

3 Vickers to City Upgrade

Vickers Road to Hobson Street



Have your say

We have been looking at how we can improve the Vickers Rd to Hobson St section of State Highway 3 (SH3) to help better connect people to the things they do every day. Our work has now reached a point where we want to share our detailed proposals with you and get your feedback on the options and issues.

What we are proposing

In 2008, a study undertaken by the New Plymouth District Council and the former Transit NZ (now NZ Transport Agency (NZTA)) found a number of issues were causing delays on the road east of New Plymouth. We have investigated a number of improvements that could be made, which will remedy these issues and ensure this important link with the CBD, port, industrial and residential areas supports different transport needs.

This newsletter explains the different proposals for specific locations along SH3 from Vickers Rd to Hobson St, including:

- installing a second bridge over the Waiwhakaiho River
- installing a second bridge over the Te Henui Stream
- creating two lanes in each direction along most of the route
- improving intersection layouts
- installing painted median lanes
- improving walking and cycling opportunities.

Investing in outcomes

SH3 is a critical link to and from New Plymouth which needs to be improved. The NZTA will be making a \$15m investment in this vital transport link because of its importance to the city and region's transport network.

Currently, SH3 from Vickers Rd to Hobson St is affected by regular delays and inconsistent travel times, which limits our ability to provide people with different choices on how they travel, whether that's cycling, walking, driving or taking a bus.

Not only is this part of SH3 an important route for people to travel to and from New Plymouth City, it's also relied on heavily by freight moving to and from Port Taranaki and the airport. It is also the only route to the north and east of New Plymouth making it important to the Taranaki economy and it is critical that traffic moves more freely along it.

Our proposed changes will meet your future needs as the residential and commercial growth in the Waiwhakaiho and Bell Block areas are likely to result in this route getting busier in the coming years. By investing in improvements now, the project can provide a route that will be able to handle the expected increase in traffic.

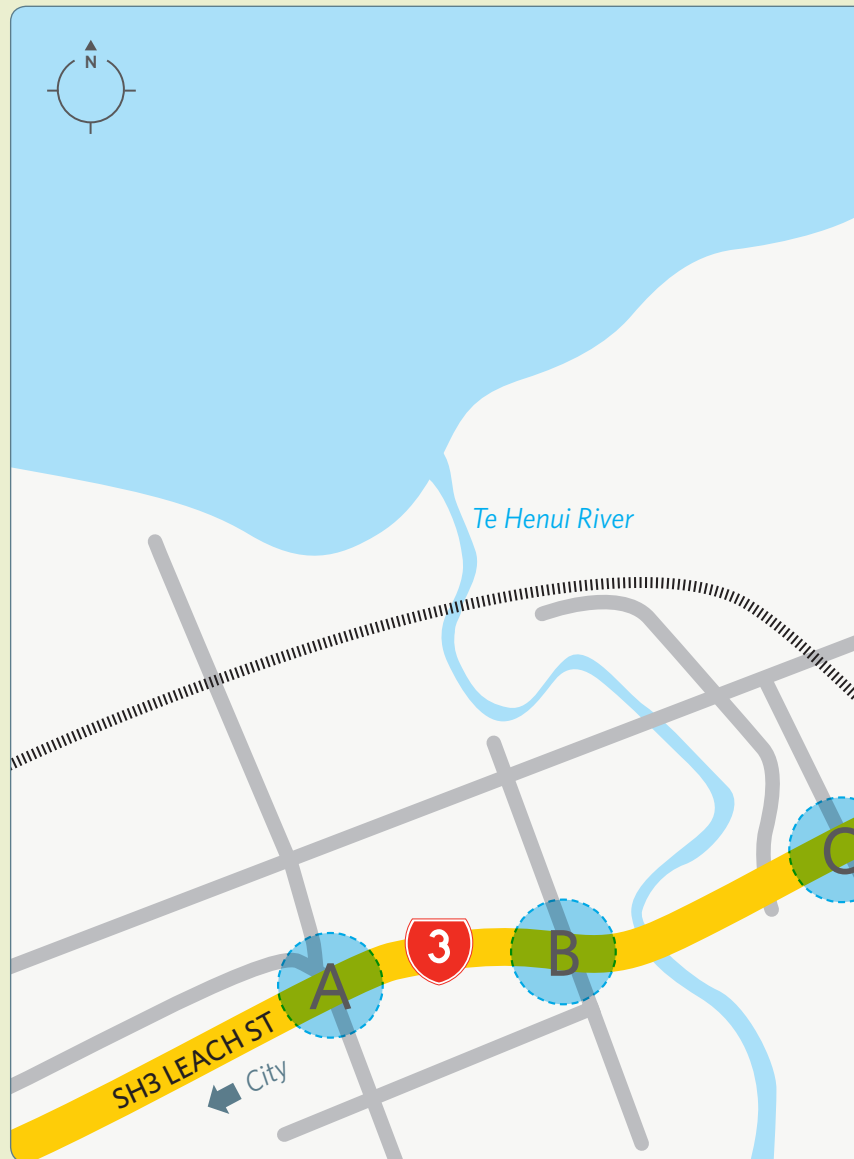
While providing for vehicle travel, these improvements will also allow people the option to consider walking or cycling to work, particularly with better on and off-road cycling connections included as part of the project.

