

SH3 Napier Road speed review

Speed limit consultation submissions

MAY 2022

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

#	Submitter	Formal submission
1	Individual	Absolutely perfect re the proposed speed limits - exactly what's needed.
2	Individual	<p>No doubt you certainly got feedback in most areas of this consultation process. The speeds that you have provided so far for the different areas from Palmerston North through to Ashhurst and beyond have been good so far, except for the Whakarongo area before Stoney Creek Rd and past the school area. It should be a reduced speed area of 60km/HR in that zone area, because of the school and the intersection as well. The area in Ashhurst should be 50kms/hr as it is in Palmerston North, until you clear the boundary to go out of the township. Not 80kms/hr.</p>
3	Individual	<p>We have read your email and looked at your website.</p> <p>Still not sure that the speed limit should remain at 80kph from Sutton Place to James Line, especially in light of the 3 deaths that have occurred recently along this stretch of SH3. Also, what difference will it make reducing the speed limit to 60kph from 200m west to 130m east of Stoney Creek Road, (Whakarongo corner) prior to and after school? How many people will slow down during this time? Just like the 70kph sign on Rangitikei Line/Kairanga Bunnythorpe Road, you don't see many people slowing down when going through there when the light is flashing.</p> <p>For what it's worth, we still think it should be 60kph right from Sutton Place until past Whakarongo School corner.</p>
4	Individual	<p>Thank you for the opportunity to respond to your findings and proposals outlined.</p> <p>We watch traffic leaving BUPA. A lot of it is old drivers obviously. Judging the speed of traffic approaching from Ashhurst and traffic coming out from Palmerston North is difficult, not helped by ...</p> <ol style="list-style-type: none">1. Drivers approaching from Ashhurst from a corner/sweep in the road.2. Drivers briskly accelerate as they come out of the 50 km City Speed limit. <p>I have seen drivers from BUPA waiting a long time because it is a very busy road at peak times. I have seen drivers move across turning right and the oncoming traffic from Ashhurst is upon them far more quickly than they anticipate. The proposed traffic lights at Roberts Line may curtail some of the speed of city-bound fast traffic but there is enough road between Roberts Line and the BUPA exit for drivers to accelerate back to 80 km and above. Let's be quite realistic if the current speed limit is supposed to be 80 km the only way to ensure that most drivers obey the speed limit is to have police monitoring or speed cameras.</p> <p>If the speed limit was reduced to 60km at least there is the possibility that fast-driven cars will at least be driving below 80km.</p>

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		<p>We need outside BUPA the same arrangement as was installed outside the exit from Paekakariki Village onto what was SH1, for those drivers travelling South towards Wellington.</p> <p>Sadly I am sure that one day there will be an accident and quite possibly a fatality outside the BUPA entrance.</p>
5	Individual	Either a roundabout or a set of lights.
6	Individual	I agree with the proposed speed limit changes however I would like to register concern regarding the James line Napier Road intersection. Cars coming off James line onto Napier Road come to a stop and then attempt to go from 0 km to 100 as they join the flow of traffic. There is no shoulder to lead into the flow as there is on Roberts line. Even with the proposed drop to 80km, it will prove difficult especially as housing and therefore traffic flow increases in this area of Palmerston North.
7	Individual	<p>I fully support the proposed speed limit changes outlined in the Napier Road Speed Review. With the multiple housing developments in the area, we will shortly see increased traffic volume and to make changes now is planning for the immediate future to make our roads safer.</p> <p>It also makes sense to reduce speed leading up to the (hopefully) soon-to-be-installed traffic lights at the Roberts Line intersection, from a safety point of view.</p>
8	Individual	<p>I have made two submissions registering my concerns regarding access to and from Napier Road, especially at certain times of the day, 7 days a week.</p> <p>I'm referring to access to and from the Bupa RIVERSTONE Retirement Village. As mentioned, many times, it can be just so dangerous. If I understood your intentions the speed limit will remain unchanged at 80 km/h (likely in real terms 90km/h) based on firsthand experience. Trying to join the traffic travelling either way, you will often receive a car up your bum making sure you are aware that they are pissed off. Being made to drop your speed a long way short of (as an example) approaching/entering the city's 50 km legal speed limit.</p> <p>Maybe the difference between the dividing line of the city and state highway is the problem? This has been said but you and the PNCC are not able or unwilling to cooperate. I have continued to suggest the speed limit should not be (heading east) 80 km/hr until you pass the turnoff to the retirement village. Based on your decisions reached this is not going to happen. I can only hope it's a maybe once the road improvements especially the bend into - out of the city receive some attention plus other improvements such as for frequent trucks and trailers trying to join the speeding traffic from both sides of the road. With a truck and trailer, it's at times mission impossible with a common situation being the truck on one side of the road and the trailer remaining on the other side of the road(you know that of course?) They just pull out and they are bigger than you, so you stop. with traffic still doing 80 km/h+ or joining traffic heading east ALREADY DOING 80k/h+. You of course will be aware of this issue (is that a yes, or no?)</p> <p>At 6am in the morning the traffic is driving at 80km/h + or holding on to 80km/h + as long as possible, check the speeds they hit MAIN ROAD, RIGHT UP TO THE NEXT TRAFFIC LIGHTS- not your problem? But it is because of the extended 80km/h just become the starting of (at least drop the speed to 60km/h that would be so smart) the city lower speed limit. That issue? DO YOU? both ways. Your review. If it happens will result in some further necessary restrictions to the speed</p>

