

High Street Motueka improvements – SH60

Bruce Whitwell

This is a Waka Kotahi issue really but the development will affect all of us and so needs to be discussed at TDC level.

- During the summer the traffic levels are HIGH
- Traffic can back up all the way to, and past the clock tower corner.
- There are choke points in town, that are to be expected as it is a town with townsfolk doing town things.

Town folk want to

- Arrive and park their car
- Walk about and chat to people
- Do shopping
- Meet people supplying services
- Do these things safely and easily.

To do these things they need a semi pedestrianised main street with nearby parking

- At the moment we have a huge river of traffic that has to squeeze through the township.
- Much of this traffic is not intending to stop and the only reason they are going through town is because the current roading system sends them that way.
- What is needed is an alternative route for these vehicles. I.E a bypass.
- This would move the responsibility of developing and maintaining of High St from Waka Kotahi/NZTA to the TDC where they can consult, plan and develop an efficient town centre.
- Waka Kotahi/NZTA would then put their SH60 energies into traffic flow through outer Motueka.
- This plan concentrates on a way of getting a large number of Big and Small vehicles through the Town Gap with little regard to the needs of the towns folk.
- When I spoke with NZTA reps on 29th March they indicated that a bypass was not part of their considerations.

I would like to see TDC put pressure on Waka Kotahi/NZTA to reconsider the bypass option. As lesser option add the traffic lights but leave the current carparks in place.

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Thoughts about the proposed developments.

The first question is – What are we trying to fix?

From what I see from NZTA , the question they have chosen to answer is

- How do we improve the traffic flow through this section of SH60.

It appears to me they have come up with some good ideas that make sense and traffic may flow better if these ideas are implemented.

but Waka Kotahi havent considered the fact that this is a township which has many other factors that need addressing to make the whole dynamic urban environment work better.

It appears they are interested and briefed to make busy traffic flow along State Highways efficiently, not be involved with urban design.

First Problem

There is too much traffic flowing through a small gap. (The Township).

Second Problem

People dont have any choice about how they move their vehicles through this gap.

Third Problem

There is very little Public Parking available. This plan removes 36 car park and adds 3.

Fourth Problem

There are no continuous Service lanes for goods delivery to feed the shops and businesses.

The first 2 problems could be solved by giving the drivers a choice as to whether they drive through the town or not. i.e. a by-pass. Many vehicles drivers do not want to drive through town. They have no intension of stopping and many are carrying heavy and / or dangerous loads. The town users dont want these vehicles trundling through town either. We have to think further than the next few years.

The third problem – Car Parking

There is only one small Public Car Parking area available (Decks Reserve) 108 parks. This is a 120 minute limited Car Park.

All other cars must park on the street.

There are some private Car Parking areas. These are made available for customers and sometimes staff. People tend to treat these as Public Carparks which can lead to difficulties.

People that work in town often have to find an all day car park. Putting pressure on surrounding residential areas.

Motueka is an important Service town for the area. It is the last larger town as people travel north. Local residents and town users have worked hard over the years to improve the structure of the town. This has been long winded and frustrating and we have waited a long time for major things to be done. We dont want to end up with a muddle that doesnt solve the problem.

The town needs to be Pedestrian friendly, Retail friendly, Parking friendly and a great place to visit.

It shouldn't be a town organised around a river of vehicles wanting to get through the town as fast as possible.

Here is two of the eight Waka Kotahi Position Statements

Liveable communities – Kāinga ora

Our position is that we will partner to efficiently combine planning and investment for transport and land use and this will result in more vibrant, interactive communities.

Environment – Manāki taiao

Our position is that we will responsibly manage the land transport system's interaction with people, places and the environment.

The approach taken in this case does not meet the expected statement.

Waka Kotahi should be planning and building a By-Pass and leaving The Tasman District Council to Consult, Plan and be responsible for Motueka's future development.

Waka Kotahi Need to revisit the By-Pass option. There were some excellent suggestions back in 1995. The easiest option then was the Chamberlain St - Anderson Road link with a new bridge over the Motueka River. This is still an excellent idea.

Motueka would probably not need lights and would be a safer and pleasant place to shop. Serving the needs of the local community and surrounding area as well the tourists and holiday makers.

Here are some suggested improvement to the current plan, resulting from observations and discussions with retailers and town users

Wallace Street T intersection.

No need to remove the bulbous curbs. They are an important part of the Townscape.
The Stop/Go will be supplied by the lights.

Vehicles north bound then turning right may slow the traffic a little but the pedestrian crossing lights will stop the traffic anyway.

South bound traffic then turning left will just leave the stream with no problem.



Greenwood St, High St, Pah St intersection

No need to remove Car Parks as the flow will work fine as it is. Lights will control the traffic well here.



Tudor St High St T Intersection

This intersection will work fine as it is. All that is needed is control and this will be provided by the lights.

