



SH60 Motueka High Street safety improvements

We're making your road safer

In August 2020, Waka Kotahi NZ Transport Agency received \$6.8 million as part of the Government's COVID-19 Response and Recovery Fund to deliver intersection improvements and pedestrian crossing signals on State Highway 60 (SH60) High Street through Motueka's town centre. We started investigating safety and journey time reliability improvements on SH60 High Street in 2017. At this time, we sought the community's feedback on the proposed improvements and have taken this feedback on board to refine the safety improvements we will be delivering along this stretch of road.

We are now ready to share the designs for these improvements with you.



WE NEED YOUR INSIGHTS

As part of the project we need your 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 you think about the current speed limits on High Street?

YOU CAN FEEDBACK VIA THE FOLLOWING WAYS:

- Drop-in information sessions on **Saturday 10 April, 10am-3pm at the Motueka Recreation Centre**, and **Sunday 11 April, 8am-1pm at the Motueka Market**
- Online at www.nzta.govt.nz/sh60-motueka-safety-improvements
- Email SH60Motueka@nzta.govt.nz

What we're delivering

New roundabout

We will be constructing a roundabout to improve access onto State Highway 60 at the King Edward Street and Old Wharf Road intersection.

The roundabout will improve safety for everyone using the road. It will have pedestrian zebra crossings on each approach to the roundabout to allow people to safely cross the road.

The whole King Edward Street and Old Wharf Road intersection (roundabout and zebra crossings) will be raised, with a gradual ramp onto and exiting the roundabout.

The raised element encourages safer speeds and improves visibility of pedestrians and cyclists. It is a treatment increasingly being used to improve safety through intersections and at pedestrian crossings.

The zebra crossings will be at the same level of the footpath, making it easier for people to navigate the intersection.

The zebra crossings will be set approximately 6 metres back from roundabout.

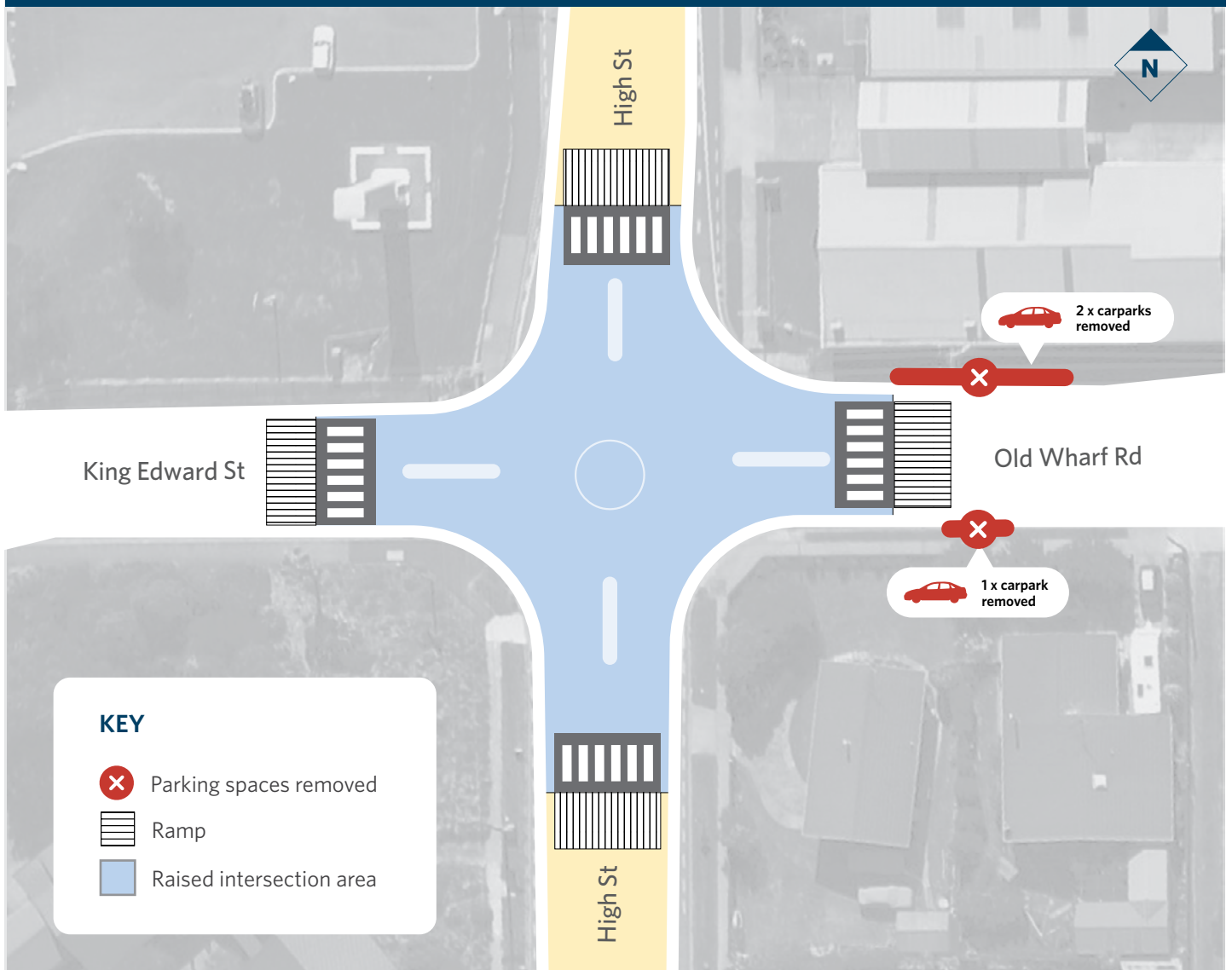
There are three key safety reasons for this position:

- 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 would like your feedback on the pedestrian zebra crossing at the roundabout.

What do you think about the four zebra crossings at each approach on the roundabout?

Raised intersection at King Edward St and Old Wharf Rd



Signalised intersections and signalised pedestrian crossings

Three sets of signals will be provided on High Street at the following locations:

- 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 also 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.

High Street is a busy road with lots of people driving, walking and riding through the area. By replacing the existing zebra crossings with signalised crossings, we will help people move more safely across the road. The signalised intersections will also help traffic flow better during peak times and make it easier for people to enter High Street from side streets.

We understand there are many people using High Street as a through-road to get to other parts of the Tasman, West Coast and Nelson region. We will ensure there are still efficiencies to the road network by managing the phasing of traffic lights to ensure an appropriate balance of efficiency for both local and through-traffic. It is important we seek the right balance for the safety of all road users including those walking across the road to visit the town centre and businesses on High Street.







Cycle lane markings

To ensure the safety of cyclists on High Street and at intersections we will provide safe stopping space in front of vehicle traffic (known as advanced stop boxes).

This makes cyclists more visible to motorists and gives cyclist a physical head-start at the start of the green phase and safe opportunities to change lanes during the red phase.

The advanced stop boxes will be provided at both signalised intersections and signalised pedestrian crossing locations.

KEY

-  Parking spaces removed
-  Parking spaces added
-  Loading spaces removed
-  Trees removed
-  Motorcycle park removed
-  Advanced stop box



On-street parking

Improving safety at intersections and zebra crossings will mean removing some on-street parking. Parking spaces will be removed on High, Tudor, Greenwood and Pah Streets to accommodate the new signalised intersections. The removal of some on-street parking will affect where current mobility, bicycle, loading zone and motorcycle parking is located.

