



Motueka High Street Investigation

The NZ Transport Agency has been conducting investigations to explore potential improvements to the transport network within the Tasman region. Three areas were covered in this project: the Richmond Arterial Investigation, SH60 Richmond to Collingwood Investigation and the more detailed investigation of the urban section of State Highway 60 along Motueka High Street.

There is potential to improve specific transport issues in Motueka. During engagement with key stakeholders, we established that the design of the pedestrian crossings needs improvement, and a number of intersections could be redesigned to work more effectively. We want your feedback so we can develop a preferred option to improve safety and traffic flows along High Street.

The problems we have identified on High Street are:

- location and visibility of pedestrian crossings,
- variable travel times and congestion,
- access onto High Street from side roads,
- poor layout resulting in risk-taking and safety concerns.

The Transport Agency is now looking into short to medium term improvements to High Street to improve these safety issues and traffic flows, and we are seeking your views on options.

This phase is designed to address the more immediate transport problems along High Street, while potential long-term improvements will be considered as part of the overarching SH60 Richmond to Collingwood investigation.

Proposals have been developed with input from Tasman District Council, Motueka Community Board, the NZ Police, Road Transport Association and the Automobile Association.

The proposals are designed to:

- make it safer for pedestrians to cross High Street,
- make traffic flow better along High Street,
- make it easier to turn in and out of side roads along High Street, giving better access to Motueka community facilities and off road parking areas,
- improve safety for all road users at intersections.

The area for improvements being considered is along the whole length of High Street.

There are a number of options being considered and these are outlined in the supporting document “SH60 Motueka Investigation – detailed business case – draft for public engagement”. This document provides detailed background to the investigation carried out so far and includes:

- evidence to support the problems and benefits,
- an outline of the investment objectives,
- a long list of options,
- a preliminary assessment of options,
- a shortlist of options for public engagement and further investigation.

In summary, the shortlist of options that we are seeking feedback on are:

- three specific options which consider the pedestrian crossings and the Tudor Street, Wallace Street and Pah/Greenwood intersections,
- a roundabout at King Edward/Old Wharf Road,
- minor improvements or a roundabout at Whakarewa/Woodland intersection,
- sightline improvements or a full intersection upgrade at Parker/Fearon Street,
- consolidation and control of existing and new accesses onto High Street,
- a town centre 40km/hr speed limit between Whakarewa/Woodland and Poole Street,
- measures to encourage off-street parking.

These options are shown on the diagrams overleaf.

High Street town centre (between Tudor Street and Pah/Greenwood Streets)

For more detailed diagrams, and to see the impact on parking spaces, please visit www.nzta.govt.nz/motueka, or come to our drop-in sessions on the 25th and 29th June (see full details on the back page of this newsletter).

The key features of each option are described below:

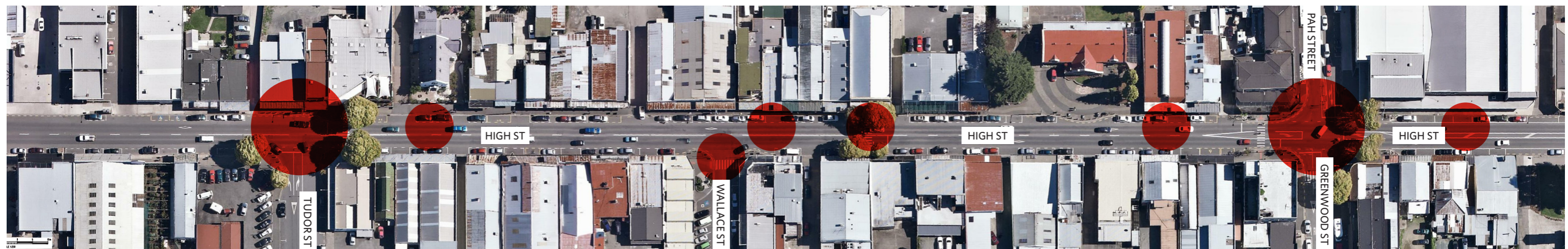
Option	Tudor / High Street	Wallace / High Street	Pah / Greenwood Street
1	Right turn bay	Right turn bay	
	Pedestrian signals at current pedestrian crossings and some minor improvements		
2	Traffic signals	Right turn bay Pedestrian refuge	Traffic signals
3	Traffic signals	Right turn bay Pedestrian signals	Traffic signals

A brief overview of the advantages and disadvantages of each town centre option is shown below.