The Vickers to City project supports the Taranaki Regional Council Land Transport Strategy aim of providing residents and visitors with the ability to move themselves and freight through the region, efficiently and safely. It will also make a substantial contribution to the strategy's aim of connecting the land transport system to the well-being of the local communities and the future prosperity of the region. This is an integral part of the NZTA's approach to funding transport improvements – supporting people and their local or regional economies.

The project

This project is looking at how we can improve the Vickers Rd to Hobson St section of State Highway 3. Our proposed improvements include duplicating two bridges as well as targeting seven sections along this area:

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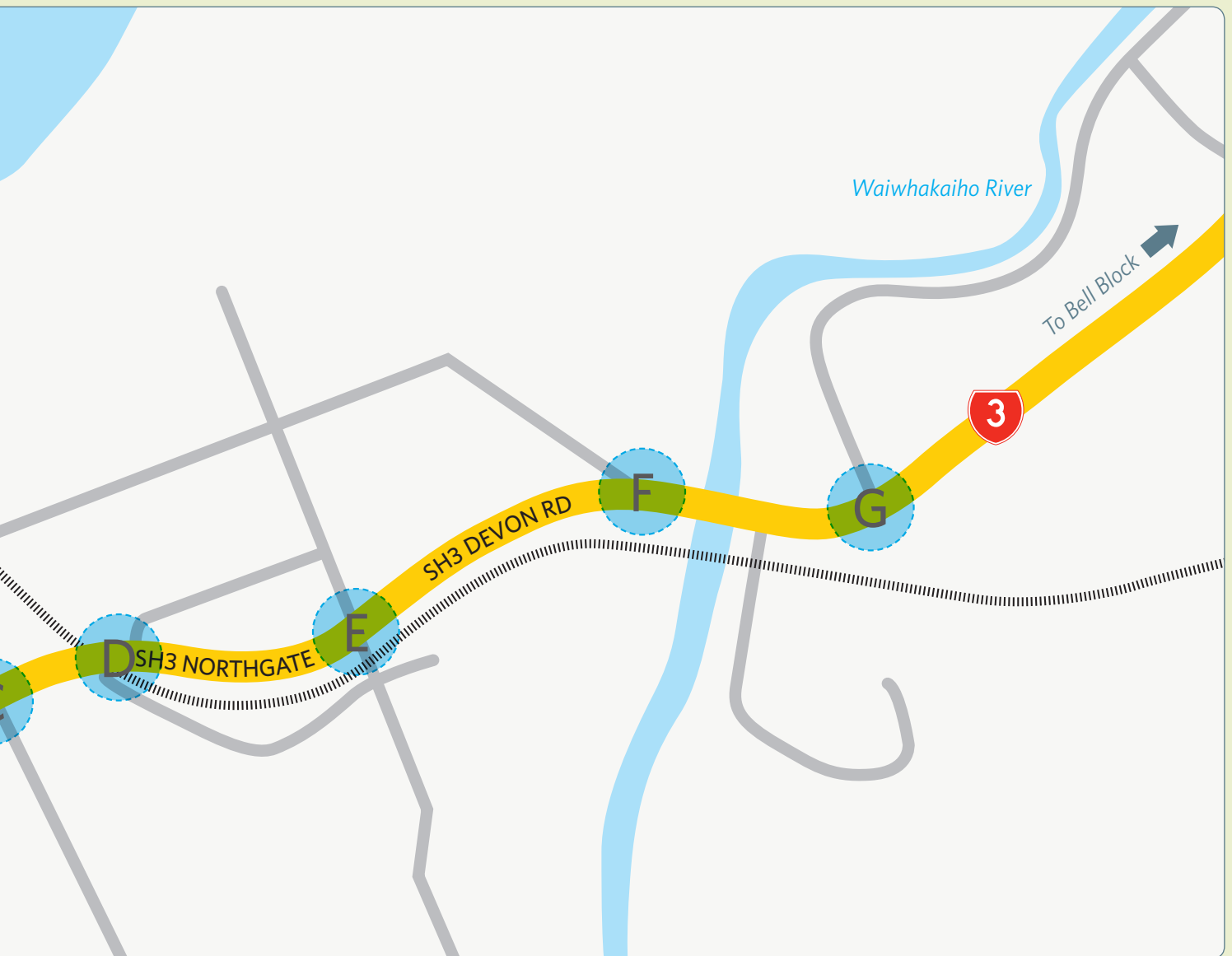
Why do we need these changes?

