



19 people lost their lives and 94 were seriously injured on the route between 2009 and 2018.

Too many people are being killed and seriously injured in crashes on SH3 and SH3A between New Plymouth and Hāwera, so last year we started investigating ways to make the road safer.

To help us fully understand the issues on the route, we asked locals about their experiences on the road and what they thought we could do to make it safer and easier to travel.



We held community drop-in sessions in New Plymouth, Inglewood, Stratford and Hāwera to talk with people face-to-face and invited people to give feedback online. We met with iwi, local councils and transport groups and we visited nearby schools to speak with staff. We also asked students to tell us what made them feel unsafe when they're using the road.



Ngaere School

We had many useful conversations and received more than 400 pieces of feedback.

On this stretch of road there are:

- 6 townships



- 30 bridges



- 101 intersections



- 11 schools



What we heard

The main themes of the feedback we received were:

Safety at intersections

A lot of people were concerned about safety at the numerous intersections along the route.

Mangorei Road intersection was of particular concern with many people wanting a roundabout installed at the intersection.

Other intersections people were worried about were:

- » Norfolk Road, Inglewood
- » SH3/SH3A, Inglewood
- » Egmont Road, Egmont Village
- » Dudley Road, south of Inglewood
- » Pembroke Road, Stratford
- » Celia Street, Stratford

Speed zones

Many people felt the speed limit should be reduced to 80km/h from the SH3 Mangorei Road intersection to the city boundary. There was a

desire to see speed limits entering the towns along the route lowered, more signs advising of speed limits, and 60km/h speed limits implemented through Egmont Village, Midhurst and Normanby.

Road Surface

People consistently mentioned the poor road surface on the route and how this increased the risk of crashes.

They were worried about water pooling on the road causing vehicles to slide and the large amount of pot-holes – particularly on the newer sections of road.

Narrow bridges and inconsistent shoulders

There were several comments about the inconsistent shoulder widths along the route and how this made it difficult for people to judge where they could pull over safely. People said that the numerous narrow bridges along the route were a safety concern. They pointed out that the inconsistent shoulders and narrow bridges also meant cyclists couldn't travel the road safely.

Safe access on and off the highway

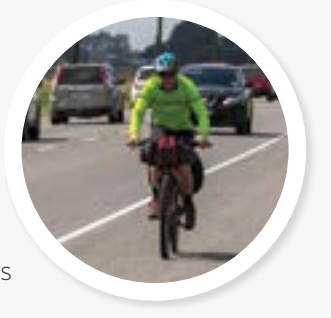
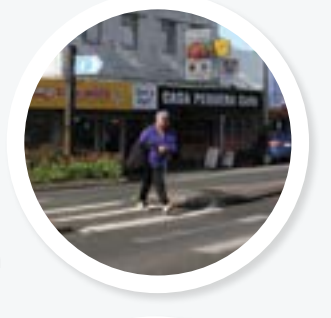
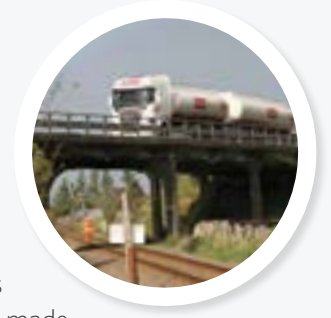
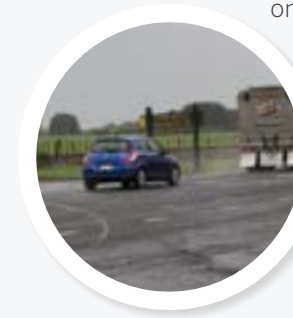
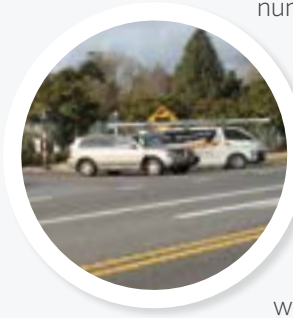
There were many comments about not being able to safely access the highway. People commented on the length of time it took to turn right onto the highway, with many people reporting having to wait up to 10 minutes to turn safely.

Pedestrian access and crossing points within townships

People told us it was difficult to cross the highway in the towns due to increased traffic on the road, the lack of safe places to cross and the existing pedestrian crossings not always being in the best place.

Cycling and walking

We received many comments about the lack of opportunities for cyclists along this stretch of SH3/SH3A. People said the narrow bridges and shoulders made it a dangerous route for cyclists.



