
State Highway 60 Motueka: Public Engagement Summary

August 2017

FINAL

SH60 Motueka Investigation: Public Engagement Summary



APPROVAL

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EXECUTIVE SUMMARY

The NZ Transport Agency engaged with the public for four weeks between 19 June and 14 July 2017. The purpose of the engagement was to obtain public feedback about potential short or medium term improvements to safety and journey time reliability on the stretch of State Highway 60 (SH60) that passes through the Motueka town centre.

A project brochure provided information about the problems identified through the business case approach, the project objectives, and the key features and advantages and disadvantages of the shortlisted options. The brochure also included concept drawings and a feedback survey form with targeted questions and an opportunity to raise additional ideas. The brochure was available on the website, at public feedback sessions, the Motueka Service Centre and the Motueka Library.

We also developed a technical background report based on the updated strategic case and options evaluation which were completed as part of the first stages of the Detailed Business Case to help inform the public engagement. The background report was available on the project website, which also included links to the project brochure, online survey, dates and times for public sessions, project updates and media releases.

Two public information sessions were held where the public could come and discuss the project with members of the team. We publicised the information sessions via media releases, the project brochure, in media articles and the website.

The purpose of the public engagement was to help the Transport Agency move from a short list to a preferred option that can be further investigated through the Detailed Business Case.

We sought feedback on shortlisted options for:

- King Edward Street/Old Wharf Road intersection
- Whakarewa Street/Woodland Avenue intersection
- Parker/Fearon Streets intersection.

We gauged general support for:

- introducing a 40km/h speed limit for the town centre
- measures to encourage off-street parking.

In the central shopping area the intersections and pedestrian facilities are closely linked and the solutions are interdependent. Because of this, we sought feedback on three options for the section of High Street between the intersection with Tudor Street and the Parker/Fearon Streets intersection. These included:

- Option 1: Replace the three existing zebra crossings with pedestrian signals.
- Option 2: Fully signalise the intersection with Tudor Street and Pah/Greenwood Streets, and provide a pedestrian refuge near the intersection with Wallace Street. Remove all three zebra crossings.
- Option 3: The same as Option 2, but instead of a refuge near to the Wallace Street intersection, provide pedestrian signals.

We also asked for feedback on the significance of fewer parks for the central area.

We didn't seek specific feedback on proposed cycle safety improvements, but the following improvements for cyclists are included in the background report:

- provide advanced stop lines/boxes at intersections for cyclists

- install sharrows (shared lane arrows) on the High Street carriageway to raise drivers' awareness of cyclists and to encourage cyclists to 'take the lane' and position themselves safely, away from parked cars and the door opening zone.

We received feedback from individuals, stakeholders, organisations, societies and interest groups. We received 257 responses during the engagement period. The main findings include:

- Most people agree with the problems identified.
- 91% of respondents support a roundabout at King Edward Street/Old Wharf Road.
- The next most popular proposals are for a roundabout at Whakarewa Street/Woodland Avenue (75% support), measures to encourage off-street parking (74% support) and for a 40km/hr speed limit (69% support).
- Around half of the respondents support sight line improvements at Parker/Fearon Streets, and a third support a full intersection upgrade. The remainder (16%) said they didn't know.
- There was support for all three options for the central shopping area, between Tudor and Parker Streets¹. Option 2 was the overall preferred option, with 42% choosing this option. However Options 1 and 3 were also popular, with around a third of respondents preferring one of these.
- A handful of people support traffic signals at Pah/Greenwood Streets, even if they do not support the full extent of Options 2 and 3 for the central shopping area (which include this improvement).
- Five of the six submissions from organisations support Option 3, or a variation of Option 3 which removes fewer on-street parks (AA Nelson District, Grey Power Motueka, Nelson Marlborough Health, Motueka Community Board, Our Town Motueka).
- The potential loss of car parks on High Street emerged as a key theme during the engagement, particularly as a result of the right-turn bay at Wallace Street. Two newspaper articles reported on the trade-off between loss of parking and making the street safer. 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.
- Four of the six submissions from organisations opposed the loss of parking, with two organisations specifically opposing the parking loss from the right-turn bay at Wallace Street. One organisation strongly supported the right-turn bay at Wallace Street.
- A handful of respondents suggested that a right turn ban could be introduced at the Wallace Street intersection, as this would mean a right turn bay would not be needed. Parking, the i-site and other destinations could be signposted at the Tudor Street intersection.
- When asked about other problems or ideas to be considered, the majority of respondents made comments in support of longer term planning for a future bypass of the town centre and a realigned Motueka Bridge, recognising that these measures would have multiple benefits for amenity and safety in the town.

In conclusion, the public engagement period provided valuable feedback for the project key stakeholders to consider when resolving a preferred option for State Highway 60 (SH60) that passes through the Motueka town centre. In particular the feedback will help in understanding

¹ Option 1 (prioritises pedestrian safety and through traffic); Option 2 (prioritises pedestrian safety and local access); Option 3 (gives highest priority to pedestrian safety).

community preferences when trading off access from side streets, state highway traffic flow, pedestrian and traffic safety and parking.

1. BACKGROUND

In January 2017 we started a Detailed Business Case to investigate short to medium term improvements to Motueka High Street. The project arose from a Strategic Case for Motueka which was completed in 2016. The Strategic Case confirmed that poorly designed pedestrian crossing infrastructure is resulting in crashes and that key High Street intersections have the potential for design and layout improvements to improve journey time reliability and safety for all road users.

The evidence showed that a bypass, which has been discussed for many years, is not urgently required, and proposed that it be considered as part of the SH60 Richmond to Collingwood investigation.

During the first six months of the Detailed Business Case we:

- collected and analysed evidence to support the problem statements, including surveys and SIDRA² modelling for the key intersections in the study area
- reviewed previous work undertaken, with a focus on the Motueka Transport Study completed in 2010
- held a workshop with key stakeholders on 24 March 2017 to confirm the problems, benefits and investment objectives, review the evidence, and develop a long list of options
- reviewed and updated the Strategic Business Case
- identified a long list of options and completed a multi criteria analysis to identify a preferred short list
- developed preliminary designs for the short listed options.

From April to June 2017 we prepared for public engagement. The Strategic Case and Options Evaluation work was reframed as a background report to provide greater detail for those who wanted it. We also developed the short listed options and design drawings.

The purpose of the public engagement was to help the Transport Agency move from a short list to a preferred option that could be further investigated through the Detailed Business Case.

We asked for feedback on shortlisted options for:

- King Edward Street/Old Wharf Road intersection
- Whakarewa Street/Woodland Avenue intersection
- Parker/Fearon Streets intersection.

We gauged general support for:

- introducing a 40km/h speed limit for the town centre
- measures to encourage off-street parking.

In the central shopping area the intersections and pedestrian facilities are closely linked and the solutions are interdependent. Because of this, we sought feedback on three options for the section of High Street between the intersection with Tudor Street and the Parker/Fearon Streets intersection. These included:

² SIDRA is a software package used as an aid for design and evaluation of individual intersections and networks of intersections.

- Option 1: Replace the three existing zebra crossings with pedestrian signals.
- Option 2: Fully signalise the intersection with Tudor Street and Pah/Greenwood Streets, and provide a pedestrian refuge near the intersection with Wallace Street. Remove all three zebra crossings.
- Option 3: The same as Option 2, but instead of a refuge near to the Wallace Street intersection, provide pedestrian signals.

We also asked for feedback on the significance of fewer parks for the central area.

We didn't seek specific feedback on proposed cycle safety improvements, but the following improvements for cyclists are included in the background report:

- provide advanced stop lines/boxes at intersections for cyclists
- install sharrows (shared lane arrows) on the High Street carriageway to raise drivers' awareness of cyclists and to encourage cyclists to 'take the lane' and position themselves safely, away from parked cars and the door opening zone.

2. MATERIAL PROVIDED TO THE PUBLIC

We provided the following material to the public in hard copy throughout the public engagement period:

- background report (published on website)
- project brochure, which contained the explanation of the project, description of options and design drawings (Appendix A)
- feedback survey form (Appendix A)
- drawings for the short listed options (Appendix B).

Hard copies of the project brochure and feedback forms were available at:

- two public information sessions in Motueka
- the Motueka Service Centre
- the Motueka Public Library.

The material was available to view and download from the Transport Agency's project website. The website also had links to the online survey, copies of media releases and project updates and relevant documents.

We provided hard copies of all information at the public information sessions, with A1 versions of the design drawings displayed.

A project specific email address was established to allow people to provide direct feedback.

3. PROMOTING PUBLIC ENGAGEMENT OPPORTUNITIES

We notified the public about the investigation and the dates for engagement and feedback period prior to engagement and throughout the engagement period. Before public engagement opened, we emailed the project brochure and background report to the stakeholders who had attended the March 2017 business case workshop. We also provided information on the process about to commence, including the dates and venues for the public information sessions.