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		<p>limits from the city leaving Main to Napier Road to James Line. We will just have to wait and see I guess. 80 km/h seems the best you can do on state highways. Is that the issue?</p> <p>Please advise regardless of the consequences. I would like to think Bupa retirement village made its concerns known to you. (did they?)</p> <p>I have suggested a number of times someone visits the village and addresses the 70 plus villa residents and staff and indicates the issues and the current intentions and maybe just maybe hear the 100 plus senior citizens etc. genuine concerns and experiences on Napier Road, our only in/out of the village, it's a problem. I sincerely believe you may have not intentionally but have overlooked or undervalued OUR village. Especially as we were all told in committing to the village that" the Napier Road speed limit will change, and the road will be more user friendly for our access to and from the highway. Maybe the traffic lights will make a difference but how you leave the (it's on the bend) 80km/h+ speed limit pass our place. To have to slow down / stop for the lights is hard to accept as a smart move.</p> <p>I have once again shared (with genuine concern) my thoughts.</p> <p>The northern side of Napier Road from Whakarongo School back to Palmerston North will be all built up with housing in the next 5-10 years. The speed limit for this entire stretch should be 60km/h.</p>
9	Individual	<p>The northern side of Napier Road from Whakarongo School back to Palmy will be all built up with housing in the next 5-10 years. The speed limit for this entire stretch should be 60kmh.</p> <p>Is this email enough for a submission? Please advise.</p>
10	NZ Police	<p>RE: Feedback on SH3 Napier Road Speed review consultation</p> <p>I refer to your correspondence of 6 April 2022 to New Zealand Police Commissioner Andrew Coster in relation to the speed limit proposals for State Highway 3 Napier Road from Palmerston North to Ashhurst. Your correspondence has been referred to me as the Director of the National Road Policing Centre and I have consulted Inspector Ashley Gurney, the District Road Policing Manager for Central, 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. In a head-on crash involving two cars, it's around 70-80 km/h. One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police support 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 support the speed limits proposed to be enacted.</p>
11	Individual	<p>It is usually difficult to make this turn onto Napier Road. This is due to 100km/hr traffic coming round the corner (less than 100 meters from us) unseen from the Ashhurst direction. There have been 2 fatalities near our exit in the last 2 years. We fully support your intention to have an 80km/hr limit from Roberts line to Whakarongo - the sooner the better please.</p>

