

Submitter		SH3 Whanganui to Westmere Submission
Note about blocked-out text: Unless submitted by an organisation, we do not publish comments that identify individual submitters.		
1	Individual submitter	Could a crossing be put across for walking school children and elderly between Brassey Road and Oakland Ave. Thanks.
2	Individual submitter	Yes. Bicycle Riders. Some verges are not quite wide enough. However proposed changes will make it much safer as truck speeds are the biggest danger.
3	Individual submitter	No; we agree with the proposal; hole heartly, live in the area
4	Individual submitter	(1) Consider whether more pedestrian crossings are needed in 50km/h area. (2) Consider RH turn lanes for all SH3 junctions in the 80km/h area with corresponding central median turning lanes for traffic coming out of SH3 side roads in the 80km/h area.
5	Individual submitter	Proposal one - disagree Proposal two - agree
6	Individual submitter	Fully support proposal
7	Individual submitter	Yes had a near incident with truck tailgating me with cars heading towards and passed me. He was then speeding and was still disappearing down near Virginia lake! Got his number plate! Reported to police but not follow up!!! I had an elderly passenger!
8	Individual submitter	I don't believe it's the speed that's an issue, I believe it's the impatient drivers, why should we change the speed limit to stupid drivers? People should be fined, I've been using this road for as long as I've had my licence be have Neva had a issue, I travel this road at least twice a day yet with no issues.
9	Individual submitter	I agree with the proposed speed limit changes, we have had a few close call with the current speed limit
10	Individual submitter	Agreed. Agreed.
11	Individual submitter	Good safe changes
12	Individual submitter	(NO COMMENT)

13	Individual submitter	We believe the 80 kph limit should extend to past the strawberry farm. Blueskin to Windermere Strawbs is lifestyle block country. Look left after Blueskin - there are 6 properties in a clump. Most if not all have 2 vehicles. It's hellish trying to depart during peak hours.
14	Individual submitter	There needs to be a right turning bay on SH3 turning right onto Blueskin road.
15	Individual submitter	I think getting out of Tirimoana PI might be difficult. Reduced speed will help but some additional Rodman's might be beneficial. I support the speed reductions.
16	Individual submitter	Excellent idea. Proceed as soon as possible.
17	Individual submitter	Extend the 50km/h onto past Pickwick road. Cars and trucks only start slowing after speed sign and the intersection into Tirimoana Place is dangerous currently. (adding 40 and houses in new subdivisions will make it worse)
18	Individual submitter	I agree with proposal but I would like to see a right turning bay at Blueskin road.
19	Individual submitter	cannot happen quick enough this has been a long time coming so many near misses on that road and my son stays on great north road where current speed limit is 70 / will be much safer as a 50 kph so get cracking NZTA ;-]
20	Individual submitter	(NO COMMENT)
21	Individual submitter	The speed changes are great but you also need to consider the speed on Rapanui road (play centre area). My children catch the bus to Westmere school from the turn around point which is at Rapanui/Brunswick Play Centre. This is a really dangerous part of the road as there is a slight corner just before the play centre. The bus has to stop on the road then reverse back into the driveway at the playcentre. The cars fly past this point and it is an accident waiting to happen. Crossing the road here with kids is very scary. With a play centre with young children and a bus turning here 2x a day the speed really needs to be lowered. Earlier in the year you changed to 60 just before the turn off to Kai Iwi beach. This really needs to be brought back to the play centre, 100 in this area is just too fast! Last week the bus driver couldn't get the bus into gear when reversing so was stuck on the road. A car came flying around the corner as she was trying to get the kids off the bus. As this is the turn around point there are lots of parents who drop and pick up their kids from this drive way.
22	Individual submitter	A fixed speed camera should be installed, preferably in the proposed 50km/h stretch. Enforcement of the existing speed limits must be improved. So many motorists are exceeding the 50km/h limit that, as cyclists, we feel compelled to use the footpaths for our own safety.
23	Individual submitter	I agree wholeheartly with the proposal. I travelled over this road for 22 years twice daily while working in Whanganui and living in Waitotara. Many times over those years and many times since I have witnessed excessive speed and near accidents especially on the Rapanui road SH3

		corner. I consider that any reduction in speed below 100km/h over the Blueskin road intersection to the 50km/h area near Whanganui will be advantageous
24	Individual submitter	It is excessive to be travelling 50km/h until 200km north of Tirimoana Place. By the time drivers get to this point and start getting into a rural area frustration is going to build. North of the BP garage there are going to be big problems with drivers expecting to be in a 100km/h zone. I live in Blueskin road and find no problems with the present system. It is poor drivers that are at fault, not the speed limits. Reducing the speed limit may reduce accidents but an excessively low speed will lead to impatient drivers all cause more accidents. You cannot have everyone driving around the country at a low speed just to reduce accidents. It is not realistic. Most rural residents I have spoken to are dead against those limits. Please take into account that there are more townier fillinf in this survey but more rural people actually use the roads.
25	Individual submitter	Tick (50km/h) . Tick (80km/h)
26	Individual submitter	<p>This is really important. The built up areas are indeed growing north. 50 kph is appropriate. Then 80 (or even 70 kph) until after Blueskin Rd will work well. There is a busy little church with a community hall along the South side, and many people (including many elderly) often turn across dangerous traffic. At Blueskin Road itself, there really should be a right turning lane and arrow. At present, some drivers pull left; others to the right, before turning right. It can create a lot of uncertainty, and with the large volume of heavy traffic, there is a serious accident waiting to happen. 80 kph will help, but it will also make a right turn lane safer!</p> <p>As for Blueskin Road itself, 100 kph is crazy. There are residences along it that have very little view of fast traffic (especially before and after the railway over bridge). When we bought our place, we were warned by the vendor - and indeed have had several close calls, even though we are very careful. Many rural areas in NZ have 80 kph on our type of road. Thank you for this opportunity.</p>
27	Individual submitter	(NO COMMENT)
28	Individual submitter	(NO COMMENT)
29	Individual submitter	<p>Visibility on the gradient exiting Turere Place - it is impossible to see approaching traffic from either direction when cars are parked on the Turere Place side of the highway. Have to edge out into the carriageway for visibility and risk being clipped by Taranaki-bound traffic.</p> <p>Absolutely support a speed reduction as proposed would also support extended "No Stopping" areas around street exits on the hill between Turere Place/Virginia Road and Tirimoana Place.</p>
30	Individual submitter	Please don't make these changes, leave things as they are.

31	Individual submitter	The speed, I feel, is not a factor. I live in Brunswick, and grew up on Great North Road. I have never had a close call in my 28 years of driving. It is the drivers at fault who are impatient or not paying attention. Ray always posted up videos of near crashes and after the 2 near misses today and the crash, it all comes down to the drivers and poor choices! They should be charged with dangerous driving
32	Individual submitter	Doing so is a good idea. But I am sure that it doesn't change the behaviour of the drivers who are, incompetend, irresponsible, ignorend (RULES), impatient and selfish. Right, nobody is perfect. Not even me, but at least we all can try. For the time being I will still need my third eye.
33	Individual submitter	There are many houses and public movement around this region has increased considerably. Despite the current limit of 50 km/hr start just beyond Eaton crescent and SH3 intersection, drivers tend not to slow down many times. I fully support reduction in speed limits
34	Individual submitter	As a person who has lived on Rapanui road all my life I feel the country voice is never heard. Using this road nearly everyday find it's not the speed but how people use the road. And as for me I'm against reducing the speed.
35	Individual submitter	Agree. Agree.
36	Individual submitter	(NO COMMENT)
37	Individual submitter	We bike SH3 often and have seen the near misses at Rapanui road. Wouldn't mind seeing some kind of restriction to this junction, to the proposed 80km. I always feel nervous returning, because of all the cars parked on the left, just north of Virginia road. Obligated for move out into the traffic flow. Tick 80kmh, Tick 50km/h
38	Individual submitter	Can we please have a pedestrian crossing on Great North Road between Brassey road and Oakland Avenue. There are a lot of elderly and children trying to cross this road.
39	Individual submitter	Tick (50km/h) . Tick (80km/h)
40	Individual submitter	(NO COMMENT)
41	Individual submitter	Might be worth exploring installation speed cameras - with appropriate warnings, like the installations Sanson and Bulls I agree with the changes.
42	Individual submitter	I have lived here for 32 years and have found that the biggest problem is slowing traffic down before they arrive at the open road sign between Pickwick road and Tirimoana Place and secondly, not providing an incentive for motorists heading north, to accelerate when the come over the hill at Tirimoana and see the increase in speed sign (currently from 70 to 100km). Your proposal will not change these things because there will still be a 30km differential. Extending the current 70km zone to just past Rapanui road turnoff is a much safer option for all of us. Please consider this - phone if necessary.

		<p>I have lived at s 9(2)(a) with my family for 32 years and have seen where all the issues are with traffic on this side of town. I use this road at least twice daily and know it well.</p> <p>The traffic danger areas for:</p> <ul style="list-style-type: none">- traffic turning right into Pickwick road- Traffic crossing (in either direction) SH3 between Double S Garage or Pukeko's nest and Rapanui road- Traffic exiting the Double S Garage or Pukeko's nest to SH3 in either direction- Traffic turning right on to Rapanui and joining Rapanui while there are vehicle movements occurring across the other side of the road which may be distracting. <p>The late s 9(2)(a) of Double S kept a video log of close calls on the Rapanui road corner next to his garage and these were many and frequent. Nothing has changed.</p> <p>I seriously believe that the most acceptable change which will improve safety for this section of road is to simply extend the existing 70km zone to somewhere near Brown Brothers Bikes between Rapanui road and Blueskin road, which is effectively one extra kilometere of 70km/h.</p> <p>This would do away with the need for a speed change between Tirimoana and Pickwick Roads which for the past 20 years, has been nothing but a signal for northbound traffic to speed up when they spot the sign from the top of the hill next to Tirimoana. I have had speeding idiots in cars pass me on the right as I have been indicating to turn into Pickwick road and have had to take evasive action a number of times. Putting an 80km sign there will continue to be a visual prompt for them to speed up when they see it and 80km is not slow enough to effectively constrain the urge for people exiting Whnaganui not to speed.</p> <p>My neighbour s 9(2)(a) while turning right into Pickwick, was rear-ended by a speedster resulting in his trailer draw-bar going through most of the car and nearly killing or crippling him. If a speeding milk-tanker or B-train is bearing down behind you and traffic is coming towards you when you want to turn right on to Pickwick, there is nowhere to go other than to the batter on the left, but if another car stops beside you to turn to turn while you are there, things get really compicated and dangerous.</p>
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43	Individual submitter	Yes current driver behaviour as affected by existing limits needs looking at along with the knowledge of local residents.
44	Individual submitter	<p>SH3 WESTMERE ROAD SPEED LIMITS</p> <p>I have lived s 9(2)(a) and have seen where the issues are with traffic on this side of town. I use this road at least twice daily and know it well.</p> <p>The traffic danger areas are for:</p> <ul style="list-style-type: none"> ? traffic turning right into Pickwick Road ? traffic crossing (in either direction) SH 3 between Double-S Garage or Pukeko's nest and Rapanui Road. ? Traffic exiting the Double-S Garage or Pukeko's nest to SH 3 in either direction ? Traffic turning right on to Rapanui and joining Rapanui while there are vehicle movements occurring across the other side of the road which may be distracting <p>The late s 9(2)(a) of Double-S kept a video log of close calls on the Rapanui Road corner next to his garage and these were many and frequent. Nothing has changed.</p>

		<p>I seriously believe that the most acceptable change which will improve safety for this section of road is to simply extend the existing 70kph zone to somewhere near Brown Brothers Bikes between Rapanui Road and Blueskin Road, which is effectively one extra kilometre of 70kph.</p> <p>This would do away with the need for a speed change between Tirimoana and Pickwick Roads which for the past 20 odd years, has been nothing but a signal for northbound traffic to speed up when they spot the sign from the top of the hill next to Tirimoana. I have had speeding idiots in cars pass me on the right as I have been indicating to turn into Pickwick Road and have had to take evasive action a number of times. Putting an 80kph sign there will continue to be a visual prompt for them to speed up when they see it and 80kph is not slow enough to effectively constrain the urge for people exiting Whanganui not to speed.</p> <p>My neighbour s 9(2)(a) while turning right into Pickwick, was rear-ended by a speedster resulting in his trailer draw-bar going through most of the car and nearly killing or crippling him. If a speeding milk-tanker or B-train is bearing down behind you and traffic is coming towards you when you want to turn right on to Pickwick, there is nowhere to go other than to the batter on the left, but if another car stops beside you to turn to turn while you are there, things get really complicated and dangerous.</p> <p>The speed limit sign between Pickwick and Tirimoana has a negative effect on road safety and must be removed and a turning lane like the one at Double-S Garage must be provided at the Pickwick Road turnoff to give improved safe access from SH 3 for the 40+ properties in Pickwick and Dickens Lane.</p> <p>Taking the current 70kph zone out to about Brown Brothers Bikes is the best and safest solution to improve traffic safety at all the current traffic danger spots here.</p> <p>So instead of travelling at 70kph for 500 metres, it will be 70kph for 1500 metres, adding 15 seconds to the trip compared with your proposal which adds 19 seconds and affords less safety to motorists.</p> <p>Speed</p> <p>Travelled Metres/sec Distance(m) Secs</p>
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45	Automobile Association	<p>The NZTA public consultation flyer for SH3 Westmere states there has been 21 crashed on the whole stretch of road in the last 10 years, where two separate speed changes are proposed. The flyer also states two people died and three seriously injured. The proposals are "to make it safer" with no supporting focus or evidence this a safety "hot spot".</p> <p>The reported crashes from the MOT database, are explained in the dataset. The data shows 14 recorded minor injury crashes and three fatal and serious crashes (rural section). The one fatal crash resulted in two deaths, where fatigue is reported as the contributing factor due to one of the vehicles being on the wrong side of the road. Refer to diagram.</p> <p>The Speed Management Guide references speed reviews as this, to target fatal and serious crashes. In the last 10 years, the minor injury reported crashes show there has been a recurrence of failing to GIVE WAY at Rapanui Road as well as crashes at Blueskin Road, into the back of traffic making the right turn into the side road. These are not high rates. Longer terms there have</p>

		<p>been issues at the petrol station on exit and entry.</p> <p>The broucher makes no mention of Kiwiwrap, collection or personal risk and "speed", is not a reported factor in any crashes.</p> <p>Of the 18 crashes noted in the rural section 14 or 78% are minor injury, hence the 12% of those causing serious harm do not on the surface add up to being a "stand out" in terms of dangerous highway length.</p> <p>The SMG also claims that clearer differentiation for safe and appropriate speeds will increase safety across the network. And herein lies somewhat of an issue. This road is neither, by its standard of design or by feel, a stretch that differentiates itself from the remaining length of SH3 heading north of Hawera. It is in fact, constructed to an improved standard, with a noticeably improved safety record, following much work that was carried out prior to 2007 and thereabouts. One would be hard pressed to conjure up further "engineering-up" measures, as a result. The consultation brochure makes no mention of any lowe cost improvements to either identify or target any issues.</p> <p>There have been three injury crashes (1 serious, 2 minor) rear end incidents at Blueskin Road, but from experience, the proximity of the exisiting dwelling opposite Blueskin Road to the highway, makes it cost prohibitive to construct sufficient widening of the highway for a seperate right-turn lane. Although there is a good shoulder, better signage or pavement markings might assist to "flag" the intersection ahead for traffic following too close, or those who do not indicate early enough for the turn.</p> <p>The failure to GIVE WAY at Rapanui Road occured 5 times in the 10 year report, one hitting a cyclist. All were minor injury. Historically (10 plus years) there have been many serious injury crashes here, as described in the public consulation brochure.</p> <p>Summary</p> <p>1. Crash data does not indicate this is a high end priority "unsafe" stretch of road. A speed review to a lower posted speed would make it near impossible to evaluate outcomes (success) of any of the changes as required by the SMG None of the crashes is reported relating to speed.</p>
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		<p>2. The calculated crash rate per 100 million vehicles kilometres of travel is in line with the national average.</p> <p>3. No other options or treatments with the highest potential to reduce death or serious injury are discussedm contrary to SMG.</p> <p>4. There is no evidence that a "safety audit" of the existing situation has been completed. (AA has no knowledge that these are still reviewed every five years).</p> <p>5. Little to no data on the expected benefits of the speed reduction are illustrated.</p> <p>6. There is no mention of the roads inter-regional economic significance or it's hierarchy.</p> <p>7. There is no indication there is any alignment with any of the Megamaps data?</p> <p>8. There are no daily traffic volumes to go by for "significance" assessment.</p> <p>9. The bulk of crashes (78%) are minor and the public information is therefore almost entirely emotively biased considering the lack of reasoning.</p> <p>10. There is a mismatch between the environment and the proposal to reduce from 100kph. The rural stretch epitomises a "self-explaining" open road. If the speed reduction were to go as far North as the proposal suggests, any 100km/h side roads that are of a less strategic in (nature and standard) would be out of sync.</p> <p>11. We are aware when looking at all data there are repeated minor incidents at Rapanui Road intersections due to a failure to GIVE WAY, plus issues with the access to and from the petrol station. The Blueskin Road issues (3 in 10 years) should be examined more closely for any proven low costs solutions to improve the situation.</p> <p>12. If evidence-base is the themes upon which speed setting reviews are based, surely this behooves every road controlling authority and those commenting on a proposal to respectfully follow suit.</p> <p>Recommendation for submission</p> <p>1. AA Whanganui cannot support or oppose the speed changes suggested given the vaccum in the information NZTA have provided.</p> <p>2. AA Whanganui is concerned that the Agency's process for the Westmere Speed Review has not been conducted in full accordance with the principles of the Speed Management Guide.</p>
46	Individual submitter	(NO COMMENT)
47	Individual submitter	Sensible change for now