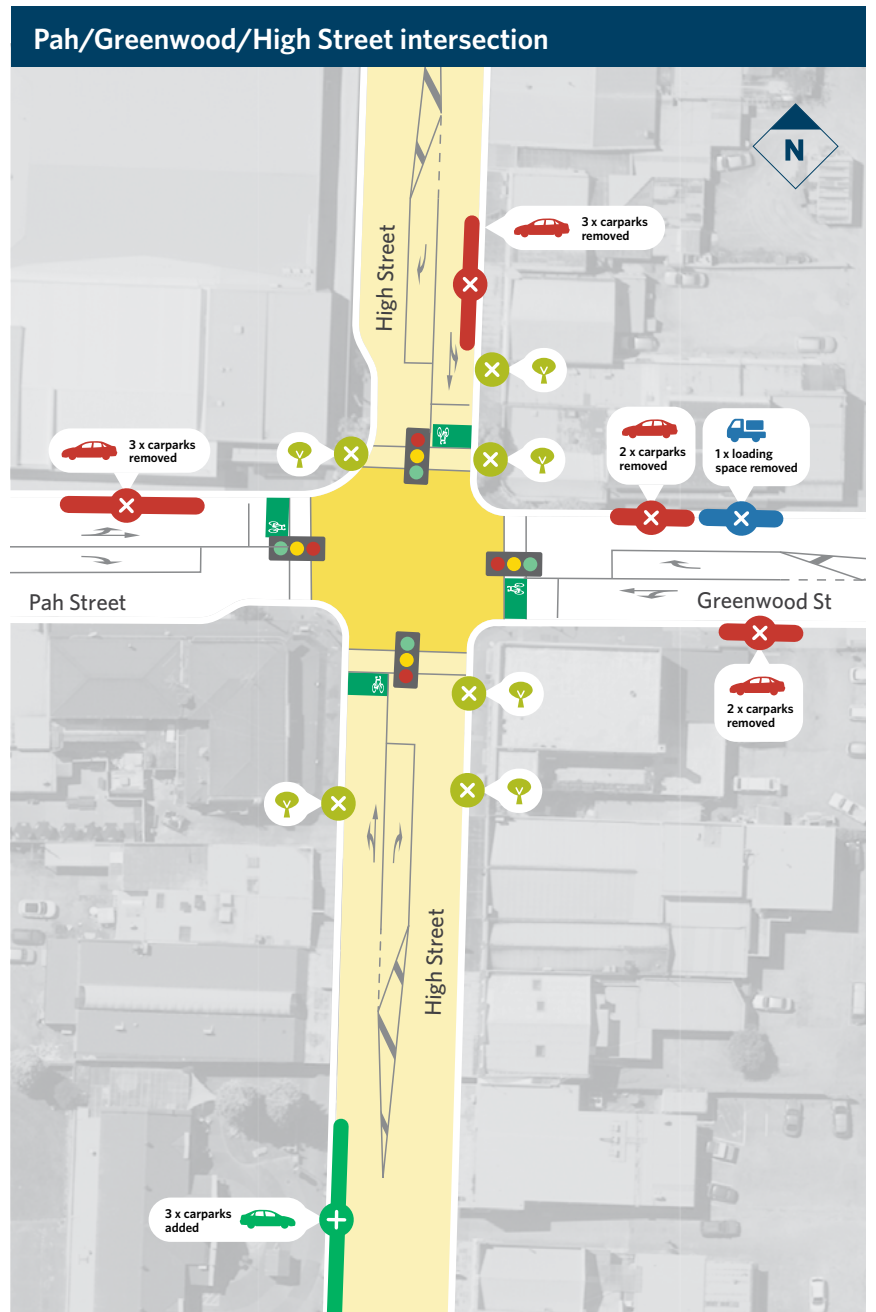
We would like your feedback on new locations for mobility impaired, bicycle, motorcycle, loading zone and time-restricted carparking on High Street.

As part of this project we will also be ensuring that directional signage for side street carparking areas will be more visible to those unfamiliar with Motueka.

Trees

To install the signals and ensure the safety of people walking across the road, we will need to remove the large trees on High Street and Tudor Street in the project area. Removing these trees will improve the visibility of people walking across the road, making it safer for everyone who uses the road.

We are looking at what low maintenance greenery we could plant to ensure we are contributing positively to the character of Motueka Town Centre.