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12	Individual	There is no reason to move to 80km/hr between Palmerston North and Ashhurst. The only change needed is for a no-right turn at the Napier Road and James line. People turning right there enter the highway without checking for traffic coming from their left. Happens daily and changing speed won't change it. Also, people turning right into Turflands are endangering all road users making this illegal turn.
13	Individual	If the city boundary was to be extended to Whakarongo School, then the speed limit from the existing city boundary to the school should only be 50kph. This would make this road a much safer area for all road users. It is also noted that traffic turning from Roberts Line towards Ashhurst at present don't stop and at times hardly slow down making it a very dangerous intersection. This also includes large trucks. I have seen vehicles on Napier Road having to veer around turning vehicles to avoid an accident. Could something temporary be looked at before major works are undertaken?
14	Individual	No, what you have figured out is spot on, in my opinion. I am in favour of your new plans.
15	Individual	Yes! I don't see speed as the factor I believe it's extra traffic and people trying to merge from side streets onto the highway. I would suggest inserting roundabouts to slow the traffic where it needs to and provide a safe mechanism for people to merge.
16	Individual	You have heard only from those who want it changed. The speed limits are perfectly fine the way they are. Stop changing things for the sake of it. You changed the limits going up out of Ashhurst towards Bunnythorpe and hardly anyone has taken any notice of that. I'm always being tailgated and overtaken when I'm doing the new 50km/hr stretch.
17	Individual	The use of roads in this area is going to change when Te Ahu a Turanga opens and the new rail hub at Bunnythorpe is operating. The difference in speeds between heavy and light vehicles creates frustration. It may be prudent to lower the limit between Whakarongo and Ashhurst to 90 (even though you are not considering it).
18	Individual	Yes, there needs to be a 4-lane autobahn between Ashhurst and Palmerston North. Current suggestions and existing conditions are far too slow. Safety can be improved by traffic enforcement that places severe fines on traffic entering SH3 that are incapable of following the road code. A separate shared path from Kevin grove to Whakarongo will improve pedestrian and bicycle traffic. It is important for planning to plan for the future and not react to poor decisions of the past. SH3 from Main Street to Ashhurst is an important transport link and cannot be compromised by Adhoc subdivisions and planning decisions.
19	Individual	The 60km/h zone at Ashhurst township should start earlier than is indicated, West of Hacketts Road. Drivers won't have slowed down enough before the Ashhurst township. People are also still using York Street to exit off the highway so there needs to be something more done about preventing that. Speed indicators would be helpful in the Ashhurst township.
20	Individual	The Palmerston North to Stoney Creek Road section should be reduced to 60km/hr the whole way, permanently.
21	Individual	A big roundabout at Roberts line would be far more effective alongside the speed limit reduction. More is needed at the Napier Road/Keith Street intersection and Napier Road/Upper Main as well. This road is getting busier and busier. It would be nice to see a synergy between NZTA and PNCC here.
22	Individual	Agree with the proposals. Would like to see some large bicycle stencils in the breakdown lanes and rumble strips on the solid white line in acknowledgment of the number of cyclists using the road for commuting and recreation.
23	Individual	What parts of the road do you think are dangerous and why? Keith Street to McPherson Grove: The 80km/hr speed limit starts at Sutton Place, about 200

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		meters before the entrance of the Bupa Village. Why could this 80km/hr speed limit not begin about 100 meters on the Ashhurst side of McPherson Grove? This would make the exit and entrance to our village much safer.
24	Individual	<p>I find the logic justifying this proposed reduction in the speed limit, for what is clearly a wide-open almost straight piece of road, sadly lacking. I find the 3 dead and 15 injured versus how many thousands of motorists, plus trucks using this road over that 10-year period, to be a very marginal statistic to say the least. If you continue to follow this idealist's logic, where will it end? If there are still deaths, will it be reduced again? With a reduced speed for that sort of road, the need to stay focused will be reduced and you may in fact find many will now spend more time gazing at the wind farm, with less focus on what they should be doing. Would the next plan to be build shutters alongside the road to prevent this from happening also?</p> <p>We cannot keep making amendments that affect everyone because of a few of the lowest abilities. At some point, we need to allow Darwinian theory to prevail. Not all others to suffer for their existence!</p>
25	Individual	Agree with the speed changes, would like to see a merging lane coming out of James Line onto SH3 towards Ashhurst. At present, you need to get up to speed quickly as soon as you turn into SH3 to avoid getting run off the road. It is difficult to see traffic coming from the city due to the curve in the road.
26	Individual	I am strongly in favour of all the proposed changes and would also advocate for lowering the Whakarongo - Ashhurst stretch to 80km/h as well. The shared pathway along the river is still not completed and this forces cycle traffic to use SH3 between Te Matai Rd and Raukawa Rd, so a decreased speed limit would enhance safety in this area. I would like NZTA to consider the fuel consumption and emissions implications of maximum speeds across the entire state highway network as well. By dropping the national speed limit to 80 km/h we would realise massive savings in both energy use and carbon emissions for what amounts to a relatively slight increase in average travel times. The safety benefits would also be considerable.
27	Individual	I would like to see the speed reduced from the Palmerston North boundary all the way to just past the Whakarongo to 50kph or even 60kph. The current speed of 80kph is too high. Getting onto Napier Road from either Roberts Line or James Line is very difficult on most occasions. We have lived here for 20 years, and the traffic has increased so much now that we are avoiding this area and using other options. Traffic lights or even a roundabout would certainly help. Reducing the speed limit will help as I feel it is only a matter of time when someone will lose their life in a motor vehicle accident.
28	Individual	Yes. The opening of Bupa Riverstone has put seniors at risk who live there and the growth at Cornerstone School when trying to get out of Roberts Line onto SH3. In my opinion, the limit should be 50kph to Roberts Line and 80kph to Stoney Creek Road with a reduction to 40kph for the Whakarongo School zone.
29	Individual	<p>I live down a ROW at 1076 Napier Rd.</p> <p>I am fully in favour of the proposed speed limit changes. Speeding along this road is very common and many cars exceed the speed limit.</p> <p>I think changes to a limit of 80km/h should be made along the whole road for safety reasons. Our property is within the region that you plan to leave at 100 km/h.</p>

