



State Highway 60 High Street Motueka speed review

Consultation summary report

Waka Kotahi NZ Transport Agency

17 March 2022

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Background

In 2017, we started investigations and engagement with the community, business owners and interested groups about potential short- or medium-term improvements to make journey times more reliable, and the stretch of State Highway 60 (SH60) that passes through the Motueka town centre safer.

The proposals focused on the following key areas:

- Make it safer for pedestrians crossing High Street
- Make traffic flow better along High Street
- Make it easier to turn in and out of side roads along High Street
- Improve safety for all road users.

In late August 2020, we received \$6.8 million as part of the Government's COVID-19 Response and Recovery Fund to deliver safety upgrades to Motueka High Street on SH60.

The investment will help upgrade the road with intersection improvements and pedestrian crossing signals, delivering the following safety improvements:

- A new roundabout to improve access onto SH60 at the King Edward Street and Old Wharf Road intersection.
- Traffic signals will be installed at the Tudor/High Street intersection, and the existing zebra crossing just north of this intersection will be removed.
- Pedestrian signals will be installed on High Street north of Wallace Street, along with a right turn bay into Wallace Street. At this location we will also be removing the existing zebra crossing.
- Traffic signals will be installed at the Pah/Greenwood/High Street intersection, and the existing zebra crossing on High Street, just south of the Pah/Greenwood/High Street intersection will be removed.

By making the intersections safer with a roundabout and signals, and replacing the existing zebra crossings with signalised crossings, everyone will be able to get to where they are going more safely. These changes will help traffic flow better during peak times and make it easier for people to enter High Street from side streets.

Alongside the above safety improvements, we also reviewed speed limits along High Street, to ensure they are safe and appropriate for the road. This is especially important due to the number of elderly people, children, and others walking and cycling, and living along this section of SH60.

In April 2021 we spoke with people about the safety improvements and asked for their feedback on what they thought of the current speed limits on SH60 from the Wharf Road roundabout to south of Staples Street.

More information about the project is available at www.nzta.govt.nz/sh60-motueka

Engagement and Consultation Process

Before undertaking the formal speed review consultation process, we completed numerous steps, including a speed management technical assessment of the road. This identified the various existing speed limits on the road were not safe for the current road characteristics and roadside environments along this corridor.

In April 2021, Waka Kotahi engaged with the community to inform them of the upcoming safety improvements and asked for their thoughts about the current speed limits along State Highway 60 High Street, between the Wharf Road roundabout to south of Staples Street. We had many useful conversations and received 262 pieces of feedback.

On 11 October 2021, Waka Kotahi started formal consultation on proposed new speed limits for SH60 High Street in Motueka. Consultation was open for four weeks and closed on 5 November 2021. The consultation was advertised in the local papers and on the Waka Kotahi website. A media release was issued on 11 October 2021 notifying the public that consultation was open. People were able to make submissions through the online form, using the printed submission form or by email.

Consultation Question

The consultation phase is used to seek any additional information from stakeholders or the public that will help inform the final decision about the proposed speed limit changes.

During formal consultation we proposed new speed limits and asked the public the following question “**Are there any other factors that we should consider when making our decision?**”

We consider all factors raised during formal consultation when making our decision on new permanent speed limits.

Summary and response to submissions

We received 75 submissions during consultation. We appreciated the response from the community and thank all those who provided their feedback.

The following Iwi and organisations provided submissions: Te Ātiawa Manawhenua Ki Te Tau Ihu Trust, Nelson District Council, the NZ Automobile Association, NZ Police, Ia Ara Aotearoa Transporting New Zealand, and Nelson Marlborough Health.

Iwi and all the above organisations understood the need for the proposed speed limit changes and did not have any additional factors around the proposed speed limits. Transporting New Zealand advised education would be required around the use of cycling sharrows and advanced stop boxes.

The relevant factors that were expressed in the feedback from the public and organisations are summarised in the table below. The table outlines the main concerns or factors people raised in their submissions and our response to these.