Potentially affected parties were contacted and provided plans. The Tasman District Council was notified and they raised public awareness of the engagement through the library, the Motueka Service Centre and their Facebook page.

3.1 Media releases from the Transport Agency

We issued two media releases during the engagement period, and one after the close of engagement:

- Community invited to have their say on safety improvements to Motueka High Street, 19 June 2017.
- New electronic signs to alert motorists to slow down near schools, 23 June 2017
- Motueka High Street feedback generates good public engagement, 20 July 2017.

3.2 Media coverage

The following newspaper articles were published during/after the period (refer Appendix C):

- *Time for High Street Improvements*, Nelson Mail, 19 June 2017
- *High Time for High Street Changes*, The Leader, 22 June 2017
- *Community Invited to Have Their Say on Motueka High Street Improvements*, Newsline, 30 June 2017
- *Motueka Traffic Plan Bumps Car Parks*, The Leader, 6 July 2017
- *Motueka Traffic Flow Fix Punts Car Parking to the Kerb*, Stuff Article, 13 July 2017
- *Should Motueka's Trees Stay or Go?*, Nelson Mail, 20 July 2017.

The first two articles notified people of the public engagement sessions. All the articles outlined how people could provide feedback, and the dates of the engagement period.

3.3 Advertising

The public engagement was promoted through advertisements in local newspapers and posts on the Transport Agency's local Facebook page.

4. PUBLIC INFORMATION SESSIONS

We held two public information sessions to provide the public with the opportunity to discuss the project and ask questions to team members. Some attendees filled in the feedback form and/or provided written responses at these during the information sessions.

The sessions included:

- a marquee at Motueka Sunday Market on 25 June, 8am to 1pm, approximately 70 attendees
- Open Day at Motueka Service Centre on 29 June, 3pm to 7pm, approximately 50 attendees.

5. FEEDBACK RECEIVED

5.1 Methods to provide feedback

In addition to providing feedback at the public information sessions, the public could provide feedback through the following methods:

- in hard copy format through the Motueka Service Centre and Motueka Public Library
- in hard copy format by post to a PO Box address

- via the project email address
- via an online feedback form through the project website.

The most common form of feedback was provided via the online feedback form with 56% of responses received through that method.

5.2 Number of responses received

We received a total of 257 responses. A breakdown of the submission methods is provided in Table 1.

Table 1: Total number of responses by method

| Number of Responses | Method |
|---------------------|-------------------------------------|
| 93 | Hard copy – feedback form or letter |
| 20 | Email |
| 144 | Online feedback form |
| 257 | TOTAL |

5.3 Feedback on specific questions

A breakdown of the responses to the questions asked in the survey is provided in the following sections. The percentages are rounded to the nearest whole number; as a result some totals do not add up to exactly 100%. The tables present the total percentages from all feedback channels.

5.3.1 Other problems on High Street

Question 1 asked people ‘Aside from the problems we have outlined, please advise us if there are any other problems along High Street that you would like to be considered’. In this section, some people raised ideas for solutions, rather than problems. These have been reported in Section 5.3.5. Many people commented that they agreed with the problems that had been presented.

The most commonly raised other problems were:

- the need to address the rising traffic volumes and numbers of trucks using High Street through Motueka
- the trees on High Street, with some suggesting they should be removed and others suggesting they were essential to the character and appeal of the town.

The next most common other problems were:

- safety of cyclists, lack of cycle facilities, need for cycle parking
- meeting demand for car parking, and the need for improved off street parking, signage, etc
- safely catering to the large numbers of school students using the street
- seating at pedestrian crossings makes it hard to see pedestrians waiting to cross
- use of back streets to avoid High Street problems is leading to undesirable traffic volumes on residential streets.

A small number of people suggested the following other problems:

- shortage of mobility parking spaces
- High Street too narrow to be a fit for purpose national highway

- noise caused by trucks especially at Whakarewa Street/Woodland Avenue intersection
- location of the New World/Warehouse pedestrian refuge, which does not provide for pedestrian desire lines
- jaywalking/informal crossing by pedestrians
- campervan parking on High Street obstructs visibility/sight lines
- sight line improvements required at Monahan/High Streets intersection
- lack of pedestrian facilities outside main shopping area.

5.3.2 Tudor Street to Parker/Fearon Streets

Question 2 asked people to respond to ‘Looking at the proposed options in the town centre between Tudor Street and Parker/Fearon Streets, would you prefer option 1, option 2 or option 3? Please explain your choice.’ The responses are provided in Table 2. The highest percentage of responses to this question were for Option 2, with 41% supporting this option. Option 1 was the least popular, but was still supported by 27% of respondents.

Table 2: Responses to Question 2

| Answer Choices | Responses (182) |
|--|-----------------|
| Option 1 (prioritises pedestrian safety and through traffic) | 27% |
| Option 2 (prioritises pedestrian safety and local access) | 41% |
| Option 3 (gives highest priority to pedestrian safety) | 31% |

A further 10 people indicated they do not support any of the options, and some suggested alternatives. Of these, some presented different combinations of the solutions, and some said they wanted no changes.

A handful of people highlighted the need for signals at the Pah/Greenwood Streets intersection, but did not support the full extent of Option 2 or 3. Some people noted they chose Option 1 as this had the least parking loss of all the options, and others noted they preferred this option because they felt it would keep through traffic flowing better, and they thought this was important. Others stated they chose Option 2 because side streets needed better turning opportunities.

Some commented that Option 2 provided a workable balanced option, sitting between Option 1 which was better for drivers, and Option 3, which was better for pedestrians.

Those that chose Option 3 often commented that pedestrian safety and side road access was most important in the town, particularly with the high numbers of school students using the street.

5.3.3 Parking loss

Question 3 asked ‘How significant do you think the parking loss is for your preferred option?’, and provided four choices. The results are in Table 3.

Table 3: Responses to Question 3

| | Responses (202) |
|---------------|-----------------|
| Insignificant | 18% |
| Not really | 32% |
| Somewhat | 27% |
| Very | 23% |

Of the respondents that answered this question, half thought parking loss was insignificant or not really significant. The other half thought it was somewhat significant (27%) or very significant (23%). A small number who thought it was very significant commented that this was especially so for people who were restricted in mobility, and/or for economic prosperity in Motueka.

5.3.4 Support for other proposals

Question 4 asked people how much they supported the other proposals along High Street. The results for each are presented below.

King Edward Street/Old Wharf Road

This question asked people if they supported a roundabout at King Edward Street/Old Wharf Road. Responses are shown in Table 4.

Table 4: Support for roundabout at King Edward/Old Wharf Road

| | Responses (223) |
|------------|-----------------|
| Yes | 91% |
| No | 6% |
| Don't know | 4% |

Of those who responded to this question, 91% supported a roundabout at King Edward Street/Old Wharf Road. Some people also commented that this was the highest priority improvement.

Whakarewa Street/Woodland Avenue intersection

People were asked if they support minor improvements or a roundabout at the Whakarewa Street/Woodland intersection. The responses are shown in Table 5.

Table 5: Preferences for Whakarewa/Woodland intersection

| | Responses (214) |
|--------------------|-----------------|
| Roundabout | 75% |
| Minor improvements | 20% |
| Don't know | 6% |

The majority of the public who answered this question think a roundabout at this location would be the best option.

Parker/Fearon Streets intersection

People were asked if they support sight line improvements or a full intersection upgrade at the Parker/Fearon Streets intersection. The responses are shown in Table 6.

Table 6: Preferences for Parker/Fearon Street intersection

| | Responses (209) |
|---------------------------|-----------------|
| Sight line improvement | 51% |
| Full intersection upgrade | 33% |
| Don't know | 16% |

Just over half of respondents to this question selected sight line improvements. It was notable that there was a higher percentage who ticked 'don't know'. This suggests that people may not be familiar with the intersection, or may not turn in or out of the intersection as frequently as at other intersections in the investigation.

40km/h speed limit

People were asked if they support a 40km/h speed limit between Whakarewa Street/ Woodland Avenue intersection and Poole Street. The responses are shown in Table 7.

Table 7: Support for 40km/h speed limit

| | Responses (218) |
|------------|-----------------|
| Yes | 69% |
| No | 25% |
| Don't know | 6% |

The majority of respondents to this question supported the lowering of the speed limit to 40km/h. Three additional people commented they thought the speed limit should be lowered to 30km/h (not included in table). Those who did not support a lower speed limit often commented that a lower speed limit was not required because traffic travels at this speed or slower already.

Off-street parking

People were asked if they support measures to encourage off-street parking. Responses are shown in Table 8. The majority of respondents supported measures to encourage off-street parking.

Table 8: Support for measures to encourage off-street parking

| | Responses (210) |
|------------|-----------------|
| Yes | 74% |
| No | 18% |
| Don't know | 8% |

Comments were made about the need to improve off-street parking, for example by upgrading the car park behind Whitwells Menswear Motueka, making better use of the space in the Decks Reserve car park, and providing signs to help people find both car parks.

