood that flexible roadside barriers protected them from roadside obstacles, would flex to reduce impact, slow a vehicle down, keep it upright, and would not ‘flick them out’ into the opposing lane of traffic people were more open to them.

In addition, local businesses who travel the route with agricultural machinery are keen to ensure there is enough room to pull agricultural vehicles off the road during transit.

Proposed speed limit change to 80km/h

“80km/h speed limit would make it less confusing and safer.”

Most people support the speed limit change. This was also largely supported at one- on- one meetings with impacted landowners, open days, and during stakeholder discussions.

Q2. What are the challenges?

Roundabouts

“Tate roundabout braking noise concerns”

Although most feedback was supportive, some people were concerned about noise. Additionally, there was also some confusion about road layout, and concern for Raleigh Street’s ability to cope with potential increased traffic load if Nelson Street was closed.

No right- hand turns

“This is going to put extra strain on the Princess Street and Tate Road intersections and it is going to increase traffic flow through other parts of Waitara as people make their way to these alternative exits out of Waitara if this is made a no right turn for people leaving Waitara to head to New Plymouth.”

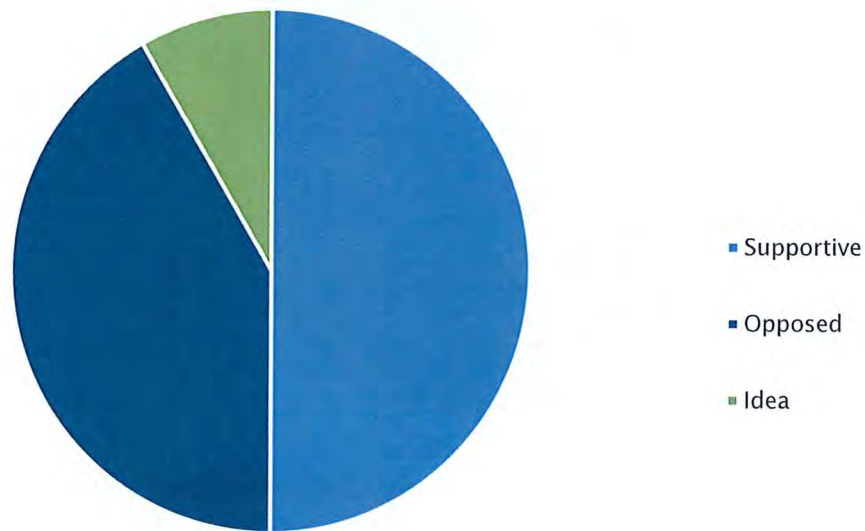
Proposal to remove right turns in or out of:

- Bayly Street
- Mamaku Road
- Richmond Road
- Nelson Street
- Mahoetahi Road.

The removal of right- hand turns was generally unpopular with the public and community stakeholders. However, there was some support for this treatment option, in particular Richmond Road.

Twelve pieces of feedback were received regarding Bayly Street. Six pieces of the feedback supported the right-hand turn ban, all agreed there was a safety issue with right-hand turns at this intersection. An additional comment suggested a passing lane here and another five comments opposed the treatment option.

Feedback Regarding the Proposal to Remove the Right- Hand Turn at Bayly Street



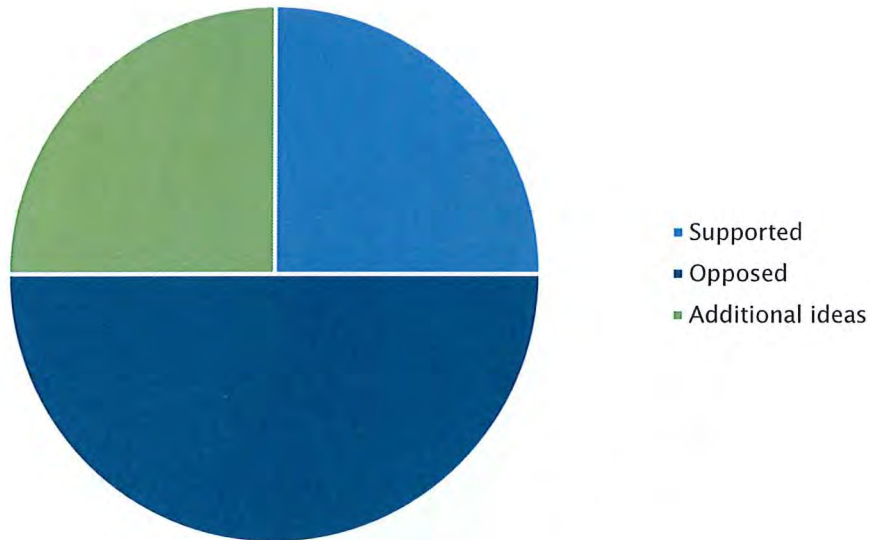
Sixteen pieces of feedback were received regarding Mamaku Road, with eight pieces of feedback opposing the proposal, four in support and four ideas.

The four who support banning right-hand turns ranged from recognising that the intersection was a safety risk, to supporting it from a commercial health and safety perspective.

People opposed to banning the right-hand turns were concerned about the Methanex plant access, although Methanex supports the banned right-hand turn. Other community concerns were that the proposed treatment would send more traffic over what is a narrow road, past Kairau Marae, through a currently quiet neighbourhood. The comment was also made that it was not a dangerous intersection.

Ideas received ranged from aligning Nelson Street and Mamaku Road to not going ahead with the proposal due to the perception that it would create more issues for the local district council.

Feedback Regarding the Proposal to Remove the Right- Hand Turn at Mamaku Road



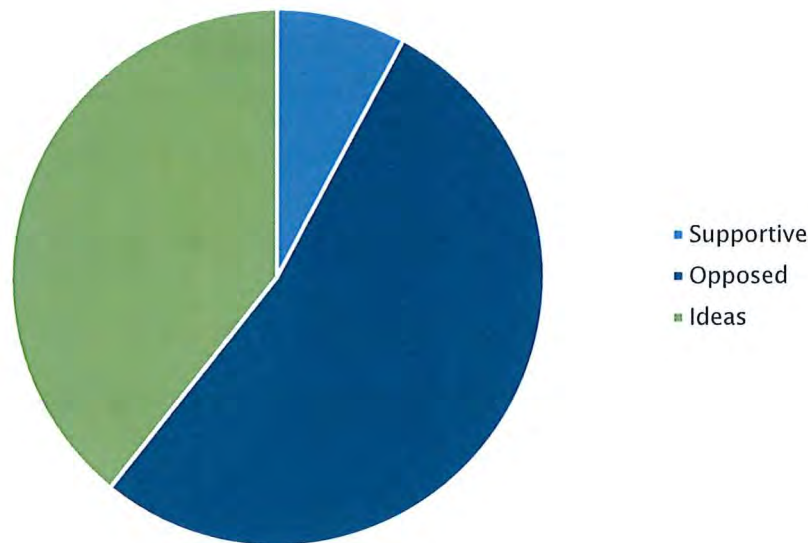
We received mixed feedback about removing the right- hand turn at Richmond Road. Concerns included accessing the highway, additional travel time and distance.