Concerns/factors raised	Waka Kotahi Response
<p>Proposed speed limit changes not needed</p> <p>Some people thought there was no need to change any of the current speed limits as traffic is naturally slowing down during peak times or summertime due to congestion.</p> <p>People also advised they thought that 30km/h at night with virtually no other traffic would be difficult for drivers to adhere to and could lead to increased speeding fines. Due to this, some people thought 40km/h instead of 30km/h would be better.</p> <p>Some people thought that due to the safety work being completed (traffic signals, roundabouts and crossings), the speed limit should not be changed until we have monitored how the infrastructure improvements are working.</p> <p>Some people also mentioned that there is no need to lower the speed to 30km/h through the town centre as the tree casting shade over the crossings,</p>	<p>The 30km/h town centre section is considered the safe and appropriate speed limit for this section of High Street, due to the busy nature of the road. The 30km/h speed limit will provide the most protection for more vulnerable people, which includes children and elderly people who are walking across the road to get to businesses and schools, as well as people cycling on the road. 30km/h is the safest survivable speed limit for pedestrians and cyclists. Above 30km/h, the likelihood of death and serious injury increases substantially.</p> <p>Whilst speeds on High Street tend to be more self-regulating during busier times, we need to make sure that people walking and cycling are protected at all times of the day.</p> <p>We do understand that during the evening periods the 30km/h speed limit will not be as self-regulating with less traffic. We will monitor the new speed limit and see if there are any future changes needed to ensure compliance.</p> <p>Even though some trees have been removed, which makes it easier for drivers to see people waiting to cross the road, it</p>

Concerns/factors raised

Waka Kotahi Response

and drivers not seeing people crossing the road was the problem, and this has now been addressed.

is still important for people driving to be travelling slowly enough to stop for the traffic signals or to share this section of road with people cycling and crossing the road.

The 30km/h speed limit will complement the new traffic and pedestrian signals, by making it safer for people walking and cycling on this section of High Street.

Extending the 30km/h section

Some people thought the proposed 30km/h speed limit through the town centre should be extended as the distance needs to be longer to ensure safety for everyone, including road cyclists and people using the new crossings at the new roundabout.

People suggested the following points where the 30km/h should start and stop:

- Starting the 30km/h from the intersection of Old Wharf Rd/High St (by the clock tower) where the new roundabout will be and extended until Poole Street or Staple Street or just past Parker/Feron Street.
- They thought the extension was needed to ensure safety at the new roundabout at King Edward/Old Wharf Rd intersection which includes zebra crossings.
- They thought the extension was needed to Parker/Feron intersection as this marks the end of the business/residential area (there is the RSA within this area). And also 200 metres along Fearon St is the Top Ten Holiday Park which can see a lot of people driving, cycling and walking.

We acknowledge that people did want to see the 30km/h section through the township extended.

The start and end point of the 30km/h was determined where there are the most people walking across the road, and because of the narrowness of the road due to car parking which impacts people cycling as people get in and out of cars.

The new raised roundabout at the Old Wharf Road, King Edwards Street and High Street will help people drive more slowly through this intersection, and so a 30km/h speed limit was not required at this point.

The 30km/h speed limit does start before Whakarewa Street, to make it easier for cars to safely pull out of the side street and to make it easier for students from Motueka High School to cross the road near this intersection.

We will not extend the 30km/h speed limit out to beyond Poole Street, as the area we are making 30km/h is where there is the highest number of people walking across the road and a lot more parking and vehicle activity. The area we are changing to 30km/h is where most of the shops, cafes and businesses are located.

After the new speed limits are installed, we will monitor speeds and compliance and we will consider if any further changes are required.

Extend the 50km/h at the North end of town

Some people thought the 50km/h on High Street between just before the Poole Street intersection and ending after the Parker Street intersection, should be extended to out beyond Staples Street intersection or out to the Motueka bridge. This was due to drivers not slowing down until they reach the current speed limit sign, and Staples Street is the official Motueka borough boundary. They also commented that some cars were going fast along the road from Staples Street and off the Motueka Bridge which felt very dangerous.

We reviewed the location of the existing 50/80 change point to the north of Motueka and this will not be changed.

The current location of the existing 50 / 80 is the best location for the change in speed limit due to the straighter road environment north of Staples Street. The current location of the speed limit sign is installed where the road becomes less straight, creating a natural change point, as well as more development appearing in the distance when travelling southbound, again reinforcing the need for people to slow down.