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		<p>In the region you propose to leave at 100 km/h, there are a number of driveways and properties plus several side roads. It is often difficult to exit onto Napier Road or to turn off the road because of the number and speed of cars. There are increasing numbers of large subdivisions spreading in this region and this is only going to increase the amount of traffic. In addition, there are school children to be picked up from the side of the road in the proposed 100 km/h region. There are also increasing numbers of cyclists and speeding cars who sometimes barely miss them.</p>
30	Individual	<p>I am pleased that the proposed speed limits, for various sections of SH3, are lower than the current speed limit. However, I am disappointed that the speed limit for the road from Whakarongo to Ashhurst is not considered in the current review and remains at 100km/h.</p> <p>I believe that the speed limit in this section should be reduced to at least 80km/h. It will be safer as it is harder for vehicles to suddenly speed at 100km/h and slow down to 60km/h as they approach Whakarongo School.</p> <p>Within that section of the road, there are many properties exiting onto SH3 from Raukawa road and ROWs all along towards Ashhurst. Many cars, trucks, and bicycles exit onto, and also enter from, SH3. With increased traffic and at 100km/h, it is quite hazardous to do so. It should also be noted that children catching the school bus also wait along the SH3. They would have to cross SH3 when they return from school.</p> <p>The dip at Raukawa Road also increases the risk of accidents, especially for vehicles coming from Ashhurst and travelling at 100km/h. I have witnessed near misses of cars colliding with trucks coming out of Raukawa Road.</p>
31	Horizons Regional Council	<p>Thank you for the opportunity to provide a comment on the proposed Napier Road speed review. This submission is made on behalf of Horizons Regional Council, which holds responsibility for providing contracted public transport services and coordinating and implementing road safety initiatives across the region. On the whole, we support the speed changes outlined in the April 2022 consultation guide.</p> <p>Speed is one of a number of aligned measures that can work towards the goals set within the Road to Zero road safety strategy. We encourage the setting of speed limits aligned with a safe system approach to create a transport system where no one is killed or seriously injured in road crashes.</p> <p>We support speed reviews that promote safer roads and encourage corridors to be considered in their entirety when addressing speed limits to reduce situations where there are variations in speed due to fragmented decision-making. This will ensure a consistent approach for road users across the region and limit inconsistencies within and between districts.</p> <p>Specific feedback on the proposed speed review changes has been split into each area where changes are proposed.</p> <p>Palmerston North to Roberts Line intersection</p> <p>We are supportive of lowering the speed limit to accommodate increased vehicle volume, changing land use, and an increase in the number of vulnerable road users using this space. A safe speed for this stretch of road should consider the contextual differences of an urban environment where more people are likely to be walking, cycling, or using public transport. We support a further reduction to 50km/h or 60km/h for this area to deliver a more integrated transport system for different user groups and strike a balance to serve both our communities and our</p>