No right- hand turns into or out of Nelson Street

We received 45 pieces of feedback with the majority of people who we spoke with during the second open day concerned about not being able to turn right at what is the main entrance to Waitara. Concerns were raised around access to Waitara retailers and the town centre, sending more traffic through Waitara and past schools at peak times, and limiting Waitara to only two entrances/exits.

We also received 20 ideas, which largely focused on re- aligning Nelson Street to meet Mamaku Road and the addition of a roundabout. Four comments supported the proposal.

Feedback Regarding the Proposal to Remove the Right-Hand Turn in and out of Nelson Street



Widen centrelines and removal of passing lanes

"This will remove any chance of passing slow drivers, trucks or tractors that are on the road holding up the flow of traffic. If this passing lane is removed the next opportunity to pass is not until the Bell Block bypass."

As already mentioned, there was mixed feedback on the proposal to widen centrelines and shoulders, as well as remove passing lanes. The main concerns focus on efficiency – e.g. opportunities to pass slow moving vehicles.

Proposed speed limit change to 80km/h

"The speed limit is fine at 100kmh as long as the other safety improvements are implemented, as it is there are only a couple of intersections which are a problem."

Although the community generally supported having a consistent speed limit for this stretch of road, some people opposed reducing it to 80km/h and suggested that other road safety treatments would be a better solution.

Q3. How can we make it better?

Roundabouts

"Driver education required as to how to use roundabouts."

"Build roundabouts so you cannot see over them. So your focus is only to your right. Otherwise motorists stop when they see a car approaching from opposite the roundabout."

"URUPA - Regular access to lots of vehicles, currently park on roadside (passing lane)."

"Trucks use engine brakes when coming down Waitara Road. Can we put up signs saying 'no engine brakes'? Disturbs the residents."

"Raleigh Street should be widened to make it safer for the extra traffic that will go through if the right turn out of Nelson Street happens."

No right- hand turns

Bayly Street: *"Turning into Bayly Street across traffic is terrifying - needs an island turning bay."*

Mamaku Road: *"Realign Mamaku Road / Nelson Street to install a roundabout."*

Nelson Street: *"Realign Nelson Street to Mamaku Road and add roundabout to this intersection."*

Richmond Road:

"Shut Richmond Road intersection. Provide access through Tate Road and the South-West."

"Remove trees from Richmond Road intersection as can't see."

"If you close access to SH3 from all these roads then need to improve/widen back roads to take increased traffic flow."

Mahoetahi Road:

"Slip lanes with shoulder for trucks."

"Link Mahoetahi Road, Brown Road and Airport Drive together to provide an alternative route. Would help with closing so many right- hand turns on this side."

"Traffic lights at SH3 and SH3A."

Widen centrelines and remove passing lanes

"URUPA - Important to have 2 lanes."

"Retain passing lane past Richmond Road. With no right turns from Richmond Road and Mahoetahi Road it will be a clear run through."

Proposed speed limit change to 80km/h

"Tate Road by Big Jims - change passing lane to slow vehicle lane."

Q4. How can cycling and walking be improved?

We undertook a survey to better understand how many pedestrians and cyclists use the road. Over a two week period we gathered data during peak travel times on a Tuesday, Wednesday and Thursday.

Most pedestrians and cyclists use the road daily to go to and from schools, many use it on a weekly basis and some use the road monthly.

Based on a March 2018 survey, we found minimal pedestrian and cycling activity around most intersections on the route, with Princess Street being the exception. There is also some activity around the Tate Road/Waitara Road intersection.

Survey results

SH3 Crossings at Princess Street over a three day period, March 2018

TIME PERIOD	PEDESTRIANS	CYCLISTS
-------------	-------------	----------

7:30am - 9am	24	4
2:30pm - 4pm	31	7

SH3 Crossings at Tate Road on a Friday, March 2018

TIME PERIOD	PEDESTRIANS	CYCLISTS
7:30am - 9am	1	1
2:30pm - 4pm	3	1

Comments - pedestrians

"Needs a traffic island so agree with plan. Also needs a pedestrian underpass at that location. Current underpass is too far away and school children cross at Princess Street intersection as most direct route to school."

"Would like to see something for pedestrians esp. my students who walk to school."

"Roundabout will keep traffic moving. Please put in a pedestrian underpass!"

"Pedestrian underpass is a must. 2 lane roundabout each way total of 4 lanes and a roundabout you can see over."

"A pedestrian refuge in the middle (traffic island) would at least be helpful. With slower traffic at a roundabout pedestrian crossings would be safer."

"Underpass for school kids to cross this road."

Comments - cycling

"Cycling past Big Jim hill."

"Bridges at Mangahoetahi stream and by Big Jims are too narrow for cyclists - It's really dangerous with no escape from off stream trucks."

"Widen Raleigh Street - including cycle/pedestrian path. Make Raleigh Street wider to allow turning traffic into Borthwick/Johnston Streets and personal property." [x 2 supporters of comment]

"Raleigh Street - WIDENED. Lots of cycles and or footpath."

SH3A TO BELL BLOCK

The information sheet and the display boards set out our current thinking regarding this section of road. For the Airport Drive to SH3A part, this included the intention to build roundabouts at Airport Drive / De Havilland and SH3 / SH3A. We also presented some of the potential treatments that could occur through the mid- block such as: barriers, restrict turns and passing lanes. The map below is an extract of the public information sheet.



General feedback

The general notion is that the community wants this project to be progressed. Many said that more needs to be done for Bell Block and support a consistent speed of 80km/h for the length of the route. Another common theme was poor driver behaviour, which was mentioned during the previous public engagement sessions. Email feedback tended to provide more detail about personal experiences, noting safety problems and a rise in traffic volumes. There was strong support that driver education be included with any future changes to SH3 to help people use the highway correctly.

