

Strategy:

3

Improve traffic and parking

Initiatives aimed at improving opportunities to move around in Havelock by foot, on bicycle and by car

This strategy includes the following findings and proposed initiatives:

- Traffic calming on the Main Road through the settlement
- Pedestrian crossings near the school
- Accommodating carparking within the Village centre
- Truck access to Port via Outram Street



IMPROVE TRAFFIC AND PARKING

Transport issues

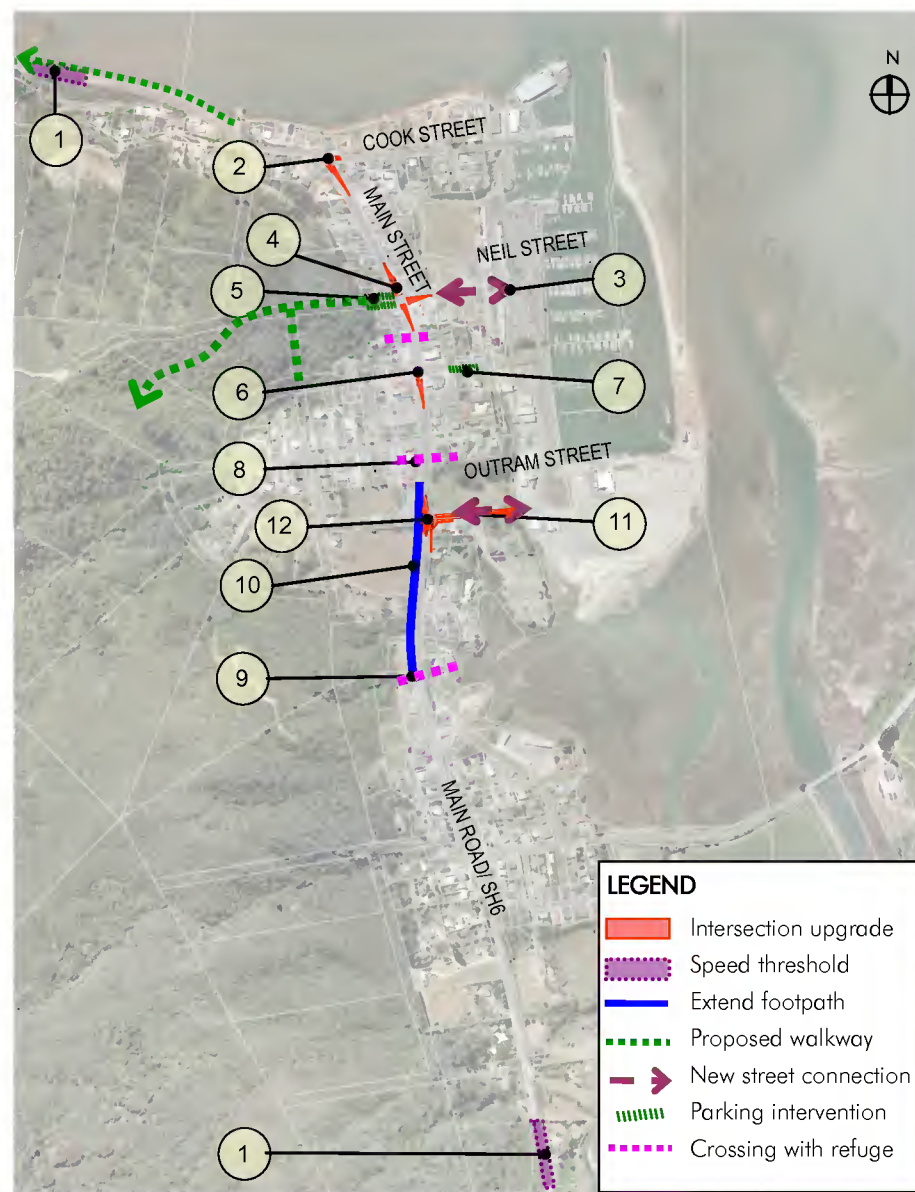
Havelock's traffic issues include the following:

- Vehicle speeds on State Highway 6/ Main Road through the middle of the township.
- In relation to the above, safety of school children walking or cycling to school.
- Capacity issues in relation to right-turns on several intersections.
- Parking in high season.

Transport summary

In response to the above issues a transport strategy was designed. This strategy consists of the following elements (refer to the numbers in Figure 6-11).