Many of you will have already experienced first-hand some of the reasons why improvements need to be made to this section of road. Some of the issues that the project will aim to address include:

- reducing peak hour traffic delays
- providing an alternative link if something happened on one of the bridges
- making it safer for cars and freight to share the road
- improving the road's ability to handle increased traffic in the future

- improving access and safety for pedestrians and cyclists'
- improving safety for all road users.

We want everybody to have choices about how they travel – whether that's on foot, on a bike, in a car, on a bus or in some other type of vehicle, both on the state highway and on local roads. As a result of the project we also want to make it easier and safer for people to travel in, or through, New Plymouth by improving traffic flow, reducing delays and addressing safety concerns for motorists, truck drivers and vulnerable road users, like cyclists.



How to provide your feedback

We want to know what you think about our proposals. As someone who lives and works in this area, you use this road regularly. Your views are important as they will help us refine our proposals.

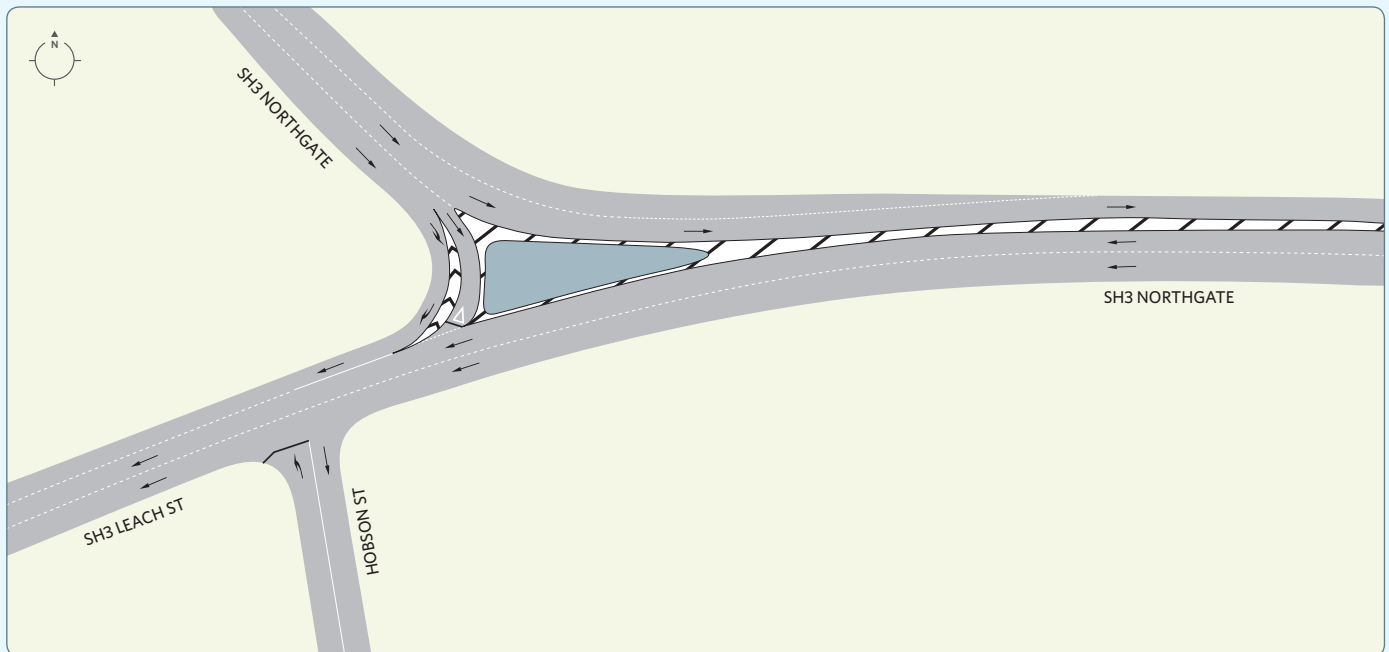
You can give us your feedback - either at one of our opens days, detailed on page 11, at the end of June, on our website, or in writing.

Our contact details are on the back page of this newsletter and if you want any help you can talk to us directly by calling our Freephone number.

Your feedback will be summarised into a report that will be made publicly available later in the year.



Leach St/Hobson St/Northgate



The issues

This section covers the Leach St, Hobson St and Northgate intersections on SH3.