SH3A

There was support for a two-lane roundabout at this location. Several people suggested realigning Mahoetahi Road with SH3A and having a roundabout to serve both intersections.

SH3A to Airport Drive - mid- block

People who travel this stretch of road want some opportunity to pass slow vehicles (this was cited as a challenge). The project team outlined how two-lane approaches and exits at the roundabout will provide a chance to overtake slow vehicles. The long-term preference from the public was to four-lane this section.

There was support for introducing median barriers (those who mentioned it were supportive). People did recognise the value of barriers to prevent head-on collisions, with median barriers being preferable to Armco barriers and rumble strips. A cycle lane along to Bell Block would be desirable and improving access (entry and exit) to Big Jim’s was also identified by many as a necessity.

The subject of speed generated mixed responses. Some people thought that if the road was sufficiently engineered and became safer, then the speed could be increased to 100km/h once again. Other people however wanted the 80km/h speed limit to remain, and to be consistent with the speed from Waitara to Bell Block.

Airport Drive / De Havilland Drive

The vast majority of people support a two-lane roundabout, with the closure of Airport Drive and a realignment to connect to De Havilland Drive. Several people expressed interest in seeing a full grade separated interchange at this location.

Bell Block

While this part of the road is more complex and requires more investigation, it still generated a number of valid comments and points for discussion. These comments primarily focussed on safety issues and concerns. The Henwood Road interchange was highlighted as being dangerous.

Suggested solutions included: realigning the Wills/Corbett intersection; closing some of the roads; having roundabouts at certain intersections; fixing Henwood; and more turnbays. Simple fixes could include: better signage and road markings; remove barriers that present visibility issues; and increase the length of turning pockets.

Feedback from the public

SECTION	LOCATION	FEEDBACK
Airport Drive to SH3a	Airport Drive / De Havilland Drive	<ul style="list-style-type: none"> • There was strong support for one roundabout at De Havilland Drive, which would include realigning Airport Drive with a new link road and closing the existing Airport Drive intersection. • The area should be future proofed for an interchange. • Both intersections are already dangerous and work should commence swiftly with high priority.
	SH3A	<ul style="list-style-type: none"> • Wide support for a two-lane roundabout at this location. A couple of people mentioned realigning Mahoetahi Road to be opposite SH3A and linking into a roundabout.
	Mid-Block	<ul style="list-style-type: none"> • There was a desire to include some passing opportunities, either by reinstating passing lanes, four laning the corridor or providing two lanes at roundabout exits. • Some people commented that passing lanes tend to encourage some drivers to pass, regardless of the speed of the vehicle in front. • Consistent single speed approach should be introduced. • Improve the entry/exit at Big Jim's by introducing a left turn deceleration lane. Right turn out movement still desired (i.e. no median barrier). As a counter argument, one person thought more median barriers, fewer rumble strips and fewer side road barriers would be a better solution.

SECTION	LOCATION	FEEDBACK
Henwood Road to Airport Drive	Henwood Road	<ul style="list-style-type: none"> A number of comments related to safety at the Henwood Road Interchange. People mentioned the off-ramp was dangerous when turning to the right; very busy; visibility is poor (especially at dusk / night) and sight-lines should be improved. A 'Stop' sign would be more appropriate than a 'Give Way' sign. There was a suggestion about the slip lane (towards NP) being two lanes, to enable traffic to turn right and left freely. Several suggestions for a roundabout to solve the issues here.
	Mangati Road	<ul style="list-style-type: none"> Mixed response to a roundabout at this location - with some indicating that it would be too close to the interchange.
	Wills / Corbett	<ul style="list-style-type: none"> People recognised that area needs more study. The majority of people suggested realigning the intersections and having a roundabout to slow traffic and prevent build-ups if traffic is leaving Bell Block. The intersection is busy and with the 'link' - Parkland to Wills being about to start soon, it will become busier. It was noted that the right-hand turn bay at Wills/SH3 is too short and an interim solution would be to lengthen this.

Landowner engagement

Between October and December 2017 we met with landowners along the Airport Drive to SH3A section of SH3. While the comments tended to focus on the landowner's immediate surroundings and their nearby experiences, many people mentioned the following themes:

- There has been a noticeable increase in traffic over the last few years, with more queueing.
- Removing the passing lanes has helped make SH3 feel safer and facilitated access into some properties. However, the lack of passing opportunities was highlighted.
- Agreement that reducing the speed to 80km/h has been beneficial, but would like the speed environment between Waitara and Bell Block to be consistent.
- There was support for roundabouts; as long as they are fit for purpose and can accommodate large trucks and heavy loads.
- The majority agree with realigning Airport Drive and De Havilland, with one roundabout serving this intersection.
- Where an option might have an impact on a property's privacy, appropriate mitigation measures will need to be discussed.
- Some would support barriers and restricted turning, if roundabouts were in place. Others (mainly along the mid-block) saw barriers as being too restrictive and would not want their access changed; people mentioned that there are no alternative local roads to use.
- Separate cycling and walking infrastructure needs to be included.
- The Henwood Road interchange is problematic.

We need to have further discussions with people who operate businesses to ensure changes in the road won't adversely affect them.

Big Jim's Garden Centre

On Thursday 26 October 2017, representatives of the project team met with Vincent from Big Jim's Garden Centre (1217 Devon Road, New Plymouth). Following a brief overview of the project, we noted some concerns from Big Jim's point of view:

- When travelling away from New Plymouth (east) and wanting to turn left into the garden centre the access lane is not adequate. Whilst there is a right- hand turn lane for those travelling towards New Plymouth (west), this lane is too short and inadequate. Furthermore, some people exit the garden centre turning right are using this lane to turn and park in the middle of the road.
- Some people will queue to exit at certain times of day (for traffic wanting to turn right).
- The removal of passing lanes has been a positive and there is the preference that they are not re- introduced.

Central Football

We met with Central Football and their planning consultants on Friday 24 November 2017, a follow-up meeting was held on Thursday 15 February 2018. Central Football informed us that:

- The land was purchased several months ago.
- The football club is a non- profit enterprise.
- Plans have considered the potential for interchange in the future.
- The first priority is the sub- division of land, to separate the house parcel (west of the site) from the rest of the block. Funds to be used for the football club.
- There will be several pitches, multiple sports being played and indoor facilities.
- Peaks traffic times will be Mon- Fri from 5pm - 10pm; some early morning training and weekends.
- Expect up to 70,000 visitors per year. Peak trips to site will coincide with PM peak.
- Agreeable to the Link Road - some questions about payment (i.e., where the funding will come from).
- Central Football willing to fund a pedestrian underpass under the new Airport Drive link road.
- They will work alongside NPDC and NZTA to progress the project as quickly as possible.

