

SH3 Napier Road 50km/h speed extension review

Speed limit consultation submissions

JUNE 2022

Some submissions have been edited to protect the privacy of the submitter.

#	Submitter	Formal submission
1	Palmerston North City Council	<p>The Palmerston North City Council (PNCC) thanks Waka Kotahi for the opportunity to comment on the ongoing speed review for State Highway 3 (SH3) Napier Road. PNCC supports the intent of Waka Kotahi's proposal and presents a number of points to consider further in this submission. The points are consistent with the submission provided in April 2022 by PNCC regarding the infrastructure improvements associated with the same project.</p> <p>Over the short term, a significant portion of Palmerston North's residential growth is anticipated to occur along the northern side of Napier Road within the Whakarongo Residential Area and Napier Road Extension Area. The latter - between McPherson Grove and Roberts Line has recently been rezoned by PNCC to increase land supply for housing development and to provide for consistent land-use and associated services between the Stoney Creek Road and Keith Street segments of Napier Road. In particular, the segment of SH3 Napier Road between Keith Street and Stoney Creek Road has strategic importance for Palmerston North as it performs as a key gateway into the city.</p> <p>With a currently limited supply of greenfield housing sites across the city and several other growth areas still requiring plan changes or the installation of critical network infrastructure before development capacity can be unlocked, the Whakarongo Residential Area is the only 'spadeready' growth area ready to be developed in Palmerston North.</p> <p>Whakarongo's 550 lots are therefore key to meeting the city's short-term growth needs and is the equivalent of 3 years of projected greenfield demand.</p> <p>Given this context, it is likely that the Whakarongo Residential Area will be developed at pace, and the street typology of the adjacent SH3 corridor should reflect this imminent development. The adjacent state highway corridor should explicitly indicate a change in environment from a rural setting to a more urban setting, with a speed reduction to 60km/h enabling a much greater development yield than the proposed 80km/h. A speed reduction will also unlock the structure plan's intent to create a mid-block access off State Highway 3 into the bottom terrace of the Whakarongo growth area, which is not possible if the speed environment remains at 80km/h. This is in addition to more positive urban design and human scale outcomes and an enhanced city gateway experience.</p>

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		<p>PNCC supports the introduction of the proposed variable speed limit for the Whakarongo School Zone, albeit with a further reduction to 40km/h to align with the permanent speed reduction to 60km/h. PNCC also suggests that the 60km/h speed limit is extended further east of Stoney Creek Road towards Ashhurst beyond the school speed zone to ensure that users travelling west from Ashhurst do not experience a sudden drop from 100km/h to 40km/h during peak school traffic times.</p> <p>The introduction of a school speed limit should also be coordinated with PNCC as there are already intentions to introduce a school speed limit on Stoney Creek Road outside Whakarongo School.</p> <p>PNCC also supports the proposal to revise the speed limits along State Highway 3 immediately outside Ashhurst to improve safety at the intersection with Cambridge Avenue for all users.</p> <p>Existing safety issues along the corridor are likely to be exacerbated with the adjacent residential growth, hence PNCC support the proposed infrastructure improvements along the corridor and submit that the physical improvements are a critical aspect of ensuring compliance with the revisions to the speed limits. Both should be considered and delivered in an integrated manner.</p> <p>Additional Information from email</p> <p>In addition to the significant safety benefits for all users – aligning with Road to Zero principles – that can be achieved through a speed limit reduction, lower speeds along the corridor in question also enable very different development outcomes. A speed limit of 50km/h allows for a significantly more walkable, safe, comfortable and human-scale urban form with major social, economic and environmental benefits.</p> <p>PNCC therefore support Waka Kotahi’s proposal to extend the 50km/h zone to 180m east of Macpherson Grove and suggest a further extension of the 50km/h urban speed limit to the Roberts Line intersection be considered to both improve safety at the future signalised intersection while allowing for residential development to proceed in the Napier Road Residential Extension Area. Unless the speed limit to the Roberts Line intersection is reduced to speeds that are more appropriate to an urban setting, the resulting development capacity within the greenfield development area adjacent to the corridor will not be satisfy identified medium-term growth needs of the city and would be a reversal of assurances previously made by Waka Kotahi to enable growth along SH3 during the Plan Change B hearings.</p>
2	NZ Police	<p>I refer to your correspondence of 17 June 2022 to New Zealand Police Commissioner Andrew Coster in relation to consultation on a proposal to extend the current Palmerston North urban 50km/h speed limit out further east on SH3 Napier Road past the Bupa Retirement Village entrance to 180m east of Macpherson Grove.</p>