Traffic gets very heavy during peak hours, which is causing delays and driver frustration. There are a number of residential properties in the area and there are safety issues with cars turning into these. An additional issue at this site is the lack of cycle lanes; this raises safety issues for both cyclists and drivers.

What we are proposing

To overcome these issues we are proposing the following improvements:

- creating an additional lane for traffic heading to the city
- separating lanes with a painted median to improve safety
- installing cycle lanes in both directions
- installing an extra lane for traffic turning from Northgate onto Leach St to make turning easier
- installing a Give Way for traffic turning into Hobson St.



Issues to consider

- Parking – we will need to remove the parking on SH3 to make the improvements to the road.
- Property access changes – drivers turning into properties will have a painted median to turn from but less road space to use to turn out of their properties.

What are your thoughts on the proposal?

Is there anything else we need to consider at this location?

Northgate/Watson St



The issues

This section of SH3 includes the Northgate and Watson St intersection and the Te Henui Bridge.

A major issue on this section of road is the delays caused by the Te Henui bridge to vehicles entering and leaving the city. There are also safety issues for vehicles turning in and out of Watson St. With increased traffic in the future turning will become even more difficult.

This busy stretch of road does not have clearly defined cycle routes, which is creating additional safety issues.

What we are proposing

To overcome these issues we are proposing the following improvements:

- installing a second bridge over the Te Henui Stream
- providing an additional lane in to the city (westbound) and two lanes out of the city (eastbound) to reduce delays
- closing the Watson St north and SH3 intersection to improve safety
- separating lanes with a painted median
- installing cycle lanes in each direction.



