

# 3 Vickers to City Upgrade

## Vickers Road to Hobson Street



## Thanks for your feedback

In June we shared with you the proposed plans for the upgrade of State Highway 3 (SH3) between Vickers Rd and Hobson St and asked what you thought of these. We're pleased to say that we have had a great response from the community on the proposed plans.

Overall we had 187 people attend the information days on 28 and 29 June and have received about 160 pieces of feedback. A summary of the feedback will be provided in a report in October; however we wanted to give you an update on some of the key points that people raised and what we are doing about these.

## Your feedback

Overall the feedback on the project has been very positive and people are pleased that we are investing in upgrading the road. Some of the key themes raised in the feedback were:

**Four lanes** - The overwhelming feedback was that the community wanted four lanes. As recently announced, the NZ Transport Agency has decided to invest in the four laning now to ensure we don't need to revisit the project at greater cost and cause disruption years down the track. The ability to widen the road to four lanes was made possible by KiwiRail's agreement to allow the Transport Agency to buy land alongside the road corridor. There will now be four lanes along the majority of the road - from Smart Rd to Watson St. The lanes will still be reduced to three between Hobson St and Watson St as there is limited space between the road and private properties.



**Cycling lanes** - The feedback on cycle lanes was divided. Some people wanted to remove cycle lanes altogether or encourage people to use alternative routes, and others supported the proposal to have cycle lanes for the entire length of the route. One consistent theme was to ensure that vehicles and cyclists could use the route as safely as possible. As New Plymouth is one of two model cycling communities

and because cyclists help reduce congestion by keeping vehicles off the roads, the Transport Agency is committed to ensuring that, where possible, on-road cycle lanes are provided.



**Pedestrians** - The community highlighted they would like the route to be pedestrian friendly. Footpaths that are in place currently will be retained and the Transport Agency are currently investigating the feasibility of safety improvements at key locations raised at the open days.

**Parking removal** - Some residents raised concerns about the removal of parallel parking, especially outside New Plymouth Girls High School. Removing parking will allow for the road to be widened and also improve safety as fewer vehicles will be pulling into and out of the parks onto SH3. The Transport Agency is still reviewing the concerns raised by the community and are working with the school on this issue.

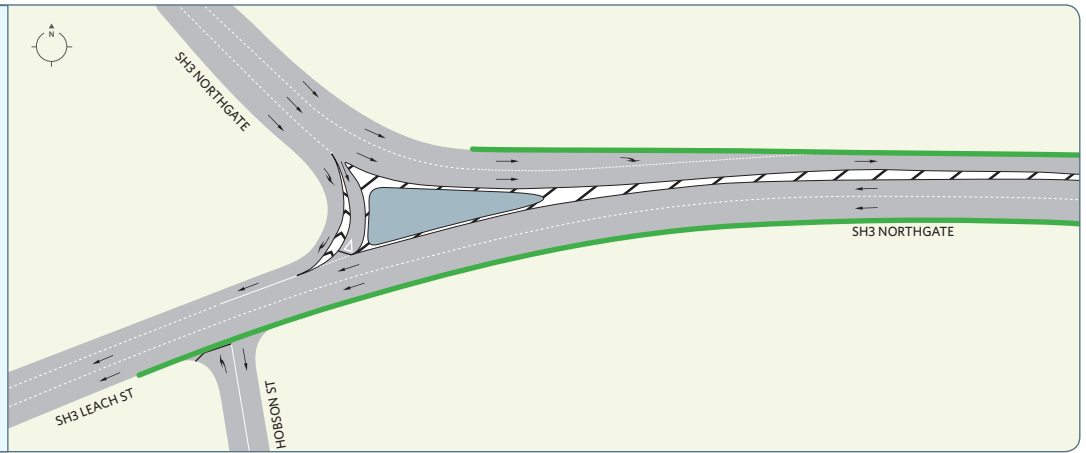
**Traffic light sequencing** - The feedback also highlighted that people wanted the full length of SH3 to run smoothly. The traffic lights will all be sequenced to ensure that traffic maintains a consistent flow.

The maps below set out **some** of the feedback received on the proposed plans

**Leach St/Hobson St/Northgate**

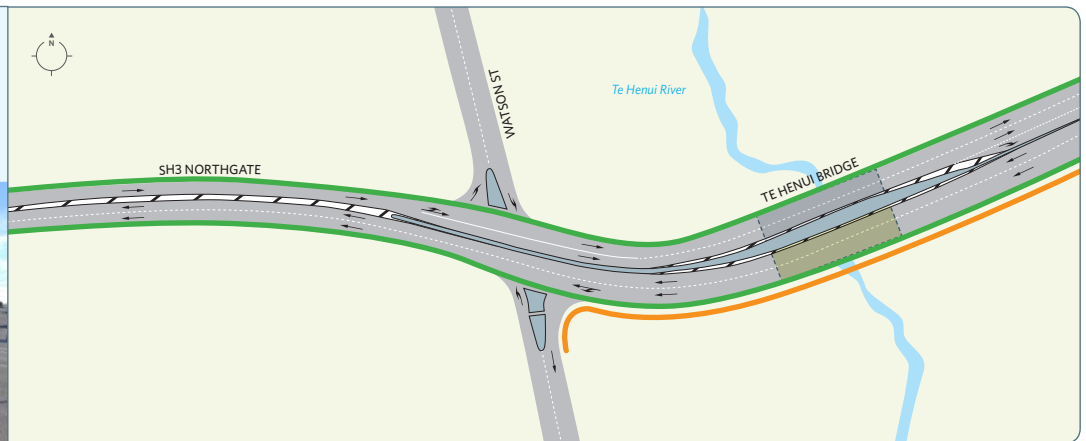
**Inclusion of raised median to stop traffic crossing lanes.** This was considered but unfortunately it creates safety issues so it won't be included.

