

Organisation	Stakeholder Comments
Individual	The details look great on the plan. Looking forward to the amendments being commenced... Such a busy road nowadays. Wtg.
Individual	<p>I agree with the proposed speed limit reduction but would add the following.</p> <p>The proposed speed changes should, at the same time, consider a uniform speed from the Egmont Road / SH3 intersection all the way to the point 300 mtrs east of Bayly Street intersection. This is a total distance of about 13.1 kms.</p> <p>The lower speed would increase the time taken to cover this distance to about 9m 50s.</p> <p>This is an increase over the whole distance of about 68 seconds.</p> <p>Surely people are not in that much of a hurry that an extra 68 seconds on a trip from New Plymouth to beyond Motunui is that urgent or critical.</p> <p>A reduction in the number of speed changes over this distance must be positive in the NZTA drive to improve safety and reduce speeding.</p>
Individual	That's awesome re: the changes, however what about the intersection @ "Corbett Rd, Wills Rd, State Highway 3?"
Individual	I travel this route everyday and it is highly congested and tricky at times getting in and out. Something needs to be done at this intersection please.
Individual	I agree with the lowering of speed limits and definitely the two roundabouts. I believe another roundabout at McLeans St and SH3 highway junction as well. Also Highway 3A junction to highway 3. If too many roundabouts, put in lights to overcome all the problems.
Individual	I agree with the proposed changes to improve safety. I am concerned with the challenges and frustrations that already arise when a line of cars and vehicles is reduced to a very slow speed following tractors and agricultural machinery. With no passing lane, the journey through to NP will be a lot more than about 18 seconds as you indicate. I have seen people passing on yellow lines and in inappropriate places in the 80km zone. Could a couple of slow vehicle bays (as in Awakino Gorge) be included to allieviate this situation. Also centre barriers where no passing is safe (if anyone chose to ignore the yellow lines).
Individual	Instead of putting roundabouts in could you just lower the speed limit to 70 to 80 km/h. Roundabouts would be a curse on the highways. If you were to lower the speed limit on the really bad spot's it would save a lot of lives.
Individual	<p>1. I fully support the proposed new speed limit of 80km/h.</p> <p>2. Very concerned that the major changes on SH3 between Bell Block and Waitara will not start until late 2020. Why is it taking so long to implement?</p> <p>3. In the meantime could something be done about the intersection of the highway with Princess Street in Waitara. The problem is that traffic coming from New Plymouth and turning into Princess Street - Tikorangi end, cut the corner probably 90% of the time.</p> <p>We have a stop line on Princess Street in the right position, but the concrete centre divide is set back from that line by about one car length.</p> <p>If we stop on the line, we take a great risk of being hit by the turning behicles, especially when there is no traffic coming down highway 3 from Urenui.</p> <p>Now, I never go right to the line to stop, I stop back by about 1 car length at a point where the centre concrete divide ends. I wish the Police traffic team would spend some time looking at this problem, and they should be in unmarked cars to see what really happens.</p> <p>It would be good for someone from your Agency to observe what happens too.</p> <p>Can anything be done to improve this situation now - rather than waiting for the big project to happen. Thanks for the opportunity to comment.</p>
Individual	From North Waitara through to Waiwhakaiho Hill (60 sign). This stetch of highway should be 70. A further 18 seconds!!! The traffic is going to have to "slow" for (the proposed) roundabouts? (De Havilland Drive - SH3A - Egmont Road). NOW IS YOUR OPPORTUNITY (Be forward thinking).
Taranaki AA Council	<p>Thank you for the opportunity for the Taranaki AA Council (the council) to provide comment on the proposal to permanently reduce the speed limit from 100km/h to 80km/h on the following sections of SH3 between Bell Block and Waitara:</p> <p>from the existing 100/88 km/hr change point, located 360 north-east of the Mahoetahi Road/SH3 intersection to the existing 80/100 km/hr speed limit change point located 400m south-west of the Princess Street/SH3 intersection (Zone 3) a length of 4.3 km.</p> <p>From the existing 80/100 km/hr speed limit change point, located 430m north-east of the Princess Street/SH3 intersection to 300m east of Bayley St /SH3 intersection. A length of 0.9km.</p> <p>The dangerous nature of the intersections at De Havilland Drive/Airport Drive, SH3/SH3A, and Princess St in Waitara are well known and the Taranaki AA councillors are pleased to hear of planned improvements over the next three years including installing roundabouts at these locations. The Taranaki AA Council strongly supports these excellent safety initiatives and looks forward to their competition. Several years ago, the council gave qualified support to the temporary reduction to 80km/h on two sections of the road, when the passing lanes on Big Jims Hill were removed and replaced with a wide flush median. As stated in the AA's submission at the time, this has had the effect of reducing the highway to a two lane road with a wider shoulder. No provision now exists for the legal passing of slow moving heavy vehicles and farm machinery, which are both heavy users of this stretch of road, as you note in your letter of 18 November 2019. As a council we are aware that one of the reasons for the removal of the passing lane was the fact that under current regulation passing lanes are not permitted in an 80km/hr zone. However the resultant indecision by drivers on this section of the highway remains a problem and the reduction in the number of safe passing opportunities on the highways within Taranaki remains one of our council's concerns.</p> <p>Analysis of the crash data for the four zones between Bell Block and Waitara us attached and it is disappointing to note that the hoped for safety benefits do not appear to have eventuated. There has not been a reduction in crashes in the parts of the route where the limit went from 100km/hr to 80km/hr in late 2015. Significantly, the fatal crash in Zone 3 in 2018 has been found to have been caused by drug and alcohol impairment, not speed. Current research indicates that while people recognise that there are risks associated with speed on the roads, most are comfortable with this and are not supportive of speed limits which they feel are unnecessarily restrictive. Speed limits must make sense to the driver if a high level of compliance is to be achieved. If a road is self explaining at a travel speed of 100km/hr but has a limit of 80km/hr, it is unlikely the 80km/hr will be complied with. Economic effects and travel times also need to be taken into account and a reduction in travel speed from 100km/hr to 80 km/hr over 5.2 kms equates to a travel time increase of 47 seconds, not 18 seconds as quoted. While in itself a minor time increase in the interest of safety, added to the earlier 2015 speed reductions, the increase in travel time for users of the road between Waitara and New Plymouth is becoming significant and needs to be fully justified by evidence of increased</p>