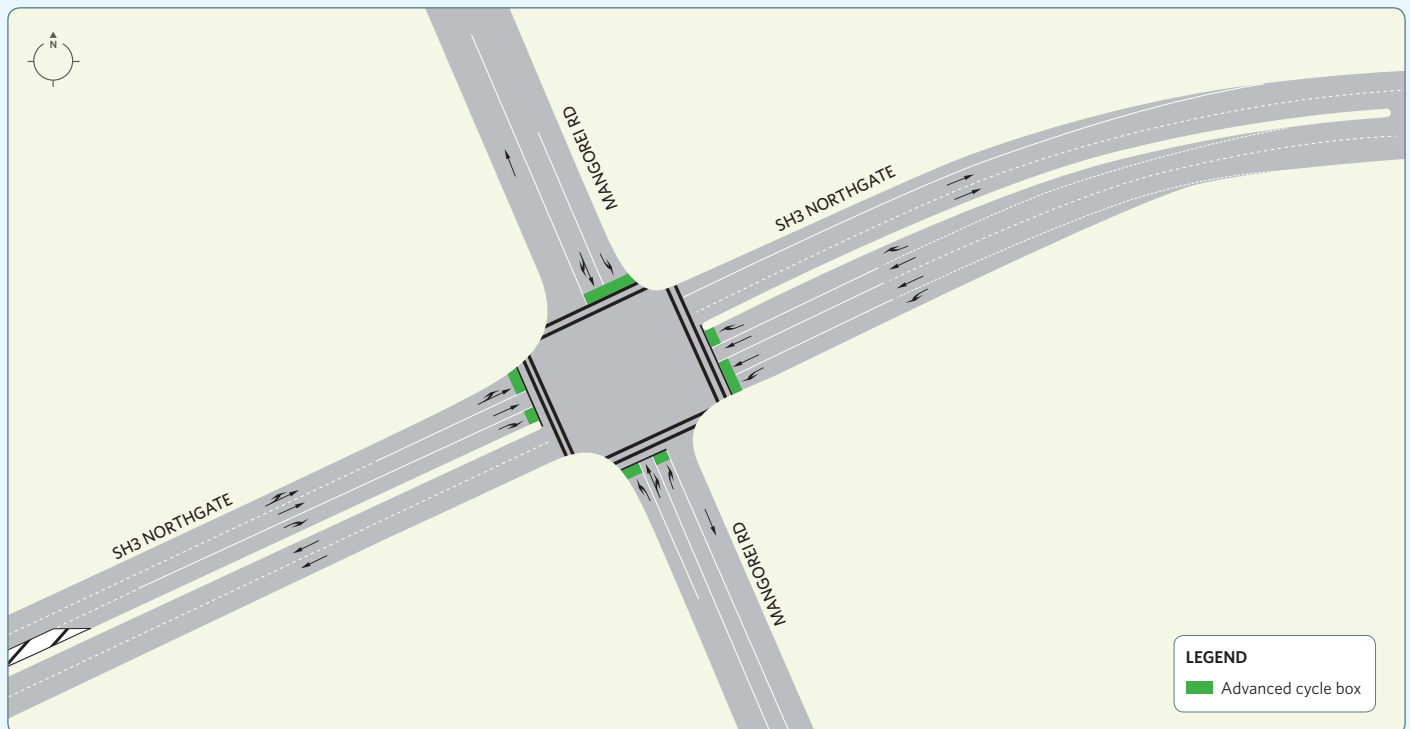
Issues to consider

- Property impacts - we will need to purchase some property in the southwest corner to provide for a wider road space. Individuals who may be affected will be contacted directly by the NZTA.
- Parking - we will need to remove the parking on SH3 to make the improvements to the road.
- Route changes - drivers currently using the Watson St north intersection will need to take an alternative route.

What are your thoughts on the proposal?

Is there anything else we need to consider at this location?

Northgate/Mangorei Rd



The issues

This section covers the Northgate and Mangorei Rd intersection. This is a very busy intersection and large queues of traffic occur during morning and evening peak hours. There are no on-road cycle routes on this section of road because of the limited space available in the area, this is creating safety issues.

What we are proposing

To overcome these issues we are proposing the following improvements:

- providing a dedicated queuing lane for drivers heading to the city turning left from SH3 into Mangorei Rd
- extending the right hand turning lane to the city from SH3 into Mangorei Rd
- installing advance cycle boxes to provide a safe space for cyclists to stop
- providing cyclists and pedestrians with an off-road path on the southeast side of Mangorei Rd intersection.