Next year, we will be reviewing speed limits for other sections of SH60, so we will look at speed limits at the Motueka bridge and north of this.

Variable peak speed limit in the town centre

A high number of people wanted to see the 30km/h town centre speed limit being set as a variable speed limit during peak times, so that the 30km/h was enforced from 7am to 7pm. Many people raised

Although a variable peak speed limit is possible under the current Land Transport Rule: Setting of Speed Limits 2017, we will not be putting one in place due to the uncertainty this would create, and the potential increased risk to people walking and cycling on this section of the road.

Concerns/factors raised	Waka Kotahi Response
<p>concerns about drivers not being able to adhere to 30km/h outside peak times as the road felt more like a 50km/h section of road, and because there were fewer people walking across the road or cycling after peak times.</p>	<p>Whilst speeds on High Street tend to be more self-regulating during busier times, we need to make sure that people walking and cycling are protected at all times of the day.</p> <p>We do understand that during the evening periods the 30km/h speed limit will not be as self-regulating with less traffic. We will monitor the new speed limit and see if there are any future changes needed to ensure compliance.</p>
<p>Traffic infringements due to speed limit confusion</p> <p>Some people thought there may be accidental traffic infringements for those people who live in between the school variable signage, as they cannot see that it is active when departing their properties. This is because the length of the zone is so long covering multiple schools.</p>	<p>At this stage the current variable school zone speed limit will not be changing, and so the signage that is in place now will stay as it is.</p>
<p>Permanent 30km/h speed limit between Courteney Street and Old Wharf Road</p> <p>Some people living on High Street, advised the need to have a permanent 30km/h speed limit rather than the school variable speed limit between Courteney Street and Old Wharf Road. They felt that drivers (both in cars and trucks) were speeding through this area consistently. They also saw that drivers were not having time to stop at the pedestrian crossings.</p>	<p>50km/h is considered to be the safe and appropriate speed for this section of SH60, when school children are not travelling to / from school. If the speed limit was dropped permanently to 30km/h, compliance would likely become an issue and people would potentially break the speed limit as the roading environment does not suggest 30km/h as being appropriate. Therefore, the impact that a permanent 30km/h speed would have, would be eroded over time.</p>
<p>Variable school zone speed limit not consistent</p> <p>The proposed 30km/h limit for the variable school zone is not consistent with other school zones in the district and will lead to confusion.</p>	<p>Under New Zealand's Road to Zero strategy, there is a national mandate (Tackling unsafe speeds) to make speed limits around schools safer. This new programme of work will see more urban school zones across New Zealand having their speed limits changed to 30km/h variable speed limits.</p> <p>At this stage we will not be changing the variable school zone speed limit. The variable school speed limit will remain at 40km/h with a 50km/h outside peak school times. We are working through a separate approval process to be able to install a 30km/h variable school speed limit with a 50km/h outside peak school times.</p>
<p>Cyclists</p> <p>The cycling sharrows and cyclists being able to take the middle of the lane through the proposed 30km/h town centre section will confuse people. Ia Ara Aotearoa Transporting New Zealand also advised that education was needed about sharrows, as these were something new for the community.</p> <p>People thought signs would be needed that tell drivers not to pass cyclists through the proposed 30km/h town centre zone.</p>	<p>We appreciate that the cycling sharrows and advanced stop boxes may be new for people living and driving or cycling through Motueka. We will be educating the community about what they are for and how are used.</p> <p>At this stage there will be no sharing the road type signage, but this is something we will be monitoring.</p>

Concerns/factors raised

Waka Kotahi Response

Repeater signage

People thought that big signs and repeater signage would be needed so drivers knew to go 30km/h through the town centre.

To reinforce the 30km/h speed limit, on-ground kerb to kerb red painted strips and 30km/h speed limit road markings will be marked at either end of the 30km/h section.

These changes will be in addition to the speed limit signs that will also be provided.

Bypass and new bridge needed

People thought the safety improvements and speed review were not needed and instead funding should be provided for a bypass and a new bridge.

Our priority is making the current road safer for everyone, so that High Street is easier and safer for people walking and cycling through the town centre and crossing the street. We are also focused on improving the traffic flow for those traveling through or turning into or out of the side streets onto High Street.