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	safety benefits. The NZAA is a signatory to the Speed Management Guidelines (SMG) , the nationwide framework for the setting of consistent speed limits. The guide was introduced in 2016 and legally established as the new mechanism for setting safe and appropriate speed limits by the introduction of the Land Transport Rule - Setting of Speed Limits in 2017. The Taranakui AA Council appreciates that the implementation of the SMG against the backdrop of the new government's emphasis on safety is sensitive and has resulted in a desire within NZTA for a simplified approach to the setting of speed limits, but the SMG remains the legal framework. As a signatory to the guide, the New Zealand Automobile Association advocates for an evidence based approach to the setting of speed limits and a recent survey of AA members found that the vast majority of members strongly support meaningful consultation and do not think the setting of speed limits should be left to road controlling authority staff or politicians. SH3 between Bell Block and Waitara constitutes possibly the longest stretch of straight highway in Taranaki with some sections (the Bell Block bypass and the Waitara bypass) also some of the newest. For reasons of speed limit consistency and assuming that risk mapping recommends a safe and appropriate speed of 80 km/hr for the sections of road under consideration, the Taranaki AA Council gives qualified support to the proposed speed limit changes. The council however regards that changes as an interim measure and looks forward to participating positively in a review of the speed limit on this section of highway, following the completion of the safety improvements outlined above.
Individual	The current speed limits along this route are appropriate as per the standards and design of this road. A reduction to 80kmh in the sections as indicated in the map is completely unnecessary and adds to the frustration of an already longer journey time given the speed limit reductions which NZTA has already previously imposed along this route. Numerous passing lanes have been removed, and this road has become a complete exercise in frustration to drive given there are virtually no opportunities to move past slow moving traffic doing sub 80kmh speeds, ie farm traffic and related machinery. Instead of slowing this road down even further, NZTA should be seriously considering putting together a business case to 4 Lane the entire section from Bell Block to Waitara, to meet both current and future needs of motorists who use this highway. Reducing the speed and swapping out some signs is not the right approach NZTA!
Taranaki Regional Council	The Taranaki Regional Transport Committee is generally supportive of the proposal to extend the 80km/hr speed limit through this section of SH3, given the long-standing safety issues on this part of the network. However, the Committee expects that the planned physical safety improvement works programme, which it has long-advocated for, will aim to restore the 100km/hr speed limit in the long term.
Individual	The needs of all motorists who use this road on a daily basis should be considered as part of the proposal, not just some who have said they find the varying speed limits confusing, when in fact they are actually very clearly posted. It is highly ambiguous for the Transport Agency to use feedback from a few people only as the catalyst for slowing down this entire stretch of road to 80km/h when the road itself is relatively straight, has an excellent camber, overall good visibility and is well designed and fit for purpose at the current speed limits. Instead of slowing these non-urban stretches of road down to 80km/h, in order to avoid any confusion there might be, why does NZTA not arrange for larger more visible speed limit signs at the 80km/h and 100km/h zones, and in addition paint the speed limits on the road at the entry point of these zones so drivers have a greater awareness of the posted speed in the areas highlighted in this current proposal. Surely this would be a far better approach than a blanket speed limit reduction over a very lengthy stretch of road, further increasing journey times into and out of northern New Plymouth, which is something that is absolutely not wanted by the vast majority of motorists who safely use this road each and every day without issue.
Kidsafe Taranaki Trust	Kidsafe Taranaki Trust is made up of groups and individuals who work to prevent unintentional injuries to children/ tamariki in Taranaki. Kidsafe Taranaki is a Charitable Trust formed in 1994 and includes a wide range of health professionals and community volunteers committed to improving safety for our children/ tamariki. Kidsafe Taranaki Trust support the proposal in this speed review to lower the speed limit to 80km/hr between: • Mahoetahi Rd intersection to Waitara and • Waitara to Bayly St intersection We acknowledge the connection between speed and the incidence and severity of crashes. This part of State Highway (SH3) between Waitara and Bell Block has a high number of crashes and we support initiatives to reduce incidence and severity of injury on this road. Kidsafe Taranaki support the proposed speed limit reduction as part of a wider suite of road safety messages. Kidsafe Taranaki endorse the 'safe system approach' that acknowledges human fragility and the inevitability of drivers making mistakes. We urge continued development of traffic engineering solutions, enforcement of speed limit alongside community engagement and education to make this stretch of road safer.