Pistol Club

On Wednesday 31 January, the project team met with the Pistol Club committee members. The Club is located at 1220 Devon Road. The Pistol Club emailed their feedback during the engagement. The Club has over 170 members. Over the last few years, they have had over 5,000 people come through the Club annually. In addition to their member, they host social groups, interested members of the public, the New Zealand Police for training purposes, National and International competitions, and youth training programmes such as the ATC.

The committee agreed in principle with the proposed new roundabouts at SH3 / SH3A and at De Havilland Drive, with a link road connecting through to Airport Drive; and changes to the mid- block section that could include a wide centre line or a median central barrier. The committee agreed these changes would provide a safer passage for road users.

Understandably a central median barrier would eliminate the ability to complete a right- hand turn into the club, but it was agreed that members would be able to travel to the roundabout at SH3 / SH3A and come back to the club entrance. As a concession, the Club would like to have their entrance widened, this would allow more cars to come off the road if the gates need to be unlocked.

The Pistol Club opposes further widening of the road onto the property, as this would not only eliminate parking, (which is already a premium); but would stop access to some of the ranges. If widening the road goes ahead, we would need to consider rectifying these issues, including moving electrical feeds to the clubrooms and the lighting in the carpark.

Airport Drive / De Havilland residents meeting

On Wednesday 31 January, the project team met with residents of Airport Drive and De Havilland Drive whose properties are located near the current intersections. The team presented the idea of a new roundabout at De Havilland Drive with a link road connecting through to Airport Drive.

There was general support (including from the airport, the football club, and the industry representative) for the option presented. However, the main concern was around the detailed connections for the future Parklands road, subdivisions and Central Football activities and the impact on the adjoining neighbours. Especially with respect to safe access and privacy.

Local iwi

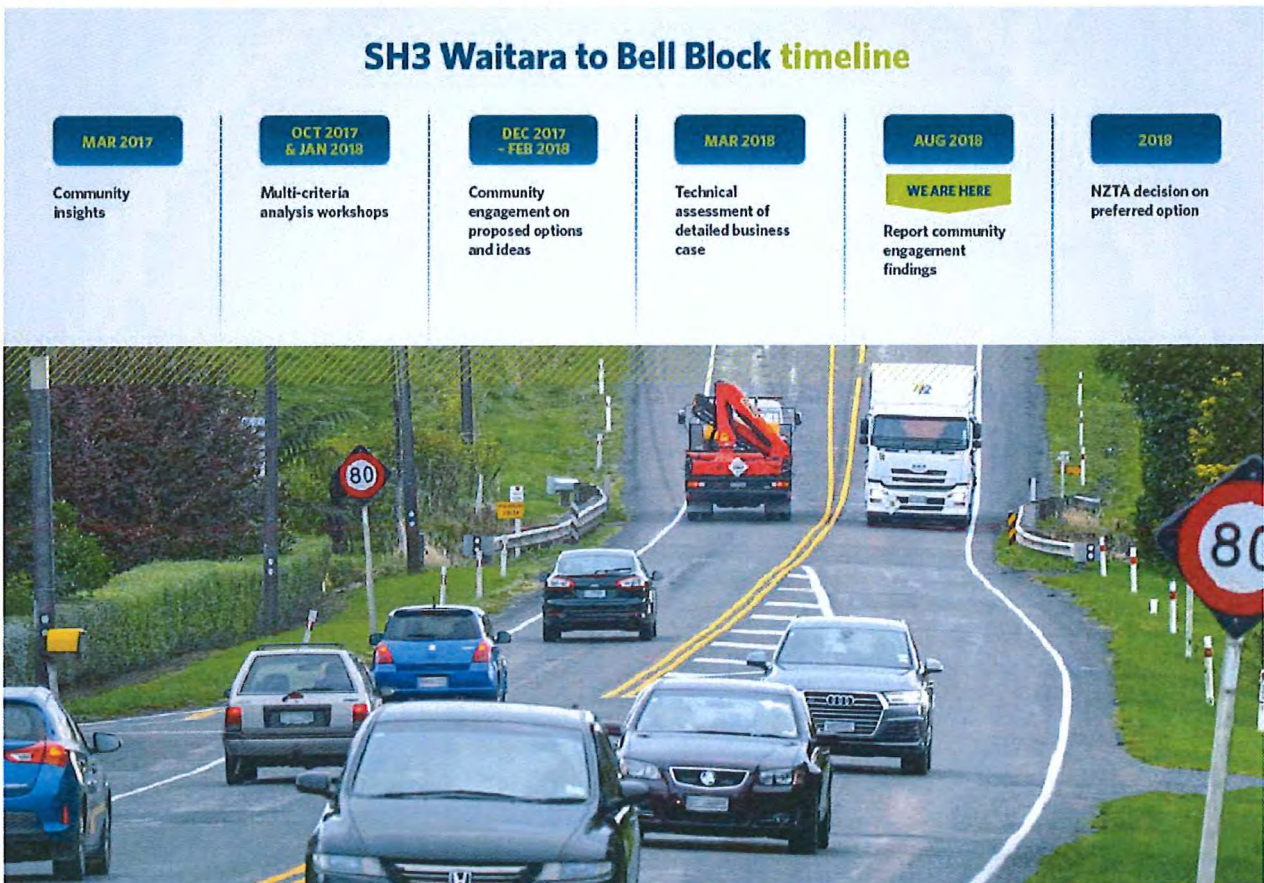
The project team met with Te Kotahitanga o Te Atiawa Trust on 26 October 2017 and 31 January 2018. We were also part of a wider conversation with local hapū on 7 November. We have included wāhi tapu sites, along with streams, rivers and waterways on our constraints map. The Trust and Puketapu will respond to any relevant proposals or resource consent applications. They support the overarching principles of the project. The project team will engage further with the Trust if there is a need to acquire land from Lot 1 DP 19854 (De Havilland Drive). This land is the subject of current proceedings from the Trust under the Te Atiawa Claims Settlement Act (2016).