5.3.5 Additional improvements

Question 5 asked 'Are there any additional improvements you believe should be considered on High Street? Please detail.'

The main improvements that people suggested were:

- Wallace Street should be no right turn or closed completely, which would allow parking to be retained on High Street
- consider improving safety for pedestrians by putting the zebra crossings on raised platforms, which would also slow speeds
- provide off-street/side street parking solutions eg. upgrade and provide signs to car park behind Whitwells Menswear Motueka, address safety issues with existing angle parking on Wallace Street
- provide more mobility parking spaces on High Street
- provide cycle facilities such as cycle lanes, shared path, alternative back street cycle route, advanced stop boxes and cycle parking
- widen the High Street footpath and improve its surface
- provide pedestrian refuges which accommodate prams and mobility scooters
- provide more pedestrian refuges (including on block between Pah and Poole Streets), especially with the rising numbers of older people

- install hatching at all intersections
- reduce number of access ways on High Street
- lower speed limit to 30km/h
- address difficult right turn out of car park behind Whitwells Menswear Motueka.

Many people also asked for the following improvements, which not in the scope of this current investigation:

- provide a bypass of Motueka, and/or remove trucks from High Street, as this would have multiple benefits for amenity and safety in the town.
- upgrade or provide a new bridge north of Motueka.

5.3.6 Personal information

Respondents were asked whether they were residents of Motueka, or passed through Motueka to travel elsewhere. The majority of the 226 people who answered this question were residents (88%).

6. RESPONSES FROM ORGANISATIONS

Responses were received on behalf of stakeholders, organisations, societies and interest groups. These were:

- AA Nelson District
- Grey Power Motueka
- Motueka Community Board
- Our Town Motueka
- Nelson Marlborough Health
- Wakatu Incorporated/Ngati Rarua Atiawa Iwi Trust (joint submission).

The first five stakeholders support Option 3 for the central shopping area. Motueka Community Board and Our Town Motueka presented a revised Option 3 which reduced the amount of parking lost at Wallace Street by removing the right turn bay.

Four of the six submissions from organisations oppose the loss of parking, with two organisations specifically opposed to parking loss resulting from the right-turn bay at Wallace Street. However one organisation was strongly in support of the right-turn bay at Wallace Street.

Wakatu Incorporated did not identify a preferred option, but primarily focussed on concerns about parking loss as a result of the improvements, and the impact this might have on the economic viability of the town.

Other aspects of these submissions are included with other feedback in Section 5.

7. SUMMARY

Respondents include individuals, stakeholders, organisations, societies and interest groups. A total of 257 responses were received during the engagement period. People's preferences in response to the options presented are shown in Table 9.

Table 9: Preference for each proposal, in order of agreement

| Proposal | Preferred | Percentage supporting |
|-----------------------------------|-------------------------|-----------------------|
| King Edward Street/Old Wharf Road | Roundabout | 91% |
| Whakarewa Street/Woodland Avenue | Roundabout | 75% |
| Encourage off-street parking | Yes | 74% |
| 40 km/h speed limit | Yes | 69% |
| Parker/Fearon Streets | Sight line improvements | 51% |
| Tudor to Parker/Fearon Streets | Option 2 | 41% |

The key themes of the feedback are:

- Most people agreed with the problems identified in the material provided.
- There was general consensus for a roundabout at King Edward Street/Old Wharf Road, with 91% supporting this option.
- The next most popular proposals were for a roundabout at Whakarewa Street/Woodland Avenue (75% supported), measures to encourage off-street parking (74% supported) and for a 40km/h speed limit (69% supported).
- Around half of the respondents supported sight line improvements at Parker/Fearon Streets, and a third supported a full intersection upgrade. The remainder (16%) said they didn't know.
- For the central shopping area, between Tudor and Parker Streets, all three options received support. Option 2 was the overall preferred option, with 42% choosing this option. However Options 1 and 3 were also popular, with around a third of respondents each preferring one of these.
- A handful of people noted their support for traffic signals at Pah/Greenwood Streets, even if they did not support the full extent of Options 2 and 3 for the central shopping area (which include this improvement).
- Five of the six submissions from organisations supported Option 3, or a variation of Option 3 which removed less on-street parking.
- Potential loss of parking on High Street emerged as a key theme during the engagement period, particularly as a result of the right-turn bay at Wallace Street. Two newspaper articles reported on the trade-off between loss of parking and making the street safer. 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 'somewhat' significant and another quarter viewed it as 'very' significant, particularly for those with mobility impairments, and to support businesses located on the High Street.
- Four of the six submissions from organisations oppose the loss of parking, with two organisations specifically opposed to parking loss resulting from the right-turn bay at Wallace Street. One organisation strongly supported the right-turn bay at Wallace Street.

- A handful of respondents suggested that a right turn ban could be introduced at the Wallace Street intersection, as this would mean a right turn bay would not be needed. Parking, the i-site and other destinations could be signposted at the Tudor Street intersection.
- When asked about other problems or ideas to be considered, the majority of respondents took the opportunity to make comments in support of longer term planning for a future bypass of the town centre and a realigned Motueka Bridge, recognising that these measures would have multiple benefits for amenity and safety in the town.

APPENDIX A – PROJECT BROCHURE AND FEEDBACK FORM



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Motueka High Street Investigation

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Motueka High Street Investigation

The NZ Transport Agency has been conducting investigations to explore potential improvements to the transport network within the Tasman region. Three areas were covered in this project: the Richmond Arterial Investigation, SH60 Richmond to Collingwood Investigation and the more detailed investigation of the urban section of State Highway 60 along Motueka High Street.

There is potential to improve specific transport issues in Motueka. During engagement with key stakeholders, we established that the design of the pedestrian crossings needs improvement, and a number of intersections could be redesigned to work more effectively. We want your feedback so we can develop a preferred option to improve safety and traffic flows along High Street.

The problems we have identified on High Street are:

- location and visibility of pedestrian crossings,
- variable travel times and congestion,
- access onto High Street from side roads,
- poor layout resulting in risk-taking and safety concerns.

The Transport Agency is now looking into short to medium term improvements to High Street to improve these safety issues and traffic flows, and we are seeking your views on options.

This phase is designed to address the more immediate transport problems along High Street, while potential long-term improvements will be considered as part of the overarching SH60 Richmond to Collingwood investigation.

Proposals have been developed with input from Tasman District Council, Motueka Community Board, the NZ Police, Road Transport Association and the Automobile Association.

The proposals are designed to:

- make it safer for pedestrians to cross High Street,
- make traffic flow better along High Street,
- make it easier to turn in and out of side roads along High Street, giving better access to Motueka community facilities and off road parking areas,
- improve safety for all road users at intersections.

The area for improvements being considered is along the whole length of High Street.

There are a number of options being considered and these are outlined in the supporting document "SH60 Motueka Investigation – detailed business case – draft for public engagement". This document provides detailed background to the investigation carried out so far and includes:

- evidence to support the problems and benefits,
- an outline of the investment objectives,
- a long list of options,
- a preliminary assessment of options,
- a shortlist of options for public engagement and further investigation.

In summary, the shortlist of options that we are seeking feedback on are:

- three specific options which consider the pedestrian crossings and the Tudor Street, Wallace Street and Pah/Greenwood intersections,
- a roundabout at King Edward/Old Wharf Road,
- minor improvements or a roundabout at Whakarewa/Woodland intersection,
- sightline improvements or a full intersection upgrade at Parker/Fearon Street,
- consolidation and control of existing and new accesses onto High Street,
- a town centre 40km/hr speed limit between Whakarewa/Woodland and Poole Street,
- measures to encourage off-street parking.

These options are shown on the diagrams overleaf.

New Zealand Government

High Street town centre (between Tudor Street and Pah/Greenwood Streets)

For more detailed diagrams, and to see the impact on parking spaces, please visit www.nzta.govt.nz/motueka, or come to our drop-in sessions on the 25th and 29th June (see full details on the back page of this newsletter).