Individual	Dear NZTA, Please see below feedback regarding the SH3 Waitara to Bell Block speed consultation. The needs of all motorists who use this road on a daily basis should be considered as part of the proposal, not just some who have said they find the varying speed limits confusing, when in fact they are actually very clearly posted. It is highly ambiguous for the Transport Agency to use feedback from a few people only as the catalyst for slowing down this entire stretch of road to 80km/h when the road itself is relatively straight, has an excellent camber, overall good visibility and is well designed and fit for purpose at the current speed limits. Instead of slowing these non-urban stretches of road down to 80km/h and in order to avoid any confusion there might be, why does NZTA not arrange for larger more visible speed limit signs at the 80km/h and 100km/h zones, whilst in addition paint the speed limits on the road at the entry point of these zones so drivers have a greater awareness of the posted speed limit in the areas highlighted in the proposal. Surely this would be a far better approach than a blanket speed limit reduction over a very lengthy stretch of road, further increasing journey times into and out of northern New Plymouth, which is something that is absolutely not wanted by the vast majority of motorists who safely use this road each and every day without issue. Regards, [REDACTED]
New Plymouth District Council	Attention: Ross I'Anson Dear Ross, SH3 WAITARA TO BELL BLOCK CONSULTATION Thank you for providing New Plymouth District Council (NPDC) with the opportunity to give feedback on the proposed changed to speed limits on State Highway 3 (SH3) between Bell Block and Waitara. We support the proposed reduction of speed limits on SH3 and see this as an initial critical step in making this important corridor into New Plymouth safer for all road users. The current inconsistent speed limits between New Plymouth and Waitara are confusing for all road users and by providing the same speed limit we believe driver behaviour on this length of road will improve. Our recent District-wide Safety Survey gained feedback from residents on their safety concerns. Specific issues to this length



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	<p>of SH3 were that "people are driving too fast" and "the speed limit is too high". These issues impact upon all road users, as well as the residents that live on SH3 and the first step in addressing these concerns is to reduce the speed limit. Speed limits across the wider NPDC road network are currently being reviewed in accordance with the NZ Transport Agency Speed Management Guidelines and we strongly support reducing speed limits where appropriate. We believe that changing the speed limits needs to be supported by infrastructure improvements to SH3 in a timely manner. We are well aware of the extensive changes proposed to this SH3 Corridor and look forward to working with you on this project. Yours faithfully, [REDACTED]</p>
Taranaki District Health Board	<p>SH 3 Waitara to Bell Block Speed Review Consultation New Zealand Transport Agency National Office Private Bag 6995 WELLINGTON 6141</p> <p>Email: taranaki.speed.reviews@nzta.govt.nz</p> <p>12 December 2019</p> <p>Submitter Details:</p> <p>Public Health Unit Taranaki District Health Board Private Bag 2016 New Plymouth</p> <p>We do not wish to speak in support of our Submission.</p> <p>Submission:</p> <p>The Public Health Unit of the Taranaki District Health Board welcomes the opportunity to submit on the SH3 Waitara to Bell Block speed review consultation.</p> <p>The role of the Public Health Unit is to work with other agencies and with the community to improve, promote and protect the health of the public. Health is defined as "a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity" [World Health Organisation 1948]. Injury and death resulting from road traffic is a significant concern and the impact from road crash deaths and injuries has a severe impact on families, friends and the community. We acknowledge the high number of crashes on State Highway (SH3) between Waitara and Bell Block and welcome initiatives to reduce incidence and severity of injury on this road.</p> <p>We support the proposed reductions in this speed review to lower the speed limit to 80km/hr between:</p> <ul style="list-style-type: none"> <li>• Mahoetahi Rd intersection to Waitara and</li> <li>• Waitara to Bayly St intersection</li> </ul> <p>The Public Health Unit supports the proposed reduction of speed limits on State Highway (SH3) are part of wider initiatives to improve road safety to reduce the incidence and severity of road crashes. We support these proposals as part of wider traffic engineering solutions to make the roads safer. We urge ongoing community engagement to gain public support and buy in for the proposed changes and safer driving behaviour.</p> <p>If there are any queries about this response, please contact me at the Taranaki District Health Board by [REDACTED]</p> <p>Yours sincerely</p> <p>[REDACTED]</p>






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	Service Manager, Public Health Taranaki District Health Board
New Plymouth Injury Safe	New Plymouth Injury Safe (NPIS) is a Charitable Trust, which consists of coalition of local organisations and groups with an interest in injury prevention and community safety. The collaborative partners of New Plymouth injury Safe are: • Accident Compensation Corporation (ACC) • Bishop's Action Foundation • Fire and Emergency New Zealand • Kidsafe Taranaki Trust • New Plymouth District Council • New Zealand Police • Worksafe New Zealand • Taranaki District Health Board • Taranaki Rural Support Trust • Tui Ora Ltd. New Plymouth Injury Safe would like to indicate their support for the proposed changes to the speed limits. We would support any initiative that would see a reduction in death and serious injury on our roads. This is a busy stretch of road with a high concentration of businesses, key infrastructure such as the region's airport and residential dwellings. These changes are also important as the areas of Bell Block, Waitara and surrounding areas are expected to grow considerably over the next few years. There is international research that provides guidance as to suitable speeds on various classes of road and NZTA have provided new guidance in their management guide (2019): so provided these speed reductions are supported by the evidence we advocate for the proposed changes. We commend the combination of changing to lower speeds alongside permanent structural and engineering improvements to the highway, such as the proposed roundabouts and safety barriers. We would like to see a continued increase in structural and engineering changes throughout the SH3 Waitara to Bell Block area. We recommend that NZ Transport Agency continue to engage widely on these proposed changes with the community to maximise knowledge and acceptability for these changes. A variety of methods would be beneficial to use, including media channels such as newspaper, radio and social media. This includes consulting directly with local iwi, land owners, the large numbers of homes as well as businesses located in this area as well as commuters who use this road every day. Promoting the proposed changes alongside the rationale for how they will reduce injury and death is imperative. Reference: NZ Transport Agency (2019). Speed Management Guide: Volume 2 toolbox – how to implement treatments and activities. Retrieved 3 December 2019 from: <a href="https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-toolbox-and-appendices-201611.pdf">https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-toolbox-and-appendices-201611.pdf</a>
Individual	It is not the speed that is confusing or needs changing, it is the dangerous intersections and the state of the road. We need to improve the conditions and layout in order to make the roads safer. With the roundabouts at these key intersections, it will assist in reducing/eliminating the number of accidents. What will happen by reducing the speed is you will then have the flow on of drivers going even slower than the speed limit, this then leads on to dangerous driving as people want to pass as they get impatient. This will heighten due to the removal of more passing lanes on the route. Don't penalise those that need to use this road everyday. Make the roundabouts a priority and bring that work forward, rather than change the speed.
