



# SH60 Motueka safety improvements and speed review

Summary of public engagement April 2021

Waka Kotahi NZ Transport Agency

July 2021

# 1. 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 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.

More information about the project is available at [www.nzta.govt.nz/sh60-motueka](http://www.nzta.govt.nz/sh60-motueka)

## 2. Engagement process

### Extensive engagement in 2017

In 2017, as part of our investigations into the work on State Highway 60 through Motueka, we spoke extensively with the community about potential short or medium-term improvements to safety and journey time reliability. More than 250 responses were received from stakeholders, organisations and interest groups.

Key findings as part of the 2017 engagement included:

- 91% of respondents support a roundabout at King Edward Street/Old Wharf Road.
- The next most popular proposals were for a roundabout at Whakarewa Street/Woodland Avenue (75% support), measures to encourage off street parking (74% support) and for a 40km/hour speed limit (69% support).
- Around half of the respondent's support sight line improvements at Parker/Fearon Streets, and a third support a full intersection upgrade.

- All three proposed options for the central shopping area received support with option 2, prioritising pedestrian safety and local access, getting the most support.
- Potential loss of parking on High Street emerged as a key theme, particularly as a result of the right turn bay at Wallace Street. When people were asked how significant they thought parking loss was for their preferred option, half said 'insignificant' or 'not very'. Around a quarter thought it was 'very significant', particularly for those with mobility impairments, and to support businesses located on the High Street.

The full report is available on our website: [www.nzta.govt.nz/assets/projects/sh60-motueka-investigation/Motueka-public-engagement-report.pdf](http://www.nzta.govt.nz/assets/projects/sh60-motueka-investigation/Motueka-public-engagement-report.pdf)

### **Follow up engagement in 2021**

Funding was not confirmed until 2021. As some time had passed since the engagement in 2017, we came back to the community with a short engagement period from 6 April until the 15 April 2021. We spoke with the community, businesses and partners to share the updated designs and seek feedback on a few elements associated with the designs.

Waka Kotahi used the 2017 feedback and investigation to refine the safety improvements that were shared with the community in April 2021.

Prior to the April 2021 engagement with the wider community, we completed presented the designs to a number of groups including: Motueka Community Board; Our Town Motueka; Top of the South Freight Forum; Tasman District Council, as well schools in Motueka; business and property owners along High Street and in particular those businesses where we were removing on-street parking from outside their premises.

An information sheet and webpage explained the purpose and objectives of the project and showed the designs of the safety improvements, including on-street parking and tree removal. We also showed the current speed limits along High Street. The information sheet and webpage set-out particular questions where we were seeking feedback.

People were invited to submit their views and provide feedback through a project email address, online via Social Pinpoint, or by providing in-person feedback at the community information sessions.

Two pop-in community information sessions were held in Motueka on 10 and 11 April 2021 and were attended by almost 40 people at each session.

Ahead of the community information days, and over the course of the engagement, we issued a media release on 6 April 2021 that resulted in further coverage. We sent a project e-newsletter to 90 subscribers advising of the designs and information sessions and published a post to the Waka Kotahi South Island Facebook page. Details of the designs and engagement were shared via Tasman District Council channels, and in the Motueka Community Noticeboard Facebook page. We also provided some local businesses with information brochures to display.

During the community engagement, Waka Kotahi asked people for their feedback on the following elements:

- What do you think about the four zebra crossings at each approach on the roundabout?
- Where do you think mobility, time-restricted, loading zone, bicycle and motorcycle parking could go along High Street within the parking spaces we have allocated?
- What do you think about the current speed limits on High Street?

### 3. Summary and response to feedback

We thank everyone who took the time to provide feedback on the SH60 safety improvements and speed limits along High Street.