The key features of each option are described below:

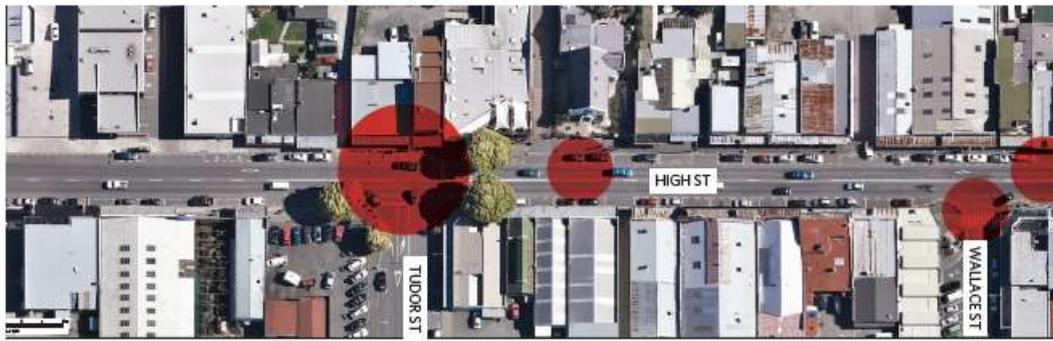
| Option | Tudor / High Street | Wallace / High Street | Pah / Greenwood Street |
|--|---------------------|--------------------------------------|------------------------|
| 1 | Right turn bay | Right turn bay | |
| Pedestrian signals at current pedestrian crossings and some minor improvements | | | |
| 2 | Traffic signals | Right turn bay Pedestrian refuge | Traffic signals |
| 3 | Traffic signals | Right turn bay Pedestrian signals | Traffic signals |

A brief overview of the advantages and disadvantages of each town centre option is shown below.

| Option | Advantages | Disadvantages |
|---|---|--|
| 1: prioritises pedestrian safety and through traffic | Improves pedestrian safety. Improvement to summer traffic flow by controlling pedestrian crossing frequency. Slight improvement for vehicles turning in and out of side roads as there will be gaps in traffic as a result of traffic signals and right turn bays at Tudor and Wallace Streets. Retains 92 of the current 119 High Street parking spaces between Woodland Street and Poole Street. | No improvement for pedestrians crossing Tudor Street and Pah/Greenwood Streets side roads. Minimal improvement to vehicle access from side roads at Tudor, and Pah/Greenwood Streets. Loss of 27 car parking spaces on High Street. |
| 2: prioritises pedestrian safety and local access | Improves pedestrian safety on High Street and side road crossings. Significant side road access improvements between Tudor and Pah/Greenwood Streets. Improves access to and from off street parking areas. | Through traffic potentially stopped at two sets of signals. Lower pedestrian level of service at pedestrian refuge just north of Wallace Street. Removes 12 more High Street car parking spaces than Option 1. Removes 5 parking spaces from Tudor Street and 14 parking spaces from Pah Street and Greenwood Street. |
| 3: gives highest priority to pedestrian safety | As Option 2, plus improves pedestrian safety, by providing pedestrian signals north of Wallace Street. | As Option 2, plus through traffic potentially stopped at three sets of signals. |

High Street town centre overview

The red dots below indicate the locations and scope of the project on High Street.



High St/King Edward St/Old Wharf Road - roundabout



Install roundabout

- Full semi-trailer tracking
- addresses side road delays and safety
- Includes pedestrian refuges to make it easier to cross the road.

High St/Fearon Street - Intersection



Intersection - realign Intersection (or sightline improvement A only)

- Improve sight distance
- Improve cross roads alignment at Fearon/Parker Street
- Improve alignment of High Street through Intersection.

High St/Whakarewa St/Woodland Ave - minor Improvement



Minor Intersection Improvement to provide right hand turn bay into Woodland Ave

- Large rigid truck tracking
- Semi-trailers limited need to cross centreline.

High Street/Whakarewa Street/Woodland Ave - roundabout

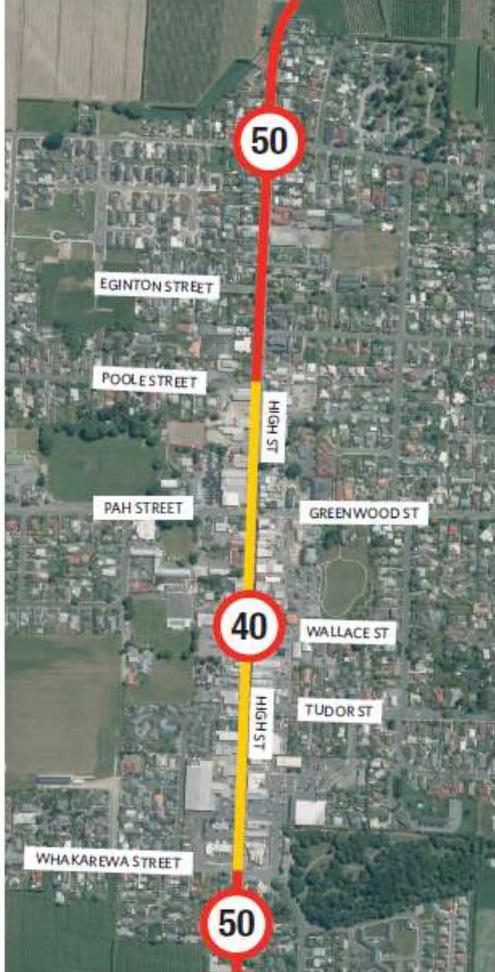


Install roundabout

- Addresses side road delays, safety and full semi-trailer tracking
- Allows for future zoned development
- Includes pedestrian refuge to make it easier to cross the road.



40km/h speed limit option



Tell us what you think

We welcome your comments and ideas on the SH60 Motueka High Street improvements. Your feedback will help us develop a preferred option to improve safety issues and traffic flows.

We will be accepting submissions through our website www.nzta.govt.nz/motueka, or by mail to:

Motueka Investigation Project Team
NZ Transport Agency
PO Box 1041, Nelson 7040.

The end of the engagement period is 14 July 2017.

We will also be present at the Sunday market in Motueka on 25 June from 8am to 1pm, and will be holding a dedicated drop-in session for the project at the Motueka Service Centre, 7 Hickmott Place on 29 June from 3pm to 7pm. We hope to see you and look forward to hearing your questions, comments and suggestions.

Stay in touch

You can stay up to date with the project by visiting our web page or subscribing to project updates.

Online: www.nzta.govt.nz/motueka

Email us: motuekainvestigation@nzta.govt.nz



New Zealand Government



Feedback form

June 2017

Use this form to tell us what you think about **SH60 Motueka High Street**. We would like feedback by **Friday 14 July 2017**.

Submit the form to us at the open days or return to:

Motueka Investigation Project Team, NZ Transport Agency, PO Box 1041, Nelson 7040 or email motuekainvestigation@nzta.govt.nz

1. Aside from the problems we have outlined, please advise us if there are any other problems along High Street that you would like to be considered.

.....
.....
.....

2. Looking at the proposed options in the town centre between Tudor and Parker/Fearon Streets, would you prefer option 1, option 2 or option 3? Please explain your choice:

.....
.....
.....

3. How significant do you think the parking loss is for your preferred option?

a. Insignificant b. Not really c. Somewhat d. Very

4. Do you support the other proposals along High Street?

• A roundabout at King Edward / Old Wharf Rd

Yes No Don't know

• Minor improvements or a roundabout at Whakarewa/ Woodland intersection

Minor Improvements Roundabout Don't know

• Sight line improvements or a full intersection upgrade at Parker/Fearon intersection?

Sight Line Improvements Full Intersection Upgrade Don't know

• A town centre 40km/hr speed limit between Whakarewa / Woodlands and Poole St

Yes No Don't know

• Measures to encourage off-street parking

Yes No Don't know

Please explain your answers if you wish:

.....
.....
.....
.....
.....
.....
.....
.....
.....

APPENDIX B – DESIGN DRAWINGS





EXISTING HIGH ST

HIGH ST / KING EDWARD ST / OLD WHARF ROAD



ROUNDAABOUT

HIGH ST / KING EDWARD ST / OLD WHARF ROAD



EXISTING HIGH ST

HIGH ST - PARAKA STREET INTERSECTION



MINOR IMPROVEMENT

HIGH ST - PARAKA STREET INTERSECTION



REALIGN INTERSECTION

HIGH ST - PARAKA STREET INTERSECTION



EXISTING HIGH ST

100H ST / WAIWAKAREWA ST / WOODLAND AVE



MINOR IMPROVEMENT

100H ST / WAIWAKAREWA ST / WOODLAND AVE



ROUNDBOUT

100H ST / WAIWAKAREWA ST / WOODLAND AVE

APPENDIX C – MEDIA ARTICLES





YOUR PAPER SINCE 1866

BEST REGIONAL NEWSPAPER
CAROL MEDIA AWARDS 2017

Nelson Mail

www.stuff.co.nz

Monday, June 19, 2017 \$1.00

Time for High Street improvements

THE COUNCIL

Traffic lights and a zebra speed limit are some of the changes proposed to improve traffic flow on Motueka's main street.

Following a strategic case released in 2015, the NZ Transport Agency is investigating short to medium term improvements to High St to improve safety, access and traffic flow.

A new zebra speed limit will mean NZTA, limiting pedestrian crossings to three proposed options for the town, which include pedestrian crossings, traffic lights, and car parking across along High St.

Adrian Ho proposed improvements. Are the installation of traffic lights at the intersection of High St and Greenwood St also within as well as Taylor St.

Additional parking bays, enhanced pedestrian crossings and pedestrian refuge lanes also been suggested.

A 40 km/h speed limit is also being proposed in the proposed area.

Traffic engineer at Motueka's High St has been a strong proponent for traffic lights. 20 years and building research and consulting has been the subject of research in several books on the topic.