Individual	Build the proposed roundabouts with urgency and introduce slow vehicle bays instead of passing lanes to help regulate speeds
Individual	Regarding the state highway between waitara and bell block. Taranaki. How about looking for a long time fix!! The passing lanes have been successfully removed ( last count 9) in taranaki region. How bright an idea that is.... Lets compress the traffic...
Individual	Fully agree with the proposed 80k restriction as you outline. However what to us is more important is to advance the change to the Airport Drive/De Havilland Drive intersection as soon as it can possibly be done. Just get on with it!
Individual	You can make the speed limit whatever you like, but just remember that we have to have Police to enforce the limit and that does not happen. And how about widening the bridges on this stretch of road as the they are a bottle neck for cyclists, this was pointed out to your team back in 2017 and nothing has happened.
Individual	In the morning around 6.30-7am( depending on the season), I enter SH3 from Devon Rd. The sun is so bright, it is hard to see the incoming traffic from the left.
Individual	I agree with lowering the speed limit to 80km/h in the two stated zones. With regards to the future installation of roundabouts, I am not sure which intersection you mean by "Waitara". Something more needs to be done to address traffic turning right out of Raleigh Street onto SH3 in the meantime as vehicles often pull out and sit in the middle of the road, or worse pull straight over to the left with traffic coming along SH3 heading west, causing those vehicles to take evasive action or brake hard. Similar things happen at the Nelson Street intersection with SH3 at the bottom of Big Jim's Hill. Please keep the passing lane on Big Jim's Hill, as there is often slow traffic such as farm machinery on the road.
Individual	I agree with your proposed changes to the speed limits on this section of road but believe they don't go far enough. The Bell Block bypass should also be included in the reduction to 80hph. I realise that this is a section of better road which could probably handle the higher speed limit but it doesn't make sense to me to have a section of road at 100kph between to sections of 80kph. Please let me know your thoughts.  Regards [REDACTED]  PS What are your thoughts on extending the slip lanes for traffic turning north at De Havilland Drive, 3A and Waitara road intersections with SH3? This would allow turning traffic to get up to speed before pulling into the 'through' traffic.
Individual	Speed limits I find the existing speed limits are appropriate, well signposted and not at all confusing. 100 km/h limit should be retained along the Waitara bypass. Currently, speed is reduced at the most dangerous points, such as the intersections of Princess St, Airport Drive, SH3A, Wills Rd, Corbett Rd. I object to a new limit of 80 km/h from Mamaku Rd to Princess St, and Princess St to Bayley Rd. On the bypass there are no driveways or other such hazards, other than the Princess St. intersection at which there will be a new roundabout.  Timing The Princess St intersection is one of the worst. Due to a lack of right-turning lanes on SH3, frequently vehicles making right-hand turns into Princess St. have to stop to wait for oncoming traffic.