NEXT STEPS

We have incorporated community feedback and are now working with the New Plymouth District Council to obtain NZTA approval for our recommended approach. Later this year when a preferred option is approved, we will first update our most affected neighbours and then the broader community.

We will then seek funding for the detailed design stage which includes obtaining the necessary statutory consents before planning the next stages including construction.

Timeline for SH3 Waitara to Bell Block Project



More information is available at nzta.govt.nz/w2bbe.

APPENDIX A: LANDOWNER LETTER



Level 2, Demagogue House
275 Hurlingham Road
PO Box 740
Napier 4140
New Zealand
www.nzta.govt.nz

20 November 2017

State Highway 3 Waitara to Bell Block – help us make your road safer

We're looking at how we can prevent serious crashes and ease traffic congestion on SH3 between Waitara and Bell Block, and we'd like to know what you think.

Come along and have your say

We held community open days in March to find out how the community uses the road and what they thought could be done to make the road safer. We've considered that feedback and developed some possible options. We'd like to share these with you and get your views.

Come along and join our community conversation:

6 December	Boardroom, Waitara Library	1pm – 5pm
7 December	Bell Block Hall	2pm – 6pm

Your views are important to us – we'll consider your feedback before we make any decisions on the steps we'll take to improve safety on this road.

If you can't make it, you can also visit our website at www.nzta.govt.nz/w2bb to have your say, subscribe to updates and find out more about the project. You can also email us at: w2bb@nzta.govt.nz

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Simon Barnett'.

Simon Barnett
Principal Transport Planner

APPENDIX B: WAITARA TO SH3A - INFORMATION SHEET



3 Waitara to SH3A safety improvements

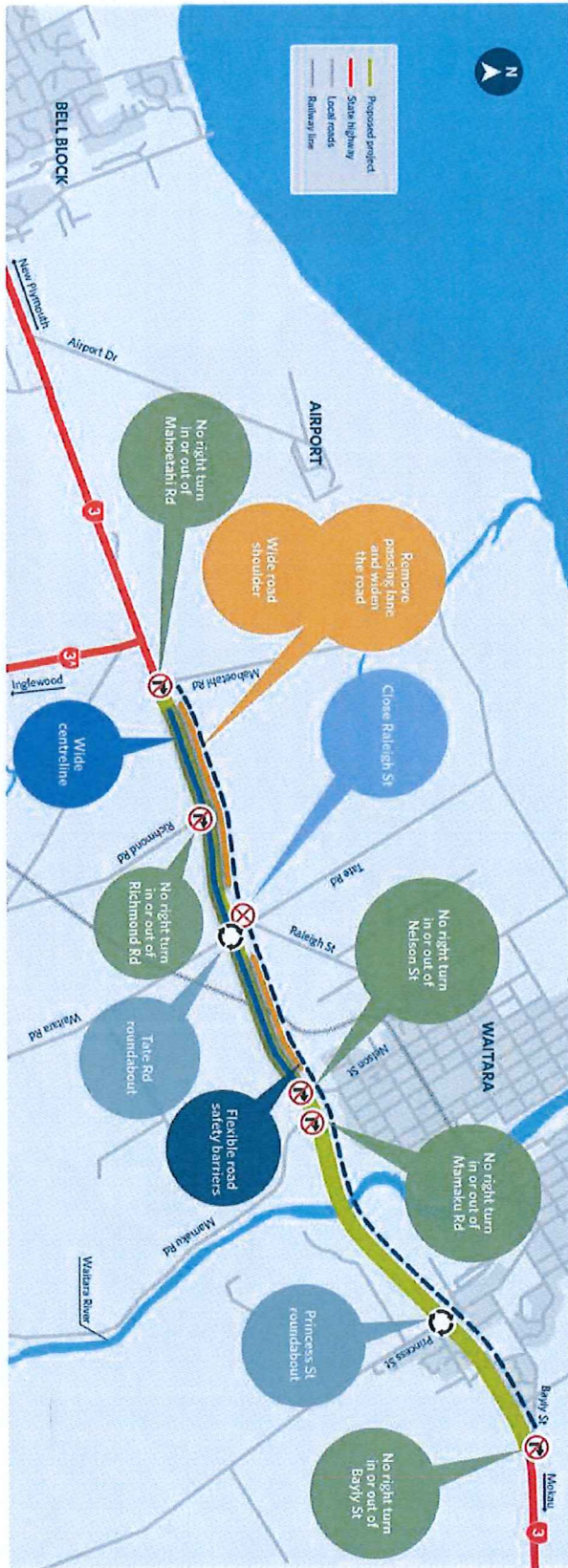
We're looking at ways to make State Highway 3 between Waitara and SH3A safer for everyone. We know people make mistakes, but there are changes we can make so that simple mistakes don't cost lives.

Help us get it right

New Zealand Government

3 We're making the road between Waitara and SH3A safer

HELP US TO MAKE YOUR ROAD SAFER



Six people died and 11 were seriously injured on this stretch of road*

Many of these crashes involved drivers running off the road and hitting trees, power poles and deep ditches. There have also been head-on and side-on crashes.

*Between 2007 and 2016

Something has to change

We know this road is an important connection for people - linking New Plymouth and Waitara and beyond. But some tricky intersections, speed and roadside dangers like poles or ditches mean it's unsafe.

We went out to the community earlier this year to hear how you think it could be made safer. Based on what you've told us, we're considering a range of possible safety improvements. We'd like to share these with you to make sure they're right for this stretch of road.

What safety improvements could we make?

People make mistakes, but there are things we can do on this stretch of road to give them a second chance, making sure simple mistakes don't always cost lives. After looking at what you told us earlier this year, we are considering:

- ▶ Putting in roundabouts at high-risk intersections along this road to slow down vehicles and make it safer for drivers to turn.
- ▶ Changing some intersections so there's no right turn in or out of roads off the highway. This can help prevent side-on crashes caused by drivers turning across the busy highway. It will also help prevent drivers from crashing into the back of vehicles that are waiting to turn right.
- ▶ Putting flexible road safety barriers along the side of the road in places where the risk of a crash is high. These catch drivers who leave their lane before they hit something harder like a pole, tree or ditch.
- ▶ A single 80km/h speed limit for this whole stretch of road. A lower speed limit can help prevent crashes. It also means that if they do happen, people are less likely to be killed or seriously injured. Currently there are several speed limits along this stretch, and we've heard that this is confusing.
- ▶ Widening the road shoulder so drivers have room to recover if they make a mistake. This will also mean there's room for slower vehicles like tractors to pull over so others can pass.
- ▶ Widening the centreline so there's more space between you and oncoming vehicles. This also means there's more space to recover if drivers make a mistake.
- ▶ Removing passing lanes and widening the road. We've heard that people are taking risks in these passing lanes - removing them can prevent crashes.