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		<p>Your correspondence has been referred to me as the Director of the National Road Policing Centre and I have consulted with the local Road Policing Manager, Inspector Ashley Gurney, for his operational knowledge of the stretches of road in question.</p> <p>The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.</p> <p>One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur.</p> <p>With these principles in mind, Police fully supports the proposal to be enacted.</p>
3	Individual	<p>My enthusiastic contribution to this proposal to extent urban speed limit to 180m east of McPherson grove.</p> <p>That is an exceptionally good idea ..and will (earlier) calm the into / out of palmy traffic.It will give those accessing / getting on to the road a better and safer opportunity to so without the current uncertainly ..what speed is that on coming vehicle(s) actually traveling. 😊</p> <p>Especially if turning (from the village) to the right.in the waiting lane..(needing actually stop).The danger (every day) is there a vehicle coming from the east..the survival rule seems now as you wait .DON'T MOVE IF YOU CAN SEE ANY VEHICLE COMING AROUND THE BEND..(no matter how far away) as you will have that car up your bum before to have truly gathered any speedand just so unbelievably just as gather speed to prevent the car up your bum - within meters you then need to start to reduce speed as you approach the 50k urban speed limit...does not make any sense.</p> <p>Also re traffic coming from the city on to SH3 .they are traveling 80 k plus before passing the temporary (80k) sign ..infact the rule to survive</p> <p>.....see a car coming round the corner(supposed to be traveling at 50k) they are not so DON'T TRY AND JOIN THE TRAFFIC EITHER WAY..that car will be on to you before you know it can and is quite frightening .</p> <p>Also to have an earlier calming speed ,the traffic speed will,give the trucks (often with trailers) and other industrial activity coming and going- both sides of the road..often needing to BACK OUT ON GO THE</p>

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		<p>ROAD..where traffic is just starting,on the bend to slow down..in effect it will give all but the stupid a fair go ..and allow the co existence of the road users in that area.</p> <p>To be caught by a truck trailer right across the road is often happening and will continue to occur..a reduction of speed will help prevent the multi vehicle smash ups .</p> <p>Also on the corner in this discussion there is a timber company..that sell to the trade and THE PUBLIC .So just like McPersons garden centre lots of ordinary (innocent) folk coming and going with trailers ..it's at the current speeds a death trap..the near misses I personally witnessed is absolutely frightening .</p> <p>And finally those from all communities daily using the lovely and very popular walk to the river will also have a fair go crossing the road to park(at the car park) ..it's a absolute u turn across SH3 .at the current 80 k speed limit</p> <p>In fact leaving the car park often with bikes on the back car is even more dangerous the traffic is charging towards you at 80k+ ...that's went the brakes get jammed on.</p> <p>There is of course those walking ..many from Bupa village and the church trying to cross the road ..it cannot continue...It can be ..it should be much less risky ..better managed .So with out hesitation the proposed reduction of the speed limit to 180m passed McPherson grove is an exceptionally good idea .The department in their thinking must be aware of the points raised above and the many more ..(in their experience) they have recognised as valued and compelling reasons to proceed with change of speed from 80k to 50k. ...many thanks your considering my submission.</p>
4	Individual	<p>This email is to the support the reduction of speed outside our village to the proposed 50 km/hr</p> <p>I walk along the edge on the road several times a week and due to the slant of the road and bend to the east it is really difficult to cross the highway if I wish to access the walking track to the Manawatu River.</p> <p>The 50 Kph speed limit would make it far safer for the over 100 village residents here.</p> <p>Thank you</p>
5	Individual	<p>Yes,</p> <p>I strongly recommend the 50 km/h speed limit, as proposed in your letter of 10 June to the residents of the Riverstone Retirement Village.</p>
6	Individual	<p>I support the extension of the 50km speed limit north past the turnoff to the retirement village, as to maintain an 80km limit will endanger likely slow-moving pedestrians crossing the road to the path to the river on the other side of the</p>

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		<p>road, and also make it difficult for elderly drivers to turn across traffic and merge into the southbound lane.</p> <p>As a related matter, I think the traffic lights proposed at Roberts Line are good for a range of users, but do have concerns both about the amount of traffic likely to be backed up on the northern side when the lights are red, and also the need to slow from 80kmph to a stop, but I presume this has been considered....</p>
7	Individual	<p>We are disappointed that Waka Kotahi has decided that the temporary speed limit outside Macpherson Grove will become a permanent 80 km/hour from 23 June. However we are really really pleased and totally support the proposal to extend the current Palmerston North urban 50km/h speed limit further east on SH3 Napier Road past the Bupa Riverstone entrance to 180m east of Macpherson Grove.</p> <p>The village comprises 72 Villas and 15 Serviced apartments. Most of the residents own a vehicle. As the village is new most of the residents are very active and keep up their involvement with activities outside of the village. As a result many vehicles exit via Macpherson Grove each day. In addition the Village contains a 49 bed care centre and 20 bed Dementia unit. Many visitors arrive at these facilities each day together with service vehicles and staff who rotate shifts 24 hours a day. Many vehicles with trailers and trucks exit from the Macpherson bulk garden Centre 7 days a week and they are a little slower exiting onto Napier Road and this often leads to Napier Road traffic braking heavily. As a result of these traffic movements Macpherson Grove is very busy.</p> <p>We consider that the current temporary speed limit of 80 km per hour is totally unsafe. Traffic coming around the curve from Keith Street start accelerating very fast up to 80km per hour or more and make it difficult to assess the speed of approaching vehicles when we drive out of Macpherson Grove onto Napier Road and wish to turn right or left. Traffic coming from the direction of Robert's Line come around a curve and up a slight rise towards Macpherson Drive making it difficult to judge the speed of approaching vehicles from the left. It is extremely difficult to either turn right or left between the hours of 7am and 9am and again between 3.00pm and 5.30pm because of the amount of traffic. The existing short merging bay to the right of Macpherson Grove is quite frightening when cars doing 80km per hour scream past on your left and right. We have only tried to use it once and consider the use of this merging bay as unsafe and a crash waiting to happen. This merging bay needs to be twice its existing length.</p> <p>Our village contains drivers in excess of 70 years of age and people in this age group have slower judgment and reaction times. Vehicles travelling at 50km per hour would provide a better opportunity for drivers to judge the speed of approaching vehicles. We feel much safer when exiting from Macpherson Grove when we have a passenger in the car. One can watch for gaps in the traffic on the right and the other can watch from the left. During peak traffic flows a number of</p>