Throughout the 2021 engagement period, we received 262 pieces of feedback, which are broken down into the following:

Total feedback by type	#
Direct stakeholder engagement	69
Community open day comments	45
Education Centres	6
Social Pinpoint	43
Emails / Letters	99
<b>Total</b>	<b>262</b>

The following themes, ideas and concerns were highlighted during the engagement period:

	Issues / Concerns	Waka Kotahi comments
<b>Trees</b>	<ul style="list-style-type: none"> <li>• 62% of total responses related to trees with the majority of responses wanting either more thought put into any tree removal or did not want the trees to be removed.</li> <li>• Issues raised around removing the trees included:               <ul style="list-style-type: none"> <li>○ Environmental and climate change impacts</li> <li>○ Further town centre place making required</li> <li>○ Whether new trees could be planted prior to the trees being removed</li> <li>○ Whether a staged removal could be done with replacement trees, but not wholesale removal</li> <li>○ Whether pruning could be completed instead of tree removal</li> <li>○ The present trees provide shade and character, if they are removed what are the plans to ensure character and shade are provided</li> <li>○ The scale of the current trees provides a safer street, as it makes the road appear narrower.</li> </ul> </li> </ul>	<p>We carefully considered the removal of trees. Any tree removal is not something we choose to do lightly. The main reason the trees need to be removed is to allow enough space to install the traffic signals. The existing trees are in the road reserve space and we need this space for the turning lanes at the intersections, which will help drivers turn right at these intersections more easily. There are also a couple of trees that block the visibility of pedestrians and even if there are signals that drivers can see; it is important that they also see if a person is waiting to cross the road.</p> <p>We are keeping five mature trees that were going to be removed. We will also be planting a number of low-level native planting beds along High Street and at the intersections. We will be installing trees in planting boxes at numerous locations. We are also investigating planting a Titoki tree in a new tree pit near the vicinity of Bowater Toyota on High Street. We have been working closely with Tasman District Council's Parks and Reserves team on our planting plans. Due to the space we are working in, we were unable to plant more</p>

trees without removing a large proportion of on-street parks.

To be able to install the signals at the intersections and at the current zebra crossing, we do need to remove a total of 13 trees. If we do not remove these trees, we would not be able to make the intersections safer and help people driving in Motueka easily access the High Street from side streets.

The intersection improvements we are making will enable people driving cars and trucks to move more efficiently through High Street, rather than idling when the street is congested. This will contribute to reducing vehicle-based emissions in Motueka.

**Zebra crossings at the roundabout**

- 7% of total responses related to the Zebra crossings.
- Comments raised included:
  - Gradient of the ramps onto the raised intersection to ensure a slow traffic speed
  - Provision for cyclists on crossings
  - Good for children walking to school or the recreation centre
  - Some people raised issues with where the crossings were placed and thought they were too close to the intersection and should be placed further back.
  - There was a mixed response, with some people thinking all four crossings are needed, while others thought just the ones on the local roads (old Wharf Road) were needed.

Waka Kotahi see the zebra crossings on the raised roundabout as a benefit and good safety outcome for the community.

We set the zebra crossings closer to the roundabout, at approximately 6 metres back from roundabout due to three key safety reasons:

- It ensures pedestrians are visible to people driving through the roundabout
- It ensures the crossing points are located where people would naturally cross the road, therefore reducing the likelihood of jaywalking, and
- It will mean vehicles will not have picked up speed while exiting the roundabout before reaching the zebra crossing.

We have made space for marked cycle crossing next to the zebra crossing to be added if shared paths are built in the future. As there are no cycle lanes on the roads near the roundabout, we would look to complete the cycle crossing in conjunction with the walking and cycling plans that the Tasman District Council will be undertaking in the region.

**Whakarewa Street / SH60 intersection**

- Concerns raised that this intersection was not included in the safety improvements
- Visibility issues raised
- No pedestrian crossing point on SH60 at or near this intersection.

In 2017, Waka Kotahi did investigate a roundabout at this intersection, but the cost and property required to construct the roundabout made it expensive and challenging. We are looking to see if there are other options which we could undertake to make this intersection safer and then see if there's opportunities for funding.

We expect the new signals at the High Street intersections will break up traffic more, allowing people to pull out into High Street from side streets easier. We will continue to monitor this intersection after the safety improvements are completed.

**Bypass**

- Some submitters would prefer to see the Bypass being developed rather than safety improvements on High Street.

Our priority is making the current road safer for all road users, 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, a bypass may be delivered in the future. At this point in time it has been determined that it is not a priority.

**Motueka Bridge**

- A small number of comments mentioned the Motueka bridge, these included:
- Safety and the width of the bridge
- The comments were linked with comments regarding the Bypass.

Improving the 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 does not preclude any bridge improvements being delivered in the future if funding were to become available.