48	Individual submitter	<p>WANGANUI.MANAWATU.SPEED. REVIEWS (SH3 WANGANUI TO WESTMERE SPEED REVIEW)</p> <p>Its great to see NZTD finally carrying out a review of State Highway 3, Wanganui.</p> <p>But you are missing the big picture where traffic accidents and near misses occur (no fatalities at this stage). This is the "side roads" such as Turere Place, Mannington Road, Tirimoana Place and Pickwick Road and Dickens Lane. These roads/lanes don't have a white middle line, no speed limit posted, no lights, no footpaths and having two vehicles on the road at the same time is often a mission. In many places you can't pull over onto the grass verge as there are Rural Mail Boxes scattered along both sides of the road/lanes. To add to the thrill some of these road/lanes have blind corners with people walking dogs (some off the leads) or young kids on bikes.</p> <p>It would be great if NZTA would extend the 50kmph speed limit from the City to Pickwick Road and NZTA or the Local Council dropped the speed limits on Turere Place, Mannington Road, Tirimoana Place and Pickwick/Dickens Lane down to 40kmph. Yes agree Road or Lane use has changed, more homes (most houses have two vehicles and the odd Quad) and more visitors and current speeds are no longer safe and appropriate. Do we have to wait for someone to be injured/killed on these "side Road/Lanes". Whoever is responsible, sitting in an Office is not going to give you the big picture, drive the road/lanes at the "current speed limit", it will certainly give you a thrill. Just hope you don't meet a car (or Truck) coming the other way.</p>
49	Individual submitter	<p>Generally happy with these proposals. Just wonder if new 50 should extend to include Pickwick Road.</p> <p>Husband thinks proposed 80 should not go as far as Blueskin Road - I think it should!</p>
50	Individual submitter	<p>I agree with both the above proposals and hope they will come into effect very soon.</p>

51	Individual submitter	<p>s 9(2)(a) [REDACTED] There are 18 properties here now who regularly use the drive. Cars often park outside our gate. It is very difficult to see what is coming when even only a few cars are parked outside especially lately as the road traffic seems to be getting heavier. There could be a bad accident here soon!</p> <p>Besides seeing the speed reduced to 50km/h we would like to see yellow lines along the road, north and south of our drive to stop cars parking. There are a lot of places, further along the main road that would be a lot more sensible to park. We have politely tried to put notices on their windshield to see if they could park somewhere else, but to no avail. We also sold the back of our property to a developer and they are starting next year to develop 40 sections for houses.</p> <p>We hope you would be able to do something about this in the near future.</p>
52	Individual submitter	No, please proceed as stated, I have waited a long time for this, having lived here since 1991.
53	Individual submitter	(NO COMMENT)
54	Individual submitter	(NO COMMENT)
55	Individual submitter	You should consider extending the current 50km/h speed limit beyond the proposed Tirimoana vicinity atleast the intersection with Rapanui Road. From Rapanui road down beyond Blueskin road, a speed limit of no more than 60km/h should be considered.
56	Individual submitter	Dear sir, the fact as I see it are that there has only been one new house on this road in the last ten years. The verges on both sides are wide not dangerous to cyclists as I ride this road frequently. The present speed limits are quite appropriate as there is nothing wrong with the road it is just dumb motorists. Have you any proof that lowering the speed limit will reduce the number of accidents. A lower speed limit will increase cars and cause drivers to be very frustrated. Rural people will be the ones most affected.
57	Individual submitter	We agree with and support the proposed changes.
58	Individual submitter	Intersection at Rapanui road has high usage .Limit out to Blueskin road should be reduced to 70km/h
59	Individual submitter	Yes, the speeding of big lorry is milk Jonkers Logging Trucks plus public along Great North Road all along Lake still speeding past Dairy on top of hill. Oakland Avenue Public buses, rubbish trucks speeding are shocking. Leaving our villsgr is a nightmare, and council will not put a sign up to say slow down at the village entry. Never any police, if cameras were put up in all areas, great revenue. Limit also would stop speeding if tickets were recieved. Kewl road is another street for speeding. Brassey road, could a sign be put up for our village! With cars parked in this area wwe have to cross yellow lines to get pass and cars speeding around cars - there is no where to go. My

		friend lives opposite Virginia Lake and has seen speeding milk trucks etc on Sunday nights and its also every other day. Please put speed bot near Dairy. Very dangerous area!! I have lived in the village for 13 years and it has gotten shocking!
60	Individual submitter	(NO COMMENT)
61	Individual submitter	This is honestly a fanatastic plan and should have been done years ago! I'm all for it
62	Individual submitter	How dangerous is this stretch of road? I don't think it needs money spent on it when your not going change anything All your going to do is bottleneck it and potentially increase frustration and poor decisions with drivers.
63	Individual submitter	Consider not creating another tier of speed limits. New Zealand's 100 / 70 / 50 speed limiters for open road / more built up / built up areas is simple. Even if you have not seen a speed limit sign or missed it, it is easy to guess what the speed limit should be. Using an 80 kmph speed limit just creates more tiers of speed and confusion. I'm not a proponent of even changing the speed limit but if you're going to do it make the proposed 80kmph a 70kmph to avoid created more tiers.
64	Individual submitter	(NO COMMENT)
65	Individual submitter	Not that I am aware of. I agree entirely to the proposed changes.
66	Individual submitter	I have near misses atleast once per fortnight from my driveway at Virginia road to my workplace due to speed. It would be much safer at 50km/h. Even though this is a 50km/h zone, cars and trucks speed up before the 70km/h zone well before. With the new subdivisions on Virginia road. It's a matter of when, not if a serious crash occurs.
67	Individual submitter	(NO COMMENT)
68	Individual submitter	Please consider extending 70 -> 50km speed limit to Pickwick road. Please consider extending 100 -> 50km speed limit to Western Line/Wah Linding road to accommodate local traffic between Blueskin Road and there (Simpson road) Strawberry fair is a particular danger spot to exit from!
69	Individual submitter	The proposed 80km area could be 70km as this would make it safer at the Rapanui Rd T intersection
70	Individual submitter	We fully support the changes as outlined by NZTA's consultation paper.
71	Individual submitter	I live in Whanganui and there is a proposal to reduce the speed limit from 100km to 80km on SH3 north of Whanganui at Brunswick Rd as we enter the town, and then down to 50km from Tirimoana Place. I totally support this reduction in speed. I live not far from Rapanui Rd that leads onto SH3 north of town and it is difficult and dangerous to turn into SH3 due to the speed of all traffic. I try to get up speed to the 100km and am continually passed by cars who then have to reduce to 70km as

		they dont know the town is coming up. There are more houses sprawling out that road and the side roads with lots of young families building there. This proposal is brilliant and will save lives. Thank you
72	Individual submitter	There is a kindergarden just a few hundred meters down the road from the 50k on virginia road. Cars and trucks are coming into that area at great speeds and have not slowed down to 50k. The intersection to get back onto Great North road at peak times from Virginia road can be difficult at times
73	Individual submitter	Road markings be installed to provide a central turning space for traffic entering Blue Skin road from SH3. There has been an increase in residency in the Brunswick/Westmere area and this would assist traffic safety.
74	Individual submitter	A lot of cars turning At that intersection of Rapanui Rd
75	Individual submitter	I agree absolutely with the changes
76	Individual submitter	With regards to point 2 please consider 70km/h. Currently most drivers seem to travel at 80km/h through the 70km/h zone - making it 80km/h won't really slow them down as they'll come through at 90km/h. Re Virginia lake - could you look at dropping the speed there too - heaps of kids and people going in and out at of nutters don't slow down coming down the road!
77	Individual submitter	We both agree with your proposed changes. Yes, on SH3 Southbound on Great North Road at junctions with Parsons street there's a double yellow line 0 this is confusing and dangerous at this multi lane junction
78	Individual submitter	(NO COMMENT)
79	Individual submitter	Changing signs is not going to change a thing. Its the drivers that need to change not the speed limits
80	Individual submitter	This change is a good idea, especially for the large truck-trailers, tankers, logging trucks etc. That thunder past.
81	Individual submitter	We both support the proposals.
82	Individual submitter	We are in agreement with the proposals except that reducing to 100km.h limit to 80km/h from about the old Westmere dairy factory to Blueskin Toad is not justified. Yes, the Rapanui Road exit onto SH3 is dangerous and 80km/h is needed here. But west of that is straight flat road, provide SH3 cars are slowed by the time they get the Westmere Garage and Rapanui Road. Traffic heading north from this intersection will get frustrated after the long restricted zone(s) through Whanganui.
83	Individual submitter	§ 9(2)(a) as well as our notes on the form which you sent to all households in our area, we wish to make the following observations and request in relation to SH3 a little closer to

		<p>town. s 9(2)(a) and we have two issues about the exit from Virginia Heights onto SH3 (or Great North Road).</p> <p>1. Three times we have had very close misses as we exited Virginia Heights in our car, to turn south towards town, Each time it was a car coming out of the Otamatea Dog Exercise Reserve - there is no 'give way' or 'stop' for these vehicles (Fig. 2) - drivers coming out onto SH3 just look right, see there's no other vehicle coming and put their foot down, But Virginia Heights exits onto SH3 almost directly opposite and we have a compulsory stop, on an uphill slope (Fig 3). By the time we start moving from this stop, after checking the road is clear, a non-stop vehicle coming out of Otamatea Dog Reserve is suddenly taking up the lane that we were heading into. Fig 1: view from edge of SH3 (Great North Road) beside Virginia Heights exit. Blue sign is entrance to the dog exercise area. Cars come out of here without stopping. Fig 2: Looking towards SH3 from the road in and out of the Otamatea Dog Exercise Reserve. NB: No stop or give way signs for motorists. Fig 3: The view we have of SH3 (Great North Road) as we are about to leave Virginia Heights. Compulsory Stop is on an uphill slope, which means we are going slowly as we turn right towards town.</p> <p>2. We cannot think of any other Compulsory Stop in Whanganui which is on an uphill slope. It means that having obeyed the law and come to a halt, any vehicle is going to be slow turning right into SH3, increasing the risk of a collision. (Turning left from Virginia Heights is fine, because there is room to hug the kerb if cars come along SH3 from town OR come out of Otamatea Reserve). We feel there are adequate views from the 'stop' line, in both directions, for this 'stop' to be made into a Give Way. As we said in #1 above, it is this 'stop' sign which exacerbates the danger of cars coming out of Otamatea Reserve, almost directly opposite. We watch for vehicles coming from our left and right at this stop sign, but get caught if a vehicle suddenly exits from Otamatea Reserve. A Give Way would allow vehicles exiting Virginia Road to move across SH3 more quickly and get onto a wide verge opposite, if necessary. These safety issues are going to increase with the extra predicted traffic on SH3, as outlined in your discussion document. So in summary, we ask for: 1. A compulsory stop (or at the very least, a give way) for vehicles coming out of Otamatea Reserve onto SH3. 2. A reconsideration of the Stop sign on Virginia Heights, suggesting that it become a give way.</p>
84	Kalinike Ltd	Proposed speed reduction areas are longer than necessary and do not reflect your suggested criteria of density of dwellings. Using dwelling density as a criteria the 50km/h should extend to Tirimoana Place and the 80km/h only extend from Tirimoana Place to Rapanui Road. This is also a logical approach when considering traffic movements and most current travelling speeds actually

		occurring. These roads are designed for 100km/h travel speeds. What is actually causing accidents is the lack of maintenance being undertaken to maintain the road surface for the design speeds. Added to this is the increased volume of traffic that now uses this route. Reducing the speed will result in more accidents because of the volume of traffic. Drivers will become frustrated and there will be an increase in dangerous driving maneuvers. There needs to be construction of dual lanes both ways or at least increased numbers of passing lanes. This is applicable throughout the entire country, not just SH3.
85	Individual submitter	The above changes to lower the speed limits are well overdue, congratulations on the proposal. Enforcing the changes need to be a priority. Udated signage of the LED type and possible speed cameras somewhere from St Johns Hill shopping centre to the new limits would be a great enforcement asset. Once again well done on the changes.
86	Individual submitter	(NO COMMENT)
87	Individual submitter	I agree with all the proposed changes to the speed limits. I go up SH3 every day and turn right into Virginia road and the cars coming into town from the Taranaki end don't slow down to 50km when coming off the 70km part. The fact that it's downhill doesn't help either. Although you aren't looking at other areas at this stage, I feel more safety measures should be put in place around schools. We are close to the St Johns Hill School entrance and cars do not slow down.
88	Individual submitter	(NO COMMENT)
89	Individual submitter	(NO COMMENT)
90	Individual submitter	I fully support these changes. I live in St Johns Heights and making a right turn into our street is dangerous. Cars coming from the city constantly are doing over 50kms and many more coming into the city are well over the speed limits, because they must presume it is still 70kms!! What would be helpful is if you could place another speed indication active sign as cars are leaving/going past Montgomery road/Great North Road area, going north, May just get drivers to check their speeds and slow down. Makes us turning into St Johns Height not placing our lives in peril.
91	Individual submitter	(NO COMMENT)
92	Individual submitter	I or we agree with the proposals. We owned land in Lillybank Road for 13 years and are conversant with the traffic flows.
93	Individual submitter	We agree that this is a good decision, I would recommend possible speed cameras is the area the proposed 50km/h area. There are many heavy trucks going through this area, and as well as normal traffic, traffic needs incentive to slow down.