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		<p>residents will only turn left from Macpherson Grove and then turn left up Roberts line and cross to Keith Street, Featherston Street and Ruahine Street to reach Terrace End.</p> <p>As mentioned above we are an active group of residents. We have a walking group and some ride bicycles. Quite a number of residents often walk across Napier Road and then proceed down the riverside walkway. We would welcome a pedestrian crossing opportunity closer to Macpherson Grove.</p> <p>Now that the construction site signs have been removed there is no signage on Napier Road indicating that the Riverstone Retirement Village is situated at the end of Macpherson Grove. It would help if a roadside sign was in place on Napier Road indicating the presence of the village and indicating to traffic that elderly residents live in the area. There are similar signs adjacent to other retirement villages.</p> <p>When considering speed limits you need to consider the housing developments taking place on Robert's Line and in each direction from James Line. In addition a 300 unit retirement village is to be built on Stoney Creek Road in the next couple of years. These developments will result in a huge increase in traffic volumes passing the entrance to Macpherson Grove.</p> <p>As mentioned above we strongly support the proposal to extend the current Palmerston North urban 50km/h speed limit further east on SH3 Napier Road past the Bupa Riverstone entrance to 180m east of Macpherson Grove.</p>
8	Individual	<p>We would like to refer to SH3 from the entrance to both the BUPA Retirement Village and to Macpherson Bulk Garden Centre, through to the proposed traffic signals at Roberts Line and marginally beyond that point, on the Ashhurst side.</p> <p>Under the Transport Agency proposals traffic leaving Palmerston North will still be permitted to travel at 80 km per hour passed the entrance to BUPA and Macphersons.</p> <p>With regard to any reduction to the current speed limit, it is extremely disappointing that this access point to BUPA and Macphersons has not immediately been included within those changes being made on Thursday June 23 2022. Every day the current 80km/h limit remains in place there is the real possibility of a very serious accident occurring.</p> <p>We ourselves find it difficult enough leaving for the city and getting out on to SH3, especially between 8am and 9.30am. and between 4pm and 6.30pm, mostly a period of darkness at this time of the year.</p> <p>Your letter also outlines what you refer to as detailed design for traffic signals at the Roberts Line Intersection with SH3. This is good news of course. The detailed design proposal for the traffic signals must, we assume, take into account road users, while travelling at 80km/h, being prepared to slow down and stop as they approach the traffic signals. However, when the road is busy with commuter traffic the possibility of an accident in the vicinity of the traffic signals resulting</p>

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		<p>from 80km/h nose to tail driving could be averted by a very simple solution, that is to extend the 50km speed limit from Palmerston North to a specified point east of the proposed Roberts Line traffic signals. This would ensure that morning traffic coming from the Ashhurst direction would also approach the new traffic signals at 50km/h.</p> <p>With the traffic flow between Palmerston North and Roberts Line, and just beyond, being limited to 50km/h the safety issues at the BUPA and Macpherson entrance would be largely resolved and also any risks of accidents at the new Roberts Line traffic signals significantly reduced.</p>
9	Individual	<p>I support extending the 50km/h speed limit to beyond the turnoff to BUPA/McPhersons because:</p> <ol style="list-style-type: none"> 1. there is a high level of use of the turnoff including by vehicles towing laden and empty trailers 2. on the other side of the road from BUPA/McPhersons there are 5 or 6 houses plus the entrance to the Napier Road Drain Shared Path which gets used by walkers and riders, some of whom cross over from the BUPA side 3. with the installation of traffic control lights at the intersection of SH3 and Roberts Line, it is predictable that the number of people cycling and walking along this stretch of road will increase. <p>I would support extension of the 50km/h limit as far as the new traffic lights so that there isn't a short section at 80km/h before the lights. The speed limit through the lights-controlled intersection should be no more than 60km/h to take account of the continued (though lower) risk of side on crashes there.</p>