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	<p>Other traffic approaching on SH3 from behind the turning vehicle either has stop or encroach into the left-turning lane. Unfortunately not every vehicle is prepared to stop, and there have been many occasions when I have stopped and felt vulnerable of being hit by vehicles approaching fast from behind. Please put high priority on fixing the Princess St intersection.</p> <p>Passing lanes, slow vehicle lanes/wide shoulders Now that the passing lanes have been removed, there is a problem with very slow vehicles. The highway is frequently used by various slow-moving agricultural and civil construction machines that service the farms and oil/gas/energy industries. Currently there is inadequate shoulders for these machines to temporarily move out of the lane and allow normal road-going vehicles past. At this time of year we experience many slow harvesting machines and crawling along at 25 – 30 km/h, drivers are frustrated. More passing lanes are needed on SH3 between Waitara and PioPio, to reduce dangerous ad-hoc passing by frustrated drivers.</p> <p>Wire-Rope Barriers I object to the use of wire-rope barriers. They are unforgiving, unsafe, and unsuitable for motorcyclists. Please revert to solid concrete, Armco, or other modern alternatives.</p> <p>No right turns No right turns is appropriate at Richmond, Mahoetahi, and Norman St (especially since that passing lane will also be removed). I find right turns into and out of Mamaku Rd to be no problem. I work at the two Methanex sites and frequently travel to/from/between the sites. No right turns at Mamaku Rd will add extra km, time, and emissions to my unpaid commute.</p> <p>Regards, [REDACTED]</p>
Individual	<p>I've read your blurb on the proposed reduction to 80km/h which would now be effective from the Eastern end of the Bell Block bypass through to the Eastern end of Waitara on SH3 which is a bit over 11km. As you know this whole section of road use to have a speed limit of 100km/h up until ~10 years ago. Traveling 11km at 80km/h compared with 100km/h takes an extra 1min 40sec, which may not seem much but if considered across thousands of vehicles a day does soon add up to overall (in)efficiency.</p> <p>One major thing that you are not addressing in any of the road modifications is slow drivers. You have removed a number of passing lanes (e.g. Big Jim's hill heading West and recently the passing lane near Richmond St heading West, and I suspect you plan to remove the Westward passing lane between Nelson St/Devon Rd and Waitara Road). From my experience the majority of slow drivers are not overly courteous and often seem generally oblivious to long piles of cars behind them. Being the only main entry to and from New Plymouth from the north east, this can be problematic on this section of road, particularly as it can create frustrated drivers who sometimes do stupid things.</p> <p>Also with the proposed roundabouts you are further reducing the speed and efficiency of a journey between New Plymouth and Waitara and increasing the time it takes.</p> <p>And despite your claim that the proposed reduction to 80km/h will only add 18 seconds to the journey, the difference between 100km/h and 80km/h over 4.3km is actually 39 seconds.</p> <p>As for your argument that the current variation between 80km/h and 100km/h speed limits causes confusion does not seem very reasonable to me. A big part of holding a drivers licence means that you are committed to observing and obeying variable speed limits, so that one doesn't wash.</p> <p>Why not consider electronic variable speed limits through the whole New Plymouth to Waitara section, so that at peak periods the limit is 80, and outside of those times it is 100?</p> <p>However I think that the best safety improvements will be the more expensive options of increasing the road width, preferably double carriage both ways with well-designed on and off ramps. I appreciate that cleaning up accidents is never fun or in anyone's interest, and I don't begrudge your efforts to improve the roading so wish you well in your endeavours, however also ask that you consider the everyday implications of these ongoing "improvements" when they in reality just mean longer traveling times.</p> <p>In short, as a regular user of this section of road I am against the proposed reduction in speed.</p> <p>Thank you, [REDACTED]</p>



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Individual	I agree with the proposed changes to the speed limits from the 3a turnoff to Otaraoa rd, to help with confusion that exists at the moment and to travel at a safe speed of 80km limit and this be instituted as soon as possible.
Individual	I agree with the changes to the speed limit. to improve the safety in intersections the roundabouts at the intersections with SH3a and Mahoetahi Rd would work wonders. Having two roundabouts close together should not be a problem A similar situation exists near Taupiri near Hamilton.
Individual	I find the existing speed limits are appropriate, well signposted and not at all confusing. 100 km/h limit should be retained along the entire Waitara bypass. Currently, speed is reduced at the most dangerous points, such as the intersections of Princess St, Airport Drive, SH3, Wills Rd, Corbett Rd. I object to 80 km/h from Mamaku Rd to Princess St, and Princess St to Bayley Rd. There are no driveways or other such hazards, other than the Princess St. intersection at which there will be a new roundabout.
EHL Group	(NO COMMENT)
Individual	<p>Your review of the speed limit and reducing it to 80kmh, makes sense.</p> <p>However, you are missing a golden opportunity to make this road double laned and add a few extra safety features.</p> <p>As we are a very rural area, we do have lots of truck, tractors and the like driving or entering really slowly.</p> <p>Driving north from BellBlock, you have no passing lanes/bays, there is now only one straight bit of rd from Waitara's Bayley rd to Methinex (and when everyone has done 80kms without a chance to pass for ages, guess how impatient they all will be when hitting this straight bit of rd), but even that has a crossing, a double lane going towards np(so coming towards you) and a work entrance of Methinex, before turning and twisting again, with only a small passing lane up hill towards Urenui, some 25km away! Then there is a bit of a straight north of Urenui, a bit north of Uruti, before hitting mt Messenger. Fancy sitting behind a tractor doing 30kmh?</p> <p>We now get frustrated drivers trying to pass at the worst possible places. I'm afraid all you end up doing is shifting the problem further north, just out of Waitara.</p> <p>Also, once there are roundabouts in place, have you considered the nose to tail traffic it generates when they are all driving single file. When coming from Waitara to Np, there will be no let up. Even if there is the odd car turning of towards Inglewood at the 3A it will not be a gap large enough for truck n trailers to get moving and manoeuvre safely onto a roundabout coming from 3A onto 3. I have this difficulty with just a car n horsefloat. I cannot just plant my foot and scoot around in a hurry. Trucks are even slower.</p> <p>Then, as a local from Urenui, I avoid the Russian Roulette corner of Waitara's Princess st/Ngatimaru like the plague and turn into Waitara at Bayley street. However we could do with widening of this intersection and having a designated turning bay . It can be harrowing sitting there as a dead duck trying to turn right and a truck coming up behind you trying to squeeze in between you and the curb, all whilst you are sitting there waiting to see if the coast is clear as it curves slightly. Still we all prefer that intersection rather than the Princess street one.</p> <p>I hope my reasonings make sense to you all. I understand there are financial constraints, but widening roads is better and more cost effective than steel guards rails in odd places trying to keep speeding motorists on the road and making them into pingpong balls bouncing them back into oncoming traffic.</p> <p>Happy to take you for a drive or discuss these matters.</p> 
Individual	Hi I am in the middle of  which NZTA is well aware of. Wouldn't it be better to bring forward the round about that is proposed and budgeted for by NZTA instead of just lowering the speed. Or would lowering the speed be enough to allow the consent to be pasted by NZTA.It will go in front of Environment court early 2020 your feed back you be good Regards 
Individual	Changing the speed limit is all very well and I support this as an interim measure, but I am very concerned that NZTA has made a lot of promises to actually fix this stretch of road and have so far delivered on none of them. Where are the safety improvements that you promised us? The new roundabouts? I am concerned that the speed limit will be dropped and then the upgrades will get pushed further and further down the list of priorities, and we will just get made to go slower and slower along this stretch, to save NZTA the cost of actually fixing the problems.