94	Individual submitter	You have our 100% support for these changes. Our view is that it is a pity you can't make them immediately, and extending them past Windemere Gardens which has a difficult exit on to SH3 that is a speedway and straight at this exit. In one week recently I s 9(2) witnessed two police chases on Virginia Road towards SH3 FRIGHTENING! The sirens we hear from our house (police and ambulance presumably) are regular. All turns from Virginia Road to Blueskin Road (on to and off SH3) require great care. Thank you for this opportunity - your proposals are very sensible!
95	Westmere Presbyterian Memorial Church	I am s 9(2)(a) of the Westmere Presbyterian Memorial Church. I have been concerned for the safety of Church members and the community entering and leaving the Church property on State Highway 3 for some time. I have seen cars narrowly miss being hit as they have left our car park. We have raised this as a Health and Safety concern at our Board of Managers meeting regularly, and have spoken to the congregation to alert them to the dangers of turning onto SH 3. I would be greatly relieved to see the speed reduced to 80km/h through to Blueskin road. Personally I will find it difficult to keep to the reduced speed from town to Blueskin road, but will consider it worthwhile if it will potentially save someone's life as a result.
96	Individual submitter	I support this change and have done and still do travel this road frequently for the last 60 years. From the days when I cycled to college, but would not travel by a bike on it now. Two things to consider. 1. Have you considered installing a roundabout on the Virginia Rd intersection. It's a difficult intersection and with few changes it could be improved by a roundabout. 2. Also the shoulder of the southbound side of SH 3 from Tirimoana Place to Beachcroft needs reconstruction. Years ago that part of the road was widened and the substrate is poor making the surface very uneven.
97	Individual submitter	100% full backing. Can't happen quick enough - to make this part of Otamatea safer.
98	Individual submitter	Greetings, can you tell me timeframe of decision and if approved when work will be carried out. Vehicles speed well in excess of current speed limit and it's now a dangerous part of Whanganui. Be good to get this done asap as in the light of day I know this will improve safety of pedestrians and road users.
99	Individual submitter	Overall a great idea imposing the speed reduction and although we've had to wait a while there's light at the end of the tunnel. This will make residents feel safer with the reduced speed limit and couldn't come quick enough!! Resident of Otamatea

100	Individual submitter	<p>Cannot come quick enough and we are both in favour of this speed reduction .</p> <p>Hopefully this will happen soon !!</p> <p>[REDACTED]</p> <p>Cannot come quick enough and we are both in favour of this speed reduction .</p> <p>Hopefully this will happen soon !!</p> <p>s 9(2)(a) [REDACTED]</p>
101	Individual submitter	(NO COMMENT)
102	Wanganui Cycling Club (Secretary)	It might make sense to extend the 80k speed limit to the Western Line / Watt Livingston intersection - Many cyclists use this intersection riding from Western Line to Watt Livingston Road and there are a number of houses in Watt Livingston and Western Line with residents also using that intersection. There is also a small rise to the south of the intersection meaning vehicles travelling north may suddenly appear while cresting the rise
103	Individual submitter	(NO COMMENT)
104	Individual submitter	We fully support the proposal.
105	Individual submitter	It would be better to add a middle lane for turning right into Blueskin Road
106	Individual submitter	We are in full agreement with your proposed changes as we have lived both at Westmere (Simpson road) and just inside the 70km/h (Edmonds drive). In one experience Whanganui - Westmere speeds are definitely higher than 85-89km! Setting in and out of the service station has frequently been hazardous owing to speed of trucks and cars. Likewise from the Rapanui road intersection. We now drive regularly to Brunswick school to collect a granddaughter and turning at Blueskin road from SH3 can be nerve wrecking as the highway is narrow. When a truck is coming towards you at 100km and a car in on your left, you have no spare room to move. It is quite frustrating. Please change the speeds.
107	Individual submitter	For, these two proposals
108	Individual submitter	1. We are in totally in agreement with the proposal. 2. As an frequent 'existed' of Turere Place turning right the frequent parking 'all day parking commuters' blocks the vision from traffic

		travelling towards Westmere. without nosing onto the carriageway. A NP yellow line would make for a safer exiting. There are several alternative parking options for all day parking - often vans and utes.(35 properties plus most multiple vehicle properties affected)
109	Individual submitter	I am in favour with both of the proposed speed limits being reduced. I have felt uneasy with the current speed limits posted. Thank you for consulting with the public
110	Individual submitter	I suspect the 21 accidents occurred between 2008 and 2019 (not 2009 as stated) and I further suspect the majority were on corners of Rapanui road and Virginia road. We fully support change from 100 to 80 kph.Exiting our driveway has become increasingly difficult (particularly for elderly parents). As far as Virginia Road is concerned much of the difficulty is caused by there being parking allowed on Northern side of SH3 where workers car pool to leave the city and it being opposite the office of a construction company visited by many at s 9(2)(a) a residential address).The road is also too narrow from there to Tirimoana place to carry the multitude of Taranaki based juggernauts using the road . If the parking was removed I would not see a need to move 50 km restriction out to north of Tirimoana Place
111	Individual submitter	there needs to be road widening and designated turning bays on great north road - particularly by the Pickwick road turn off
112	Individual submitter	Blueskin/Great North Road intersection, a pull in lane on Great North Road
123	Individual submitter	(NO COMMENT)
114	Individual submitter	Definitely in favour especially 80km up to beyond Blueskin road. Long overdue changes - people constantly overtake at speed heading North after the Rapanui junction. A turning bay would be nice for Blueskin road.
115	Individual submitter	Yes. Some consideration should be applied to possible changes at the Intersection of Great North Road, Virginia Road and Edith Collier drive. I would also like to suggest the following: 1. A marked turning bay for traffic turning right into Virginia road from Great North Road. At present right turning vehicles are undertaken on the left in what really is "no mans land". Large vehicles are accelerating at this point in view of the rise ahead. Nose to tails and near misses do go unreported. 2. A raised median at the end of Virginia road. This could cover the area at present marked by white crosshatching. One in five vehicles turning left into Virginia road from Gr North Road cross the centre line completely and travel down Virginia road on the wrong side. Sometimes this figure is a high as on in there. 3. The ultimate solution would be the instalation of a roundabout at the Virginia road, Great

		North Road Intersection (looks like there is room for this). The roundabout would also have a traffic 'slowing' effect.
116	Individual submitter	Thank you for the opportunity to comment. I use the areas concerned frequently and in addition - the Montgomery/Mosston Roads to Castlecliff. If the proposed changes go ahead there would be 80k, 50km, and 60km speed limits all within a relatively short distance. Why not simply make the limit the same (preferably a lower limit) as the areas concerned are due to see an increase in road and cycle traffic as well as construction related vehicles we won't need to be asking "Is this road a 60 or an 80 or a 70k?" and looking at an already congested roadside.
117	Individual submitter	We agree with proposed changes
118	Individual submitter	(NO COMMENT)
119	Individual submitter	I am happy with the new road speeds proposed
120	Individual submitter	Traffic passing shops at top of St John's Hill. Almost impossible for people (especially the elderly) to cross to go to the shops. It's like a speedway. I am a very fit 92 year old and often have to run, after watching for best part of 10 minutes, to get across.
121	Individual submitter	I think this is a brilliant idea. Two things to consider: 1. I hear engine breaking with some of the big trucks. Not sure if there is an engine break restriction sign on this road or not but worth noting it. 2. The intersection of great north road and virginia road could do with a designated turning bay/flush median to help with the traffic pile up that occurs there.
122	Individual submitter	(NO COMMENT)
123	Individual submitter	(NO COMMENT)
124	Individual submitter	A pedestrian crossing between Oakland Ave and Brassey Road would make it much easier for older people and children crossing Great North Road to get to the Shopping Centre and St John's School. There is a lot more traffic on the road now.
125	Individual submitter	yes to all proposed changes
126	Individual submitter	Totally agree the proposed speed limits. Some sort of gateway/entry along SH3 just before Blueskin road announcing the new speed limit, to help bring attention to drivers the new speed limit. It doesn't have to be to flash just noticeable so as not to hinder the tracks and house movers, using the main road.
127	Individual submitter	(NO COMMENT)
128	Individual submitter	I fully support the proposed changes. Thank you
129	Individual submitter	It appears that your on-line feedback link had already been removed, although it is still technically 16 December (albeit 8.30pm)!

		<p>I agree wholeheartedly with NZTA's proposal to lower the speed limits on SH 3 north-west of Whanganui to just past Blueskin Road - traffic through this area has increased considerably (particularly heavy traffic). With the once-planned motorway designation (around 1960) having been removed, it seems unlikely that it will ever be re-instated, given that there are areas of NZ with much more pressing needs for traffic to be re-routed.</p> <p>As there is no alternative route for heavy vehicles heading to either Hawera (Fonterra's factory especially) and New Plymouth (logging trucks travelling to the port), plus general freight and stock truck movements, it can be difficult for vehicles to join the traffic flow from a residential driveway - and with more development planned for City residential expansion, it can only become more difficult.</p> <p>Any move to reduce the speed limits and slow the traffic can only be a positive move, therefore I am totally in favour of the proposal.</p>
130	Individual submitter	(NO COMMENT)
131	Individual submitter	I cannot see the need to reduce the speed limit to 80km/h as proposed in part 2 of the change. I would much prefer to see a similar solution to that at the major intersection approaching Palmerston North where a flashing 70km/h sign is activated when traffic approaches the intersection from either side road. This solution could be applied at both the Rapanui Road and the Blueskin Rod intersections. Along with providing a right-turn lane for north-bound traffic at the Blueskin Road intersection this would provide a more than adequate solution to the problems in this area.
132	Individual submitter	The exit from Virginia Heights to Great North Road for a right hand turn is hazardous due to visibility. A mirror on Great North Road that allowed fan visibility around the bend would be a good addition to assist with safety.
133	Individual submitter	Proposal will surely result in action, long overdue. Go for it please.
134	Individual submitter	Footpaths are limited in the areas under consideration. The proposal is supported by me.
135	Individual submitter	(NO COMMENT)
136	Individual submitter	<p>The call is always to lower the speed limit, lower speed causes congestion, inattention, frustration and thereby recklessness.</p> <p>It appears to be a good solution but as our cars, braking systems and more and more alerts,</p>

		have become so much safer, my belief is it is counter productive. We have so many tentative drivers, they should not be on the road it the busy hours. So many of these drivers don?t seem to realise when you turn right onto a main route you should straddle the white line, don?t try and get to the other side, if you haven?t seen them they will hit you, if you straddle the white line they can shoot inside or outside you, you will get a toot, but not hurt.
137	Individual submitter	Great idea - Westmere area is dangerous
138	Individual submitter	Just a safety idea? the fron cover fenceline by the roadside, at some stage could it be safer by replacing it by using the fenceline like the lakeside fence.
139	Individual submitter	We agree with proposed speed restrictions, the sooner the better
140	Individual submitter	Road widening and designated turning bays - main road turning into Pickwick Road is very dangerous- an accident waiting to happen.
141	Individual submitter	I fully support the change. Well done.
142	Individual submitter	Yes, I think that's a good idea
143	Individual submitter	Great idea.
144	Individual submitter	I totally agree with the proposal. In addition I think Blueskin and Brunswick road should also be 80k, considering all the logging trucks along these roads.
145	Individual submitter	I agree with the proposed changes to the speed limits. Given the high number of crashes and near misses (as recorded by the CCTV camera at the Caltex Whanganui North petrol station) a review of the layout of the intersection of SH3 and Rapanui Road should be conducted, or the lower speed limit be continued for the Tirimoana - Blue Skin section of SH3 as well.
146	Individual submitter	Tick (50km/h) . Tick (80km/h)
147	Individual submitter	(NO COMMENT)
148	Individual submitter	(NO COMMENT)
149	Individual submitter	Having driven the proposed at both the current speeds and that suggested the difference in time is only above 28-32 seconds. As this is insignificant the recommended change is supported. Given the traffic now using Blueskin Road (and increasing) a turning bay off SH3 would also make a significant contribution to safety on this stretch of road.
150	Individual submitter	I live on Western line and so use SH3 to get to Whanganui. While I agree with most of the speed limit proposals there are other problems on this stretch of road. SH3 needs dedicated right turn lanes at both Virginia road and Blueskin road to keep traffic moving going north. At the moment some vehicles are passing stopped cars on the left at these corners. This would also allow the look to be started just north of Rapanui road.

151	Individual submitter	I support the proposed changes. Suggest also that a flashing 50k sign or a speed reading sign be installed at the fast of the hill before Tirimoana Place. With increasing traffic and the development of that street the right hand exit to SH3 will become increasingly dangerous. The hill also impedes visibility.
152	Individual submitter	Very happy with the proposed changes. Turning into Eaton Crescent is always worrying when vehicles are turning in both directions at 70 plus km/h. Look forward to the changes.
153	Individual submitter	<p>The reasons given in the consultation document are that (i) there is a feeling that speeds are too high through this section of Highway and (ii) that have been a significant number of new houses built in the area.</p> <p>An examination of the serious and fatal accidents that have occurred over the past 10 years does not mention speed as a factor in any of those accidents. Also the accident frequency does not appear to be excessive when compared with other State Highways in NZ.</p> <p>Concerns with the Blueskin Road and Rapanui Road intersections could be relieved by installing a compulsory Stop at Rapanui Rd and establishing a Right hand Turn Bay at Blueskin Rd.</p> <p>It is acknowledged that there is the possibility that more houses could be built in the Tirimoana Rd area but this development has yet to occur hence speed reductions at this time are premature.</p> <p>A substantial realignment of SH3 in the vicinity of the Westmere Service Station some 10 years ago had a marked effect on the frequency of accidents in this area . As a result the present Geometrics along this section of SH3 are equal to or superior to the geometrics of the Highway between Whanganui and New Plymouth.</p> <p>I submit that better safety will be achieved along this section of Highway by making the physical changes referred to above.</p>
154	Individual submitter	<p>I oppose the proposed alterations to the speed restriction zones.</p> <p>The road is state highway, hence SH3, and needs to be treated as a state highway rather than and urban street. A state highway's prime goal should be to allow traffic to move freely, without impediment, along the state highway corridor. Any speed restrictions should be kept to a minimum to allow for that free flow.</p>

		<p>I have travelled this road section very frequently, almost daily at times, over the last several decades. Traffic over this period of time has increased only slightly and is currently at what can be described as at a moderate level. A very large majority of the vehicles are moving within the posted speed restrictions as observed on my travels. This factor matches the information that the NZTA has on its website.</p> <p>Local residents are claiming that there is too much traffic travelling too fast and that it is dangerous to access the road. These people need to ask themselves a question - Am I competent enough to be driving?</p> <p>I strongly suggest that the speed restrictions should be:</p> <ol style="list-style-type: none"> 1. Blueskin Road to Pickwick Road - remains at 100km/h 2. Pickwick Road to Turere Place - increased to 80km/h 3. Turere Place to Babage Place - increased to 60km/h 4. Babage Place onwards - remains at 50km/h <p>Any posted speed restrictions is not a 'must do speed' but is a 'must not exceed speed'. Any competent driver will allow for the traffic and road conditions resulting in, at times, a lower speed.</p> <p>The reasons for my suggested speed restrictions are:</p> <ol style="list-style-type: none"> 1. Blueskin Road to Pickwick Road This is wide 'rural' road that is typical of much of the state highway system. The section of road adjacent to the Rapanui Road junction (Ray's Garage) was altered and improved several years ago to make it 'safe' for state highway travel. 2. Pickwick Road to Turere Place This section is 'semi-rural' with a wide carriageway and a wide shoulder. It does not have a feel of an urban street. 3. Turere Place to Babage Place Again, this section still has a 'semi-rural' feel to it with a wide carriageway and shoulder.
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		<p>4. Babage Place onwards This is where the 'urban feel' starts with the urban living nearer the carriageway.</p> <p>Any speed restrictions need to be timely, accurate and appropriate to keep 'faith' with the road user. Restrictions that don't match these parameters will not gain the respect of the motorists resulting in higher than desired speeds.</p> <p>Speed advisory signs for tighter corners have the motorists' respect as these signs are accurate and well placed.</p> <p>Restrictions that are not perceived to be appropriate will cause driver frustration and inattention.</p> <p>A short time delay may result from reduced speeds at one site but these delays will add up to substantial time when considered over the whole of the highway network.</p>
155	Individual submitter	We propose that the new 80 area should be close as possible starting at Pickwick Road. This will give motorists more time to slow down to 50 before reaching Tirimoana Place at the brow of the slope towards the city. We are happy with the other changes.
156	Individual submitter	Cycle lanes, I support the proposed changes as a cyclist.
157	Whanganui Rural Community Board	<p>Whanganui Rural Community Board supports the review of the permanent speed limits on State Highway 3 initiated in response to concerns raised by Council and our community as to the safety, amenity and changes in the character of Great North Road.</p> <p>The Board supports the proposed changes to the permanent speed limits on State Highway 3 with the reduction in speed limits as this portion of state highway is a high crash area, particularly at the Rapanui Road/State Highway 3 and Blueskin Road/State Highway 3 intersections. In addition to the reduction in speed limit, the Board recommends that NZTA undertakes a safety audit on the Blueskin Road/State Highway 3 intersection with a view to upgrading the intersection. The increase in traffic turning right from the state highway into Blueskin Road is of particular concern with the absence of a right turning bay.</p> <p>The extension of 50km speed limit along Great North Road intersection will better reflect the</p>

		changing character of the adjacent land use and support changes to the Whanganui District Plan with the North West Structure Plan Area with more intensive development along the state highway. The extension of the urban zone of the state highway will also better align the speed limits on the state highway with that of the local roading network.
158	Individual submitter	Thoroughly agree that speed limit to be reduced
159	Whanganui District Council	<p>Whanganui District Council (Council) supports the review of the permanent speed limits on State Highway 3 initiated in response to concerns raised by Council and our community as to the safety, amenity and changes in the character of Great North Road.</p> <p>Council supports the proposed changes to the permanent speed limits on State Highway 3 with the reduction in speed limits as this portion of state highway is a high crash area, particularly at the Rapanui Road/State Highway 3 and Blueskin Road/State Highway 3 intersections. In addition to the reduction in speed limit, the Council recommends that NZTA undertakes a safety audit on the Blueskin Road/State Highway 3 intersection with a view to upgrading the intersection. The increase in traffic turning right from the state highway into Blueskin Road is of particular concern with the absence of a right turning bay.</p> <p>The extension of 50km speed limit along Great North Road to 200m north of Tirimoana Place/Great North Road intersection will better reflect the changing character of the adjacent land use and support changes to the Whanganui District Plan with the North West Structure Plan Area with more intensive development along the state highway. The extension of the urban zone of the state highway will also better align the speed limits on the state highway with that of the local roading network.</p>
160	Individual submitter	I totally agree with the new speed limits, long overdue