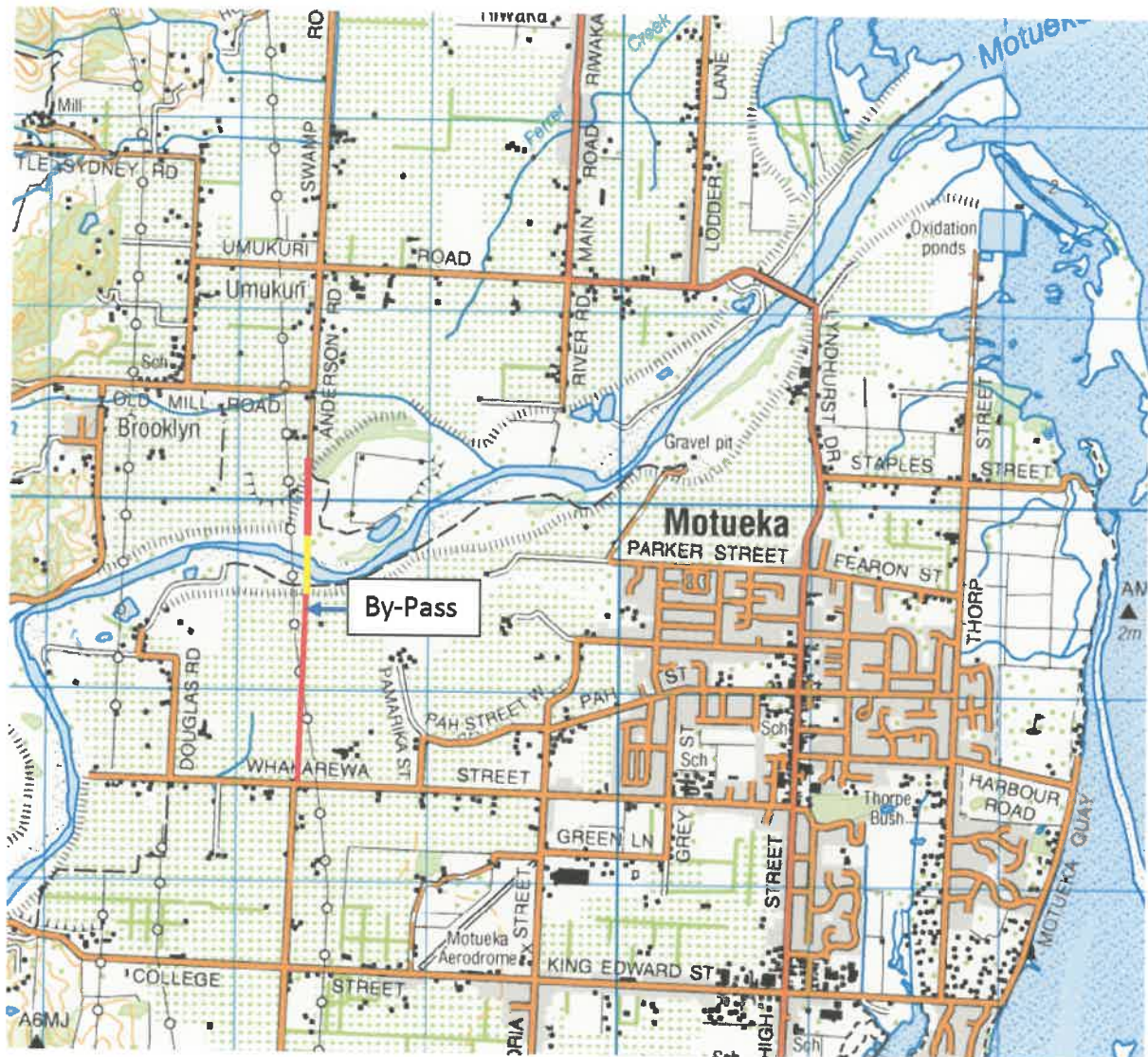
Taking out the bulbous curbs and car parks will be detrimental to the retail efficiency and we would lose valuable Townscape. Pedestrian-way is very important as we move into the new future.

This proposed plan at this site removes 16 valuable parking spaces unnecessarily. The parks outside e.g. "Beetroot Groceries" 207-219 High St are especially valuable as they tend to be high turnround by people buying groceries who don't stay long.



By-Pass option

This graphic shows the Chamberlain St-Anderson Road and new bridge option.



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Motueka Community Board Meeting, 20.04.2021.
From: Ian Williamson.

To: Mr Chairman & Members of the Community Board

- 1 In response to Waka Kotahi NZ Transport Agency's request in the Guardian Newspaper of April 14th 2021 for our Community's insights on where we think mobility, time-restricted, loading zone parking could be provided along High Street I would like to mention outside Med-hab is essential for mobility, time-restricted parking for elderly persons.
- 2 In view of accuracy up to the publication in the Guardian of 14th April 2021 mentioning "ahead of construction starting in July this year" for the Motueka High Street safety improvements I have when asked by members in our Community quoted "May" as the start date. Why the delay?
- 3 At the intersection of Whakarewa & High Streets travelling both north and south on High Street there are very rough patches of tar seal that require attention please before winter.

Thankyou Mr Chairman.