1. Entrance thresholds to define the extent of the township and make motorists aware of the fact that they are entering an urban area, which helps reducing vehicle speeds. More details on the entrance thresholds are presented on the following page.
2. Intersection measures to improve the visibility for motorists turning right from Main Road into Cook Street.
3. Neil Street connection to marina/ port (refer to Strategy 1: Main Road to Marina)
4. Right turn bays on Main Road to cope with the increased traffic flow turning into Neil Street after opening of the link to the marina/ port area.
5. The construction of approximately 20 parking bays in the road reserve (Council-owned land) of Neil Street-west, which is currently underutilised. This also links in with the proposed construction of the walking track to the former band-rotunda up the hill.
6. Right turn bay to cope with increasing traffic flows turning right from main Road into Inglis Street-East.
7. Extension of the angled parking in Inglis Street-East.
8. Pedestrian refuge to assist with pedestrians (including school children) crossing Main Road just south of the Lawrence Street intersection
9. Pedestrian refuge to assist with pedestrians (including school children) crossing Main Road just south of the Kavanagh Place intersection. Due to sight distance issues caused by the topography, this is the safest position for a pedestrian crossing south of the school.
10. Extend the footpath on the western side of Main Road south of the school to connect with the proposed pedestrian crossing (item 9).
11. Outram Street as a heavy vehicle route to port would improve the traffic situation in the township greatly as northbound trucks could enter the port without going through the village centre. Further investigations should address technical and financial feasibility in relation to topography and land ownership.
12. Related to item 11, intersection upgrades to resolve the sight distance problems and enable heavy vehicles turning safely into Outram Street.



ABOVE FIG. 6-11: Transport summary

IMPROVE TRAFFIC AND PARKING

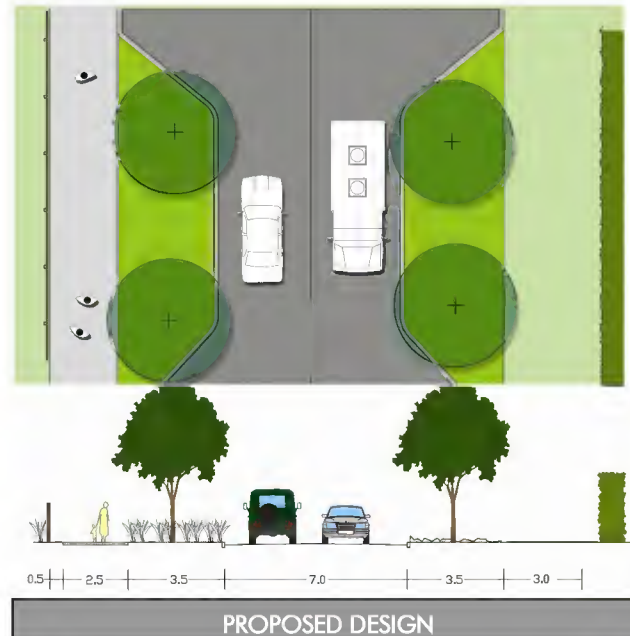
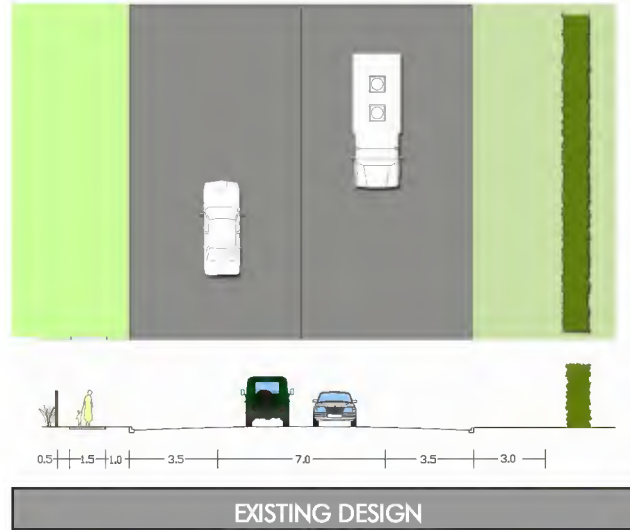
Entrance thresholds

The strategy for the Wairau-Awatere settlements proposes entrance thresholds for Wairau Valley Township, Spring Creek and Ward. These were well-received by NZTA in principle.

It is proposed to locate similar elements on State Highway 6, one on the northern end of Havelock and one on the southern end.

These proposed elements consist of planters that narrow down the carriageway significantly ('pinch points') and notify drivers of vehicles that they are entering the urban area of the township. Arguably more so than traffic signs, this will assist with speeds being lowered.

The entrance thresholds will carry a signature Marlborough-theme in their planting and signage, which makes them recognisable across the entire Marlborough District. A specific Havelock 'flavour' could be added.



RIGHT FIG. 6-11: generic cross section of State Highway 6 -current situation (above) and proposed (below)



ABOVE FIG. 6-12: location of threshold elements on State Highway 6