161	Individual submitter	I agree with the proposed speed limit changes. I feel a speed camera in the 50km/h zone will help. There are many elderly people and wheelchair users in the area who have to cross from Great North and Virginia to access the footpath. The main concern is with the speed of the trucks. go 70 to 80 in a 50km/h zone. Since the zone was changed from 70 to 50, the trucks have not. This makes in dangerous for people walking in the area. Please make it safer and get a speed camera.
162	Individual submitter	Road widening and designated turning lanes. We live on Pickwick Road and I always see cars swerving to miss me while I wait to turn from the main road into Pickwick Road.
163	Individual submitter	I approve of these changes
164	Individual submitter	(NO COMMENT)
165	Individual submitter	I am in favour of changes
166	Individual submitter	I support the 50km/h proposed. 80km/hr is not a common speed limit I'd have thought perhaps. This area could be 70km/h to the junction with Blueskin road. Please make the changes as soon as possible.
167	Individual submitter	We need a turning lanes SH3 to Blueskin road there will be fatal crashes there. We need a sign indicating the presence of Westmere Presebyterian Church. We need a lead-in lane to the church carpark from the townside.
168	Individual submitter	§ 9(2)(a) [REDACTED] e are 100% in favour of lowering the speed limits as you propose. Your opening sentence says "We want to make your roads safer.." Over the years our road has been less safe as the traffic volume has increased and legislation has allowed trucks to be longer and heavier. There are many milk tankers and logging trucks and the only time it is easy to cross the road is sunday morning. There are often, day and night, cars parked on both sides of the road between Virginia road and Monnington road as their owners carpool to go to Waitotara freezing works. Riding past these cars on a bicycle as you are being passed by an enormous truck at the same time is nerve-wrecking. I have witnessed in the last year or so one injury accident and one non injury. When we bought our house traffic was not an issue. But I would not buy a house on this bit of road again.
169	Individual submitter	§ 9(2) it could be helpful if you spot located the crashes on the map. 1. The reduced limits if for future development of Tirimoana and maybe Turere Place. 2. The existing 70km/h should be reduced, but perhaps to a safer speed of 60km/h not the 50km/h proposed 3. The existing 100km/h could be reduced to allow safer turning at Rapanui road, Caltex service

		station and blueskin road, a safer speed would be 90km/h. 4. The proposed speed limits will make travellers trips more tedious and may cause an accident, please take note of current travel speeds. Thank you!
170	Individual submitter	(NO COMMENT)
171	Individual submitter	Until 2016 I lived in Great North Road for 14 years. My main reason for shifting was traffic noise and speed. Congratulations on your proposed changes. Should have happened well by now. Now would be the ideal time to complete the job and reduce the speed limit in Montgomery road from 60km/h to 50km/h and extend it to the 50km/h zone in Springdale road and beyond the Mosston School in Mosston road. It makes little sense that traffic turning from Great North road into Montgomery road go far from 50km/h to 60km/h when still in a residential area. I travel on Montgomery road frequently and would estimate the average speed of most vehicles to be in the 70 range.
172	Individual submitter	No. Just do it.
173	Individual submitter	We both agree with your proposed changes. Yes, on SH3 Southbound on Great North Road at junctions with Parsons street there's a double yellow line 0 this is confusing and dangerous at this multi lane junction
174	Individual submitter	Lack of footpaths on both sides of Great North Road requires crossing over which can be dangerous at current speed limits.
175	Individual submitter	A. I totally agree with your decision to change the speed limits, I have been here for 40 plus years and have very nearly been hit by speeding cars, and a truck, three times turning into my driveway in spite of taking extra care. B. Eaton Crescent really needs a turning lane as it has quite a lot of traffic.
176	Individual submitter	(NO COMMENT)
177	Individual submitter	Yes. We desperately need traffic to slow down approaching our busy shopping centre at the top of the hill. With elderly pedestrians - some on mobile scooters - there are numerous near misses. Large articulated vehicles are increasing in volume (and size!) and take some time to slow down. Small children also cross to reach the shops and school. We need bumper strips with the appropriate signage to warn traffic to slow down. A pedestrian crossing is the ideal solution but in a society where wheels seem to reign supreme over pedestrians, this safety measure will no doubt not even be a consideration. Thank you for the opportunity to get this off my chest.
178	Individual submitter	I attend the Westmere Presbyterian Church and it can be quite frightening to exit with traffic travelling at 100km/h. 80km/h would be better

179	Individual submitter	Suggestion, Roundabout at the service station so cars cannot speed out not looking at the traffic turning from Rapanui road to go towards as one looks left then right no cars coming. But a car sped out from the North End of service station.
180	Individual submitter	Please proceed as soon as possible also could a no parking restriction be put along and opposite Eaton Crescent.
181	Individual submitter	No, I support the proposed speed limit changes.
182	Individual submitter	(NO COMMENT)
183	Individual submitter	I fully support the proposal. A bike lane along this stretch of road would also be very welcome. And a turning bay into Blueskin Road is needed for right-turning traffic, like the one provided further north for traffic turning right into Western Line.
184	Individual submitter	I use Brunswick Road most days of the week as does my husband. The portion of Brunswick road that runs from the 100k zone to the Blueskin Road - Brunswick Road intersection is ridiculously dangerous. It is a very narrow country road with no shoulder in many areas. The 100 k speed zone is inappropriate for this road. We have lived in this area for 2 and a half years now and have had close calls many times involving other drivers going at speed over the centre line on the wrong side of the road. The road has many blind corners and an uneven surface in many places. If NZTA was to do a review of this road I suspect they would be horrified by the way many drivers behave on this road.
185	Individual submitter	Yellow lines on either side of the road to prevent cars from parking these. It inhibits visibility on a very busy road.
186	Individual submitter	(NO COMMENT)
187	Individual submitter	(Proposal 1) No, it's not a problem in fact it's a relief to get out of the 50km/h zone going out of town and be able to speed up to 70km/h. Very rarely see any pedestrians and very few cars turning into or out of driveways in that section of road. More of a problem there are cars left parked on the side of the road. These cars block visibility when turning out of drivers on this section of road and make it dangerous. The speed of 70km/h is acceptable and in fact an advantage on this section. (Proposal 2) Yes it's very dangerous when turning into SH3 from Rapanui road and when crossing back from Caltex to Rapanui road. 80km/h here is a good idea.
188	Individual submitter	No other factors
189	Individual submitter	Measures need to be taken to ensure speed limits are adhered to because they are not, now even. Speedhumps; speed cameras; traffic lights or even a roundabout at the Virginia road intersection. With more housing being built Tirimoana place, density of traffic will increase

		further on to Great North Road. All very well to put up signs for slower limits, but pointless when the drivers ignore them.
190	Individual submitter	This is completely unnecessary, driver education on correct usage of intersections and safe following distances would have more advantage.
191	Individual submitter	The change should be ok for road safety. There will be complaints about the point the 100k stats.
192	Individual submitter	Hi my husband and I wish to give 100% support to the speed reduction on State Highway 3 Otamatea StJ ohns Hill Our son stays there and it will alot safer with a 50 hph speed limit imposed. Get cracking NZTA and make this happen as its been in the pipeline so to speak for sometime now !!
193	Individual submitter	Totally agree with changes long overdue. Current speeds make turning into Pukuko's nest and returning to Whanganui from Bason Roserok quite dangerous.
194	Individual submitter	I agree with proposal. Thanks. Population and number of vehicles on these roads are increasing since we have come to live here 3 years ago. There needs to be a reduction in speeds as a consequence. Jill
195	Individual submitter	Children riding to St Johns Hill School on bikes... Noise and trucks.. So slow down speedo
196	Individual submitter	I would suggest that we should leave the present speed restrictions as they are and install 'speed cameras'. Use good example would be the city of Napier.
197	Individual submitter	Great North Rd has become so busy with future subdivision around Tirimoana there will be a need to look at an alternative route or bypass.
198	Individual submitter	Agreed
199	Individual submitter	I have viewed your proposal & would like to recommend perhaps 40k should be stipulated in the zone on HW3. To start just before Virginia Lake after Brassey Road past the lake, past the Park, past the Aviary & carparks. Perhaps the 40k zone could start to warn motorist the other way just before Montgomery Road. Also it seems awfully dangerous to turn into Parkes Avenue as cars doing the 50k speed don't slow down as you are trying to turn. The Road there is narrower. My reasons for choosing a 40k zone:- Trucks sound Noisier @ 50k ! Are disturbing the Beauty of enjoying the lake! The hill & retaining

		wall on the road side resonates the traffic noise intensely. There are ducks crossing, people & children crossing so there is a safety issue with life. Can you put up a ducks crossing sign too? If that area was reduced to 40k, people who speed maybe exceed to 50k but if left @ 50k they speed to 60k !
200	Individual submitter	Yes. Crossing for pedestrians Manningtonroad to Parson street. Pedestrian safety when walking to doctors, meetings and shops or to the lake. Noise and fumes from increasing number of heavy delivery vans and trucks. As a motorist I have been finding it more stressful at intersections at Rapanui/Great North Road. The existing 50km/h stretch from the Montgomery/Great North Road intersection, passing Virginia Lake. This stretch of highway has numerous bends and fast moving traffic making it hazardous to cross over. Also the vehicles park often both side if the highway and in front of the Foursquare store so that vision is impaired. There are no pedestrian crossings on the main street (Victoria Avenue) once you have crossed. Pedestrian crossing on Dublin Street Traffic from Montgomery/Gt North road intersection are driving at 50km/h (or more) towards and past Virginia Lake and down as far as Parsons street where there is a shared walkway/cycle path running down to Victoria Ave.
201	Individual submitter	The changes are clearly obvious, due to the continual number off accidents occurring
202	Individual submitter	Agree with speed restrictions proposed + put in turning lane for Blueskin Road off Main Road. Extremely dangerous turn off to a very busy sideroad used by large number of vehicles per day.
203	Individual submitter	We agree with the proposal.
204	Individual submitter	(NO COMMENT)
205	Individual submitter	We have lived at the above address for over 30 years. It has become increasingly difficult to enter or exit onto the SH3 as traffic flow has increased. A lower speed limit would enable us to move easier. Recent and future subdivision in the area has increased traffic flow making the area much more urban. It makes sense that speed limits should be the same as in urban areas.
206	Individual submitter	Hello, I agree in principal. However the dangerous intersection is the Caltex Service Station one, once past there it should change to 100km. (Stupid having to drive that next straight at 80km) (See mark on map opposite). Another good things would be to have a right turn lane into Blueskin Road (it is basically wider enough there for that). Also the Tirimoana Intersection needs work done on it, as it is getting increasing busy, plus more homes are being built down there.
207	Individual submitter	This review is long overdue and welcomed. 1. Extend 50 kph through to just north of Pickwick Rd. This short extension of the highway between Tirimoana Place and Pickwick Road is likely to

		be built up in the next few years. 2. Reduce speed to 80kph from just north of Pickwick Road to some suitable distance north of Rapanui Rd, say 200m. Is it necessary to go beyond Blueskin Rd? Have there been serious accidents in this section of the highway? 3. Possible roundabout at Rapanui Rd intersection? Even at a speed limit of 80kph it will still be a dangerous intersection. I acknowledge there is additional cost but would definitely reduce accidents. A similar roundabout situation already exists at the southern entrance to Whanganui on SH3.
208	Individual submitter	We/I agree with suggested changes
209	Individual submitter	Agreed. Agreed.
210	Individual submitter	Excellent - very busy road in the mornings and after school, Rapanui road intersection could even be included in 50km/h area.
211	Individual submitter	Yes (A) Constructing a round-a-bout where Rapanui road joins SH3. Advantage much safer entry onto SH3 as well as exiting Petrol Station. (B) A marked turning bay for North bound traffic turning right into Blueskin road. (C) Prominent signage advising South bound traffic of speed and road improvements.
212	Individual submitter	I agree with speed change from 100 km to 80km...as a driver of this road at least two to four times daily.. I think 80 km is thr right speed. Given the garage and intersection to kai-iwi Beach. I do support the speed reduction From 70 km to 50 km along Great north road to the city limit signed posted 100km
213	Individual submitter	(NO COMMENT)
214	Individual submitter	I think this is a very wise and necessary decision - I would also consider the 80 going to beyond the next cross roads. The population of the area is increasing and the channels are busy some sundays, there is some restriction of vision coming around the corner to the wider section from New Plymouth it is not the easiest to cross SH3 as some do. Thank you for the opportunity to feed back.
215	Individual submitter	As a resident of Whanganui and living North of Whanganui in the Brunswick area, I use this road twice every day. Turning off SH3 into Blueskin Road heading North is pretty scary at times, parked in the middle of the road, with traffic heading in both directions at 100 km/h. Pulling over to the left side of the road is not much safer due to reduced visibility, lack of parking space and sometimes a car is parked outside. There is a house right on the corner. All in all I have to agree with the reduced speed limit. There are new housing developments along Blueskin Road and in the Brunswick area which are helping to increase traffic flows along SH3 as well as what's happening closer to the city. I have seen some close shaves especially cars turning out of Rapanui

		Road in front of oncoming traffic. The road is used by a large number of heavy trucks eg, milk tankers, logging trucks etc. Therefore it makes sense to reduce the speed limit for safety reasons.
216	Individual submitter	I think it's a good idea, near misses all the time and in fact may make Whanganui a more attractive place and encourage more expansion of the city out that way.
217	Individual submitter	Well done on new speed limits. Overdue. Our suggestions: 80km - starting Blueskin Road finishing 200m north of Pickwick Road. Reason: a. Tirimoana Place will eventually move to stage 2 building homes, hence more traffic. B. Visibility coming out of Tirimoana is poor due to hedge and rise in road on Great North Road (SH3). C. Many fast moving trucks. Area where traffic cannot flow. Dangerous. Great North Road and Virginia Road. Driving from city along G.N.Road - nowhere to pull in when turning into Virginia Road. Cars are trying to pass on a narrow strip of road - also trucks. Cars are travelling south. Cars are at give way on Virginia Road trying to go left and right. A hazard. Is there room for a roundabout. Please help.
218	Individual submitter	When I exit Virginia Heights and turn right I have to wait for up to 10 cars etc to pass before it is clear to venture onto the Great North Road. The passing traffic is very fast passing in both directions, making it very dangerous. A lower speed would be amazing
219	Individual submitter	I totally agree with reducing the speed limit. I often go down Rapanui road from town. I only reach the 100k sign then have to slow down anyway. That corner is very dangerous with people turning into the petrol station and Pukeko's Nest with cars and trucks racing past at 100km also coming out of Rapanui road is difficult at times.
220	Individual submitter	We both agree with your proposed changes.
221	Individual submitter	Please consider the 100ks on Rapanui Road. Worse since road resurfacing and boy racers make very dangerous. It's the same speed as a highway, but nowhere near as good a road. ALSO, please look at Peat Ave, off Rapanui Road. JUST a two car road and it's 100ks. Unreal! Kind regards, Judi Dean. Also, where school bus backs into Play Centre drive on blind corner that comes up hill on Rapanui Road. 80ks at least.
222	Individual submitter	A turn-right lane should be added for Northbound traffic into Blueskin road. If a car (vehicle) was parked outside the adjacent property of that intersection it would cause a potentially serious accident.
223	Individual submitter	Could the 50km/h be extended further north to Pickwick road. I frequently exit Collier Drive into Virginia Road/Great North Road intersection. I often notice vehicles turning into Virginia Road from Great North Road have not exactly reduced their speed. These vehicles have some difficulty in taking the turn safely thereby unable to take the turn. Such action requires a very quick reaction on my part. By making it 50 maybe