A Motueka Transport Study completed in 2010 recommended that a number of short to medium term improvements could be implemented on Motueka High Street ahead of longer-term considerations, such as a bypass around Motueka. While a bypass for Motueka is not part of the scope of this project, it may be delivered in the future. At this point in time, it has been determined that it is not a priority.

Improving the Motueka Bridge is not within the project scope and we currently do not have any funding for this work. Constructing the safety improvements on High Street and changing the speed limits does not preclude any bridge improvements being delivered in the future if funding were to become available.

More zebra crossings

People thought there was a need to have more safe crossing points between Whakarewa Street and King Edward Street as there are lots of children crossing the road in this area and they are at higher risk of being hit by a driver when there are no crossing points.

We have provided zebra crossings at the new roundabout by King Edward Street.

Currently there are a number of pedestrian refuges located on High Street near Whakarewa Street. With the speed limit changing to 30km/h this will make it safer for people to cross the road.

In addition to our safety improvements and speed review, the Tasman District Council will be progressing a wider plan to improve the urban form of Motueka township in the coming years. It is expected this work will consider a range of urban design and liveability aspects around the town centre including planting, parking, active travel, public transport, open spaces.

Park and cycling facility

People asked if the area being used for road work equipment at the High St/Old Wharf Rd roundabout/clock tower be designated as parking for people who drive in from rural areas then carpool or use their bikes around town. This could then also be used as a park and ride facility in the future if there is a bus service into Nelson.

A new park and ride facility is not part of the scope of this project.

In the coming years, the Tasman District Council will be progressing a wider plan to improve the urban form of Motueka township. It is expected this work will consider a range of urban design and liveability aspects around the town centre including planting, parking, active travel, public transport, open spaces.

Heavy vehicle traffic and rerouting traffic

There are currently no plans to re-route heavy vehicles onto nearby roads. This approach would likely require significant upgrades to the local roads that are not maintained to a

Concerns/factors raised	Waka Kotahi Response
<p>People thought that there should be no heavy vehicle traffic along the town centre of High Street, and it should be deviated along Queen Victoria Street. People mentioned that it felt dangerous to have large logging and freight trucks going through the main street which is narrow and had a lot of people going in/out of car parks.</p> <p>People also thought main through traffic should be re-routed from SH60 at Robinson Road and angled across the estuary to connect with Queen Victoria St in Lower Moutere. This route would then head north via a new bridge across the Motueka River to connect with Main Road Riwaka or with Swamp Road to bypass Riwaka village.</p>	<p>standard to accommodate heavy vehicle traffic. Rerouting heavy vehicle traffic is also likely to result in safety concerns by introducing heavy vehicles into more residential areas.</p> <p>A new bridge to accommodate these changes is not currently being considered by Waka Kotahi.</p>
<p>Review further sections of SH60</p> <p>People wanted to see the speed limits reviewed along the Coastal Highway through Mariri, as there has been increased traffic volumes and turning into and out of the many of 'the Loops' (side roads) is very dangerous. They also mentioned that all the loops need either widened slip-roads or roundabouts (particularly at the Robinson Rd junction).</p>	<p>In 2022, we plan to review speed limits on other sections of SH60. This will include the State Highway section north and south of Motueka.</p> <p>Tasman District Council is responsible for the local road speed limits. They will be completing a Speed Management Plan soon, which will look at local road speed limits within the Tasman region.</p> <p>We are not currently investigating any options to install roundabouts on SH60 to the south of Motueka.</p>

Decision

The table below shows the recommendations Waka Kotahi formally consulted on between 11 October and 5 November 2021.

The submissions did not identify any issues that Waka Kotahi had not already considered.

We will be changing the speed limits as per the table below.

At this stage we will not be changing the variable school zone speed limit. The variable school speed limit will remain at 40km/h with a 50km/h outside peak school times. We are working through a separate approval process to be able to install a 30km/h variable school speed limit with a 50km/h outside peak school times.

The speed limit that is changing will come into effect on 8 April 2022.