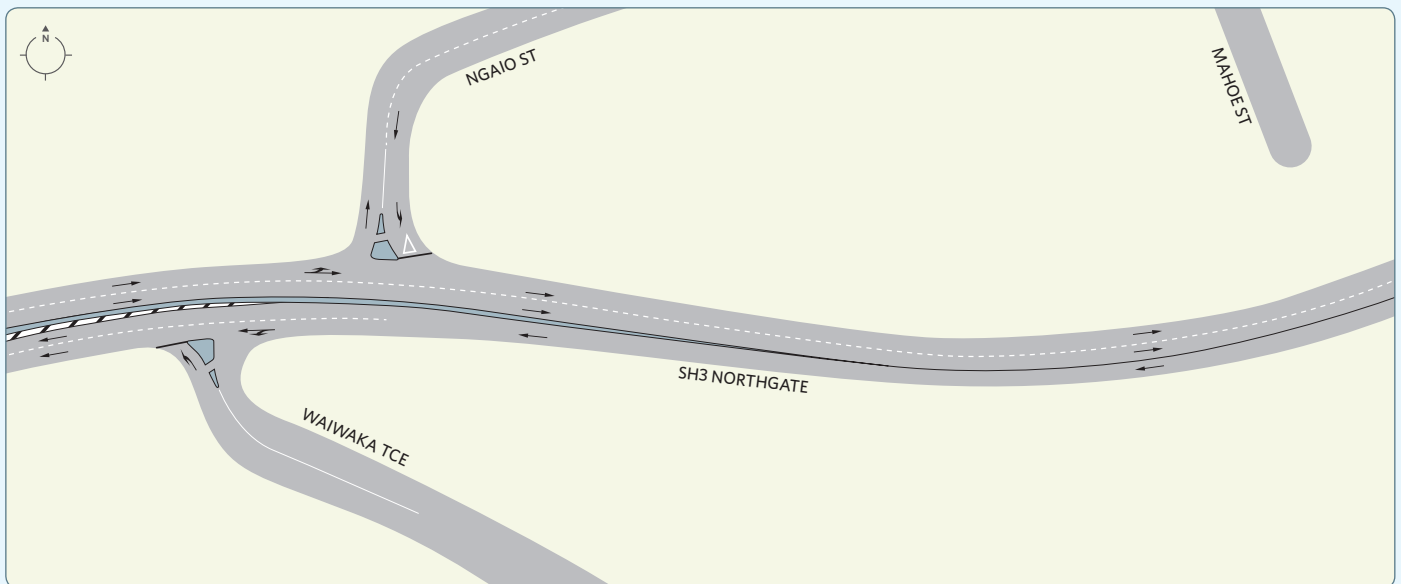
Issues to consider

- Property impacts - we will need to purchase some property in the southwest corner to provide for a wider road space. Individuals who may be affected will be contacted directly by the NZTA.
- Parking - we will need to remove parking on SH3 in front of New Plymouth Girls High School.

What are your thoughts on the proposal?

Is there anything else we need to consider at this location?

Ngaio St/Waiwaka Tce



The issues

This section covers SH3 including Waiwaka Tce and Ngaio St intersections.

At both the Ngaio St and Waiwaka Tce intersections it can be difficult for drivers to turn onto and merge with traffic on SH3, especially if trying to get to the inside traffic lane. This, along with visibility being limited at the intersections, creates safety issues for turning vehicles.