We're also looking at rumble strips on the side and centre of the road to give drivers a wake-up call if they stray out of their lane, as well as making intersections safer with signs, markings and traffic islands.

3


HELP US TO MAKE YOUR ROAD SAFER

Next steps


We'll consider all the feedback we get before we make any decisions about next steps. Depending on the improvements we make, we should be able to start work in early 2019.

Have your say online

If you don't have time to have your say at one of our open days, you can also tell us your views online, give us a call or send us an email.

 Angus McGrath,
Community Engagement Manager
021 206 9715 (between 9am - 5pm)

 w2bb@nzta.govt.nz

 Provide feedback online at
nzta.govt.nz/w2bbe before 7 February



Help us make this stretch of road safer for everyone.

Making rural roads safer

This project is part of the government's \$600m Safe Roads and Roadsides Programme to reduce the number of people dying or being seriously injured on our rural state highways, through improvements like rumble strips, road shoulder widening, safety barriers and changes to speed limits.



Safe Roads



APPENDIX C: WAITARA TO BELL BLOCK INFORMATION SHEET

3 Waitara to Bell Block

HELP US TO MAKE YOUR ROAD SAFER AND MORE EFFICIENT

Have a look at the map and tell us:

- What do you like?
- What are the challenges?
- How can we make it better?
- How can walking and cycling facilities be improved?

Phase Three: Airport Drive to Bell Block

This part of the road is more complex and will require more investigation.

Next steps

We'll consider all the feedback we get as we finalise the options to improve road safety and travel times along this stretch of State Highway 3.

For Phase Two, we will undertake more detailed design next year and expect to start work in early 2019.

Investigations will continue on Phase Three.

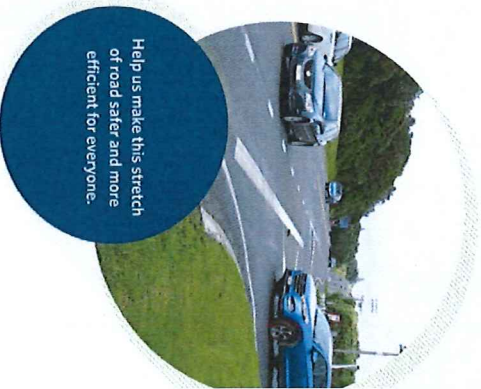
Have your say

You can give us your feedback online, via email or mail:

- nzta.govt.nz/2316
- w2b@nzta.govt.nz
- Simon Burnett, Principal Transport Planner, Central Region, 100 Willis Street, Wellington, 6011



New Zealand Government



INFORMATION SHEET TWO | DECEMBER 2017

3 Waitara to Bell Block safety and efficiency improvements

We're investigating how we can improve road safety and ease congestion on State Highway 3 between Waitara and Bell Block.

Give us your views

What we've learned so far

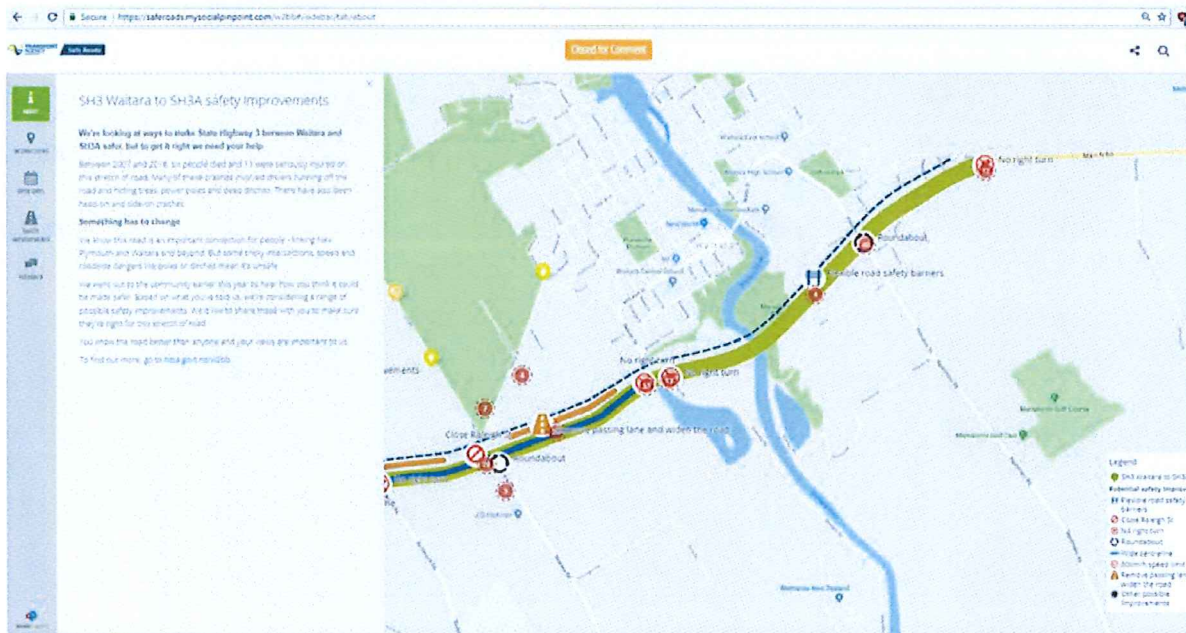
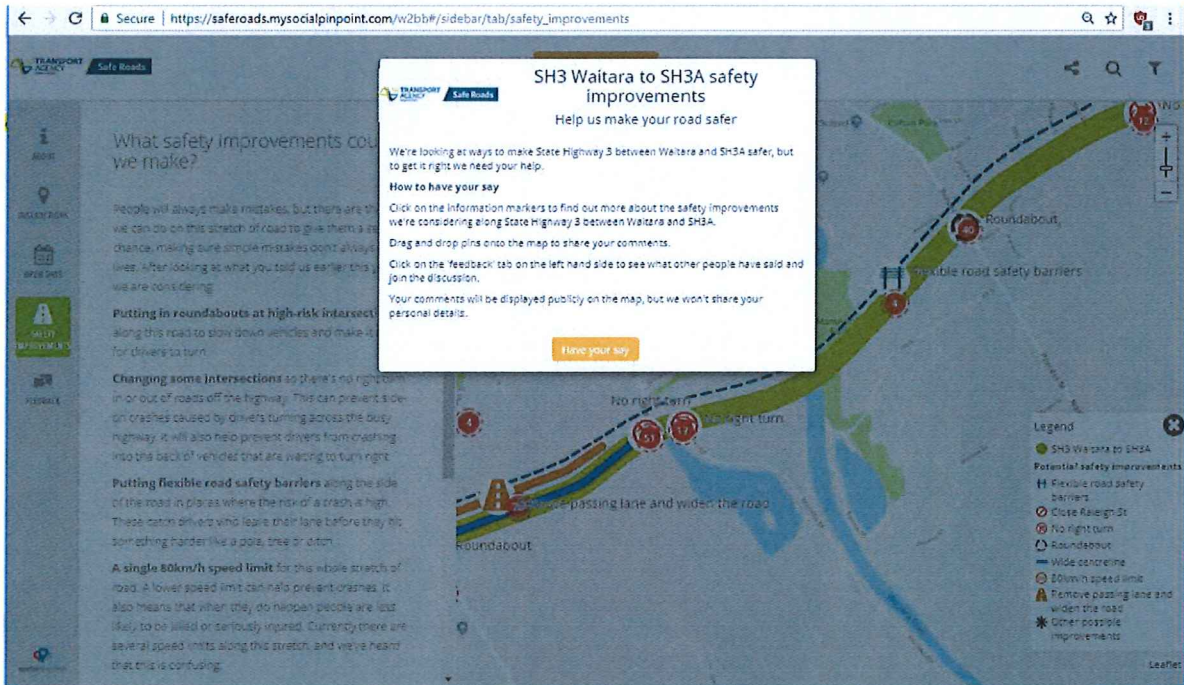
We hosted two public open days in March 2017 to better understand local travel patterns, the routes people take and the sort of problems they encounter when using SH3 between Waitara and Bell Block.