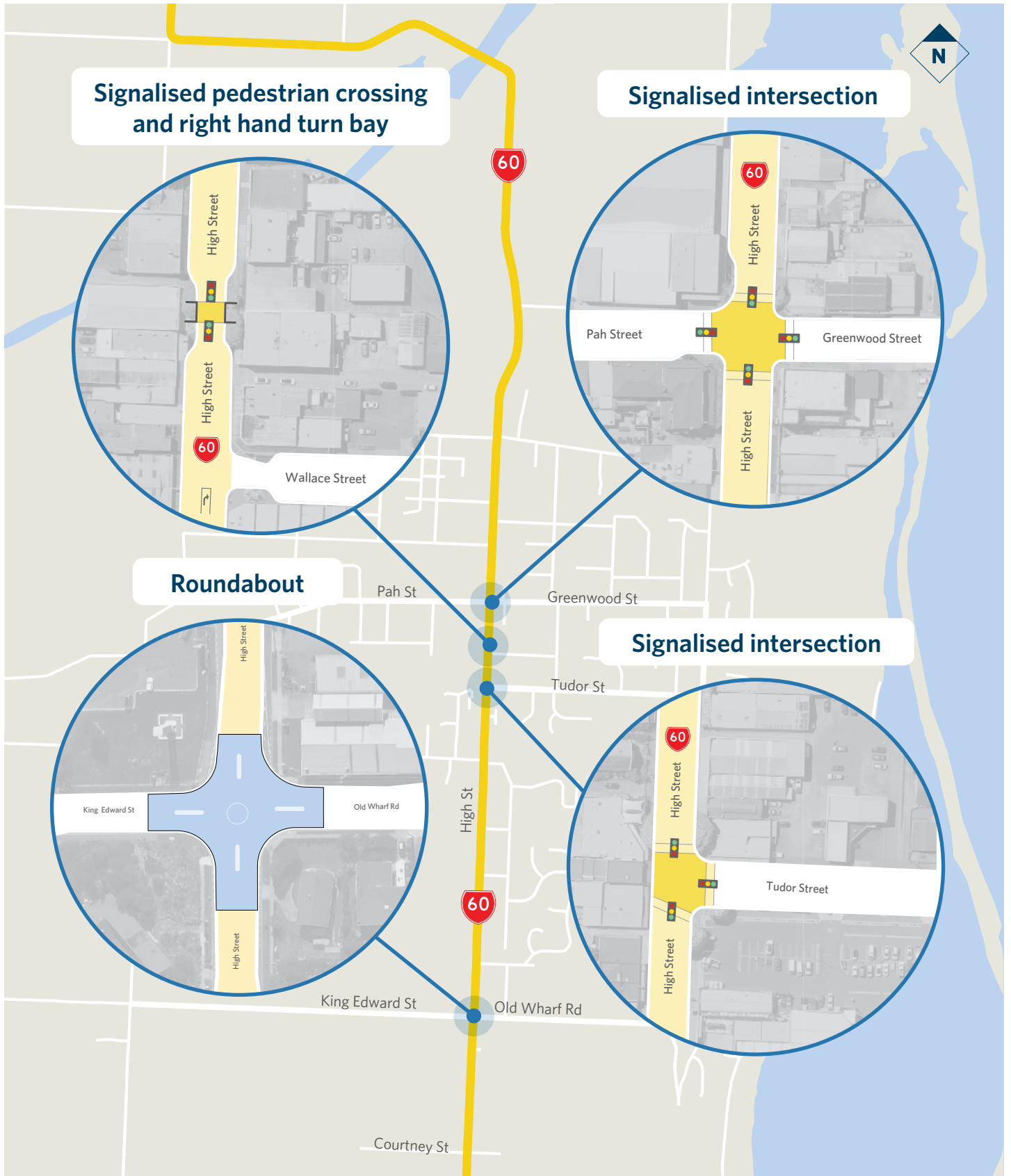


Construction timelines

Construction will be staged. We are working towards starting construction of the traffic and pedestrian signals in July 2021 and finishing construction on these signals before December 2021. Construction of the roundabout will commence in September 2021 and expected to be completed no later than April 2022.

We will be pausing construction during the peak summertime (2 December 2021 - 11 February 2022) to ensure minimal disruption to businesses along High Street and to the Motueka community.

We will work closely with businesses and the community to minimise any disruption during construction. We will have further updates around construction timings within the coming months.