What we are proposing

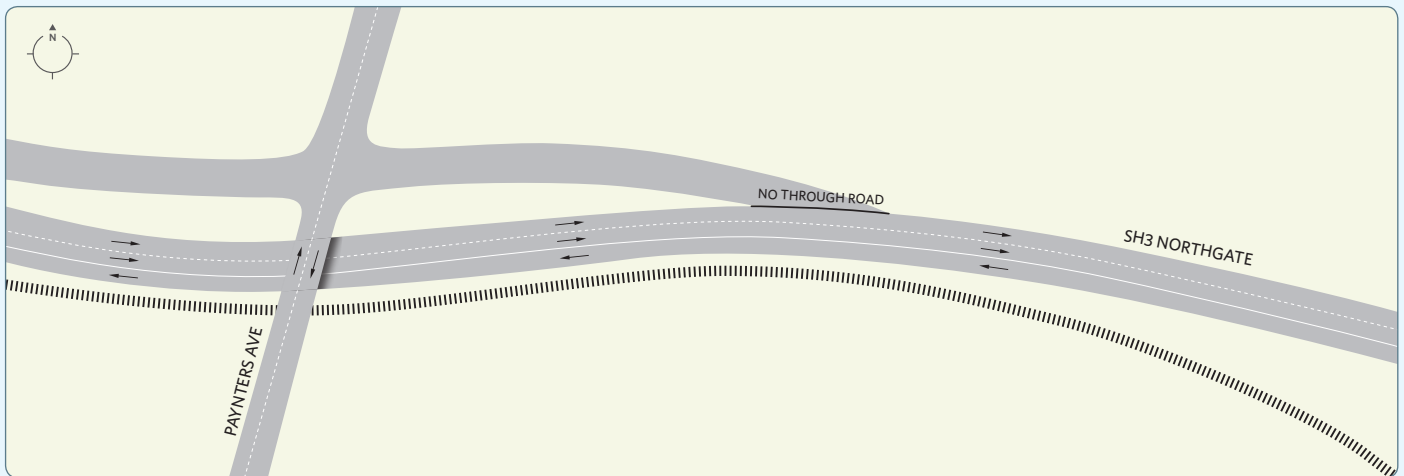
To overcome these issues we are proposing the following improvements:

- widening the intersections to improve visibility and turning
- installing islands to create safer intersections.

What are your thoughts on the proposal?

Is there anything else we need to consider at this location?

Northgate/Paynters Ave Overbridge



The issues

This section covers the part of SH3 that passes under Paynters Ave. There is limited space to make changes in this area due to the railway line to the south, the Paynters Ave bridge to the north and stormwater run-off issues along roadsides.

Because of these space limitations it is difficult to provide more than three lanes of traffic along this section of the road. By providing additional lanes on the Te Henui and Waiwhakaiho bridges, we are future-proofing the route. It will also give us the opportunity to consider this option further in the future if it's required and feasible.

Heavy vehicles will continue to use the highway on and off-ramps as the Paynters Ave overbridge is not high enough for large vehicles to pass under.

The proposal

The proposal for this section is to:

- provide two lanes (eastbound) heading out of the city and one in to the city (westbound)
- install cycle lanes in both directions.

With this option vehicles heading eastbound to leave New Plymouth will have two lanes from the Te Henui Bridge all the way out of town.

Vehicles going in to the city (westbound) will have a longer merge lane after the Devon St East intersection and will continue on one lane to the city until the Northgate/Mangorei Rd Intersection.

What are your thoughts on the proposal?

Is there anything else we need to consider at this location?



Devon Rd/Devon St East/Queens Rd



The issues

This section covers the Devon St East intersection and the Waiwhakaiho Bridge. During peak hours there are large queues at the Devon St East intersection. The traffic is also held up at the bridge, meaning delays, queues and safety issues for drivers. The bridge is very important as it is the only route into New Plymouth from the north.

Safety is also an issue for cyclists as there is no clear route for them to follow.

What we are proposing

To overcome these issues we are proposing the following improvements:

- a second bridge with three lanes over Waiwhakaiho River, with the inside lane specifically for right turns into Devon St East, meaning there will be five lanes of traffic across the bridge
- two lanes in either direction to and from the city
- stopping right hand turns from Devon St East onto SH3 to improve safety
- installing cycle lanes in each direction.