		vehicles would be travelling at the appropriate speeds on Virginia road making the exit from Collier street.
224	Individual submitter	I just want to support this proposal: I have lived here since 1968 and watched the buildings arising further out along the road. I have also been behind cars joining the Great North Road from Rapanui road as they have attempted to turn quickly to the right ahead of cars speeding from the left a very alarming light!
225	Individual submitter	(NO COMMENT)
226	Individual submitter	Reducing the speed limits in both designated areas to the outlined speeds is a good move I consider.
227	Individual submitter	1. I fully endorse the speed changes. 2. We need a pedestrian crossing between Brassey road, and Oakland avenue, on Great North Road is it so dangerous trying to cross that road and there are many school children and old people who use the area a lot. We have two retirement villages in the area, many walkers, and also mobility chairs. Thank you.
228	Individual submitter	I agree with this decision - I hope the speed reduction goes ahead
229	Individual submitter	I'd really like to see this go ahead (proposed changes). My 10 year old daughter crosses this road around the 70km/h -> 50km/h point. She can't cross earlier as she can't see around the bend, and trucks especially take quite a while to slow down. Many children from St Johns Hill school cross here as there's no footpath earlier on other side of the road. Many thanks.
230	Individual submitter	Even at 80km/hr exiting Westmere Presbyterian Memorial Church may still be an issue. More signage, markings, widening the verge so we can pullover easily when entering, please help our safety. Nevertheless I fully agree with the planned speed restrictions.
231	Individual submitter	There is also an urgent need to improve the safety for those turning right into Blueskin Road from the highway when heading north. As you have noted, there are many people travelling in the area you intended changing the speed limits for, so it would also make sense to install a turning bay (similar to the one into Western Line a little further on) which would serve the safety of those using Blueskin road and of those on the main highway. It is only a matter of time before a fatality occurs as people all move to the centre line then turn right. Why not formalize this in the interest of safety.
232	Individual submitter	Children need to bike to school along this section of road, there is only a footpath on one side of the road. Cars break the current speed limit frequently. Large trucks are noisy. I travel this road daily, to visit my grandchildren who live on 195 Great North Road, and often have to wait a

		long time to exit their driveway as cars coming over the raise from both directions travel fast, and I have to speed out of the driveway to feel safe.
233	Individual submitter	There is a school down Rapanui Road (Westmere School) which is very popular hence very busy. With all the developments occurring in the community, children could easily start biking to this school. If you could consider taking the 50km/h speed limit to the north of Rapanui Rd, would be greatly appreciated to the community whom use this intersection. (We have purchased property in the new Tirimoana Subdivision and are building at the start of 2020. We also have three young children).
234	Individual submitter	We suggest a turning bay into Blueskin road off state highway 3. At present you feel very vulnerable turning right. Why weren't we sent this form. I got this from my mother who lives on Oakland Ave?
235	Individual submitter	You've got it right, totally agree.
236	Individual submitter	(NO COMMENT)
237	Individual submitter	We are in full agreement with these proposed changes. Thank you.
238	Individual submitter	We agree with these proposals.
239	Individual submitter	We agree with the speed reduction
240	Individual submitter	Concurrent with this there should also be a safety modification to the Blueskin Rd/SH3 intersection, to create a dedicated right turning lane into Blueskin Rd for traffic heading west, and a widening of the road in that area to allow the safe passage of west bound vehicles past this intersection (currently vehicles - trucks especially, are often on the shoulder, this becomes more problematic with east bound heavy vehicles all meeting together at this intersection.)
241	Individual submitter	(NO COMMENT)
242	Individual submitter	(NO COMMENT)
243	Individual submitter	This is outside the area your surveying about but it is Highway 3, by the St John Hills shops. On the corners of St Leonard street and Great North road people cross the road to the shops and I've witnesses several close misses of people being hit by cars. I would like to see a pedestrian crossing on Great North Road before someone is killed.
244	Individual submitter	Bloody good idea! We are all for it
245	Individual submitter	The 50km zone is not long enough and should be extended to Pickwick Rd.
246	Individual submitter	Hi, I wish to make a comment on your proposal to change speed limits on state highway 3 north of Whanganui could the speed limit be increased to 60km/h from Virginia road too Tirimoana place then 90km/h too Blueskin road. Put in signafe and lighting. Prosecute dangerous driver's.

		May I point out that if you are behind slow vehicle at Whangahu it will be the Kai-lwi hill passing lane before you can pass a distant 30km/h. Build better safer roads and give us passing lanes. Keep the traffic moving. Slower traffic creates congestion
247	Individual submitter	We agree with your proposal
248	Individual submitter	I would like to suggest a roundabout be established at the junction of Virginia road and State Highway 3. I have seen many near missed at this intersection and I am sure a roundabout would improve flow of traffic both on the main highway and traffic exiting and entering Virginia road. I realise that this would entail purchasing property, but surely a lesser price than somebodys life or ongoing disability.
249	Individual submitter	I fully endorse this speed limit change. You may be aware of the acuteness and limited space for vehicles heading north and turning into Virginia Rd. Not inviting with large trucks heading south at one and trucks coming up behind one and slipping past on the left side verge, or abruptly stopping behind. Note that often vehicles are parked at the current extremities of the no-stopping lines which makes it an even more awkward turn. The no-stopping lines in both directions could be extended and maybe even a couple of signs to would deter parking and make this pinch point a whole lot safer. Your thoughts would be appreciated.
250	Individual submitter	Fully agree with this proposal. I recommend considering extending the 50km/h past Pickwick Rd because it is located right where vehicles will be speeding up to 80km/h and slowing down to 50km/h making it hard to judge vehicle speed when turning in and out of Pickwick Road.
251	Individual submitter	1.I believe that this will be a positive change. But will not alleviate crashes at the rapanui rd/ sh3 / caltex service station intersection. This needs a roundabout similar to the southern entrance to Whanganui. Designed to slow people down before the roundabout and also allows all the traffic on rapanui rd to come onto the sh safely. As you have identified, more people are living on rapanui rd now and that intersection is quite hard to get out of now. Westmere school has also increased its role substantially, which equates to more cars. Also have some cool artwork on the roundabout similar to the southern entrance that would give a nice impression coming into the city. 2. The blueskin / sh3 intersection needs a turning bay on SH3 turning into blueskin rd. I drive SH3 everyday and I have seen multiple near misses with people stopped in the middle of the road while cars go past them at high speed while dodging people that are stopped on the inside of the

		corner. This is a major health and safety concern. Someone will die there one day.and it will be worse if the speed zones change just past this point because pepole will be accelerating or decelerating at this point.please do the easy and safe thing and put in a turning bay(windamere berry farm also needs one). Save a life
252	Individual submitter	Footpath both sides of road from 50km area to Virginia Lake so children can bike or walk to school
253	Individual submitter	No not that we are aware
254	Individual submitter	I agree with the proposed changes, many children walk from houses in this area to St. John's hill school.
255	Individual submitter	Great. We have lived here for 34 years and the volume of traffic has increased enormously, especially milk tankers and logging trucks. Speed is always an issue, walking on Great North Road is very unpleasant and we have difficulty getting in and out of our driveway. Hopefully, if this new limit is put in place, the traffic in our part of Great North road will stay withing the 50km/h limit.
256	Individual submitter	(NO COMMENT)
257	Individual submitter	Suggest extending proposed 50km/h to 80km/h north of Rapanui road.
258	Individual submitter	(NO COMMENT)
259	Individual submitter	Makes 100% sense! Thank you!
260	Individual submitter	(NO COMMENT)
261	Individual submitter	About time! The intersection at Blueskin Road can be dangerous with traffic heading to Whanganui and cars making a right hand turn to Blueskin Road. There have been recent accidents there.
262	Individual submitter	I travel up to 105mph and most cars pass me, more enforcement is needed. I am happy with the proposals.
263	Individual submitter	Turning bay into Blueskin road Blueskin road speed 80.
264	Whanganui Bicycle Users Group	We want to suggest that: The 50km/h zone starts where currently the 70km/h zone starts near Virginia Road. Your suggestion is 30m south of Turere Place, but from our rough calculations it is closer to 100m to the current 70k/h sign. I suspect no one would want a 50-70-50 change in such a short distance. The 50km/h continues to the Rapanui Rd junction because of the many people cycling that road and visiting the Pukeko Nest Cafe, Kai Iwi Beach, Westmere Walkway or Bason Botanic Gardens. It is also part of a popular recreational cycling route and it is an area of growth with new subdivisions being built and planned. We would really appreciate a dedicated cycle lane on this stretch of road. There be a slower speed limit and/or a widened shoulder or

		dedicated cycle lane all the way to the Windermere Berry Farm (313 SH3) as that is a popular destination too.
265	Individual submitter	<p>[REDACTED]</p> <p>I want to support the submission of the Whanganui Bicycle Users group.</p> <p>This means that I suggest (with minor alterations) that:</p> <p>The 50km/h zone starts where currently the 70km/h zone starts near Virginia Road. Your suggestion is 30m south of Turere Place, but from my rough calculations it is closer to 100m to the current 70k/h sign. I suspect no one would want a 50-70-50 change in such a short distance. The 50km/h continues to the Rapanui Rd junction because I and many other people cycle that road to visit the Pukeko Nest Cafe, Kai Iwi Beach, Westmere Walkway or Bason Reserve. It is also part of a popular recreational cycling route and it is an area of growth with new subdivisions being built and planned. I would really appreciate a dedicated cycle lane on this stretch of road. There be a slower speed limit and/or a widened shoulder or dedicated cycle lane all the way to the Berry Farm (313 SH3) as that is a great destination too and I and many others would make it a bike ride if we felt safe doing so. I have biked this, but it was a bit scary at times (and I am a very experienced rider).</p> <p>Thanks for making cycling safer!</p>
266	Individual submitter	Could you look into putting a median strip into Blueskin road. It's horrible place to sit and turn right into Blueskin road, if there is any oncoming traffic. A lot more traffic turning into the road. The traffic coming towards you are close and if anyone is pulled over or parked on left it feels unsafe.
267	Individual submitter	I fully agree with the changes in the speed limits. You suggest I hope you got a lot of support. Goodluck
268	Individual submitter	Agree. Agree. It will make it much safer and easier to exit at Rapanui road and to get into the service station and caf? across the road and out of the caf? service station area which is quite frightening at the moment.
269	Individual submitter	Seems a good plan to me
270	Individual submitter	(NO COMMENT)

271	Individual submitter	(NO COMMENT)
272	Individual submitter	Yes reduce the speed to 70 km/h. We would like to see the speed be 70km/h from 200m north of Tirimoana Place/Great North Road (SH3) intersection to 100m north of Blue Skin Road/great North Road (SH3) intersection. I was involved in an accident turning in to Pickwick Road several years ago. We now have more vehicals in our area and as far out as The Westmere Church on a daily basis. If you are reducing the speed to 80km/h an extra 10kh/h could save a life. This area is being used more and more. I hope you will consider this request?
273	Individual submitter	I have previously lived on Great North Road for over 20 years. Only shifted in last month. There also needs to be consideration round Virginia Lake. St Johns Hill Shops. The trucks especially go too fast and this is an area of high foot traffic. Someone will get killed soon! It is dangerous at times
274	Individual submitter	WDC is promoting active transport and encouraging cycle tourism in the area. Windermere Berry Farm is a popular destination, so extending the lower speed that far would be sensible, preferably to 50 kmph. There are many houses in Westmere and if the WDC is serious about active transport, and reducing carbon emissions, then making it safer for residents to cycle to town supports those aims. Further out than that is probably too far for a cycle commute.
275	Individual submitter	I think it's time you look at the Blueskin Road turn off. I think that's a very bad corner with no marking / lanes for traffic turning right into Blueskin Road from SH3. Don't think reducing the speed out to Blueskin Road is a good idea. Honestly people need to drive with the eye on their rear vision mirror a lot more. Speed is not always the cause of accidents out this way but human error.
276	Individual submitter	Good idea - reducing the speed limit in this area. How about reducing the prepared 80km down to 70km? From Wikitoria Road to the Airport, reducing from 100km/h to 70km/h. There is a continued increase in houses, pedestrian and cyclists. Ok, so the above sentence ambiguous - but with more houses in the area, the one more people living in the area. Also, increased traffic to Airport, south beach and stockcars. Alongside parts of the road, there is nowhere for pedestrians to step off the road to safety when this increased traffic is passing by.
277	Individual submitter	I support the proposed speed changes.
278	Individual submitter	Pickwick Road turn is really dangerous. Needs widening and a turning bay and 50km limit until past the gas station.
279	Individual submitter	I agree to reduce the speed limit in both areas, to 50km and to 80km.

280	Individual submitter	(NO COMMENT)
281	Individual submitter	<p>s 9(2)(a)</p> <p>Our community includes elderly people and children, some of whom attend St Johns Primary School on the other side of SH 3. Some of us cycle and walk along the portion of SH 3 where the speed reductions are proposed. We notice the traffic noise, particularly trucks on SH 3.</p> <p>We are agreed that lower traffic speeds on this stretch of road are needed for safety reasons and to reduce traffic noise. We support the proposed speed reductions.</p> <p>We would also like to see a safe means for pedestrians to cross SH 3 in this area.</p>
282	Just Cats Cattery	The speed on roads intersecting SH3 may also need reconsidering, e.g. Mannington Road
283	Individual submitter	No thanks it looks like you have it covered.
284	Individual submitter	No. I totally agree with the new speed changes proposed. I have seen a few close calls myself along that stretch of road.
285	Individual submitter	Agree with above.
286	Individual submitter	Yes, a speed camera on the Virginia Heights section of SH3 in conjunction with implementing the speed reduction.
287	Individual submitter	We are fully supportive of these changes to the two speed limits on Great North Road, Whanganui
288	Individual submitter	(NO COMMENT)
289	Individual submitter	I think the above changes necessary especially as the speed at the intersection of SH3, Rapanui Road and people entering or exiting the garage and cafe at this point is too fast. Further calming / speed control in the form of a roundabout at this point should also be considered. The inclusion of a roundabout on the southern entrance to Whanganui at the intersection of the road leading to the airport and SH3 has proved beneficial.
290	Individual submitter	I fell that with the new housing going in the area, it needs to be 50km/h all the way to Rapanui RD as.
291	Individual submitter	We agree with the speed reductions. Speeds traveled past our address far exceed 70km/h as if people have missed the sign. You should view the near miss video footage from the Double S Motordrome...its a real eye opener.
292	Individual submitter	Construct a right turn lane into Blueskin Road. Install more signs advising drivers to keep 1.5m away from cyclists, especially on popular cycle routes. E.g. Tayforth Road, Rapanui Road near

		Westmere School and Francis Road. Socialise what 1.5m looks like e.g. photo of 1.5m talk person with outstretched hands beside a bike on the left hand side of the road. And where keeping that distance puts the car e.g. over the centre line!
293	Individual submitter	I agree with proposed speed reduction. But long periods of carparking near crest of Otamatea mse is a more urgent safety issue, 90% of our entries to and exits from our driveway are to city. We're on the north-going left (ie West of SH3) and require clear vision in both north and south directions for safe exit. However, what seems to be a carpool system uses SH3 south of our exit as a medium-term carpark, frequently obscuring our view of north-bound traffic (and sometimes southbound too!), making exits from our drive quite hazardous. This is exacerbated by parked vehicles being parked within a couple or three metres of our drive, with others close behind them, obscuring the view to our south, sometimes for a couple of hundred metres. To see if the road is clear we have to back down the drive 20m or so, obscuring a good view of the traffic approaching from the north. Lowering speed (if drivers will observe new limit) is a good step, but no stopping marhins are, in my opinion, vital. SH3 is not a suitable place for a carpark.
294	Individual submitter	(NO COMMENT)
295	Individual submitter	SH3 Whanganui to Westmere Speed Review Thank you for the opportunity to comment. I have read your Have Your say on safer speeds brochure. This whole speed change appears to be driven by an emotive plea of a group of people that the existing regulatory speeds are ?too high to be safe. Clause 3.3(3) of your 2017 Speed Rule requires speed change to be at obvious changes in road side development or road environment. This is not being adhered too. What is at issue here? The Virginia Heights section and Wanganui to Westmere section. I like to think Urban areas are for trading in and rural areas are for driving in. Where NZTA and Council Planning mixes up the two views there are issues. It is always the Rural highway Sections being compromised. In some cases this is historic. The Virginia Heights Section: Currently this area has seen little roadside change in the last thirty years. Development of housing off the existing side roads has been extensive and will continue to be so. Generated traffic from these locations has yet to be significant. There has been no requirement by NZTA or Council to require the developer to mitigate these development effects at the SH intersections on this road section. Neither has Council suggested a portion of the combine development contribution from subdivision be used to mitigate the traffic effects. This is something NZTA should have called for. This is SH3. Not an urban arterial road. SH3 Great North Road requires high consideration due to its National Function. Current traffic volumes will continue to increase including Heavy Commercial Vehicles (HCV). There is a large vertical curve central in this urban