**Remove give way and don't allowing turning into Hobson St.** The left hand turn into Hobson St will be kept to allow traffic to turn into this area. Including a give way ensures that people can do so as safely as possible.



**Northgate/Watson St**

**Make Watson St north and south left in and left out only.** The Transport Agency has adjusted the plans to reflect this feedback.

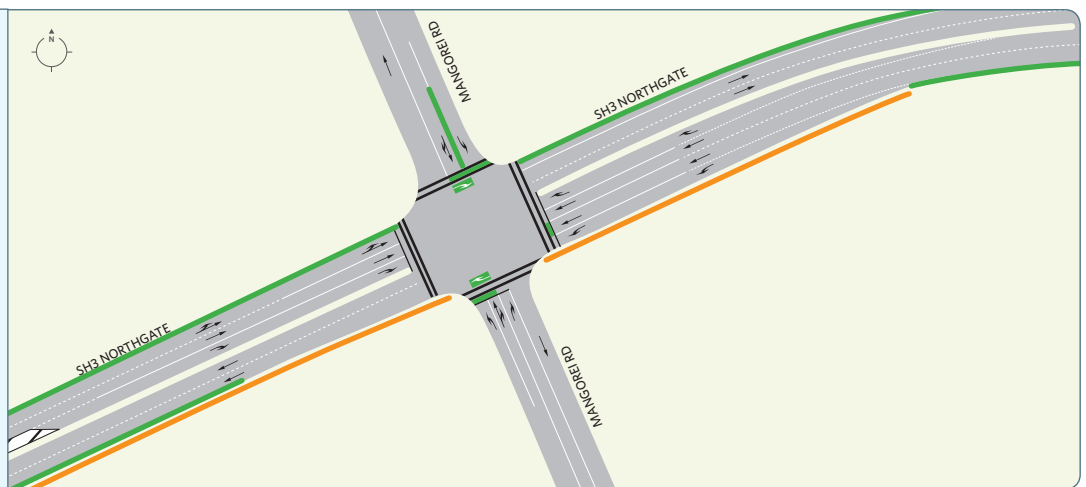


**Northgate / Mangorei Rd**

**Install a roundabout.** There is not enough space in this area to install a roundabout and traffic lights will be retained to ensure traffic flows efficiently.

**Make right hand turn lanes longer.** This will be included in the revised designs.

**Make free left hand turn lanes.** This change would require the purchase of additional land at the intersection, something that is not proposed at this time.

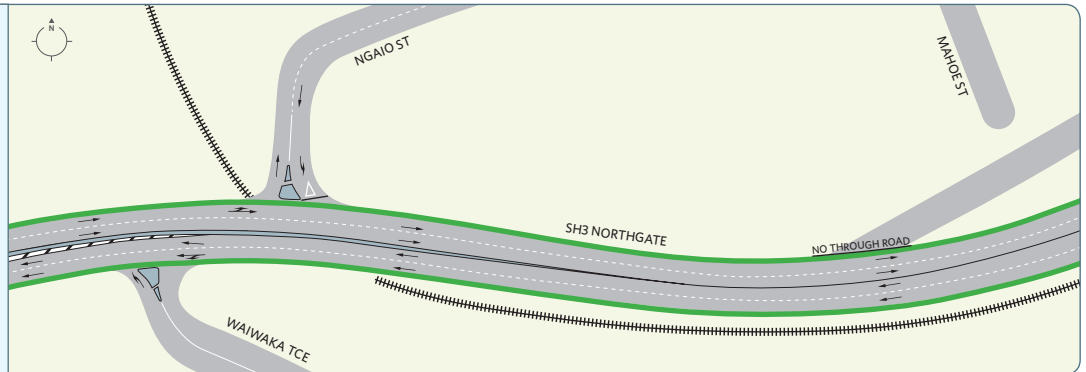


**LEGEND**

-  On-road cycle lanes
-  Raised median
-  Painted median
-  Railway
-  Off-road shared path