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		<p>economies. The consultation guide identifies an urban speed limit from Roberts Line on approach into Palmerston North is to be considered when infrastructure construction begins. We support a further lowering of the speed limits along this section and suggest its implementation in this current speed review.</p> <p>Roberts Line intersection to Whakarongo We agree with lowering the speed limit in this section of the corridor. This section has a poor crash record. Current and future planned residential developments in this area, from Roberts Line to Whakarongo School, will increase traffic volume and diversity of road users. We encourage further investment in safety treatments and infrastructure improvements. While a speed reduction will provide some safety benefits, further infrastructure safety measures are required for the James Line intersection.</p> <p>Whakarongo School We agree with the proposed introduction of a variable speed zone for Whakarongo School and would like to see this well supported by clear cues for drivers to reduce speed.</p> <p>Whakarongo to Ashhurst Retaining the current speed limit of 100km/h for this section of road is supported.</p> <p>Ashhurst Township The speed limit change to 60km/h proposed on the State Highway past Ashhurst is supported.</p> <p>Ashhurst Bridge The speed limit change proposed for Ashhurst Bridge is supported to improve safety for all road users. Future safety measures will need to be considered to align with Te Ahu a Tauranga: Manawatu Tararua Highway and the shared path delivered as part of this.</p> <p>In summary, we largely support the proposed Napier Road SH3 speed review changes in addressing a high-risk corridor through speed management. We would like to see a further reduction in speed limits approaching Palmerston North to deliver a more integrated transport system for different user groups and contribute to a more liveable city. While this submission addresses speed management changes; we want to reiterate that Road to Zero is grounded in a safe system approach and reinforce the changes proposed are just one tool in addressing the poor safety record of this section of highway. Aligned measures are required to create a transport system where no one is killed or seriously injured in road crashes. The Napier Road SH3 corridor is an important transport regional link and should be accorded further investment in safety treatments and infrastructure improvements to strike a balance to serve both our community and our economy. We consider this especially necessary anywhere there are vulnerable road users, at intersections, and on any stretch of road that remains at 100 km/h.</p>
32	Individual	<p>Just like to add my opinion on the proposed changes to the road between Ashhurst and Palmerston North. I believe the 100kph speed limit is fine and does not have to be lowered. Other people's bad driving should not have to penalise other drivers who safely travel at 100kph.</p> <p>I also think traffic lights at Roberts Line would be a mistake as they would create traffic jams and congestion during busy periods. A large roundabout would be much more ideal as there is a lot of room for it and the traffic would still flow fine.</p>
33	Individual	<p>Thanks for the opportunity to comment on the speed limits between Palmerston North and Ashhurst. My points are</p>

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		<ol style="list-style-type: none"> 1. The road from Ashhurst to Whakarongo is better than most state highways we have driven on recently. Most two-lane state highways in New Zealand are NOT adequately engineered to allow for a 100 km/h limit, so in my opinion, this road is reasonably good. 2. The road through Whakarongo and onto Palmerston North has several side roads and much more local traffic than the northern part. Some of it is 80 km/h, but it should all be restricted to this speed. 3. Two intersections on this part of the highway are hazardous. In the extreme and we have learned not to exit either James Line or Roberts line onto SH3. <p>Being at the inside of a curve in the highway, it is not possible to see approaching traffic in either direction. Until these intersections are better engineered, An 80km/h limit is far too high at these locations. I hope that you will take these suggestions into account.</p>
34	Individual	<p>I wanted to give my thoughts on the section Palmerston North to Roberts Line intersection.</p> <p>The proposed “change” for this location is no change at all (due to the current “temporary” 80km/h limit). Common sense dictates that there should be a statute of limitations on what can be considered temporary. A limit that has been in place for more than 5 years can no longer be considered temporary.</p> <p>You’ve mentioned that “through our community engagement we heard that most people support speed limit reductions on this stretch of road. We acknowledge that many people would like to see a speed limit even lower from Sutton Place in Kelvin Grove to Roberts Line.” I would agree that for myself and those who I know who live or regularly travel in this area, the consensus is that 80km/h is too fast for the area.</p> <p>The website goes on to say that “The current road environment doesn’t allow for that much of a reduction and what we propose is to make the temporary 80km/h permanent now”. This statement makes me feel angry and also frustrated. If there was no intention to make a change to the speed, why ask the public to give comments and feedback? How exactly does that road “not allow” for being made safer by a reduction in the speed limit? Why can it not be reduced now, but can then be reduced once traffic lights are installed? If people continue to use the road as they do now, often going 100km/h along it, can enforcement be directed to that area at least? For example, a speed camera van positioned on the bend.</p> <p>You’ve acknowledged that this is a high crash area. You’ve acknowledged that the public consensus is that a lower speed is needed for safety (along with lights at the intersection). Then you’ve said you are now progressing as quickly as possible with implementing the traffic lights (which may or may not happen before the end of 2023, 18 months from now). This cannot possibly be true, because consultation also took place previously in 2018 and 2020 in relation to the intersection and a decision was made to install traffic lights. Three years for a set of traffic lights is not “as quickly as possible” by anyone’s definition, regardless of the ongoing impacts of covid during this period.</p> <p>This lack of action on reducing the speed limit, along with unreasonably slow progress with installing traffic lights at the intersection, will result in the area remaining extremely dangerous, and directly contribute to an increased risk of fatal or serious injury crashes, not to mention the many near misses that occur every</p>