		<p>length which includes the growing Tirimoana Place subdivisions, past, current and future. Previous Councils have allowed a historic safety footpath in this 70km area, where-as any requests for such a pathway in other areas of the city are declined or ignored. An example is Montgomery Road and Mosston Road. Large roadside berms also exist giving good property separation. There is no discussion in this document on possible safety mitigation to enable the 70 km/hr speed limit to be maintained. There is no discussion on mitigation effects such as a central flush median in this road length. There is no evidence that trained traffic engineers have even been consulted. Recommendation 1: Given these circumstances a modified reduction in speed to 60 km/hr should be the maximum change. Whanganui to Westmere Section: This is clearly Rural Highway. There are two recorded fatal road crashes in the last 20 years. A pedestrian, this person by all accounts decided to lie on the road at night and got run over, surprisingly he died. The second is a fatigue type crash, something could have happened along any road length, 2 dead. In either case the highway speed limit cannot be considered a significant factor. There are many minor traffic incidents but this is normal to any highway length. A change from 100 to 80 km/h will make little difference to their number or outcome. Major development along this Highway includes a Service Station with a Cafe, a disused Dairy factory that has various commercial activities that come and go, and a Church. There is also the Pickwick Road Intersection, the major Rapanui Road Intersection and Blueskin Road Intersection. It is many years since Rapanui Road intersection area and the associated curve were reconstructed. Discussion of these rural features: Pickwick Road Intersection: An area with wide SH shoulders, appears to function well. Service Station and Cafe, Rapanui Road Intersection: These three adjacent features are major traffic generators and conflict with through traffic. Frontage of the adjacent three houses were occupied many years ago by NZTA to improve sightlines through this intersection and the commercial area. There is no obvious recent traffic engineering and safety study to review this area since the major capital work. At Rapanui Road I would review the Give Way to a Compulsory Stop, consider revising the traffic island to allow left turn in and a left turn out from Rapanui Road. An extreme option is to close the exit lane onto SH3 or close off the total intersection. At the Service Station and Cafe, install a solid shoulder island across the frontage to control the entry and egress points. Clearly the painted yellow hatching is abused with some parking obstructions. Consider a solid central median. This facility however does provided a useful motorist service, a fuel point and a rest stop. Westmere Dairy Factory: This site once handled milk deliveries including dairy tankers. It was then a meat plant and has then morphed into other activities. Clearly any further changes to</p>
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		<p>these current activities have been assessed and approved by the controlling authorities.</p> <p>Presbyterian Church: Its main use would appear to be each Sunday morning service. The ingress and egress of vehicles generally occurs once week and is insufficient to warrant a speed limit change. Current sealed road shoulders are adequate to support this facility. Blue skin Road Intersection: Currently this has a RD184 treatment, that is widened shoulders. There is no discussion on the installation of a full right turn bay. The suggested termination point of the new speed zone is 100 metres north on this intersection. There would be very little speed change at this intersection. General: There is merit in introducing a 80km/h restriction from the City but not to Blueskin Road. Have this 80/100 transition relocated to the end of the right hand north bound curve between the Rapanui Road/Service Station and the Factory site. This would fit the NZTA speed criteria. Recommendation 2: Given these circumstances a modified reduce length of 80 km/hr be introduced from 200 metres north of Tirimoana Place/ Great North Road to 300 metres north of Rapanui Road. Recommendation 3: Rapanui Road intersection be reviewed. Install a compulsory stop ? crash records support this. Review the island design per the above. Recommendation 4: Install a solid traffic Island on the shoulder outside the service Station. This must also extend into the Service Station to ensure sight lines for ingress and egress traffic and SH through traffic are not compromised. Recommendation 5: Review the need for a solid central median to control errant traffic behaviour. [REDACTED]</p>
296	Individual submitter	<p>Thank you for the opportunity to comment. I have read your 'Have Your say on safer speeds?' brochure.</p> <p>This whole speed change appears to be driven by an emotive plea of a group of people that the existing regulatory speeds are 'too high to be safe'.</p> <p>Clause 3.3(3) of your 2017 Speed Rule requires 'speed change' to be at obvious changes in road side development or road environment. This is not being adhered to.</p> <p>What is at issue here? The Virginia Heights section and Wanganui to Westmere section. I like to think Urban areas are for 'trading in' and rural areas are for 'driving in'. Where NZTA and Council Planning mixes up the two views there are issues. It is always the Rural highway Sections being compromised. In some cases this is historic.</p> <p>The Virginia Heights Section: Currently this area has seen little roadside change in the last thirty years. Development of housing</p>

		<p>off the existing side roads has been extensive and will continue to be so. Generated traffic from these locations has yet to be significant. There has been no requirement by NZTA or Council to require the developer to mitigate these development effects at the SH intersections on this road section. Neither has Council suggested a portion of the combine ?development contribution? from subdivision be used to mitigate the traffic effects. This is something NZTA should have called for. This is SH3. Not an urban arterial road. SH3 Great North Road requires high consideration due to its National Function. Current traffic volumes will continue to increase including Heavy Commercial Vehicles (HCV).</p> <p>There is a large vertical curve central in this urban length which includes the growing Tirimoana Place subdivisions, past, current and future.</p> <p>Previous Councils have allowed a historic safety footpath in this 70km area, where-as any requests for such a pathway in other areas of the city are declined or ignored. An example is Montgomery Road and Mosston Road.</p> <p>Large roadside berms also exist giving good property separation.</p> <p>There is no discussion in this document on possible safety mitigation to enable the 70 km/hr speed limit to be maintained. There is no discussion on mitigation effects such as a central flush median in this road length. There is no evidence that trained traffic engineers have even been consulted.</p> <p>Recommendation 1: Given these circumstances a modified reduction in speed to 60 km/hr should be the maximum change.</p> <p>Whanganui to Westmere Section: This is clearly Rural Highway.</p> <p>There are two recorded fatal road crashes in the last 20 years. A pedestrian, this person by all accounts decided to lie on the road at night and got run over, surprisingly he died. The second is a fatigue type crash, something could have happened along any road length, 2 dead. In either case the highway speed limit cannot be considered a significant factor.</p> <p>There are many minor traffic incidents but this is normal to any highway length. A change from 100</p>
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		<p>to 80 km/h will make little difference to their number or outcome.</p> <p>Major development along this Highway includes a Service Station with a Caf?, a disused Dairy factory that has various commercial activities that come and go, and a Church.</p> <p>There is also the Pickwick Road Intersection, the major Rapanui Road Intersection and Blueskin Road Intersection. It is many years since Rapanui Road intersection area and the associated curve were reconstructed.</p> <p>Discussion of these rural features:</p> <p>Pickwick Road Intersection: An area with wide SH shoulders, appears to function well.</p> <p>Service Station and Caf?, Rapanui Road Intersection: These three adjacent features are major traffic generators and conflict with through traffic. Frontage of the adjacent three houses were occupied many years ago by NZTA to improve sightlines through this intersection and the commercial area. There is no obvious recent traffic engineering and safety study to review this area since the major capital work.</p> <p>At Rapanui Road I would review the ?Give Way ? to a Compulsory Stop, consider revising the traffic island to allow left turn in and a left turn out from Rapanui Road. An extreme option is to close the exit lane onto SH3 or close off the total intersection.</p> <p>At the Service Station and Caf?, install a solid shoulder island across the frontage to control the entry and egress points. Clearly the painted yellow hatching is abused with some parking obstructions. Consider a solid central median.</p> <p>This facility however does provided a useful motorist service, a fuel point and a rest stop.</p> <p>Westmere Dairy Factory: This site once handled milk deliveries including dairy tankers. It was then a meat plant and has then morphed into other activities. Clearly any further changes to these current activities have been assessed and approve by the controlling authorities.</p> <p>Presbyterian Church: Its main use would appear to be each Sunday morning service. The ingress and</p>
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297	Individual submitter	I support the proposed changes of reduction of speed by zones stated.
298	Individual submitter	<p>Yes. Instead of the new 80km area, make it 70km - still too many side entrances on to highway to make it safe at 80km. 70km up to Rapanui Road, then why not put a roundabout at the intersection of Rapanui Road/SH3 - we have a beautiful entrance and roundabout at the eastern entry to our city at Putiki. Do something similar, then drivers will slow down as they come in from the Taranaki side to the roundabout, then after that towards the city it will be only 70 km, then 50km as you've proposed. Gradually slowing down, safely. A Roundabout would make this intersection MUCH safer for all drivers. On the other side of this Rapanui Roundabout, (heading towards Taranaki) I would suggest 80km until at least 2 - 300m past Windermere Gardens, and</p>

		then 100km. The speed is far too fast for turning into Windermere, or for getting safely out - My suggestion would be a left hand turning lane on the Whanganui side, and a wider lane? or shoulder for cars leaving Windermere, turning right towards Whanganui. (Similar to what is at the current Rapanui Rd /SH3 intersection.) Thank you for considering my ideas.
299	Individual submitter	I agree with the proposals
230	Individual submitter	We support the changes proposed, thank you.
231	Individual submitter	I turn for Virginia Road south into Great North Road during the morning peak hour. Much of the traffic is still travelling over 50km ph at Virginia Road, well into the 50kph zone.
232	Individual submitter	Yes. 1) Take 50km out past Pickwick road as there is a proposed church to be built on the corner of Pickwick and Great North Road.
233	Individual submitter	50k proposed is good. 80k proposed is still too fast. Should be 70k zone. Rapanui Road, Caltex area site of numerous crashes.
234	Individual submitter	I/we agree with your proposal to lower the speed limit in this area to 80km/h. That is from Pickwick to Blueskin Road. We have lived in s 9(2)(a) previously and found it difficult to get onto the GNR when turning right. This was several years ago and now there are more people living in this area. If you lower the speed limit in this area, to be consistent you should consider also lowering the speed limit on the road from Westmere School to Mowhanau Beach - currently restricted and the road has no berm and is quite narrow.
235	Individual submitter	I support these changes. I would like to see a pedestrian crossing on SH3 between Oakland Avenue and Brassey Road to protect elderly people living in this area
236	Individual submitter	(NO COMMENT)
237	Individual submitter	I support the two proposed changes as above. Also, a proper turning lane into Blue Skin Road would be good, as this a dangerous turn, and cars don't always pull over to the side first.
238	Individual submitter	I think this is great. The amount of trucks going through this area is huge and many do not abide by the current speed limits, there needs to be some policing of this . I don't know what can be done but the route past Virginia Lake needs to be looked into to take trucks away from this area. The lake is used widely by the public and is a key tourist stop but at the best of times and especially when it becomes congested during the summer months the trucks are a hazard to both pedestrians and motorists, the modern day trucks and tankers with their double trailers are truly stretching safety boundaries. Road maintenance needs to be a consideration with the truck usage as well, hopefully with lower speeds the wear and tear will not be as great.

239	Individual submitter	We are fully in support of the new proposals
240	Individual submitter	(NO COMMENT)
241	Individual submitter	It would be nice to have the speed and Engine Breaks the speed to 50km as Great North Road is used as a highway by Cors and trucks they don't go by your signs mainly at night the engine break eve.
242	Individual submitter	Are you serious? 21 crashes in 10 years and you treat that as serious? How many vehicles have travelled the road in that 10 year period? Now put that in percentage form. You have got to be joking.
243	Individual submitter	With future growth in the area and an increase of traffic and young children I believe the 50km/h should continue to 200 metres past Pickwick Road when the new 80km/h would apply. It is dangerous exiting Pickwick Road with the increasing volume of large trucks travelling at speed
244	Individual submitter	We agree with these proposals.
245	Individual submitter	Would suggest the following: That the proposed 50km/h zone commence some 200m north of Pickwick Road. That the intersections along the speed reduction routes be altered to ensure better visibility. That road markings that allow for entry to the intersections be installed.
246	Individual submitter	(NO COMMENT)
247	Individual submitter	I think this is a good idea. The sooner the better! I have always thought the speed limit too fast from Puckwick road to Blueskin road. 80km/h sounds way reasonable.
248	Individual submitter	In full agreement of above proposed changes to reduce speed. Please reconsider monitoring and reducing the speed limit for Montgomery Road too. Monitoring of vehicle speed done recently has shown the majority are exceeding the 60km/h speed limit, and some are doing over 100km/h. This requires urgent attention please before someone is killed. Happy to provide a formal speed monitoring report.
249	Individual submitter	I support both speed reduction zones. We need a separated cycle kabe gere too. I also see a vital need for pedestrian overpans at either option as marked - there are many kids, older folk and dog walkers who struggle to safely cross here. While an overpass is more expensive, a level zebra crossing would be too tricky with visibility. It also allows freer flow of traffic and pedestrians. I've also highlighted areas where turning traffic created very real risk for pedestrians when it's turning into local roads. There is very little room, especially now the dog park entrance. Very bad for cyclists.

250	Individual submitter	It is getting to be a busy built up residential area We support the lower speed limits as proposed above
251	Individual submitter	I support the reduction of the speed limits for the Great North Rd for the areas stated. The intersection at Rapanui Rd has had many near misses and lowering the limit would be a sensible solutuion.
252	Individual submitter	All for the lowering of speed limits. Difficult road to drive on to due to speeding cars.
253	Individual submitter	Yes there are. I feel that the 80 kph should be further reduced to 70 kph. Todays drivers constantly ignore the recognised speed limit so at 8o kph they will be travelling at closer to 90 kph so at 70 kph they will probably be doing near 80 kph and there's no one to apprehend them. A great many driver today simply ignore the laws governing safe driving and it appalls me when I see it. I have been driving for 69 years and have never had or been involved in a car accident. As you have already pointed out Whanganui is growing and the road usage has changed and i do believe that it is a excellent idea to make the changes with some thought to what I have already stated.
254	Individual submitter	(NO COMMENT)
255	Individual submitter	Change it as proposed. There are also other changes that need to be made for safety. 1. Cars should only park outside a 20 metre distance from all intersections 2. Yellow lines should be on the top of T intersections atleast 60meters. For visibility purposes
256	Individual submitter	We are in support of the proposed speed limit changes. We also note that the Great North Road has become more and more neighbourhood road and it being a SH3 is no longer appropriate. While there has been land put aside in Springvale for a bypass, this proposal has obviously been scrapped. The pressure on Great North Road to continue to be a SH3 will lead to difficulties for residents as well as motorists, due to the narrowness of the road, especially beside Virginia Lake and the public reserve and gardens. There should be serious consideration for an alternative extension Fitz Avenue and the inevitable increase of traffic along Masston road.
257	Individual submitter	Can I suggest that the change to 80km/h be reduced to 70km/h. This would give extra safety to this area and also to the Rapanui road Junction. Proposal one agree. Proposal two 70km/h not 80km/h
258	Individual submitter	The reduction of speed is strongly supported, these reductions will reduce the noise levels and make living in this area better also safer. In an ideal world Montgomery Rd should be a bypass for

		all "heavy traffic". The likes of Fonterra and cattle trucks roar along Great North Road from as early as 3am - rarely do they observe the current speed limits!
259	Individual submitter	Please this is way overdue... but needs to be enforced. Speeding into the 50 zone from the north is prevalent.
260	Individual submitter	(NO COMMENT)
261	Individual submitter	Good idea
262	Individual submitter	We agree mostly with the proposal. Great North Road (SH3) would be safer with a right hand turning bay into Blueskin Road. You should consider the change of speed limit 100m north of Blueskin Road / Great North Road (SH3) is too close to the intersection.
263	Cycling Action Network Inc.	CAN supports these changes. These are in line with the Govt's Road to Zero road safety strategy. There's no doubt that lower speeds reduce risk for all road users. Some recommendations: Start the 50km/h zone where currently the 70km/h zone starts. Recommend that the 50km/h continues to the Rapanui Rd junction due to many people cycling that road and visiting the cafe, the beach, the walkway or Reserve. Extend the slower speed limit all the way to the Berry Farm as that is popular. Alternatively, widen the shoulder or build a cycle lane.
264	Individual submitter	I agree with the proposed changes to speed limits. A related safety issue is that there is no predestruab crossing along the full length of Gt North Rd, particularly in the more populated area between Parsons street and Parkes Avenue. I think a most logical place for a crossing or traffic lights would be the St Leonard street intersection adjacent to the St John's Hill shops. At the same time the vehicle access to and from the shops from Gt North road should be closed, with the only access to the shops being off St Leonard Street.
265	Individual submitter	Before you look at this area I think you need to look at the speed limit between Tayforth road, Francis road and Westmere school. There are a numbers of new houses in this area as well as a number of blind spots the speed limit should only be 70km/h
266	Individual submitter	We agree with proposed changes
267	Energy Vets Taranaki Ltd	The reduction in speed limit is a great step in the right direction to making this road safer. Every morning I have to negotiate the Richmond Road, Devon road intersection. I worry that even with a reduced speed limit this intersection will still be dangerous due to the blind corners on the right as you pull out of Richmond road but reducing the speed limit will definitely help, thank you.
268	Individual submitter	No and I agree these changes are necessary.
269	Individual submitter	Agree with above however I believe the 80km/h limit should be extended beyond 100m north of Blueskin road to after Windemere gardens. There are more and more developments between