**Cycle lanes and Advanced stop boxes for cyclists**

- Some comments were received regarding the cycling stop boxes. These related to concerns for cycling safety along Motueka High Street and the width of High Street to allow for safe cycling.
- Concern was expressed that the cycling boxes were of limited benefit to cyclists

Improving the safety for people walking and cycling and encourage more people to get around without a car, is important to Waka Kotahi. We will paint advanced stop boxes at all of the new signals so that cyclists can move away more safely when the signal changes to green. However, the scope of the current Motueka safety improvements project does not include on-road or separated cycle lanes due to space constraints in this built-up area. The roundabout will be a raised intersection that will significantly slow drivers down so that on-road cyclists can take the lane more safely. If crossing at any of the four roundabout legs, cyclists will also be able to dismount and use the zebra crossings. Shortly, the Tasman District Council will be engaging on their Walking and Cycling Strategy that will look at the longer-term

Issues / Concerns	Waka Kotahi comments
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	plans for the Tasman region, including Motueka.
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**Parking**

- 16 responses related to parking or parking allocation. Comments included:
  - Concern about economic impact that parking removal would have on local businesses
  - Limited access to loading zones in the town centre
  - Recommendations that disability parking be reallocated to side streets rather than on High Street
  - Greater parking space allocation for motorcyclists.

Improving the safety for people walking and cycling and improving the safety and traffic flow on High Street through changes to the intersections and pedestrian crossing, will mean the removal of some on-street parking.

We will be working with the Tasman District Council to ensure that side street carparking opportunities on the local roads surrounding High Street are more visible to those unfamiliar with Motueka and the wider community.

The Council has already created some more parks on the local roads and are making some additional changes:

- They have created additional 90-degree parking on Wallace Street
- They will be painting individual carparks on Greenwood Street, Pah Street, and Wallace Street to improve utilisation of on-street parking space. These will be similar to the existing markings on High Street and Tudor Street.
- They will mark additional parks at Hickmott Place carpark, where the old caravan waste dump station has been removed.

The Council is also considering whether additional time restrictions are required to ensure there is enough central, short term parking for customers. All-day parking can be accommodated slightly further away in surrounding streets such as Wilkinson St.

**Speed limits**

- 29 responses related to current speed limits of High Street, of which 10 related to retaining the current speed limits and 19 related to changing the existing limit.
- Of the 19 that related to speed limits, 11 wanted to decrease the speed limit and eight were to amend the locations different speed limits were applied.
- Comments included:
  - Amendments to the existing town centre speed limit from 50Km/h to something lower from a range of start and finish points of the “commercial section”

- Concern that the current speed limit isn't safe for cyclists and pedestrians
  - Traffic flow at present regulates speed so no change is needed
- Of community members who thought current speed limits were not appropriate some mentioned that lowering to 40km/h or 30km/h would be safer and some advised the sections this would be best for, which included from Whakrewa/High St intersection to Pah St/High St intersection or further up to High/Poole Street intersection. A couple of community members thought speed limits should be reduced to 40km/h from the roundabout near Toad Hall right through to Staple Street.
- Members of the community raised concerns about current speed limits outside of the scope of this project, which included the stretch of road on SH60 from Mapua to the entrance of Motueka. This stretch includes all of the turns into the many Loops and other left turns onto local roads.
- Feedback also included the need to ensure not too many different speed limits on this section of road as that can confuse people.
- NZ Police advised the following: at present the entirety of High Street is gazetted at 50kph. (except for the existing variable speed zone for the High Street south school zone.) The recommendation is a 24/7 365-day speed reduction to 30kph be introduced on High Street. Proposed reduction from Wratt street on the southern side to Eginton street on the northside along High Street. The 30kph CBD at Motueka would then be like the already in place 30kph for both Nelson City and Richmond CBD. This provides consistency across the Tasman District for all road users.
- Nelson District Council of NZ Automobile Association (AA) advised due the nature of the traffic that during the day, speeds were around 20-30km/h and at off peak times they believe the current speed limit of 50km/h feels safe and appropriate. They believe the safety improvements



should be implemented and then effects of these improvements assessed before any speed limit review considered. If after this it is determined a change in speed limit is warranted, they believe any reduction should only be applied to the stretch of High St between Whakarewa and Egington Streets.

- During the Freight Forum, the Road Transport Association advised they did not see a need for speed limit changes as the road self-regulates during peak times due to traffic congestion.
- Other feedback that has been presented to Waka Kotahi outside of this engagement included establishing a peak variable speed limit, so that the speed limit was lowered only during peak travel times