Issues to consider

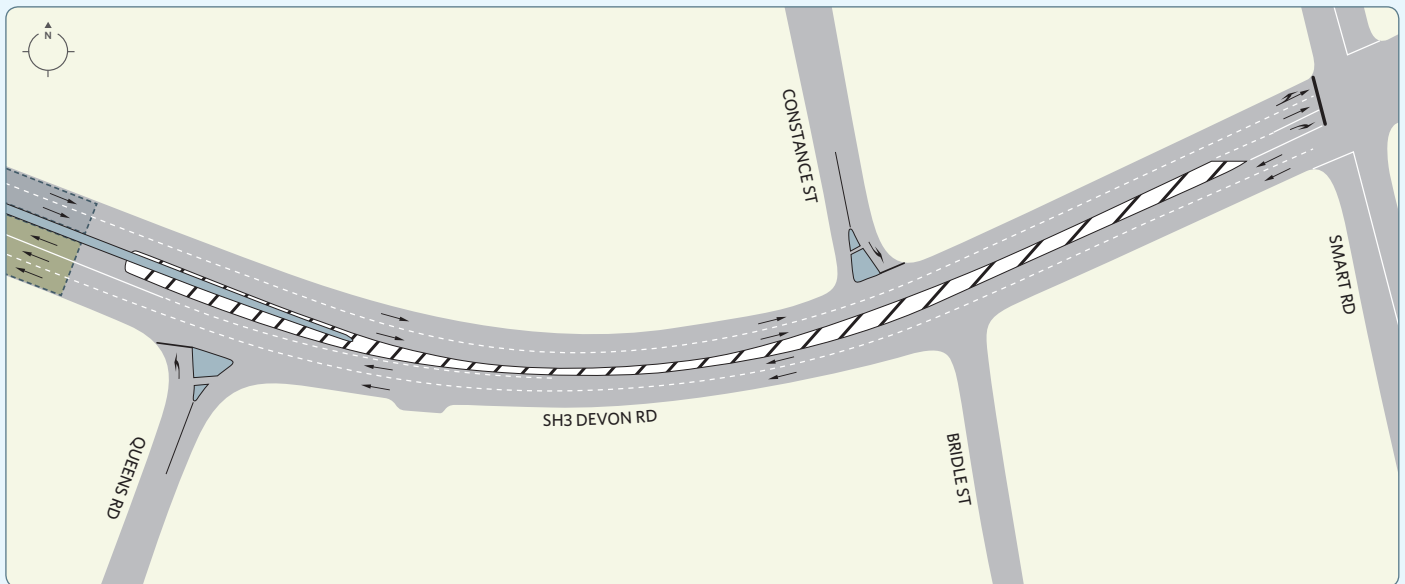
- Route changes - drivers currently turning right from Devon St East intersection will need to take an alternative route.



What are your thoughts on the proposal?

Is there anything else we need to consider at this location?

Constance St



The issues

This section covers the intersection of Constance St and SH3. This intersection has safety issues as drivers turning right from Constance St onto SH3 are not able to clearly see oncoming traffic and have to cross multiple lanes.

What we are proposing

To overcome these issues we are proposing the following improvements:

- removing the right hand turn from Constance St onto SH3
- banning right hands turns into Constance St from SH3.

Issues to consider

- Route changes - drivers currently turning right into or out of the Constance St/SH3 intersection will have to take an alternative route.

What are your thoughts on the proposal?

Is there anything else we need to consider at this location?



Location and time of info days

Friday 28 June	3pm - 9pm	New Plymouth Girls High School
Saturday 29 June	10am - 3pm	New Plymouth Girls High School

Next Steps

We value your feedback as it will help us further refine our proposals for the project, particularly at each of the seven areas described in our newsletter.

Please either visit us at one of our public open days in June or send us your feedback via our website or email address.

Everyone's feedback will be summarised in a report that we will make publicly available later in the year. Your personal details will remain private.

We expect to make key decisions by late 2013 and we currently expect to lodge RMA applications for some of the proposals in late 2013. Construction is scheduled to start in early 2014.

Why we limit state highway access

You may notice that a number of our proposals include closing or modifying state highway connections.

This is because every highway connection can cause delays or safety issues when people have to slow down to allow others time or space to turn on or off the highway at much slower speeds. You may have seen some near misses or crashes when a vehicle has tried to turn on to SH3 from a side road or driveway.

To avoid these issues we spread out the highway connection points, and provide highway accesses that have good visibility and a high level of safety. This is why in newer road developments the NZTA has less highway access points but better layouts so people merge more easily and safely with traffic or have a separate space to turn off.





Contact us

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