		the proposed extension of the 80km/h and past Windemere as well as the bust and high traffic flow and Windemere endeavouring to turn onto and off SH3.
270	Individual submitter	<p>I am writing in support of the proposed speed limit changes on State Highway 3. My reasons are detailed below: Safety s 9(2)(a)</p> <p>Entering Turere Place coming from town is often made difficult because following traffic is usually already accelerating to get up to speed before the 70Km/Hr sign. Exiting Turere Place is often exciting to say the least with traffic from out of town braking to reduce speed and traffic heading out of town intent on accelerating to get up to speed as quickly as possible. Matters are made worse because of the number of vehicles that park all day, during the week, next to the Council reserve on the corner of the street. I believe that these are vehicles belonging to those who carpool when heading out of town to Waitotora, Waverley and Hawera. Whilst I applaud the concept of carpooling, cars parked next to the reserve severely restrict visibility of vehicles coming from town when exiting Turere Place. I don't think the speed limit changes will alter where these vehicles park as there is a much narrower hard shoulder where the new 50/70Km/h border is planned. I would therefore ask for consideration be given to restricting parking next to the reserve, at least from the corner of Turere Place to the first lamppost by the reserve. A dedicated carpooling car park area near the reservoir would be the best answer but that would probably cost too much. Engine emissions from vehicles accelerating would I believe be reduced also. Noise This is a residential area and the noise created by large Truck and Trailer units braking to reduce speed to 50Km/h is considerable. The worst are empty stock trucks as the loose metalwork shakes the whole house, even through double glazing. Similarly trucks leaving town and accelerating to get up to 70Km/h cause considerable noise. I believe the proposed constant speed of 50Km/h would alleviate much of this noise.</p>
271	Individual submitter	With the increasing population and traffic flow in and out of SH3 we should be finding ways to allow traffic to move quickly and freely through the town. Constantly reducing the speed limit in that area is causing a backlog that runs right back to town on occasions and if we keep reducing speed limits where the area is populated we will end up with a 50 zone all the way to Waverly. People that move into these areas are aware of the 100 km speed limit so why keep changing it?
272	Individual submitter	Yes, agree with all of your proposals to change the speed limits on State Highway 3.
273	Individual submitter	Put a cop, or radar, on the section of road,regularly, to enforce the new speed limit, and make the mutts slow down, otherwise it will be all in vain. The new-ish speed limits on Mosston Rd and Montgomery Road are routinely ignored, as there is no incentive for these mutts to slow down. The only thing they will respond to is a stiff fine!!!

274	Individual submitter	Judder bars
275	Individual submitter	(Proposal 1) I would suggest moving this proposal closer to Tirimoana place. The reason is vehicles heading into town at 80km/h can roll up that rise and lose their speed ready for the 50km/h zone (currently the 70km/h zone). I always find changing speed at the bottom of a hill challenging, especially with other cars on my tail. I don't think there are any driveways on that 200m stretch. You could put in a 50km/h ahead sign at the current squeeze point to warn drivers. (Proposal 2) I regularly see cars, when pulling to Blueskin road don't leave enough space. Changing from 100km/h to 80km/h may help, I suggest looking at an intersection and discourage cars from pulling into Blueskin when it is unsafe to do so.
276	Individual submitter	(NO COMMENT)
277	Atlas Transport Ltd	(NO COMMENT)
278	Individual submitter	(NO COMMENT)
279	Individual submitter	As I said before, putting zebra crossings in at the bird avairy crossing at Virginia lake, would slow down motorists aswell as decreasing the speed limit and putting a zebra crossing at st John's shops, aswell as decreasing the speed limit for motorists and residents of st John's hill can cross the great north road safely..and putting speed cameras on the appointed shw3..so it will encourage mororists to be aware of them, so in turn will reduce the speeds car drivers drive up shw3..and make it safer for children, the elderly and residents of sthw3 to cross the road at appointed zebra crossings..I myself have been a victim of nearly being hit by a domino's pizza delivery person on that road, and I have already had a major mva in 2001 and dont want to be a victims of getting hit again by drivers racing up great north road to get to their clients residence on time..I think what you are promising is vivable and can become reality if we take into account the safety of the future generation driving skills..I thinking it should be made harder to get your learners, so people have the correct skills when driving a vehicle around wanganui and nz..I look forward to recieving some feedback from nzta about my submission. Look forward to hearing from you soon
280	Individual submitter	Agree with the speed limit. I bike to and from work and the force of the trucks shakes me and my bike. A turning lane into Blueskin Road would be good. I look up in my rear vision mirror and see cars that have to make a quick turn to drive around me, sitting in the middle of a 100km road. Do not stop lines on the shoulder by the turn off into Blueskin Road. There is a house there and people park their cars on the shoulder where we turn off to Blueskin Road. Some people pull to the left to wait and turn into Blueskin Road. § 9(2)(a) had told us we were getting a turn in

		bay in the Great North Road to Blueskin turn off. This was also announced in the newspaper a feww years ago.
281	Individual submitter	<p>agree with speed limit</p> <p>I bike to and from work and the force of the trucks shakes me and my bike.</p> <p>A turning lane into Blueskin Road would be good. I look up in my rear vision mirror and see cars that have not noticed that I have stopped, and they then have to make A quick turn to drive around me, sitting in the middle of A road.</p> <p>Do not stop, lines on the shoulder by the turn off into Blueskin road. There is A house There and people park their cars on the shoulder where we turn off to Blueskin road.</p> <p>Some people pull to the left to wait and turn onto Blueskin road. s 9(2)(a) had told us we were getting A turn in Bay on the Gt.worth Road to Blueskin turn</p> <p>I bike to and from work and the force of the trucks shakes me and my bike.</p> <p>A turning lane into Blueskin Road would be good. I look up in my rear vision mirror and see cars tthat have not noticed that I have stopped, and they then have to make A quick turn to drive around me, sitting in the middle of road.</p> <p>Do not stop, lines on the shoulder by the turn off into Blueskin road. There is A house There and people park their cars on the shoulder where we turn off to Blueskin road.</p> <p>Some people pull to the left to wait and turn onto Blueskin road. Ray Stevenson had told us we were getting A turn in Bay on the Gt.worth Road to Blueskin turn</p>
282	Individual submitter	Tick (50km/h) . Tick (80km/h)
283	Santo Stables	<p>Yes. s 9(2)(a) We have narrowly avoided head on collisions numerous times exiting our driveway by vehicles overtaking at speed from the brow of the Tirimoana Place hill heading out SH3. We have also recently had a speeding vehicle mount the curbing & demolish the 70k sign. We own & agist Racehorses on our property which are often spooked by speeding vehicles & trucks engine braking from Pickwick Road heading towards Wanganui. (Installation of horse riding signs would be most welcome). As you are aware, there is also new subdivision (200+ properties) with a new exit road going in opposite Pickwick Road. This will further increase traffic along that stretch of road. We would like to see the 50k zone be continued to Rapanui Road with the 80k zone commencing there then increasing to 100k after Blueskin Road. Thankyou for your consideration of our feedback.</p>
284	Individual submitter	What provisions are being made for cyclists? With more homes in this area and a lowered speed limit a safe cycling space would potentially help to entire people to commute/ ride when they

		<p>can.</p> <p>What will be done to enforce the speed limit currently a high percentage of road users, especially trucks come through the exiting 50km/h at well more than that. As far as we have observed there is no active management of this speed, therefore reducing the speed limit may no change status quo in fact may increase the problem so it may appear safer but in reality no change. The intersections at Tayforth and Blueskin are not ideal - will these markings etc be looked at the same time for potential safety improvements e.g the flashing lights like when you come into Palmeys.</p>
285	Individual submitter	<p>Yes that a double lane? (unsure what to call it) be put in place from when you are turning right in to Blueskin road from off State Highway (SH3). As the amount of times I have nearly had cars, trucks etc nearly ram in to me from behind is unbelievable. And that they can come up from the left hand side safely and not have to slow down. Considering the amount of traffic that turn in to Blueskin Rd due to a lot of house being built Westmere/Brunswick area.</p>
286	Individual submitter	(NO COMMENT)
287	Individual submitter	I support the changes proposed
288	Individual submitter	<p>There has been no problem with the current speed limit. People all along state highways have driveways in 100km/h zones. Better signage and road widening with right hand turning bays in appropriate places would be much more suitable</p>
289	Individual submitter	(NO COMMENT)
290	Individual submitter	<p>To whom it may concern, I have lived and worked on Blueskin (spelt as one word, not two) all of my life and I feel that people have moved into the district from in town and decided they need to change everything to suit them or as they see fit. I am not a roading engineer but I feel that I am able to use my common sense on this proposal. I feel that the best way and the cheapest way to fix this problem is to bring the 50Kmh sign to where the 70Kmh sign is now. If you have to change the speed limit to 80kmh then only come 200-250 meter north of the Caltex Station. Then put a STOP sign on Rapanui Road as the accidents that happen there is because the drivers don't STOP. Then put a STOP sign at the end of the Blueskin Road. Please take this into consideration as with all matters it seems that the minority seem to rule around here. Remembering when people brought their houses out in the country they knew exactly what the speed limit was out here and now they feel that because they have been here for two minutes that they have the right to change something that has worked well in the past.</p>
291	Individual submitter	A turning bay for vehicles turning right into Blueskin Road
292	Individual submitter	(NO COMMENT)

293	Individual submitter	<p>s 9(2)(a)</p> <p>I see near misses on a daily basis.</p> <p>Entering the gas station</p> <p>Due to the speed of vehicles behind them, vehicles are often unable to slow quickly enough to enter the car park and forecourt area at a safe speed. There is a lot of pedestrain traffic wandering in this area - people entering and exiting our shop and the neighbouring Pukeko's Nest Cafe. Lots of kids and inattentive parents.</p> <p>Leaving the gas station</p> <p>The curvature of the road, both north and south, restricts visibility severely. This is further complicated by Rapanui Rd opposite, where there is no visibility of traffic approaching the intersection along Rapanui Rd. I suggest someone "do the math" here. Determine the points, north and south, where visibility ends. Then figure out how far away are vehicles travelling up to (and above) 27.7 metres per second.</p> <p>You'll find that vehicles you cannot yet see are mere seconds away, and travelling at 100 KPH.</p> <p>I would also add that I recently worked at the Mobil gas station in Turakina, where even the 70 KPH limit through the township failed to ensure safe entry speeds into the forecourt.</p>
294	Individual submitter	<p>As you ae aware from our address we use the Rapanui Road / SH3 junction frequently. It is imperative to slow down traffic on SH3 motorway at Rapanui Road, Blueskin Road and the Caltex Service, there are so many near misses. Our opinion is that the speed in this northern section should be reduced to 70km/h. The second area between Tirimoana and Turere Place, yes reduce to 50km/h. May I also suggest that NZTA looks at ways of limiting "boy racers" and "speedsters" on the length of Rapanui Road.</p>
295	Individual submitter	<p>Pickwick Rd is a residential area amd further development is planned.</p> <p>The transition from 50 to 80kmh should be 100m North of Pickwick, not Tirimoana. Doing this now will save lots of money having to go through this consultation process again in a couple of years time.</p>

296	Individual submitter	Agree. Agree. Would be great to see Rapanui road also reduced to 80km/h. Can recall three crashes this year alone.
297	Individual submitter	I fully support the proposed speed changes for SH3 from Virginia Road to Blueskin Road. Implementation of the speed reductions should also include an upgrade to the SH3-Virginia Road intersection as stipulated by the independent Commissioner who granted the consent for the Edith Collier Drive subdivision a few metres along Virginia Road. From memory this included a right turn bay for traffic travelling towards New Plymouth wanting to turn right into Virginia Road. Also, the pavement along the section of road between Virginia Heights and Turere Place is failing badly and urgently requires attention.
298	Individual submitter	(NO COMMENT)
299	Individual submitter	I use this road regularly and find that traffic generally goes faster than that you published. With fast growing numbers of vehicles on this road speed limits MUST be lowered.
300	Individual submitter	Totally agree these changes should be actioned. I have already signed a petition re recommendation to reduce the speed limit. We have lived in Tirimoana Place for just two years and in that time traffic flow has increased greatly and turning onto SH3 is becoming a mission and with a new subdivision underway the decision must be to reduce the speed. One does wonder why NZTA has to have public consultation at great expense when they should be able to make the decision as a Government Department.
301	Individual submitter	(NO COMMENT)
302	Individual submitter	A total bypass to Westmere as originally planned to take traffic from built up residential areas. Alternatively a round about at Great North Road/Virginia road intersections.
303	Individual submitter	I agree with the proposed changes to the above.
304	Individual submitter	Agreed. Infact - suggest 70km/h for the Westmere stretch.
305	Individual submitter	(NO COMMENT)
306	Individual submitter	(1) This is what it is now (2) We would like to see this change start north of Pickwick road
307	Individual submitter	heavy traffic makes it very dangerous i believe the speed limit from Tirimoana place to blueskin should be 70klmh as there are new subdivisions to be opened up in that block land has been sold sections advertised waiting for resource consent and being nxt to a ww1 memorial church which is flourishing with new members and a community hall for out door bowls and public gathering will only get busier
308	Individual submitter	We regularly travel the WGI -> New Plymouth road. All sounds really sensible to me; Go for it.

309	Individual submitter	I agree with the speed chnges proposed. However, there needs to be some form of safety measure for pedestrians crossing SH3 closer to the St Johns shops. You take your life in your hands at times trying to cross that road! Perhaps a raised pedestrian crossing as is being erected near the Wanganui East bridge on Somme Parade.
310	Individual submitter	I agree with the above.
311	Individual submitter	Your Safer Speed Review is welcomed Virginia Heights - 50km/h extension Consider a Change please! 1 From 30m south of Turere place/Great North Road (SH3) intersection to 200m north of Pickwick Road/ Great North Road/SH3 Reason - The Pickwick road T intersection onto SH3 is very dangerous when turning, especially when the SH3 tared shoulder has stationary vehicles parked while making mobile phone calls etc..a reduction in speed would on this section of road, lessen the danger of an accident. (My neighbour had a rear end collision accident - his trailer bar was pushed right up to the front seats.) 2 The road surface from Virginia road to Tirimoana Place has sunk and is uneven. Vehicles parked on both sides narrows the road width - needs urgent attention. SH3 is so busy now, what is it going to like in 10 years. We need a bi-pass for South/North bound traffic. 4 At the Y junction at SH3/Virginia road vehicles are parking right up to the intersection turn on SH3 - blocking a clear north view up SH3 when turning right from Virginia road- constant delays are incurred. 3 The WPMChurch on SH3 - every Sunday we have near misses with trucks and vehicles travelling at 100km/h + . A reduction in speed will help!
312	Individual submitter	Thank you for the letterbox drop information brochure regarding the above review. This proposal would be the second best thing you could do to SH3 in that area and the quicker it can be put in place the better. The best thing you could do would be to yellow line a no parking area for about 40 meters from St Leonard St / SH3 intersection. When vehicles park in this area it block off the sight of SH3 to beyond the bend in SH3 lower down the hill. This means the front half of a car wanting to exit St Leonard St and turn right has to proceed out into the up hill (north bound) traffic flow to see if anything is coming up the hill. A car that is half way across the traffic flow land runs a very high risk of causing an accident with up hill traffic. Also having the line of vision blocked off by parked vehicles means that the exiting vehicle runs a very high risk of an accident by being hit in the side (T-boned). This is a very dangerous intersection which could easily be made safe by extending the no parking area by approximately 40 - 50 meters (max). There is a shopping car park easily accessible, and designed for traffic and for the purpose of