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		single day. You've let me and my community down badly and I can only hope that someone doesn't pay for this decision with their life.
35	Individual	<p>The map indicating proposed speed limits is quite vague. I would like to know exactly where the new zone will start, I can't tell on the image other than it's somewhere after Hillcrest Road. Can you please explain where the new zone will start? This is the map I'm looking at: https://www.nzta.govt.nz/assets/projects/sh3-napier-road-speed-review-and-infrastructure-improvements/sh3-napier-road-speed-review-consultation-map.pdf</p> <p>The reason for my comment above is that noise is a severe problem, particularly engine braking from heavy vehicles. I am concerned that if the start of the 60km/h zone is too close to the residential area, the noise problem will get worse instead of improving as vehicles will need to slow down even more.</p> <p>Regarding the proposal to change the speed limits around the Ashhurst area from 80 to 60km/h, the Waka Kotahi website says: "the current road environment doesn't allow for this much of a reduction". Can you explain what is meant by this? I'm really concerned about the number of pedestrians and cyclists using this stretch of road and firmly believe the speed limit should be 50km/h. There is no mention (that I could see) in the documentation of how the proposed speed limits will be enforced. The current speed limit (80/50/80) in Ashhurst is largely ignored, especially at night. When I travel at the speed limit along this section of road I see a lot of aggressive driving (e.g. tailgating), or people overtaking at speed. Are there any plans to install safety cameras to discourage speeding?</p> <p>It's fantastic that the Roberts Line junction will see improvements. Have you considered the Te Matai Rd, Stoney Creek Rd, and James Line Rd junctions also? The Te Matai Rd junction north of Whakarongo is a problem because there are a lot of heavy vehicles coming to/from the Higgins yard who do not obey traffic rules. The Stoney Creek Rd junction was upgraded recently, but around school drop-off/pick-up times there is some very dangerous driving with people pulling out into moving traffic when unsafe to do so, or people overtaking traffic that is turning when unsafe. The James Line junction is also very busy with all the new housing developments and has the same issues with traffic leaving or entering the highway unsafely (or aggressive behaviour from drivers affected by turning traffic).</p> <p>I was disappointed that there was no mention of improving SH3 around Ashhurst town for pedestrians and cyclists. There really needs to be safe places to cross the road. There isn't even a footpath on the north side of the road between Cambridge Ave and the Domain. It's good that some thought has been put into a shared user path over the Ashhurst bridge, but there have been no updates to the website for this project since Aug 2020. What is the status of it now that we're nearly 2 years past that date? The link I was looking at is here: https://www.nzta.govt.nz/projects/ashhurst-bridge/</p>
36	Individual	<p>Firstly, thanks for recently coming to our village & giving us the opportunity to listen and TO HAVE OUR SAY.</p> <p>The presentation was a welcome indication of the proposed (intentions?) changes and improvements to Napier Road. Understandably we were most interested in the proposals (speed calming) directly outside our village.</p>