Individual	A consistent speed limit is a good idea , taking away the passing lanes wasn't , who ever came up with that idea has obviously never been stuck behind a tractor ,truck and a line up of cars , all that promotes is passing in dangerous places , eg the narrow bridge by Big Jims nursery , and people speeding to get passed tractors or other slow moving traffic . .What are you going to do about the intersections at Raleigh St highway 3 and Corbett rd , I travel this road every weekday and these are the 2 most frightening intersections .
Individual	No, I think the proposal makes sense and is a good approach to mitigating the issues on this stretch of road. I support reducing the speed.
Individual	Mahoetahi Rd Intersection to Waitara
Individual	Close bayley st joining sh3 and leave at 100 k per hr
Individual	I think this is a great idea and I would support it to continue at 80kmh as far as the Egmont Road intersection as people I witness do not slow down to 80 from 100 at that intersection, making it a dangerous one. I also think that roundabouts should be installed at all major intersections on this route, as would be done in other parts of the World.



Organisation	Stakeholder Comments
Individual	I think some of the points proposed are bang on such as the installation of the roundabouts as long as they are suitably big enough to carry without impeding traffic flow not only today's volume for traffic but increased future traffic flows. However, I still think you are barking up the wrong tree by just slowing down traffic by removing passing lanes and lowering speed limits as speed alone is not the reason why accidents and deaths are happening. The fear of simply just lowering speed limits is that it pisses people off and makes some of them more erratic than they otherwise would be. North Taranaki is filled with agricultural contractors who travel often with slow moving tractors and agricultural machinery, and currently there are almost no safe and/or legal passing opportunities which also causes frustration and angst to motorists - I know how frustrated I get being held up behind a slow moving vehicle or agricultural machinery without being able to pass between Bell Block and Motunui on this stretch of SH3. Unfortunately it seems to many that there are narrow-minded people and authorities wearing their blinkers who just classify all accidents and deaths on this stretch of road (and other roads as well) due to speed, and who need to get a bucket full of reality. In simple terms if the speed limit is 100km/hr there will always be some people who will want to drive at 150km/hr which is breaking the law but they still do it - similarly if the speed limit was 30km/hr there would still be some people who will still want to drive at 150km/hr which is breaking the law but they still do it – so by merely changing the speeds people can legally drive does not solve the problem by itself. There are also contributing factors other than speed limits that cause the accidents - alcohol, distractions, phones, texts, fatigue, drugs, and much more which is still nothing directly or specifically related to the speed limit or passing lanes. I can see that by installing the roundabouts will help keep people more focused and alert on the road and environment, will suitably manage speeds at the crucial points of the roadway, and maintain flow of traffic - but as mentioned earlier the secret of roundabouts need to be suitably designed to not impede flow of traffic (e.g. 2 laned roundabouts with sufficient diameter to allow larger/longer trucks to negotiate them without stopping traffic flow). Furthermore the roadway would work much better is there were slow vehicle bays (i.e. not passing lanes as such but rather a left lane to allow the many slow vehicles and vehicles entering or exiting traffic a separate bay to avoid interruptions to the flow of traffic). With the urban sprawl moving out of towns with the likes of new subdivisions and lifestyle blocks and a general movement of people moving to smaller rural towns, these roads (much like the rest of the country roads) are becoming more intensively used – so is it not better to keep the flow of traffic moving steadily? With the pathetic push to allow cannabis to become legal because it is easier to dumb down the people rather than educate, I urge you to not just dumb down the people even further to allow slower reactions from these drugged people as simply reducing speed is never going to be the correct answer.
Individual	no
Individual	Future interchanges at SH 3 and SH 3A like at bombays sth Auckland Future interchanges for access to Waitara
Individual	Leave it at 100km/h and redevelop on/off ramps from Mangati road all the way to Methanex.
Individual	basically I support a consistent speed limit from New Plymouth to the north side of Waitara. However ,in addition to the Airport drive intersection improvements, I would like Raleigh street / Tait road to be a round a about and the main southern exit from Waitara to New Plymouth, and bring an end to right hand turns from Nelson St to Devon Road. there are a lot of near misses at this intersection, mostly by people who dont know how to use the intersection. having a round about at raleigh street would be a safe approach and would lower the speed, there is plenty of room for it, and better visibility. would also a reasonably easy option to execute as there is a lot of land there. the only downside would be a slight increase in travel time from Waitara central to Raleigh street to Devon road. happy to allow traffic to turn left from New Plymouth into Nelson street and to turn left from Nelson street to Urenui. I would also like to see an increased police checking drivers under the influence of drugs and alcohol between Waitara and Bell Block as i believe this is a bit of a "circuit" in that regard.