Car parking on High St will be reduced to 20 spaces today, with 12 spaces on each side of the road. The rest is part of the wider

2010 declined to Collingwood Street.

The area covered by this scheme is between Parks St and Whakarewa St.

Motueka Mayor Pam Hume said the council's decision was "strong" and brought to an end a frustrating 20 years of time and cost, which had included three prior studies.

"Overall, the plan does not actually see a net light at the end of the tunnel - it's been so slowly lit and so often the light has been extinguished for many times they talk about it. They want to do another study," he said. "If this wasn't a Main Highway it would have been done years ago."

Hume said the traffic lights and Whakarewa St intersection as "high priority".

He stressed a low speed limit of 40 km/h would be a key element of the plan, as it would reduce speed and improve safety for pedestrians.

While a zebra speed limit had not been proposed by NZTA, Hume said the Motueka Council's decision would have a more direct impact on the situation, with the installation of traffic lights.

"But we can't actually pay through the system and then the council's heart can actually stop the consultation and say, 'but this is what we believe is best for the town. Why do you disagree?' To me that gives a lot more clout."

Transport Agency Regional Infrastructure Director Jim Harland said Motueka had a "strong commitment" to traffic



The NZ Transport Agency has looked at several options for Motueka's High St.

July 14, 2017 will include consultation events at the Motueka District Council, Civic Centre on June 22 and 23rd in support of the TIC, with a meeting on June 28.

© Transport can be accessed through the NZTA website www.nzta.govt.nz/motueka or by email to www.nzta.govt.nz/motueka

"You do take your life in your hands sometimes going across the zebra crossing in summer, but to me having a button control would be a good thing."

David Ho
NZTA Planning Officer

Community invited to have their say on safety improvements to Motueka's High Street

The NZ Transport Agency is investigating short to medium term improvements to High Street, Motueka to improve safety issues and traffic flows.

Transport Agency Regional Relationships Director Jim Harland says Motueka has a thriving centre and traffic volumes are increasing, with continued growth expected in the area.

"High Street provides for regional through traffic, as well as for regular everyday use

such as parking and access via side roads," Mr Harland said.

"The design of the pedestrian crossings needs improvement and a number of intersections could be redesigned to work more effectively."

The Transport Agency has developed improvement options with input from Tasman District Council, the Motueka Community Board, the Police and the Automobile Association.

"We would like the community to have their say. This feedback will help us develop a preferred option to improve safety

issues and traffic flows on High Street," Jim Harland said.

The community engagement period will run until 14 July.

Submissions can be made through the NZTA website www.nzta.govt.nz/motueka, by email motuekainvestigation@nzta.govt.nz, or by mail to: Motueka Investigation Project Team, NZ Transport Agency, PO Box 1041, Nelson 7040.



Removal of river gravel build-up reduces flood risk

The completion of a project to remove gravel build-up from the Waimea River between Blackbyre Road and Lower Queen St has reduced the likelihood of flooding in neighbouring areas.

Long-time users of the Waimea River have probably observed the gradual build-up of gravel over the past 20 years on this particular stretch of the river.

Giles Griffith, Rivers and Coastal Engineer, explains that the build-up occurs when the gravel normally carried by the river gets dropped during floods and high tides. "The build-up is significant, because as the gravel accumulates, the river can't carry away as much flood water and this means there's greater potential for flooding."

Diggers were used to skim excess gravel off the river beach, which was then carted away by truck to be divided amongst the Tasman Aggregate Users Group (TAUG) who will process it for high-end uses such as road basecourse and concrete. TAUG pays a per cubic metre fee for the gravel and the income is used to fund further river management work.

As a result of the gravel-removal operation, the river will now be able to carry more flood water – meaning water levels in the river will be lower in the same size weather event. Although the next formal river-bed survey is not scheduled until 2022, we will continue to monitor the area.

Still time to lodge EQC claims following April floods

Customers whose land suffered damage from landslips or flooding during the April floods still have time to lodge a claim with the Earthquake Commission.

Event response spokesperson, Paul Walsh, says: "If your land has suffered landslip, flood damage or silt inundation, and you have fire insurance for home or contents, then you can make a claim with EQC within three months of when the damage occurred. For example, if your property suffered landslip damage on 5 April, you have until 5 July to lodge your claim."

Make a claim

Claims can be lodged online at www.eqc.govt.nz/claims, via email on info@eqc.govt.nz, or by calling 0800 DAMAGE (326 243).

More information about EQC's cover for this year's flood events is online at www.eqc.govt.nz/recent-events/april-floods

Motueka traffic flow fix punts car parking to the kerb

Helen Murdoch 14:20, July 13 2017 - Stuff



HELEN MURDOCH/STUFF

Glenn Wilkinson, left, pictured with son Rory Wilkinson, is concerned the loss of carparking in Motueka will impact on retailers.

Motueka retailers are worried up to 58 car parks could be lost in a proposal to improve traffic flow in the town.

Motueka business and building owner Glenn Wilkinson said the New Zealand Transport Agency's plans to remove so many car parks around Tudor, Wallace, Greenwood, Pah and High Sts would cripple many of the town's small retailers.

"If you take away car parks people are not going to stop.

"They are not going to walk (from side streets) and there is no alternative car parking being offered.

"This is a major change for the town and retailers are going to suffer," he said.

"NZTA has to consider the commercial ramifications."

The transport agency is looking at ways to improve the traffic flow on High St, Motueka's main street. It is now asking for public feedback on three options under its SH60 Motueka proposal.

The agency says the design of pedestrian crossings on High St, a number of intersections along the road and the quick turnover of car parks combined to create congestion and safety issues.

Motueka's business group, Our Town Motueka, backs the Motueka Community Board's submission which would see a planned turning bay on Wallace St dropped and 17 car parks retained, mainly on High St.

Our Town Motueka chairman Matthew Galvin said both the business group and the board recognised the proposal reduced the impact of lost car parks but kept improvements to keep traffic flowing.

Under their submission, only around 10 car parks would be lost on High St in total, he said.

"NZTA's job is to improve traffic flow and our job is to fight for the town's soul."

Motueka's traffic congestion has been an issue for a long time and something needed to change, he said.

The board and the business group support amending NZTA's Option 3, which would see 12 car parks removed on Tudor and High Sts, 14 removed on Wallace and High Sts and 32 removed on Greenwood, Pah and High Sts.

A heavy traffic bypass would be ideal and Galvin said he would love to see the council develop plans for more car parking outside High St.

But in the interim, the community needed to interact with NZTA and the district council to get some initial traction on change, or the project would once again be put on the back-burner, he said.

Motueka Community Board chairman Brent Maru recognised carparks could be lost in the town and alternative parking options were largely out of Tasman District Council's control.

In the short term, it would come down to better managing the remaining parking, he said.

"There is no doubt more work needs to be done on parking in High St."

Submission to NZTA's SH60 Motueka investigation close on Friday. Information can be found at: nzta.govt.nz/projects/tasman-transport-investigations/sh60-motueka-investigation. Submissions can be emailed to: motuekainvestigation@nzta.govt.nz

The Leader

Neighbourly stuff
www.neighbourly.co.nz

Tasman edition

Thursday, June 22, 2017 Richmond | Waimea | Murchison | Mapua | Motueka | Golden Bay tasmanleader.co.nz

High time for High St changes

TIM O'CONNELL

Motueka businesses are pleased that improvements to the town's main thoroughfare may be given the green light.

The town's first set of traffic lights is among the options being put before residents to have their say on improving main street infrastructure.

Following a 2016 case study, the NZ Transport Agency (NZTA) is investigating improvements to High Street to improve safety issues and traffic flows. A new survey opened this week with NZTA inviting submissions on three proposed options, developed with input from Tasman District Council, the Motueka Community Board, the police and the Automobile Association.

Traffic congestion on Motueka's High St has been a sticking point for more than 20 years and business owners and residents are welcoming the chance to provide feedback on the issue.

Life Pharmacy owner David Ross welcomed the proposed changes and reiterated that reducing congestion, not overall traffic numbers was the key to addressing High St's transport problems.

He said traffic lights at Pah and Greenwood streets, as well as controlled crossings would assist in meeting these objectives.

"You do take your life in your hands sometimes going across the zebra crossing in summer, but to me, having a button control would be a good thing."

Chris Inglis of Astrolabe Fashions has retailed in the town for 35 years and agreed that the right areas were being addressed to fix the congestion problem.