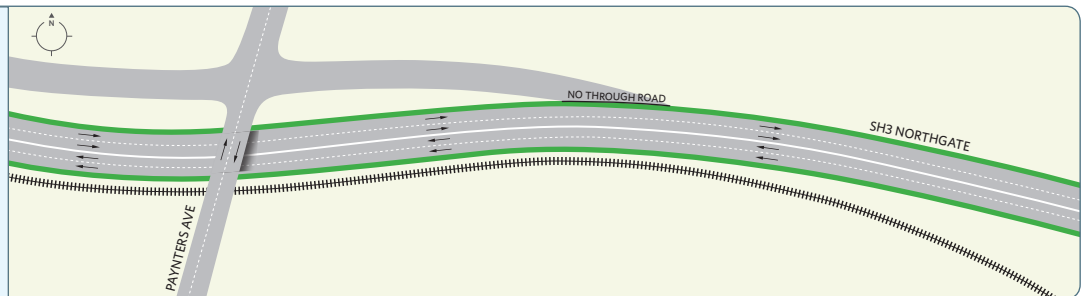
### Ngaio St/Waiwaka Tce

**Close Ngaio St.** This proposal was considered but as this is left hand turn in and out only it was not deemed necessary to close the road altogether.



### Northgate/Paynters Ave Overbridge

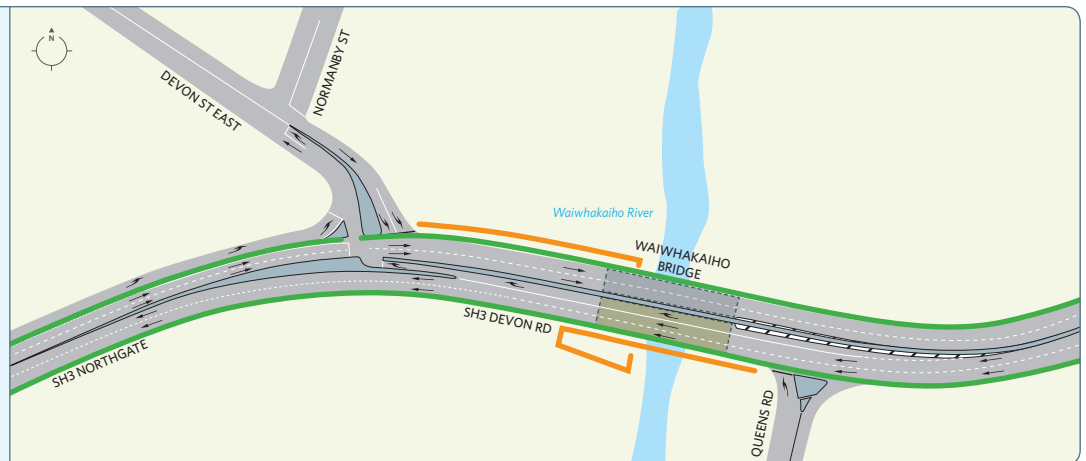
**Have four lanes in this section.** Under the overbridge there will be four lanes and a cycle lane in both directions.



### Devon Rd/Devon St East/Queens Rd

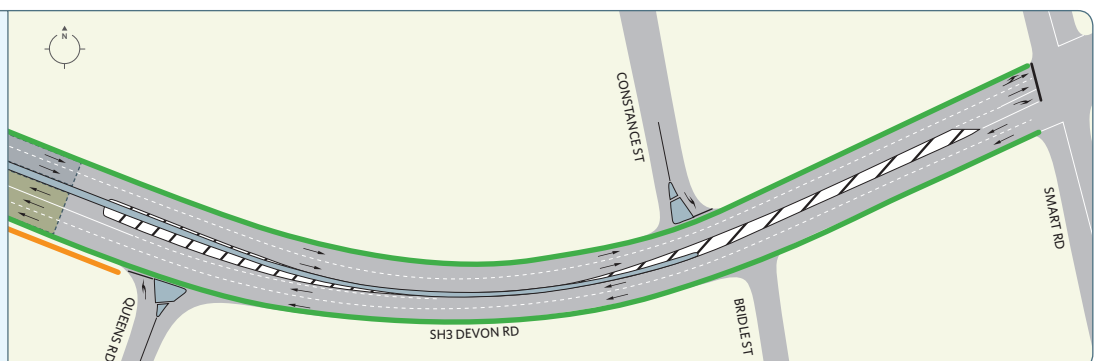
**Removing the right hand turn out of Devon St will put extra pressure on other intersections.** Currently there are less than 40 vehicles turning right out of Devon St at peak hours. Modelling indicates that removing the right hand turn will not cause significant pressure on surrounding intersections. This will be monitored following construction.

**Install a roundabout.** Modelling showed that traffic lights would manage future traffic flows in this location better than a roundabout.



### Constance St

**A raised median would improve safety.** Feedback indicates that many people have experienced issues with right turning traffic at this point in the road. The Transport Agency is still reviewing concerns raised by the business owners on right hand turn access to their properties.



## 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.

## Next steps

Now that we have your feedback we are assessing ground conditions and will use all the information provided to us to develop detailed designs.

In October we will share with you the final design for the route, provide information on all the feedback received and explain the decisions made. Following this we will be issuing relevant notifications and consents to get approval to carry out the works. Pending appropriate approvals, consents and funding, construction is on track to start in 2014.

## Investing in outcomes

SH3 is a critical link to and from New Plymouth which needs to be improved. The Transport Agency will be making a \$16m 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 Transport Agency's approach to funding transport improvements – supporting people and their local or regional economies.

## Contact us

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