People told us...

The bigger the words the more important they were to you.

New Zealand Government

APPENDIX D: ONLINE FEEDBACK - SOCIAL PINPOINT



APPENDIX E: PRESS ADVERT

3 Waitara to Bell Block
Community Open Days

Help us make your journey safer and easier

We are looking at how we can make State Highway 3 between Waitara and Bell Block safer and keep traffic flowing, but to get it right we need your help.

Come along to hear more and have your say at one of our open days.

You know the road better than anyone and your views are important to us.

If you can't make it, you can find out more and have your say at nzta.govt.nz/w2bbe

Come along and have your say

Wednesday, 6 December
Boardroom, Waitara Library
1pm to 5pm

Thursday, 7 December
Bell Block Hall
2pm to 6pm

APPENDIX F: MEDIA ARTICLES



27 Nov 2017

Taranaki Daily News, New Plymouth Taranaki

Section: General News • Article type : News Item • Audience : 13,880 • Page: 2

Printed Size: 163.00cm² • Market: NZ • Country: New Zealand • ASR: NZD 529

Words: 335 • Item ID: 879323643

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Page 1 of 1

Safety changes are put forward

Roundabouts, a reduced speed limit and no right turns are part of a suite of safety solutions recommended for a killer stretch of Taranaki highway.

On Friday, New Zealand Transport Agency (NZTA) officials presented a series of proposals to the Waitara community board to improve a section of State Highway 3 between Bayly St and Mahoetahi Rd.

This section of road includes the Princess St intersection, which is considered to be one of the worst in New Zealand.

State Highway 3 between Bell Block and Waitara has been on NZTA's radar since March, after the agency initially sought the public's input into what it could do to improve the highway's safety.

For years, it has been an accident blackspot and one which has claimed lives. On November 7, Waitara man Wallace Noel Flay died, the fourth life lost on that stretch of road in the last three years.

After taking this information into account, along with the views of landowners in the area and other stakeholders, six recommendations have been proposed.

They are: to install a roundabout at the Princess St intersection and the one at Waitara and Tate Rds, thereby closing off Raleigh St; banning right turns at Richmond Rd, Nelson St, Mamaku Rd, Mahoetahi Rd and Bayly St; removing the passing lanes; having a set 80kmh speed limit and installing roadside barriers in

high risk locations.

NZTA's project manager Spencer Brown told the community board the safety record between Bayly St and Mahoetahi Rd was "poor".

Brown's colleague Angus McGrath said while the safety improvements would not necessarily prevent accidents, they would cut the likelihood of serious injury when one did occur.

"We would rather keep the panel beaters in business rather than the emergency rooms," he said.

Community board member Joe Rauner said he wanted to see a pedestrian underpass at Princess St, which is not currently proposed by NZTA.

Community consultation sessions on the safety proposals are planned in Waitara on December 6 and in Bell Block the following day.



09 Dec 2017

Taranaki Daily News, New Plymouth Taranaki

Author: Mike Watson • Section: General News • Article type : News Item
Audience : 31,000 • Page: 3 • Printed Size: 462.00cm² • Market: NZ
Country: New Zealand • ASR: NZD 1,652 • Words: 309 • Item ID: 885057099
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Page 1 of 2

SH3 upgrade suggestions

MIKE WATSON

Reduce the speed limit, remove right hand turns, and add more roundabouts.

These are some of the changes the New Zealand Transport Agency is considering to improve driver safety on one of Taranaki's worst stretches of road.

More than seven people have been killed and more than 11 seriously injured on State Highway 3 between Bell Block and Waitara since 2007.

The agency plans to spend \$8.7 million from 2019 on Henwood Rd to Airport Dr, Airport Dr to SH3A, and SH3A to Bayley St, Waitara.

The proposed improvements include no right hand turns onto SH3 from Mahoetahi Rd, Richmond Rd, Nelson St, Mamaku Rd

and Bayley Rd.

As many as four roundabouts - Airport Dr, Mountain Rd, Tate Rd, and Princess St - have also been proposed, together with lowering the speed limit to 80kmh for the entire 15 kilometre section, wire rope barriers, wider road shoulders and removing a passing bay on Big Jim's Hill, near Waitara.

The proposals have attracted a good amount of feedback with public responding online to the NZTA website, a letterbox drop, and two public open days at Waitara and Bell Block.

A hundred comments were posted online after the first two days.

Resident Alistair Murray supported bringing the speed limit down to 80kmh for the entire

stretch of road.