Individual	I travel this road to and from work most days at busy times as well as other social trips through here. It is a mostly straight piece of road with only minor bends that would be ridiculous to reduce the speed even further on. It is already very frustrating with the removal of the passing lanes and no way to get around the tractors and slow trucks and cars. Need to speed up the traffic not slow down. The accidents are mostly caused by people making bad decisions at intersections and too many intersections on the highway. Deal with these first. Get the proposed 2 round abouts installed. Close of unnecessary entries to highway. Educate Waitara and other motorists how to enter a highway safely. Put two lanes in each way so we can safely get around slow traffic. 30-80km traffic. There is a lot of this traffic every day. A tractor can cause 5km tail backs quite regularly. Do not lower the speed limits any more. It is a perfectly safe highway just some drivers can be morons. The speed would have made no difference to most of the crashes as they were drunk drivers, p effected drivers or had medical emergencies. I beg you to improve my commute not make it longer and more frustrating. Concentrate on the entry and exit points as that is the issue not the speed.
Individual	Great and necessary changes but they also need to be strictly enforced to be effective. The majority of drivers at the moment drive over the 100kms limit, so unless there is a strong traffic police / speed cameras presence to ensure the limit is adhered to, and also to "catch " speeding cars and impose large fines / bans they will continue to speed significantly over the new 80kms limit if there are no consequences - then we're back to the same issues and accidents. Great initiative to add roundabouts, which should help slow the traffic down, and make joining SH3 safer, especially from the airport, as it's a major safety hazard to pull in and out of the current road. Hope the new roundabout for the airport will have better / clearer signage fit for an expanding airport.
Individual	I fully support this change.
Individual	Please change the speed limits too many lives are being lost
Individual	I agree with the proposed speed changes to 80kmh. I can't understand why this has not happened before now. Going forward has consideration been given to making this a four laned highway? It would make sense as volumes of traffic will only increase. Since you have removed the passing lanes this has made driving more difficult when you come upon slow traffic like tractors etc as there is nowhere to pass. A four lane highway would assist with this. When the upgrades (rounabout construction) start it would make sense to do this now, if not then at least build the roundabouts in such a way they can be used for four lanes in the future. Lets get it correct 1st time around.
Individual	I am all for reducing the speed limit to 80kmh, however this does not necessarily make it safer. I would like to see speed cameras back up the 80kmh zone. In Lepperton the 50kmh has been extended to make the village safer, but it's not, because motorist are still being able to get away with speeding through the village with no deterrent. The roundabouts, especially at Airport Drive are a definite must, this will be something that will actually slow the motorist down.



Organisation	Stakeholder Comments
Venture Taranaki	I agree with the proposed changes to make the whole section of road one speed zone, which is 80km. I live down Waitara Road and I have 9 different speed zones that I go through on my commute into town for work (20km). This is a bit ridiculous. I also note that roundabouts are going in along this same stretch of road, so it will be much safer to lower the speed limit to 80km so people can slow down approaching and exiting the roundabouts and people will not be allowed to go fast around the roundabouts.
Individual	I would prefer to keep the limit at 100km. In saying that, I do see drivers regularly along this stretch of road that have no idea of the road rules, or even common courtesies. There needs to be roundabouts at Every intersection along this stretch- including Corbett Rd, Wills Rd, Richmond- All of them. If you take away the frustration from impatient drivers waiting to get out of an intersection, you will take away accidents. I have to turn left out of Corbett Rd daily- that is hard enough. I would not like to be turning right with the volume of traffic along here. Roundabouts slow drivers down
Individual	Dont change it keep it at 100
Individual	More driver education is required rather than changing the speed limit. After talking to various emergency service staff, they have said most of the accidents that have occurred across this piece of highway are due to people pulling out in front of oncoming traffic or crossing the centre line. It's believed that the road it self is not the issue and I can understand that. To counter this, more medium barriers and round abouts are required in the 'danger spots' to prevent dangerous drivers from making these erratic decisions.
Individual	Need to consider making the whole stretch of road From Bell Block Bypass through to end of this zone one speed limit. Currently, because you go from 50km near Girls High to 60km then up to 80km to 100km back down to 80km and up too 100km again you experience inconsistent speeds and cause drivers to make poor decisions on driving too slow or too fast because of all the changes to travel speed over a small distance.
Individual	The consistent 80km/hr is a good plan. Please add some passing lanes or slow vehicle bays as there are regularly tractors going 30-40km/hr using this road, and we don't want people doing risky passing. Please move the yellow 'merge' sign at ~1378 Devon Rd for westbound traffic so it is BEFORE the painted merging lines on the road - it is currently 50m AFTER the road merges, resulting in accidents and many near misses. This is a quick and easy fix that we have been waiting years for, during which time at least two people have died on this stretch of road. Its easy to see on Google maps. Thank you. Can't wait for the roundabouts.