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		<p>Let's also be clear as a senior citizen - the impression given we were encouraged to relax and listen to your team's presentation - However, there was the need I hope you would agree to hear our thoughts in return. Our experiences, the near misses, the current speeds being driven, etc. on Napier Road, with of course some necessary robust discussion. This is especially as your team looks after many highways and would need to spread their expertise over them all.</p> <p>BUT we (as residents) are, without question absolute experts on what's happening and what's not happening on Napier Road at our doorstep.</p> <p>Not to be rude but frank, the presentation was a bit disappointing, the impression given was guys this is what we intend to and certain things, (to be clear) "will not change..." end quote. It was almost like this was going to happen and we are not really here to debate the matter.</p> <p>As previously stated, we agree and support ALMOST all your intentions/improvements to this stretch of the highway as it's certainly time for this updating -that's great!</p> <p>The visit was interesting but somewhat alarming that NZTA was calling for submissions, and conversations "HAVE YOUR SAY" regarding the speed review. This has great merit (our opportunity to listen and question) that sounded fair until we were told "let's be clear the temporary speed limit of 80kn/h would NOT CHANGE" no matter what. This was an unbelievable statement almost a touch of arrogance, likely not the intention. but it was part of the presentation. Sorry, we do not agree. with the above throwaway and the village feeling after your presentation was 'they have currently got it wrong'.</p> <p>And then to be told once the work gets underway (1-2 years out) the speed limit will be reduced to 30k. "That will be better for the village" was just a thoughtless 'throwaway comment. You are talking to active folk who just choose to live in a village community. We are alive and come and go daily out of the village by car and boy it's a dangerous exercise at times. Let's make it very clear. We live in the moment and the moment is (we are experts) the speed limit in front of our village is not working and to be told that's the best you are going to get. ☹️</p> <p>So, if your plans for calming the traffic speed to 80km/h limit work that's great! But until then please reduce the temporary speed outside the village. Look, all of the village citizens, staff, visitors, and service providers can (and often do) take unreasonable risks joining or leaving Napier Road with its temporary ("that will not change"- end quote) 80 km/h speed limit, surly the current temporary limit is supposed to be a speed that's safe for ALL road users ..not just those straight-line driving BUT should include those trying to safely leave or join the Napier Road.</p> <p>And that temporary speed limit will remain in place until we get it right. If that's correct, the current temporary 80km/h speed limit is not the safest. Let's again repeat without sounding arrogant, your team are recognised as experts in your field this we accept. But and it's a big BUT, we the village folk have greater expertise regarding access to and from Napier Road. That cannot be disputed. Let me again try to be clear. we understand and support the upgrade to the safety improvements on Napier Road and have little doubt that once completed the road will be safer and the (ever-increasing) traffic flow will be CALMER. This outcome</p>

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		<p>has our total support but that's tomorrow. We register with you our genuine concerns about TODAY.</p> <p>Some of us may not be here tomorrow so it's today that requires some action. Reduce the speed until the new calming system is working. A totally reasonable request.</p> <p>It also needs to be said it was a little disappointing that (with the exception of the leader (Mrs/ Miss Stewart?) most other comments could well come under the heading 'tell them enough' which did result in a lesser content within the presentation and at times it was all pretty vague, especially the answers.</p> <p>It's a little unbelievable that you need some 'people behaviour degree' to set the calming (as promised) speed limit. The truth/fact is the speed limit (temporary or otherwise) is too high. We both know this speed limit is totally ignored and is very dangerous.</p> <p>It's no good saying it will improve. We (or the signals) will eventually calm the traffic. We accept that. But currently - I repeat its very dangerous NOW and could be rightly compared, at times to the Mansfield Racetrack.</p> <p>The last obvious question is: have you actually registered the speeds being driven past our village? I wonder because if you have you will recognise the writer is correct in his submission.</p>
37	Individual	<p>I have travelled through at the new speed limit and have to agree that it is warranted. It is more enjoyable and able to assess the surroundings. But I recommend more signage and also a greater police presence as we had trucks tailgating us all the way home from Napier. We need to go back to having traffic police focus on speeding.</p>
38	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 'space-ready' growth area ready to be developed in Palmerston North. 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>