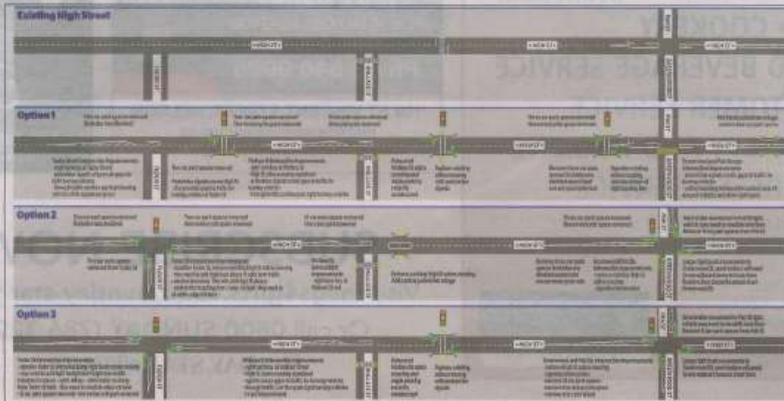
"It's been a long time coming - with all the growth in our town we need some control on that corner, it just holds everything up because no body knows what to do," she said.

"It just needs to flow better and it's the crossings holding everything up because people just think they've got the right to walk out."



Pedestrians cross the Motueka High Street.

PHOTO: BRADEN FASTIER/FAIRFAX NZ



YOUR SAY

The community engagement period runs from 19 June until 14 July, and will include events at:
 25 June - Motueka Investigation Project Team at Motueka Market, Decks Reserve Carpark 8am - 1pm
 29 June - Drop in session, Motueka Service Centre, 7 Hickmatt Place 3pm - 7pm
 Submissions can be accepted through the NZTA website www.nzta.govt.nz/motueka, by email motuekainvestigation@nzta.govt.nz.

Motueka traffic plan bumps carparks

HELEN MURDOCH

Public opposition to the removal of 17 High St carparks as part of Motueka's proposed High St traffic upgrade has seen the town's community board propose removing a turning bay from the plan.

State Highway 60, which runs through Motueka's central business district, is often heavily congested with summer tourist traffic.

Investigations by the NZ Transport Agency (NZTA) found uncontrolled pedestrian crossings, variable travel times, access onto High St and poor layout contributed to the traffic congestion and driver risk taking.

It proposed improvements including traffic lights at the Pah and Greenwood Sts intersection, and Tudor St, turning bays, controlled pedestrian crossings, pedestrian refuges and a 40kmh speed limit.

Board members met with NZTA representatives this week to discuss the findings of its investigations.

In a later statement the board proposed removing the right turning bay into Wallace St, if it could be achieved without the loss of seven vital High Street carparks.

However, 10 further carparks would be removed under the proposal.

Chairman Brent Maru said



Keeping High Street carparks is a significant concern for Motueka residents, and the town's community board.

PHOTO: BRADEN FASBERG/FARFAX NZ

controlling the pedestrian crossings would significantly reduce traffic interruption and allow for better traffic flow.

"As a board we have heard strong opposition to the loss of carparks along High Street and so have proposed the removal of the right hand turning bay, from the plan's Option 3, into Wallace

Street which will result in the retention of key main street carparks.

"We do however believe that some realignment on Wallace Street could in fact provide the opportunity to both retain High Street carparks and the right hand turning bay which would then be a win-win."

In its parallel submission the NZTA the board said the loss of High St carparking was a very significant factor under the proposal.

The board highlighted the demand and importance for car parking on High Street and the limited available "off street" car parking, the location of and type of trees adjacent the existing ped-

estrian crossings and the fact that the current uncontrolled pedestrian access across High Street was a key factor to reducing traffic flow.

Public submissions to the traffic plan are currently being accepted and for further information can be obtained from: www.nzta.govt.nz/motueka.

APPENDIX D – ORGANISATIONS SUBMISSIONS



P O Box 164
NELSON

13 July 2017

Motueka Investigation Project Team
NZ Transport Agency
PO Box 1041
NELSON 7040

By Email: motuekainvestigation@nzta.govt.nz

SH60 MOTUEKA HIGH STREET INVESTIGATION

The NZ Automobile Association is an Incorporated Society with a membership of just on 26000 in the Nelson region (embracing Nelson and Tasman). We pay close attention to matters that affect road users in the region and give constructive consideration to all matters affecting those road users.

With regard to the current investigation, in summary, we see the following as the issues/ problems affecting the use of High Street, Motueka.

- High Street is not only a busy main street but also a State Highway (SH60)
- It appears a bypass cannot to be considered at this time
- A temporary or seasonal bypass using Thorp St or Queen Victoria St cannot be considered at this time as residents along those streets would strongly object
- There is a congestion problem particularly through December, January & February
- Turning right into High St is difficult throughout the year
- Off street parking is limited and fully utilised
- Current pedestrian crossings are in the wrong place and have a vision problem. Traffic is halted by single pedestrians causing excessive interruptions to traffic flows
- Right turning traffic into the side streets cause long stoppages of all traffic until a break occurs from opposing traffic.
- Local drivers and "savvy" holiday makers use back streets to by-pass the main street shopping area and to eliminate the need to undertake right turns into High Street
- The greatest daily vehicle traffic increase over recent years has been heavy vehicles
- Heavy vehicles having to stop at every pedestrian crossing is a major problem to both vehicle and shop owners and creates noise pollution

In short, we believe the capacity of High Street is constrained by the existing intersection designs, pedestrian movements and on and off-street parking availability.

GUIDING LIFE'S JOURNEYS
FOR OVER 110 YEARS.
New Zealand Automobile Association



Traffic growth and competing interests in the town centre results in delays that are exacerbated by pedestrian movements creating confusion, congestion and safety issues. The high traffic volumes and poor intersection layouts are encouraging drivers to take risks with resulting safety issues.

As High St is a State Highway any remedy should maintain traffic flow particularly for heavy vehicles while at the same time improving safety for pedestrians. The other main requirement is to minimise confusion and frustration for drivers and pedestrians.

The Nelson AA District Council submits that option 3 provides best requirements to mitigate issues described above.

Each project item is listed in order of priority.

1. Option 3 as presented which includes lights/pedestrian crossings at Greenwood /Pah intersection plus right turn bay with pedestrian signals at Wallace as well as traffic signals at the Tudor St intersection. These need to be sequenced to maximise efficient traffic flow through High St.
Wallace St provides access from SH60 to the I-Site, public toilets, bus parking and the main off High St parking area in the town. However there is some concern that the right turn bay at Wallace St will eliminate 12 car parks.
The importance of proceeding with a right turn bay at Wallace Street is such that off High Street parking must be provided.
The Nelson District AA Council considers that the Tasman District Council must to commit to increasing off-High Street vehicle parking at or near Decks Reserve. This and other areas need to be investigated and planned as a policy provision to the SH60 Motueka High Street Project.
2. The other important project need is the urgent installation of a roundabout at King Edward Street/Old Wharf Road intersection.
3. A roundabout at Whakarewa/Woodland intersection should also be part of the Project
4. We support a full intersection upgrade at Parker/Fearon St.
5. Increase off High Street parking. If this can be achieved then the Wallace St portion can be re-considered.
6. Develop a cycle pathway east side of High Street

We appreciate the opportunity to provide our views.



Gavin Calder
Nelson District Chairman
NZ Automobile Association



PO Box 350, Motueka 7143 Phone, 03 528 9076
E-mail, greypowermot@gmail.com

10 July, 2017

To: Motueka Investigation Project Team,
NZTA, PO Box 1041, Nelson

From: Grey Power Motueka Committee

RE: MOTUEKA HIGH STREET INVESTIGATION

The Committee members of the above are very pleased that NZTA has provided an opportunity to contribute a submission to this Feedback on the Motueka High St Investigation.

Who We Are:

This submission is made by the executive committee of Grey Power Motueka, an active association formed 20 years ago, with close to 1000 members, the majority of which are over 65 years of age.

We are a lobby organisation whose aims are first to support our members, secondly the elderly and ratepayers, generally.

This association is recognised by Tasman District Council (TDC) as stakeholder in the Motueka community and along with the presidents of other Grey Power Associations in Tasman District, our president has quarterly meetings with the Mayor and various senior council staff.

We have an executive committee of 10 persons and our current president, recently elected is Monty Tawhai.

SOME LOCAL BACKGROUND INFORMATION AND OPINIONS

The number of elderly residents in the Motueka population is above the national average.

Most of our Grey Power members are part of the elderly section of the local population; a section of the general population known to have a good voting record.

The CBD section of the Motueka High St serves two functions: as a shopping centre for a local district with a growing population and as a

state highway with increasing traffic. While it copes adequately with these two functions for most of the year, the times in the year when High St becomes severely congested are increasing.

Because the CBD section of the Motueka High St is relatively narrow and the traffic is generally moving relatively slowly, it often appears that more pedestrians jay walk over this section of the High St than those using the pedestrian crossings. However, a significant number of the local elderly do not drive and many of these use walkers or mobility scooters. These are the persons, along with mothers with prams and young children, who normally use the pedestrian crossings over the CBD part of the High St and will continue to use and need the proposed light controlled pedestrian crossings.

But many of the elderly, while suffering from some loss of mobility, still drive and need to park close to where they wish to go. Therefore this association is strongly against the proposed loss of so many parking spaces. At peak times there is already a shortage of off street parking in Motueka with little likelihood of more being provided in the near future.

