



# Safety and Access Improvements

'SH3 Napier Road Improvements' is a New Zealand Transport Agency project to identify a package of improvements along a 3.4 km section of State Highway 3 (SH3) Napier Road in Palmerston North. The project area encompasses the section of SH3 between the intersections with Keith Street and Stoney Creek Road. The purpose of this project is to develop a recommended package of improvements to address concerns about safety and access along this section of SH3 to take forward for further development.

## → What is this project about?

The 3.4 km section of SH3 Napier Road between Keith Street and Stoney Creek Road is a key regional route located south of the suburb of Kelvin Grove. Growth and changing land use along this section of SH3 is putting pressure on the existing road corridor's form and function.

The key problems identified in the project area include:

- Increasing traffic volumes are impacting accessibility to and from the SH3 corridor, at times resulting in delays and queues
- A poor intersection safety record
- Inappropriate vehicle speeds for the changing road corridor environment
- Limited facilities for pedestrians and cyclists along and across the SH3 road corridor
- Poor connectivity with surrounding areas
- The existing road corridor does not support changing land use types from rural to urban

The objective of this project is to improve safety and accessibility for road users along this section of SH3 Napier Road whilst supporting the changing land use and long-term vision for the Palmerston North transport network.

The key project steps are:

1. Identify and confirm the problems and opportunities
2. Develop and assess improvements to arrive at a recommended option, incorporating community feedback and aspirations
3. Demonstrate that the recommended option achieves the project objectives for the Transport Agency and their partner organisations

The project team, along with stakeholder representatives, have short-listed five options, which are described in this flyer. Options 1 - 3 consider an urban gateway at Roberts Line, while Options 4 - 5 move the gateway to Stoney Creek Road. Each option has differing intersection types - roundabouts or traffic signals.

## → Let us know what you think

We would like to hear from you on each of these options. We have included a form, which you can use to provide your feedback. Members of the project team are available to answer any questions you may have.

## 3 SH3 Napier Road Improvements



### → Option 1 Summary

#### Urban Gateway at Roberts Line (Roundabout)

Key features include:

- Roundabout at the SH3 Napier Road and Roberts Line intersection to transition from a rural road environment to an urban environment
- Urban speed limit west of Roberts Line
- School variable speed limit for Whakarongo School during school start and finish times
- Improved walking and cycling facilities between Keith Street and James Line
- Painted central median strip between Keith Street and Stoney Creek Road
- Pedestrian refuge islands



### → Option 2 Summary

#### Urban Gateway at Roberts Line (Roundabout) and Traffic Signals at Keith Street

*This option is similar to Option 1, with the addition of traffic signals at Keith Street and Limbrick Street.*

Key features include:

- Roundabout at the SH3 Napier Road and Roberts Line intersection to transition from a rural road environment to an urban environment
- Urban speed limit west of Roberts Line
- School variable speed limit for Whakarongo School during school start and finish times
- Improved walking and cycling facilities between Keith Street and James Line
- Painted central median strip between Keith Street and Stoney Creek Road
- Pedestrian refuge islands



## ➔ Option 3 Summary

### Urban Gateway at Roberts Line (Traffic Signals)

This option is also similar to Option 1, with traffic signals at Roberts Line, rather than a roundabout.

Key features include:

- Traffic signals at the SH3 Napier Road and Roberts Line intersection
- Urban speed limit on approach to Roberts Line
- School variable speed limit for Whakarongo School during school start and finish times
- Improved walking and cycling facilities between Keith Street and James Line
- Painted central median strip between Keith Street and Stoney Creek Road
- Pedestrian refuge islands



## ➔ Option 4 Summary

### Urban Gateway at Stoney Creek Road (Roundabout at Roberts Line)

This varies from Options 1 - 3, with the transition from rural to urban at Stoney Creek Road.

Key features include:

- Roundabout at the SH3 Napier Road and (future) Stoney Creek Road intersection to transition from a rural road environment in an urban environment
- Reduced speed limit west of Stoney Creek Bridge
- Pedestrian refuge islands
- Improved walking and cycling facilities between Keith Street and Whakarongo School
- Traffic signals at Keith and Limbrick Street
- Painted central median strip between Keith Street and Stoney Creek Road

## 3 SH3 Napier Road Improvements



### ➔ Option 5 Summary

#### Urban Gateway at Stoney Creek Road (Traffic Signals at Roberts Line)

This option is similar to Option 4, with traffic signals at Roberts Line, rather than a roundabout.

Key features include:

- Roundabout at the SH3 Napier Road and (future) Stoney Creek Road intersection to transition from a rural road environment in an urban environment
- Reduced speed limit west of Stoney Creek Bridge
- Traffic signals at the Roberts Line intersection with SH3 Napier Road
- Pedestrian refuge islands
- Improved walking and cycling facilities between Keith Street and Whakarongo School
- Traffic signals at Keith and Limbrick Street
- Painted central median strip between Keith Street and Stoney Creek Road

### ➔ Project Status



## Contact us

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