"Some won't like it but how much time do you save if it goes to 100kmh? Not a lot."

Transport operator Peter Sole, who has lived on Mahoetahi Rd for the past 64 years, said he was not in favour of enforcing a 'no right turn' onto SH3.

He said they would prefer a wider turning bay so they can still turn right instead of having to travel two kilometres to turn around at a proposed roundabout on Tate Rd.



09 Dec 2017

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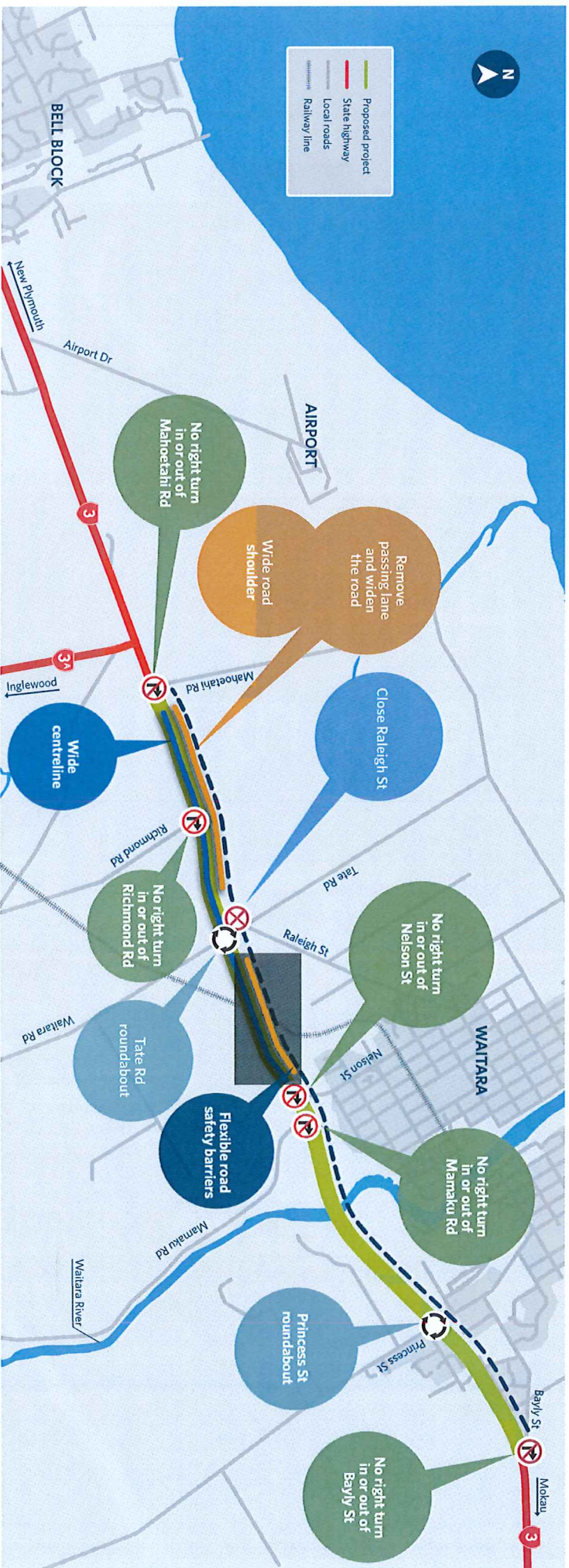
The NZTA held a public consultation for SH3 near Waitara.

SH3/02/2017/10/17/10/17

3 Waitara to SH3A safety improvements

We're looking at ways to make State Highway 3 between Waitara and SH3A safer for everyone. We know people make mistakes, but there are changes we can make so that simple mistakes don't cost lives.

Help us get it right



Six people died and 11 were seriously injured on this stretch of road*

Many of these crashes involved drivers running off the road and hitting trees, power poles and deep ditches. There have also been head-on and side-on crashes.

*Between 2007 and 2016

Something has to change

We know this road is an important connection for people – linking New Plymouth and Waitara and beyond. But some tricky intersections, speed and roadside dangers like poles or ditches mean it's unsafe.

We went out to the community earlier this year to hear how you think it could be made safer. Based on what you've told us, we're considering a range of possible safety improvements. We'd like to share these with you to make sure they're right for this stretch of road.

What safety improvements could we make?

People make mistakes, but there are things we can do on this stretch of road to give them a second chance, making sure simple mistakes don't always cost lives. After looking at what you told us earlier this year, we are considering:

- » **Putting in roundabouts at high-risk intersections** along this road to slow down vehicles and make it safer for drivers to turn.
 - » **Changing some intersections** so there's no right turn in or out of roads off the highway. This can help prevent side-on crashes caused by drivers turning across the busy highway. It will also help prevent drivers from crashing into the back of vehicles that are waiting to turn right.
 - » **Putting flexible road safety barriers** along the side of the road in places where the risk of a crash is high. These catch drivers who leave their lane before they hit something harder – like a pole, tree or ditch.
 - » **A single 80km/h speed limit** for this whole stretch of road. A lower speed limit can help prevent crashes. It also means that if they do happen, people are less likely to be killed or seriously injured. Currently there are several speed limits along this stretch, and we've heard that this is confusing.
 - » **Widening the road shoulder** so drivers have room to recover if they make a mistake. This will also mean there's room for slower vehicles like tractors to pull over so others can pass.
 - » **Widening the centreline** so there's more space between you and oncoming vehicles. This also means there's more space to recover if drivers make a mistake.
 - » **Removing passing lanes** and widening the road. We've heard that people are taking risks in these passing lanes – removing them can prevent crashes.
- We're also looking at rumble strips on the side and centre of the road to give drivers a wake-up call if they stray out of their lane, as well as making intersections safer with signs, markings and traffic islands.

Next steps

We'll consider all the feedback we get before we make any decisions about next steps. Depending on the improvements we make, we should be able to start work in early 2019.

Have your say online

If you don't have time to have your say at one of our open days, you can also tell us your views online, give us a call or send us an email.



Angus McGrath,
Community Engagement Manager
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Provide feedback online at
nzta.govt.nz/w2bbe before 7 February



Help us make this
stretch of road safer
for everyone.

Making rural roads safer

This project is part of the government's \$600m Safe Roads and Roadsides Programme to reduce the number of people dying or being seriously injured on our rural state highways, through improvements like rumble strips, road shoulder widening, safety barriers and changes to speed limits.