		<p>having vehicles stop safely, however whoever controls the safety on this road in the past has been negligent and allowed vehicles to stop and park dangerously in a very narrow part of SH3. Now these comments don't take into account that if a south bound (down hill direction) vehicle wants to turn off SH3 into St Leonard Street, then it has to wait for north bound (up hill) vehicles to clear which then banks up the downhill traffic flow to a stop and often the queue is stopped back as far as Lake Virginia. Throw in the mix a vehicle wanting to exit St Leonard Street at the same time and then there is chaos. This intersection looks innocent enough on paper but in reality it is extremely dangerous. It could be reasonably fixed by the use of a bit of yellow paint dotted along the up hill side of the road for 40-50 meters.</p> <p>Please send an inspector to actually view what reality is and to physically be the driver of a car trying to exit St Leonard Street into the downhill traffic flow on SH3. Then urgently go through your process (if really necessary...) to rectify this extremely dangerous intersection problem. And good on the department/agency for doing something positive about the speed between Whanganui and Westmere. We just need the intersection here sorted.</p>
313	Individual submitter	Yes do it!
314	Individual submitter	I would like a pedestrian crossing by St Leonard road. By this St Johns hill shops crossing the road is difficult. Also opposite the lake. I would be nice for traffic to slow down in the proposed areas. I ride a mobility scooter and several people also have scooters.
315	Individual submitter	Agree with proposed speed changes. Needs to be more regularly spaced signage on speed limits in that area.
316	Individual submitter	The speed limit is definitely too high we feel very vulnerable turning right into Eaton Place. Some cars (most) build up speed before the 70 sign. Especially trucks who want to gain speed to get up the hill. It is a very dangerous road,
317	Individual submitter	I agree with the changes, I hope it will make it safer for us locals.
318	Individual submitter	side roads to all have 50km signs
319	Individual submitter	I don't think that this proposal should go ahead. I believe that this could lead to more accidents as people are used to going that speed. It is a main highway out of town and generally people want to get where they are going so will travel more quickly anyway. The crash rate is very low, the road is good and there is no reason that 100km should not be safe.
320	Individual submitter	I wholeheartedly approve of the speed changes, Whanganui to Westmere, which NZTA is suggesting. Living on Blueskin Road, I am very aware of comings and going into Westmere Garage/ Pukekos Nest and from Rapanui Road. Plus with many more houses being built down

		Tirimoana Place, there will be traffic congestion at that t junction. Turning into Blueskin Road is dangerous too. Sitting in middle of road with traffic passing on left and right at 100km , indicating to turn right, is a dangerous manoeuvre too. I look forward to the change in speed limits. Also, to be considered, would be the parking at the top of St Johns Hill, outside the Four Square store. Perhaps parking on one side of the road would be an improvement in adding traffic flow.
321	Individual submitter	All rural roads should be 80km/h. Highways 100km/h where appropriate.
322	Individual submitter	I strongly agree and support the proposed speed changes. It is awesome to see AR responding to resident needs. It would be even better if AT considered erection of a way for pedestrian and cyclists to cross man North road. There is currently no way to safety cross! An overbridge would sensibly provide this and allow traffic to keep moving.
323	Individual submitter	I agree with the proposal.
324	Individual submitter	I agree with the changes, to improve safety. Thank you.
325	Individual submitter	Yes, the speed limit should be reduced in this area.
326	Ruth Whibley Hair Design	There is a problem that needs to be addressed in relation to the vehicles from nightshift workers from 'Silver Ferns Farm' who park s 9(2)(a) and across the road as well. The main problem is it has become dangerous and there have been many near misses. The vehicles are parked on the brow of a hill and block the view of oncoming traffic when coming out of these addresses. It is also difficult for those coming in as well as there is no space to pull over in time. Inoperate a hairdressing business at 183 and my clients have complained about how dangerous it is. I have actually lost some elderly clients because of it. s 9(2)(a) so a lot of coming and going too. These people have been asked not to park there but continue to do so. With the new subdivision going in next year at 181 it will become a serious issue! Please consider putting yellow lines on the road outside 181 and 183. The road has become so busy now it is just a question of time before an accident happens.
327	Individual submitter	Yes i agree with the 70kmph section currently needs to change to 50kmph as you propose but also to extend to 50kmph to Rapanui road corner were the service station is that area and heading towards Whanganui has excessive speeds being done in that area trucks are using exhaust breaks from Pickwick road on to slow down and in to the town area ,i also beleive the 80kmph could then extend north from the service station rapanui road to the Blueskin road junction, new subdivisions happening at tirimoana road and a proposed new access road for residents opsite Pickwick road will also add to traffic flow and i firmly the 50kmph should be along this area to ensure the best option and to abide by the authority?s duty of care given the appalling incidents and crashes in prior years. Thankyou for your time .

328	Individual submitter	<p>Yes!! Tayforth road, Francis road, Westmere road, Cameron road, West, Franic. These roads are still 100km/h. To reduce the speed to 80 to 70km/h.</p> <p>The above roads are all 100km/h. Please consider having all these rural road around this are the same speed - have consistency. There is a lot more traffic now and the can be busy. I push bike into my work (city) 3-4 per week and its dangerous especially when cars don't slow down or allow extra room when passing. Also the corner of Tayforth road and Mosston road. How many times have there been accidents there? Estimate 4-5 times a year when the fence/barrier gets repairs because someone has crashed into it.</p>
329	Individual submitter	<p>Could you consider lower speed limits on Tayforth road, now being increasingly used by large trucks. It has a narrow carriage-way and a number of children cycle to school on that road. Not suitable is a 100km/h zone.</p>
330	Individual submitter	<p>The 50Km should go all the way to Pickwick Road. The 80Km limit should be lowered to 70Km, from Pickwick Rd to Blueskin Rd.</p>
331	Individual submitter	<p>s 9(2)(a)</p> <p>We would estimate that most vehicles are travelling well in excess of 100 kph when they pass our property, and there are a lot more vehicles on this stretch of road, than ever before. We would like to see the proposed 50kph change, extended to north of the service station.... to incorporate the Rapanui Rd turnoff ... or better still, a roundabout installed. This area of road is only going to get busier and the level of danger that exists around the Caltex Service station / Rapanui Road hub, is alarming to say the least! Long term, we would suggest a bypass through Rapanui Rd - via Mosston and onto Heads Rd.</p>
332	Individual submitter	<p>(NO COMMENT)</p>
333	Individual submitter	<p>Along with supporting the reduction in speed limits on this route I would like to suggest the inclusion of two roundabouts. One at the intersection of Rapanui Road outside the Caltex garage and a second at the Virginia Road intersection.</p> <p>Not only would roundabouts make these two busy intersections safer. The physical presence of a roundabout works as a brilliant visual and psychological reminder that motorists are now entering a busy urban area. I have seen them used successfully this way overseas.</p> <p>I would also ask that NZTA review the traffic lights on the London st and Grey at intersections. As it's often is impossible to turn right coming off grey street as there are no turn arrows. It is also dangerous for peadestrians who need level access between the path and roadways. The present sloping curb access directs prams, bikes, wheelchairs out towards the middle of the intersection.</p>
334	Individual submitter	<p>Maybe make speed limit between Tirirnoana and Blueskin road 70km/h, safer for school buses.</p>

335	Individual submitter	I absolutely agree with the proposal. In fact I would like to see the 80km/h zone go further out to Watt Livingston Road or even Mission Road. There are lots of residential properties along that stretch, including ours, and getting back in to our driveway from the state highway can be difficult at times. There are areas where those needing to turn right into their driveways have nowhere on the left to safely wait. Drivers coming out of town come past Blueskin Road and then accelerate hard, overtaking along that straight almost as soon as they come out of the bend.
336	Individual submitter	We are pleased with the above proposed changes. One concern we have is that the verges on the side of the road aren't wide enough, especially when coming from the Waverley (North) end. It would be good to see them widened or median lines? We feel it would make pulling over near entrance driveways, so much safer
337	Individual submitter	(1) Support fully the reduction of speed to 50km/h to 200m north of Tirimoana place. (2) Support fully the reduction of speed to 80km/h to 200m north of Rapanui place only and because the area between Rapanui and Blueskin road should not be developed for rural lifestyle of residential activity as the land is quality farmland. The Whanganui District Plan zones land adjacent to SH3 north of Rapanui road as rural production zone as the land is class 1 and 11 quality soils. The minimum subdivision lot size is 10 hectares. Reducing speed to 80km/h on this stretch of road is unnecessary and many encourage a belief the area is suitable for rural lifestyle sections. It is not in my view.
338	Individual submitter	Over the last 20 year I have regularly travelled this road (at least 170 days a year, back and forth) I have never seen an accident. It would be better if the trucks and tankers could use a different, routaway from this area, say via watt-livingstone road to Whanganui. I am against changing the speed limit
339	Individual submitter	(NO COMMENT)
340	Individual submitter	Excellent idea however feel that 50km/h should be extended to just past Pickwick road
341	Individual submitter	I think the speed limit should remain the same for the Virginia Heights section. I agree that the speed limit could be reduced along the Whanganui to Westmere section. I think there should be a designated turn-off lane to turn from SH3 into Blueskin Road. It is quite dangerous when you have one vehicle turning right into Blueskin road from the centre line and another vehicle turning right into Blueskin road and has pulled over to the left verge of the road leaving no space for traffic
342	Individual submitter	Agrees with 50km/h. Agrees with 80km/h.
343	Individual submitter	I fully support the move to reduce the speed from 100km/h to 80km/h.
344	Individual submitter	(NO COMMENT)

345	Individual submitter	(NO COMMENT)
346	Individual submitter	I agree with the proposed changes.
347	Individual submitter	Having lived in the area for 50 years are for reducing the speed limit a necessity. The volume of traffic especially trucks has definitely increased and with new subdivisions it will only increase. Thi is imperative for safety.
348	Individual submitter	The proposal needs to be actioned immediately. You also need to look seriously at the St Leonard street/Great North road - SH3 Intersection. When cars are parked on the uphill side on Great North SH3 they completely block out any sight of traffic coming uphill when cars are exiting . There is a shopping car park available (25 car spaces) so making the side of SH3 a no parking area would considerably reduce the danger for uphill traffic flow and St Leonard street exiting. [drawing attached with suggestions to extend the no parking/stopping zone on SH3 at the SH3/St Leonards Street intersection]
349	Individual submitter	I strongly agree with your proposals but believe you need to consider speed issues and volumes of traffic back to the hill that leads up to St Johns Hill. I live close the St Johns Hill shops and I have seen many people struggling to cross the road- either to get to the shops or to the lake, in the face of large trucks and other vehicles speeding up the road. There are no pedestrian crossings or consideration for people walking and it is VERY dangerous. This is a residential area and you should not need to put your life in danger to visit the local dairy or park
350	Individual submitter	This change is long overdue and sensible and reflects the changing traffic patterns in this area of Whanganui.
351	Individual submitter	Speed Camera both directions around Mannington Road / Tirimoana Place
352	Individual submitter	I believe that a 70km/h from 200m north of Tirimoana Place/Great North Road (SH3) to 100m north of the Blue Skin Road/Great North Road (SH3) intersection would be safer in the long term, as the city in still growing to the north and would save going through consultation all over again in the near future. I am a driver license testing officer and I use this road for testing.
353	Individual submitter	Fully support the proposed changes. I hope the police will monitor that section of road closely. It's one thing having a lower limit and another for people to observe it. When I am exiting Parkes Ave onto SH3 I often see truck and truck and trailer units exceed in the 50km/h limit.
354	Individual submitter	I endorse these speed limit changes. I would like to see a bike lane along highway 3 at least up to Blueskin Rd. Coming from town, the busy intersection with Blueskin Rd is dangerous: Oncoming traffic is not visible until you are stopped and in a position to turn. I propose a turning lane be established, and the visibility of oncoming traffic should be improved.
355	Individual submitter	(NO COMMENT)

356	Individual submitter	(NO COMMENT)
357	Individual submitter	Suggestion: Make it 80km/h from bend in SH3 north of Watt/Livingstone & Western Line to 200m north of Blueskin Road Intersection. From there on 50km through to city. Do it now for the future. Do it once only.
358	Individual submitter	Move the speed indicator from near Virginia Lake to the beginning of the proposed 50 km/h near Tirimoana Place.
359	Individual submitter	All good - needed for safety. Will need to be policed especially when first implemented.
360	Individual submitter	We agree to this proposal considering the residential development continuing around this area and the increase in the volume of the big trucks passing through at high speeds.
361	Individual submitter	(NO COMMENT)
362	Individual submitter	Please consider doing the same with Montgomery Road.
363	Individual submitter	We agree with this
364	Individual submitter	I agree with the above proposed changes to the speed limits.
365	Individual submitter	(NO COMMENT)
366	Individual submitter	I would like to support the proposed changes as I believe they will improve safety on the road. I live off Eaton Crescent and am regularly nervous about turning right in to Eaton Cres due to the speed of other vehicles travelling on the road.
367	Individual submitter	<p>I am in full support of the proposal to reduce the speed limits on the Westmere approach to our city. My observations of behaviour of drivers on our road (Springvale road) at the Cavrsham road intersection is that the reduced speed limit put in place and the moving of the sign to our gateway has made no difference in the driving behaviour of many users. They just carry on as before.</p> <p>My suggestion is that the new signage is only part of the change. I suggest that it would be more effectice if it was in tandem with some face to face communication for the Traffic Police. Sure some drivers are very compliant, but others don't care a toss and continue to speed. If there was a planned intervention to pull up drivers who are speeding in the weeks following the signs being changed and the hard word put pm them, some drivers would change.</p> <p>After that it could move up a level to stopping all traffic at a road block and checking every driver for drink driving, licences etc.</p>
368	Individual submitter	I agree with above proposal
369	Westmere Presbyterian Memorial Church	Dear Committee Secretary, The Westmere Presbyterian Memorial Church Board of Managers have instructed me to write to the review committee regarding the possible change to the speed limit along that section of carriage way outside our church and community hall. We have been in

		<p>contact with s 9(2)(a) your Senior Safety Engineer since May 2017 in an effort to find ways to make it safer for our parishioners and other community users of our property to exit and enter SH3. The proposal of a reduction in speed is the first positive step in reducing the risk of collision and its likely severity we have had to date from New Zealand Transport Agency, so we are thoroughly in agreement with the proposal. The option given to us of widening the carriageway shoulder on both sides of SH3 by our entrance way at our cost, is a very expensive option. A lowering in speed from 100 kh to 80 kph would mean there would be a reduction of 40 metres of this shoulder work needed which makes the option less expensive. I would imagine that vehicles travelling at reduced speed would not generate as much road or wind noise which would be another positive side to this proposal. We are aware of the privacy statement associated with this survey and are not requiring any specific exclusions. Yes, we would like to be kept informed through the postal address at the heading of this letter on further developments relating to this proposal</p>
370	Individual submitter	<p>We feel the proposed speed alterations are justified. However our biggest safety concern is a lack of right hand lane for traffic turning into Pickwick Rd. Currently turning traffic are stuck in the middle of the road hoping those behind them travelling at 100km (soon to be 80km) can see them. There have several near missed. Adding to this danger is the number of people who pull up on the side of the road opposite Pickwick Rd presumably to make phone calls. We can only assume they select this space thinking it's the first wide space outside the Wanganui boundary. However if this happens and a turning vehicle is stuck in the middle there is nowhere for following traffic to go. A right hand turning lane would lessen this danger.</p>
371	Individual submitter	<p>Thank you for your offer of consultation on the proposed changes to speed limits on State Highway 3 ? Whanganui to Westmere. Although I have no objection to the proposals to reduce speed I believe that the speed changes will have little or no effect on the number of accidents on the highway. Having travelled this section of highway every day for 20 years I am aware of the many near misses and in the past 12 months of three accidents on the section of highway between Pickwick Road and Blueskin Road. Each of these accidents have occurred when vehicles travelling north along SH3 have stopped in the centre of the road waiting to turn right into either Pickwick Road or Blueskin Road. Vehicles waiting in the centre of the road have other vehicles passing at speed on the inside of them (inside the edge line) and oncoming vehicles passing them in the opposite lane. Because it is a busy road at peak times the vehicle sitting in the centre of the road is at high risk of impact, and I believe they are the cause of the accidents I have witnessed. Your proposal to reduce speed limits may be the lowest cost option but is least</p>

		effective option and will not address the underlying problems. An improvement that is much more likely to have safer outcomes is to construct layby areas at Pickwick and Blueskin Road intersections for north bound vehicles turning right to wait safely on the shoulder or; alternatively construct turning lanes in the centre of the road allowing a full lane for those passing on the inside.
372	Brown Brothers Bikes	Yes, the speed limit should be reduced in this area. I would prefer to see a limit of 70km/h until after Blueskin road :)
373	Individual submitter	more important to puts and slip lane at Blueskin corner before there is a serious event. reducing the speed that far to 80 kms is too slow Slip lanes at the Caltex garage would help also. people that are going to turn down rapanui rd tend to drive slow from town and hold uo traffic so will they drive slower than the new speed more than likely this causes motorists to get frustrated and impatient especially when they still have long distances to travel.
374	Individual submitter	Safety is paramount, particularly for people those exiting the Church, parking area.
375	Individual submitter	(NO COMMENT)
376	Individual submitter	Totally agree with this. Use that dangerous intersection all the time.
377	Individual submitter	I Totally agree with the proposed changes. Not sure where to add this but I would also like to see a speed reduction on Tayforth road (100 reduced to 80km/hr) . This road is now quite busy and some cars/trucks use it as a Raceway!!! Very dangerous!