State Highway 60 existing speed limits

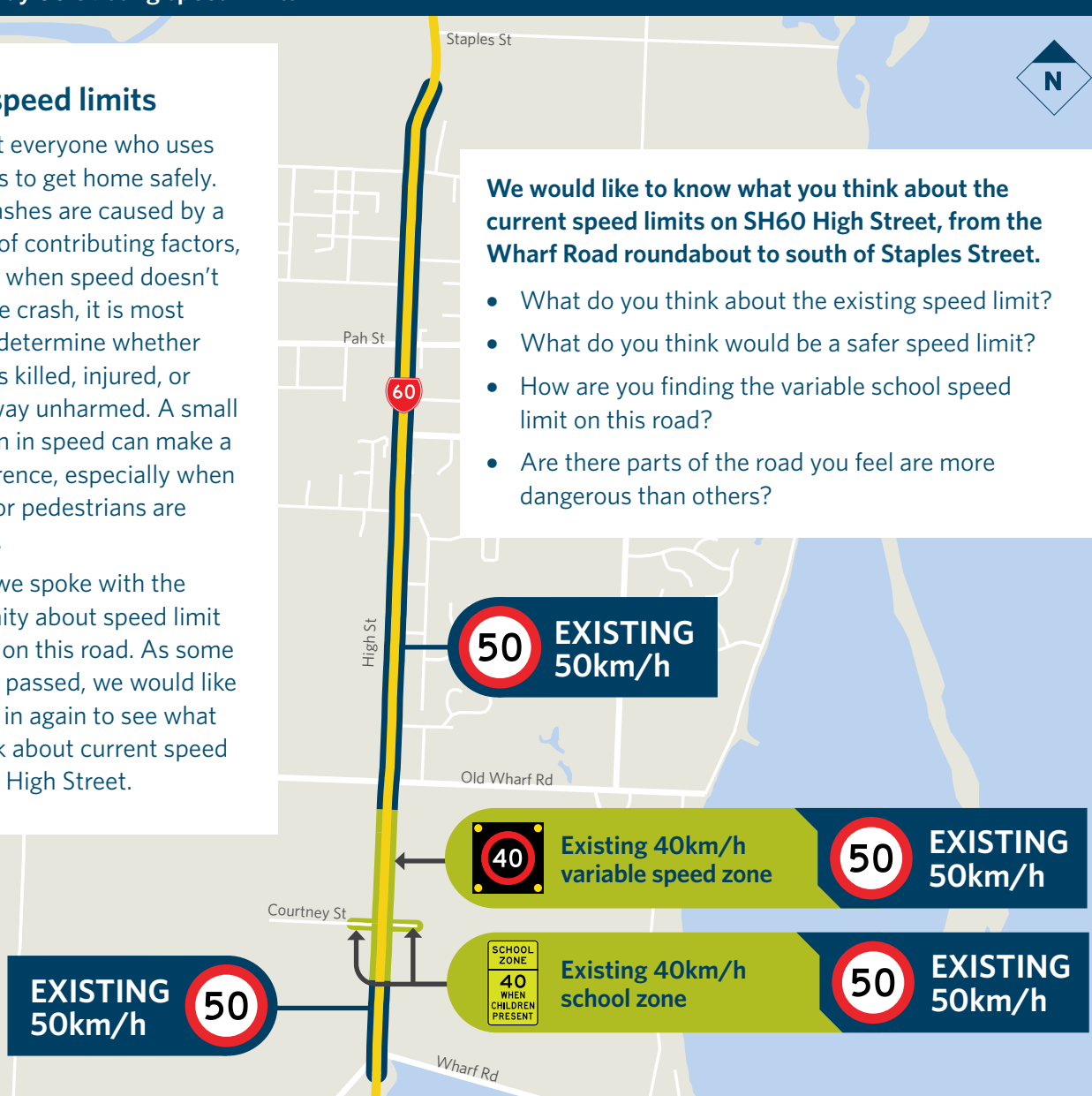
Safer speed limits

We want everyone who uses our roads to get home safely. Most crashes are caused by a number of contributing factors, but even when speed doesn't cause the crash, it is most likely to determine whether anyone is killed, injured, or walks away unharmed. A small reduction in speed can make a big difference, especially when cyclists or pedestrians are involved.

In 2017 we spoke with the community about speed limit changes on this road. As some time has passed, we would like to check in again to see what you think about current speed limits on High Street.

We would like to know what you think about the current speed limits on SH60 High Street, from the Wharf Road roundabout to south of Staples Street.

- What do you think about the existing speed limit?
- What do you think would be a safer speed limit?
- How are you finding the variable school speed limit on this road?
- Are there parts of the road you feel are more dangerous than others?



SPEED REVIEW PROCESS

We'll use the feedback we get during engagement to help recommend what speed limits are best for these roads and then we will formally consult with you. The stages of the speed review process are:

SPEED REVIEW STARTS	A technical assessment of the road is carried out to find out about crash history, average vehicle speeds, volume of vehicles and development of surrounding areas. This helps to determine what safe and appropriate speeds should be.
ENGAGEMENT	We talk to local communities and stakeholders to understand how the road is being used, any safety concerns and get feedback on speed limits.
FORMAL CONSULTATION	Changing a speed limit is a legal process, so this stage involves sharing a detailed proposal with people and asking for any additional information that might have an impact on the final decision.
NOTIFICATION OF SPEED LIMIT CHANGE	Feedback is considered and final decision is published on our website and the public is notified.
NEW SPEED LIMIT ON THE ROAD	New speed limit signs installed on the road.

Email us at: SH60Motueka@nzta.govt.nz