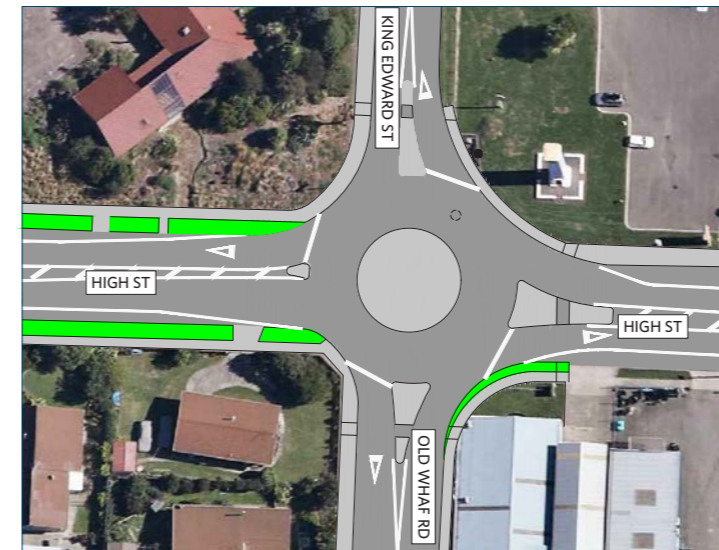
Option	Advantages	Disadvantages
1: prioritises pedestrian safety and through traffic	<ul style="list-style-type: none"> Improves pedestrian safety. Improvement to summer traffic flow by controlling pedestrian crossing frequency. Slight improvement for vehicles turning in and out of side roads as there will be gaps in traffic as a result of traffic signals and right turn bays at Tudor and Wallace Streets. Retains 92 of the current 119 High Street parking spaces between Woodland Street and Poole Street. 	<ul style="list-style-type: none"> No improvement for pedestrians crossing Tudor Street and Pah/Greenwood Streets side roads. Minimal improvement to vehicle access from side roads at Tudor, and Pah/Greenwood Streets. Loss of 27 car parking spaces on High Street.
2: prioritises pedestrian safety and local access	<ul style="list-style-type: none"> Improves pedestrian safety on High Street and side road crossings. Significant side road access improvements between Tudor and Pah/Greenwood Streets. Improves access to and from off street parking areas. 	<ul style="list-style-type: none"> Through traffic potentially stopped at two sets of signals. Lower pedestrian level of service at pedestrian refuge just north of Wallace Street. Removes 12 more High Street car parking spaces than Option 1. Removes 5 parking spaces from Tudor Street and 14 parking spaces from Pah Street and Greenwood Street.
3: gives highest priority to pedestrian safety	<ul style="list-style-type: none"> As Option 2, plus improves pedestrian safety, by providing pedestrian signals north of Wallace Street. 	<ul style="list-style-type: none"> As Option 2, plus through traffic potentially stopped at three sets of signals.

High Street town centre overview

The red dots below indicate the locations and scope of the project on High Street.



High St/King Edward St/Old Wharf Road - roundabout



- Install roundabout**
- Full semi-trailer tracking
 - addresses side road delays and safety
 - includes pedestrian refuges to make it easier to cross the road.

High St/Fearon Street - intersection



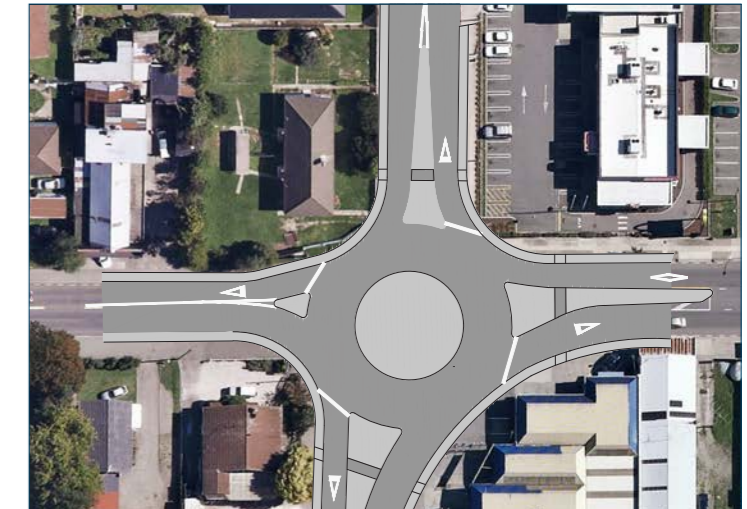
- Intersection - realign intersection (or sightline improvement A only)**
- Improve sight distance
 - Improve cross roads alignment at Fearon/Parker Street
 - Improve alignment of High Street through intersection.