Individual	The proposed changes are excellent This is a dangerous and confusing stretch of road One speed makes perfect sense
Individual	I totally oppose the speed limit reduction to 80km/hr. The speed limit of 100km is fine and not the issue. Money should be invested into making more overtaking lanes to enable traffic to overtake tractors and slow driving vehicles. Not having that option and being forced to be stuck behind slow traffic creates dangerous situations when people try to overtake. Tractors should be banned from highways during peak traffic time. The cause long traffic jams and often travel at speeds of only around 30km/h on a highway! The amount of trucks on the road creates further problems. At busy times trucks pull out into small gaps to get out of a side road onto the highway but often underestimate the approaching car's speed, therefore causing that car to slam on the breaks to avoid a collision. Trucks need a merge lane to be able to gain speed and merge with the existing traffic rather than having to start from a static position which takes them a long time to get up to speed. Also if people get fined for speeding so should slow drivers get fined for driving too slow if the conditions allow. Having to commute to work myself on a daily basis I find the points listed above very frustrating. I approve of the ideas of roundabouts for the airport and waitara turnoffs. The road surface on this stretch of road is also in dire repair needs. Driving north towards the first waitara turn off there is a particularly bad bit of road that need fixing asap. I would like to see the speed limit increase for the entire road between waitara and new plymouth with frequent overtaking lanes to account for trucks, tractors and slower cars.
Individual	State Highway 3
Individual	I think this is absolutely ridiculous as I travel this road every day and can tell you the speed limit isn't the issue but the quality of the roads are. I have spent thousands maintaining my cars because of the quality of the roads and the quick fix you think is OK for this strip of road, for one example since taking out the passing lane you have nearly caused so many more accidents I've had people pass on double yellow lines or using the median strip. The first week I seen it happen nearly every day. 2. Alot of pensioners travel this road and don't feel comfortable travelling at a high speed so I am constantly stuck behind someone doing 60km 70km all the way into new Plymouth. Which causes angry drivers. If you want to reduce the speed or back the passing lanes. I agree that the Princess Street intersection needs a round about and have been saying that for years. But I think if you fix the road properly with no drops or uneven surfaces and leave it 100 all the way to new Plymouth in site you'll see the improvement
Individual	The speed limit definitely needs to be lowered. Turning right from streets that intersect with SH3 has become increasingly difficult and dangerous.
Individual	This is a sensible move and should be implemented asap.
Individual	100km should be brought back. Lower speed limits won't stop crashes. That comes down to society being responsible as a whole.
Individual	A lower speed limit is a fantastic idea and I look forward to it. Also, a change in the Waitara Road/SH3 and Raleigh St/SH3 intersections would be great (eg a roundabout) as they are both difficult intersections to pull out of, and it can be hard to see what is coming during peak traffic hours due to the road layout.
Individual	I fully support the proposed change down to 80 km/hr and would even question why the 80 km/hr is not continued all the way into New Plymouth, rather than changing it up for the dual carriage section. Make it consistent 80 all the way from Waitara. A lit safer and saves a bit in emissions as well.
Individual	Making the speed limit through the whole area to 80km is fabulous idea. It will make it safer to pull out from all the intersections.
Individual	I think you are right on target, drop the limit to 80 kms. Will make for much safer interaction with other vehicles at intersections/roundabouts etc
Individual	Give the establishment of the 3 roundabouts the highest of priorities. Another 12 months is too long to wait.
Individual	(NO COMMENT)
Individual	I support the lowering of the speed limits



Organisation	Stakeholder Comments
Individual	Strongly support lowering the speed limit on this stretch making it consistent with the 80k limit through to Bell Block. We live in Tikorangi and drive this road often. The stretch that has already been lowered to 80k has resulted in calming traffic without actually adding any significant additional time to the journey. Calmer traffic is safer traffic and the drive has become less stressful as a result.
Individual	80 km/h from existing Mahoetahi Rd to East of Bayley st.
Individual	80K is a fob off if the road was built properly to a proper standard with good seal less drop offs on the side of the road 4 lanes , it would work fine . some of the deaths were caused by drunk or drugged drivers , Huge slow tractors on this road are impossible to pass [ not a fault of the tractor drive . I do not disagree with roundabouts as long as you can see over them not like many in the waikato
Individual	With the proposed changes you are heading in the right direction but, you have come up short. I suggest you incorporate Egmont road and the motorway intersection, this is a highly dangerous intersection due to these factors:- 1. Slow moving truck and trailer units attempting to merge with motorway traffic heading to town at 80 kilometers per hour, haha generally it is more like 100 kilometers per hour. 2. Traffic coming from town is trying to turn right into Egmont road, all this does is increase the frustration of motorist trying to turn right from Egmont road and they start taking risks to get across to the other side to head north. To fix the above there need to be some changes made. 1. Motorway speed to be reduced to 80 kilometers per hour. 2. A round - a - bout installed to allow all traffic to head in their respective directions safely. I believe this is urgent because in mid December Ambulances will be trying to negotiate this intersection on their urgent responses. You have not allowed for longer merging/exit lanes prior to intersections allowing for heavy traffic to slow and change direction or to merge and giving all traffic time to match their speed to existing traffic. Thank you.
Individual	Speed limit shouldn't be a problem. Intersections are more of a problem currently. Council has stated they have the land and the money to put in the roundabout at DeHavilland Drive but it's taking too long to action like the one at Princess Street Waitara. Suggestion of increasing turning bays at intersections on SH 3 by removing the painted hatched area so drivers can't pull to the centre to turn right.
Individual	I do not agree with the proposed speed limit reductions. Put median barriers in.
Individual	Thanks for update. 70 would be safer with 50 from valley lights but we will hopefully live with 80