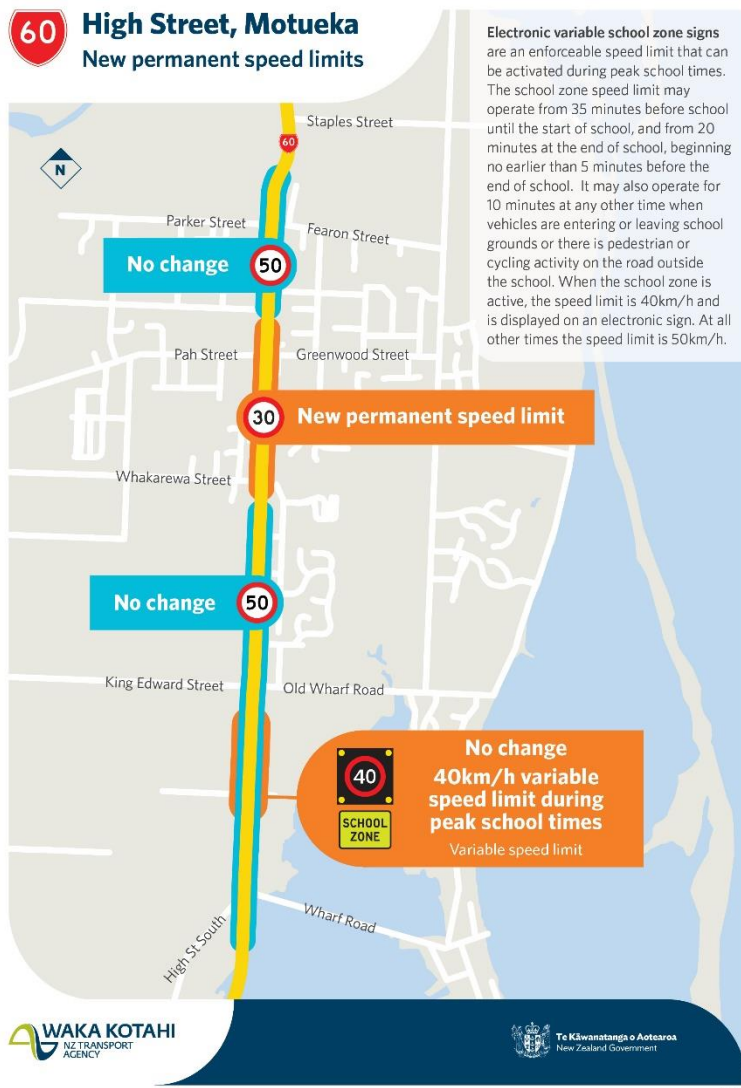
Stakeholders will be notified by letter and the public are being notified via media release, newspaper and radio advertising, and social media ahead of the new speed limits signs being installed and the new speed limits taking effect.

When the new speed limits take effect, the area will be monitored to ensure the new permanent speed limits and supporting treatments are working effectively and to determine if any further changes are required.

The following new speed limit will apply from 8 April 2022.

Location	Current speed limit (km/h)	New permanent speed limit (km/h) from 8 April 2022.
<p>Existing 50/100 change point 220m south of SH60 / Wharf Road roundabout to approximately 35m south of the Whakarewa Street intersection</p> <p>The School Zone is proposed to go from 55m south of Courtney Street to the existing school variable speed limit sign 40m south of Old Wharf Road</p>	<p>50km/h with a 40km/h electronic variable school zone</p> <p>The School Zone currently goes from south of the Jack Inglis Friendship Hospital entrance to south of the SH60 / Old Wharf Road intersection</p>	<p>No change</p> <p>At this stage we will not be changing the variable school zone speed limit. The variable school speed limit will remain at 40km/h with a 50km/h outside peak school times. We are working through a separate approval process to be able to install a 30km/h variable school speed limit with a 50km/h outside peak school times.</p>
<p>35m south of the Whakarewa Street intersection to 85m south of the Poole Street intersection</p>	<p>50km/h</p>	<p>30km/h</p>
<p>85m south of the Poole Street intersection to the existing 80/50 change point 325m north of Parker Street</p>	<p>50km/h</p>	<p>50km/h (no change)</p>

Map showing the new permanent speed limit



Submissions

You can view the submissions we received for this speed review on our website at www.nzta.govt.nz/sh60-motueka