High St/Whakarewa St/Woodland Ave - minor improvement



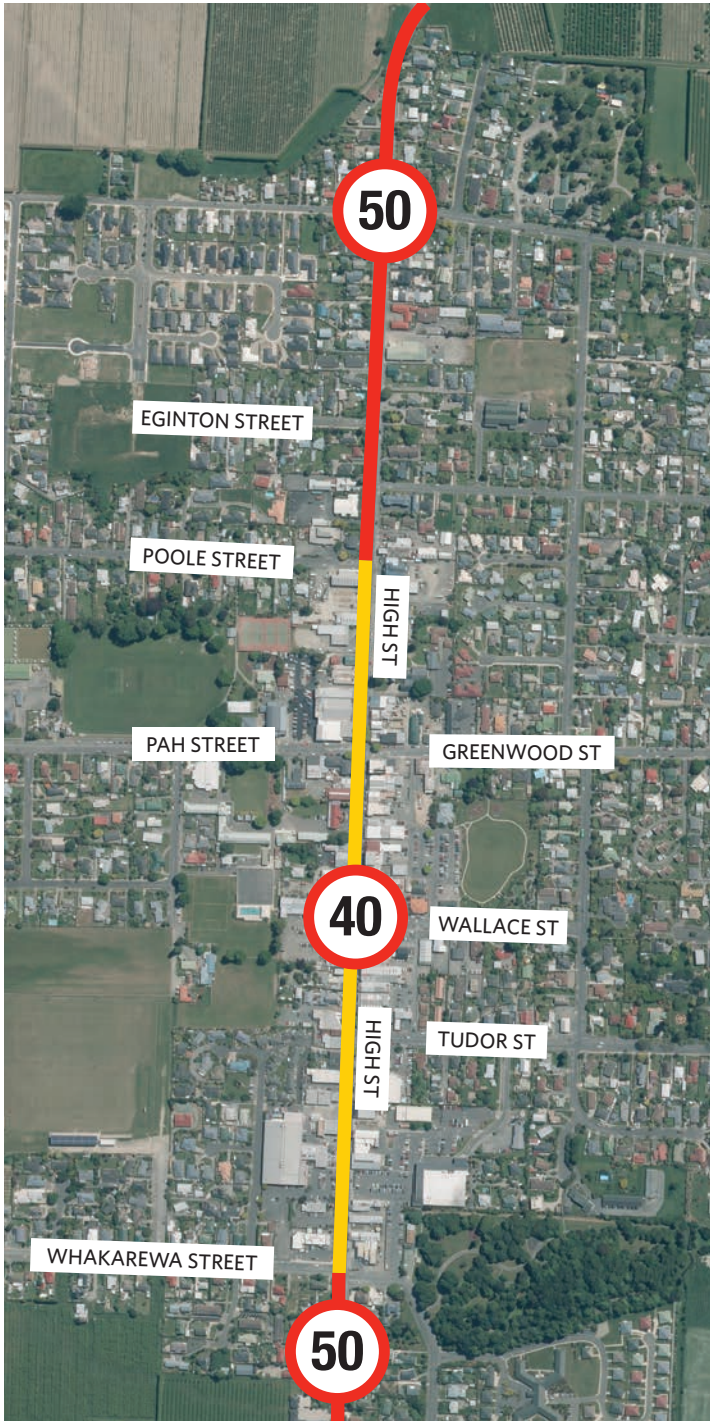
- Minor intersection improvement to provide right hand turn bay into Woodland Ave**
- Large rigid truck tracking
 - Semi-trailers limited need to cross centreline.

High Street/Whakarewa Street/Woodland Ave - roundabout



- Install roundabout**
- Addresses side road delays, safety and full semi-trailer tracking
 - Allows for future zoned development
 - Includes pedestrian refuge to make it easier to cross the road.

40km/h speed limit option



Tell us what you think

We welcome your comments and ideas on the SH60 Motueka High Street improvements. Your feedback will help us develop a preferred option to improve safety issues and traffic flows.

We will be accepting submissions through our website www.nzta.govt.nz/motueka, or by mail to:

Motueka Investigation Project Team

NZ Transport Agency
PO Box 1041, Nelson 7040.

The end of the engagement period is 14 July 2017.

We will also be present at the Sunday market in Motueka on 25 June from 8am to 1pm, and will be holding a dedicated drop-in session for the project at the Motueka Service Centre, 7 Hickmott Place on 29 June from 3pm to 7pm. We hope to see you and look forward to hearing your questions, comments and suggestions.

Stay in touch

You can stay up to date with the project by visiting our web page or subscribing to project updates.

Online: www.nzta.govt.nz/motueka

Email us: motuekainvestigation@nzta.govt.nz