#	Submitter	Formal submission
		<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> <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. 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. 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 supports the proposed infrastructure improvements along the corridor and submits 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>
39	Individual	It makes no sense at all to reduce the speed limit from Ashhurst to the SH57 intersection to 80 km/h when the speed limit on SH57 is 100 km/h. SH 57, unlike SH3, is narrow, hilly, and winding (with many blind corners). It also currently has heavy traffic from construction work on the Gorge replacement highway. Its speed limit from Palmerston North to the intersection with SH3 should also be reduced to 80 km/h.
40	Individual	Keeping the commute time to/from Ashhurst as short as possible (within the safety parameters outlined). I agree with the proposal, and support keeping the 100kph zone.
41	Individual	Would it not make more sense to make the speed limit 70km/h all the way from Sutton place to past the Whakarongo school? It is often very hard to get out of Roberts Line turning towards Palmerston North. There is also restricted vision when turning from James Line towards Palmerston North. This would only make the journey a few seconds longer between town and Whakarongo and in years to come when the retirement village is built at Whakarongo it will probably have to be revisited anyway.
42	Individual	We support any reductions in speed limits on this section of State Highway 3 as proposed by Waka Kotahi. We would support the reduction of the Wakarongo to Ashhurst section of the highway to be reduced to 80 km/h. The volume of traffic in this area is growing along with housing and business developments. Any reduction in speed limits can only have a good outcome. Many drivers exceed the 100km/h speed limit as it is.

#	Submitter	Formal submission
43	Individual	Yes - Bupa Retirement Village at 243 Napier Road and I believe the speed limit past there should be 60km/h, not 80km/h. Also, no matter the speed limit, drivers speed up to 100 before the intersection where people pull out from the village. Either the speed limit needs to be lower or put speed cameras there. The elderly that live there are afraid to pull out in the traffic because people go so fast.
44	Individual	Who in the community do you talk to? I object to speed reductions on any state highway. How about NZTA do their job and maintain our highways to be safe to travel at 100km/h. I drive 1200 - 1500 km a week mostly at open road speed. Frustrated drivers are the number one issue out there and your current management of our roading network is adding to the frustration. The deaths on Napier Road I know of have been the result of racing. Napier Road is a regular boy racer drag strip and no change in speed limits is going to change that. Your changes to York Street and Cambridge Street at the Ashhurst end of Napier Road have just caused congestion and frustration, stupid design by people who do not understand drivers. Frustrated drivers will take risks. As for Whakarongo school, they should have a one-way loop system for all school traffic, that is just another example of tinkering instead of good design. Back to my original question about community engagement? I have never been asked for my opinion as a local resident.
45	Individual	A maximum 60 km/h speed limit should be in place from Palmerston to Whakarongo for our tamariki and their parents' safety who use that road every day twice for school pick up and drop off.
46	Individual	I support the idea to reduce the speed limits on these sections on SH3 but I would propose a maximum speed of 50km/h be imposed not 80km/h. my support points are: <ol style="list-style-type: none"> 1. Napier Rd become a main direct route for businesses and residents in the Kelvin Grove area in and out of the city CBD 2. The volumes of vehicle movements along this road are increasing 3. It is one of the main routes feeding into a large planned residential growth area under the District Plan. Volumes of vehicle numbers will only increase. 4. Drivers are traveling faster in speed-reduced areas due to low levels of traffic enforcement. Kelvin Grove is a good example. If the speed limit is set at 50km/h vehicles will be traveling between 60-70km/h 5. Keith street, James Line and Roberts Line are very difficult to enter onto SH3 at the current speed levels. 6. At the current speed level of 80km/h crashes and deaths are still occurring at the Roberts Line intersection. 7. Future planned upgrades will be too late for the next person killed on this roading network. 8. This section of the roading network has a high crash and death rate. 9. Travel time difference would be minimal between the two different speed limits. 10. The school speed limit of 40km/h could then be achieved.
47	Individual	Significant numbers of cyclists use this road. There is no safe footpath connecting the retirement village to the city. I hear cars screaming around here all night. People are using the city streets as a racetrack and Napier Road is particularly bad. The Fitzroy intersection is a death trap.
48	Individual	Image submitted regarding a new road layout