What's happening now

We've read all the feedback and used these insights along with our technical analysis to come up with a list of options for improving the route. We're now doing further analysis to make sure we've got it right.

For the rural road

We're considering a combination of the following safety improvements:

- **Creating a wide centreline** to help keep traffic apart, reducing the risk of head-on crashes.
- **Widening the road shoulder** in areas so it's consistent along the route. A consistent shoulder would provide more space for cyclists and make it easier for drivers to pull over when needed.
- **Improving visibility** at some of the passing lanes and making some longer. We could also remove some existing passing lanes.
- **Installing median and roadside barriers** to help stop head-on crashes and vehicles running off the road.
- **Installing new roadside barriers** on the bridges along the route.
- **Making changes to speed limits** along the road.
- **Intersection improvements** such as roundabouts, right turn bays and minor safety improvements.

In the townships

We've evaluated how safe it is for pedestrians in each of the towns along the route. We understand the state highway causes safety issues for some communities, so we are looking to address this.

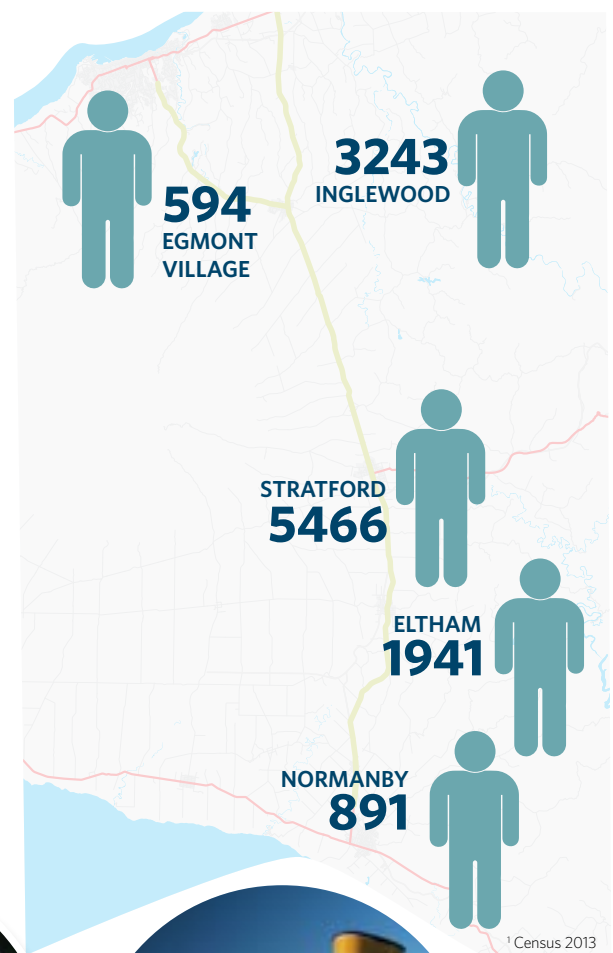
Possible safety improvements within the townships include:

- **Reducing speed limits.**
We have investigated whether the speed limits along the route are safe and appropriate. We found that some areas would benefit from the speed limit being reduced.

- **Improving existing crossing points** by improving visibility and adding new crossings in areas where people cross the road. We may recommend raised crossings and possibly crossings with lights for the busier crossing points. We are also proposing to upgrade some crossings to "kea crossings" for school students.
- **Making the speed signs approaching and exiting townships** consistent along the route.
- **Extending footpaths and cycleways.**

All of the options proposed are subject to further analysis, evaluation and funding.

Population of townships along the route¹



Wide centrelines

Widening the centreline is a simple and effective way to keep distance between drivers.

Shoulder widening

A wide sealed shoulder means there's room to recover if you make a mistake. This can reduce crashes by up to 35 percent.*

Flexible road safety barriers

These barriers catch drivers who leave their lane before they hit something harder like trees, poles, ditches or other vehicles.

Some things we've ruled out

Four lane expressways and bypasses

The traffic volumes on the road are not high enough to warrant these options.

Underpasses

We considered creating underpasses in some locations, but several houses and businesses would need to be removed to create these. We believe installing new crossings and improving existing crossings is a better solution.



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We asked students from nearby schools how they felt about the road and what they think will make it safer. Here's what Monique Camden from Egmont Village School had to say ...