When the CBD section of the High St. becomes congested, some vehicle drivers avoid the High St by use of alternate routes through Motueka. If more through traffic could be diverted via these alternate routes through Motueka, the necessity to remove so many parking spaces may not be necessary. While these alternate routes add to the distance traveled, they will be quicker and less stressful to vehicle drivers when the CBD section of the Motueka High St is congested.

ITEM 5. ARE THERE ANY ADDITIONAL IMPROVEMENTS YOU BELIEVE SHOULD BE CONSIDERED IN THE HIGH ST. ?

We strongly support the two proposed roundabouts for the King Edward St and Whakarewa St intersections with the Motueka High St and consider there should be another roundabout installed at the Fearon St intersection with High St.

Installation of these 3 roundabouts will assist use of the alternate routes through Motueka for vehicle traffic when the CDB section of the High St becomes congested.

These 3 proposed roundabout could be fitted with electronic signs to advise vehicle traffic when the CBD section of the High St is congested and the alternate routes could be used.

To avoid congestion on these alternate routes, the signage on the two proposed roundabouts south of of the Motueka CBD should indicate use of alternate routes on the west side of the High St. The signage on the

proposed roundabout north of the CBD should also indicate use of alternate routes east of the High St.

Signage could also be placed on the proposed Whakarewa roundabout advising cyclists that a route via Whakarewa St, Manoy St, the walkway across Sports Park, Talbot St and Pah St avoids much of the CBD section of the High St. Some cyclists already use this route.

The aim of the above is to reduce use of the High St by vehicle traffic when congested, hopefully allowing more parking spaces can be retained.

ITEM 1. PLEASE ADVISE IF THERE ARE ANY OTHER PROBLEMS ALONG THE HIGH ST TO BE CONSIDERED

As well as the additional improvements listed above, long stretches of the Motueka High St outside of the CBD section have no pedestrian crossings and as previously stated, an aim of this association is to support the elderly, many of whom have mobility difficulties that make it stressful to cross a busy vehicle traffic road like the parts of the Motueka High St where there is no pedestrian crossings.

It is noted how well the pedestrian traffic island NZTA installed in the middle of the High St near the New World Supermarket a few years ago, works. Vehicle drivers are usually courteous and pedestrians are careful before attempting to cross, so there is little delay to vehicle traffic.

It is understood that traffic islands are relatively cheap to install and require little maintenance, so it is proposed that they could be provided in the middle of the Motueka High St at the following locations -

- In the vicinity of the roundabout at the southern end of Motueka.
- South side of the proposed roundabout at King Edward St.
- Between the Wratt St and Lowe St intersections.
- North side of the proposed roundabout at Whakarewa St.
- In the vicinity of the Poole St intersection.
- In the vicinity of the Fearon St intersection.
- Also if the traffic lights at the Greenwood St/Pah St intersection do not proceed, a pedestrian safety island in the middle of the High St in the vicinity of St Thomas's Church could be provided.

- If the traffic lights at the Tudor St intersection do not proceed, a traffic island is needed in the middle of Tudor St close to its intersection with the High St. Similar to the present traffic island in Pah St that is close to its intersection with the High St. This also works very well for the reasons given above. This association has had a request for installation of this traffic island in Tudor St with TDC for some time, only to be told recently that we should make this request for a traffic island in Tudor St in a submission to NZTA's Motueka High St Investigation.
- Similarly there is an obvious need for a pedestrian safety island in Whakarewa St close to its intersection with the High St like the safety island in Pah St. There is also an obvious need for a pedestrian safety island in King Edward St close to its intersection with the High St, again like the one in Pah St

ITEM 2. LOOKING AT THE PROPOSED OPTIONS BETWEEN TUDOR ST AND FEARON ST, WHICH IS THE PREFERRED OPTION?

With traffic lights and light controlled pedestrian crossings at both Tudor and Greenwood/Pah intersections, Option 3 is the preferred choice of this association.

We understand Option 3 is also the preferred choice of the Motueka Community Board.

However this association, like the Community Board, is very much against the loss of so many parking spaces in the CBD section of the Motueka High St. Shopping Centres need an adequate amount of parking and at peak times there is already a shortage of off street parking in Motueka and neighbouring side streets are often lined with parked cars.

In Item 5 above, proposals are made to limit traffic through the High St at peak times so more carpark spaces in the High St can be retained.

In Item 4 below, additional add-ons to Option 3 are proposed

ITEM 3 HOW SIGNIFICANT IS THE PROPOSED HIGH ST PARKING LOSS?

d. Very significant as detailed above

ITEM 4. SUPPORT FOR OTHER PROPOSALS

Strong support for a roundabout at the King Edward/Old Wharf Rd intersection with the High St, plus pedestrian safety islands as detailed above.

Strong support for a roundabout at the Whakarewa St/Woodlands Ave intersection with the High St, plus pedestrian safety islands as detailed above.

Strong support for a proposal for a roundabout at the Fearon St/Parker St intersection, plus a pedestrian safety island as detailed above.

Strong support for 40 km/hr speed limit through the Motueka CBD. At busy times we doubt if any vehicle can travel at more than 40 km/hr.

Strong support for prominent electronic signage indicating lower school zone speed limits on the southern end of High Street.

An increase in off street parking in Motueka is badly needed but a lot of money would be required. With the 20,000 ratepayers of Tasman District being amongst the highest rated in the country and having a debt of about \$150 million, it may be a long time before additional off street parking can be provided.

Thank you for the opportunity to give our input. The discussions concerning improving the High Street have been going on for many years, and it is pleasing to hear that some concrete changes are finally to be made.

Sincerely,

The Grey Power Motueka Committee

Monty Tawhai (President); John Kelly (Vice President & Publicity); Jim Butler (Secretary & Local Body); Barry Simkin; Barry Goodman; Wendy Schultz; Eric Repp; Trevor Rowse; Betty Fry; Margaret Faulkner



**Submission on New Zealand Transport
Agency SH60 Motueka High Street
Improvements**

14 July 2017

For more information please contact:
Angela Lenz
NMDHB Public Health Service
Email: angela.lenz@nmdhb.govt.nz
Phone: (03) 543 7805

Introduction

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu. NMH appreciates the opportunity to comment from a public health perspective on the New Zealand Transport Agency (NZTA) SH60 Motueka High Street Improvements.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH around pedestrian and cycle safety.

General support

4. NMH strongly supports NZTA's goal of improving safety and journey time reliability along High Street Motueka. NMH is certainly aware of the long-standing congestion and safety issues which are heightened through the influx of visitors during the summer period.

Cycle safety

5. NMH notes that NZTA details the results of its investigation within a comprehensive business case report, and has released a streamlined brochure which summarises the short list of options that it is seeking public feedback on.
6. While the brochure communicates the advantages and disadvantages of the three options on pedestrian safety and vehicle access (therefore addressing the issue of motorist 'risk taking') at the major and most problematic intersections along High Street, NMH is both concerned and disappointed that the advantages and disadvantages of these options on cycle safety, or other options specific to cycle safety, have not been set out for public comment.
7. Accordingly, the options put forward do not appear to provide a balanced view for the competing interests, or equal weighting in providing for the safety of pedestrians, cyclists and motorists.
8. NMH considers that ensuring the safety of cyclists is of key importance and a matter that should be considered alongside that of pedestrian and motorist safety. This is supported by the following points raised in NZTA's business case report for High Street:
 - Significant numbers of adults and children cycle on High Street, on both the carriageway and footpath
 - High Street is a risky environment for cyclists
 - A cyclist accident occurred resulting in serious injury

- Traffic volumes are projected to rise and existing traffic issues are likely to worsen (active transport options should therefore be encouraged and supported to ease some of this burden)
 - Key stakeholders identified that cyclists need to be considered in solutions
 - Government and local policies seek a sustainable transport system and that active transport modes including cycling are provided for, and are a safe and attractive choice for users.
9. Although the short list of options that relate to improving cycle facilities (as identified in the business case report) have not been put forward for public comment, and as NZTA's plans for this area are unknown, NMH would like to take this opportunity to support the inclusion of advanced stop boxes at intersections and the use of sharrows along High Street given that these measures raise drivers' awareness that cyclists are present and promote better road sharing.
10. NMH also notes that all three options include the removal of cycle parking. A loss of parking may discourage cycling. It would be advantageous that should roading changes result in a loss of parking in specific areas, then additional parking is installed nearby.

Recommendation

11. In determining the most appropriate options to implement at intersections, that the safety of cyclists is considered alongside that of pedestrians and motorists, and that safety measures specific to cyclists, including advanced stop boxes and sharrows, are incorporated into the finalised design.
12. In determining the finalised design, that there is no loss in the overall number of cycle parks.

Pedestrian safety

13. NMH is pleased to see that pedestrian safety is a major concern for NZTA and the Tasman District Council.
14. In terms of providing for pedestrian safety, NMH supports Option 3 as it contains elements that result in safer crossings for pedestrians, namely the inclusion of signalised pedestrian crossings and the exclusion of pedestrian refuges. NMH does not support any option that removes a zebra crossing and replaces it with a pedestrian refuge as this will make crossing the road more difficult for less abled pedestrians.
15. NMH notes that the all three options for High Street include the removal of mobility (disabled)¹ parking spaces. It is important that people with limited mobility are able to easily access shops and services in particular pharmacies along High Street. This is particularly important given that the area has a high proportion of older persons,

¹ Please note that the preferred term used by CCS is mobility parking rather than disabled parking.

and that this number is increasing at a faster rate, comparative to other regions in New Zealand.²

16. NMH also recommends that consideration is given to the length of crossing times so that pedestrians, in particular small children, older persons and persons with limited mobility, have sufficient time to cross safely.

Recommendation

17. That in providing for pedestrian safety, the elements which comprise Option 3 are implemented (i.e. introduction of signalised pedestrian crossings, zebra crossings are not replaced by pedestrian refuges).
18. That the overall number of mobility parking spaces on High Street is not reduced.
19. That consideration is given to vulnerable pedestrians when determining the length of the crossing times for signalised pedestrian crossings.

Reduced speed limits

20. NMH supports the option to reduce speed limits along High Street. Speed affects the likelihood and impact of all crashes. Small reductions in impact speeds greatly increase the chances of surviving a crash, particularly for pedestrians and cyclists.
21. The Ministry of Transport's Safer Journey report³ states that there is a 30% probability of death for pedestrians struck by cars travelling at the proposed 40km limit compared with 50% probability for pedestrians struck by cars travelling at 45km. The chances of survival increase substantially again, with only a 10% probability of death, at a slightly lower limit of 30 km. NMH is aware that Tasman District Council plans to reduce the speed limit in Queen Street Richmond from 50km to 30km and believes that NZTA should consider the same for High Street Motueka to further reduce the likelihood of death or serious injury for pedestrians and cyclists.
22. NMH is aware of inner city speed limit changes in other regions causing public confusion. As such, NMH recommends that NZTA investigates the level of reduced limit signage appropriate for the proposed areas to ensure that drivers are aware of the slower speed zones. Larger signs or entrance ways could be used to mark the designated areas.

Recommendation

23. That NZTA adopts a lower speed limit along High Street and considers a further reduction in the speed limit to 30km.
24. That reduced speed zones are delineated by appropriate signage or entrance ways.

² Al Norrish. 2017. *Aged population profile for the Nelson Marlborough District: 2013 census data*. Nelson Marlborough District Health Board Public Health Service.

³ <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf> page 2

Conclusion

25. NMH thanks NZTA for the opportunity to comment on the options for SH60 Motueka High Street Improvements.
26. NMH strongly supports NZTA improving safety along High Street Motueka. NMH supports the use of signalised pedestrian crossings in providing for pedestrian safety. However, it believes that in finalising the design, consideration should be given to the safety of cyclists and a further reduction in speed limits in ensuring better safety outcomes.

Yours sincerely



Peter Bramley
Chief Executive
peter.bramley@nmdhb.govt.nz

Motueka Community Board (received via online form and reproduced here)

Question 1: Aside from the problems we have outlined, please advise us if there are any other problems along High Street that you would like to be considered

The Motueka Community Board agree with the identified problems on High Street;

- Location and visibility of pedestrian crossings
- Variable travel times and congestions with severe congestion experienced between December and January, and high levels of congestions throughout November to March.
- Access onto High Street from Old Wharf / King Edward Street, Pah and Greenwood Street and to a lesser degree Parker and Fearon.
- Poor layout resulting in risk-taking and safety concerns, in particular the right turning on and off of High Street in heavy traffic flows.

In addition we would like to highlight;

- The demand for car parking on High Street and the limited available "off street" car parking.
- The location of and type of trees adjacent the existing pedestrian crossings.
- Uncontrolled pedestrian access across High Street.

Question 2: Looking at the proposed options in the town centre between Tudor and Parker/Fearon Streets, would you prefer option 1, option 2 or option 3? Please explain your choice.

Option 3 (gives highest priority to pedestrian safety)

In discussing the proposed options we see that a revised Option 3 addresses the identified problems with the removal of the "right turning bay" into Wallace Street, unless realignment at Wallace Street intersection can create sufficient space to allow for right turning without the loss of any car park on High Street.

The signals at both Tudor / High and Pah, Greenwood / High will control the right turning both off and onto High Street at these key intersections and also in conjunction with the pedestrian signals located adjacent to Westpac bank will allow for controlled pedestrian crossing of High Street. The controlling of pedestrian crossing across High Street will significantly reduce traffic interruption and allow for a controlled flow. The signal control of the key feeding intersections (Tudor and Pah) we believe will minimise vehicle incidents where vehicles currently take a high risk to attempt to move within a perceived gap in traffic flow.

The loss of car parking on High Street is an important consideration and we DO NOT support the right hand turning bay into Wallace Street as this would remove seven vital car parks on High Street. To assist we propose that signage is installed at the Tudor Street intersection directing tourist traffic down Tudor, Wilkinson Street to the I-Site.

In addition we see the installation of a round-about at Old Wharf / King Edward / High Street all part of the wider solution for High Street as well as the installation of a round-about at Whakarewa / Woodlands / High Street.

Question 3: How significant do you think the parking loss is for your preferred option?

Very

Question 4: Do you support the other proposals along High Street?

Roundabout at King Edward/Old Wharf Road

Roundabout at Whakarewa/Woodland Avenue

Sight line improvements Parker/Fearon Streets

40km/hr speed limit – did not answer

Measures to encourage off street parking - no

Question 5: Are there any additional improvements you believe should be considered on High Street? Please detail.

The loss of car parking is a very significant factor. As such in considering the modified Option 3 we propose the retaining of the 7 western car parks between Wallace and Tudor Street that would be lost if the Wallace Street right hand turning bay was installed. We believe that the gains from the improvements to both safety and traffic flow outweigh the identified loss of the other carparks (10) on High Street and the car parks in Tudor / Greenwood and Pah Streets. We do need to recognise that this could have an economic effect on in particular the Post Office Hotel and Countdown Motueka.

We see the proposed round-about at Old Wharf/ King Edward / High Street and Whakarewa / Woodlands / High Street as an essential component to improve High Street transport safety and flow.

We support the minor improvement option for Fearon / Parker / High Street.

We do not support the reduction to 40km/hr speed limit between Whakarewa / Poole Streets as we believe that the average measured speed along this section is 35km/hr and with the addition of traffic signals we believe sufficient controls will be in place.

We encourage measures to encourage off street parking but highlight that this is limited and often at capacity. Note the strong suggestion to encourage access to Decks Reserve via Tudor Street signal controlled intersection.

NZTA SUBMISSION - MOTUEKA INVESTIGATION

1. Aside from the problems we have outlined, please advise us if there are any other problems along High Street that you would like to be considered;

The Our Town Motueka committee agree with the identified problems on High Street;

- Location and visibility of pedestrian crossings
- Variable travel times and congestions with severe congestion experienced between December and January, and high levels of congestions throughout November to March.
- Access onto High Street from Old Wharf / King Edward Street, Pah and Greenwood Street and to a lesser degree Parker and Fearon.
- Poor layout resulting in risk-taking and safety concerns, in particular the right turning on and off of High Street in heavy traffic flows.

In addition we would like to highlight;

- The demand for car parking on High Street and the limited available "off street" car parking.
- The location of and type of trees adjacent the existing pedestrian crossings.
- Uncontrolled pedestrian access across High Street.

2. Looking at the proposed options in the town centre between Tudor and Parker/Fearon Streets, would you prefer option 1, option 2, option 3? Please explain your choice.

In discussing the proposed options we see that a revised Option 3 addresses the identified problems with the removal of the "right turning bay" into Wallace Street, unless realignment at Wallace Street intersection can create sufficient space to allow for right turning without the loss of any car park on High Street.

The signals at both Tudor / High and Pah, Greenwood / High will control the right turning both off and onto High Street at these key intersections and also in conjunction with the pedestrian signals located adjacent to Westpac bank will allow for controlled pedestrian crossing of High Street. The controlling of pedestrian crossing across High Street will significantly reduce traffic interruption and allow for a controlled flow. The signal control of the key feeding intersections (Tudor and Pah) we believe will minimise vehicle incidents where vehicles currently take a high risk to attempt to move within a perceived gap in traffic flow.

The loss of car parking on High Street is an important consideration and we DO NOT support the right hand turning bay into Wallace Street as this would remove vital car parks on High Street. To assist we propose that signage is installed at the Tudor Street intersection directing tourist traffic down Tudor, Wilkinson Street to the I-Site.

In addition we see the installation of a round-about at Old Wharf / King Edward / High Street all part of the wider solution for High Street as well as the installation of a round-about at Whakarewa / Woodlands / High Street.



3. How significant do you think the parking loss is for your preferred option?

The loss of car parking is a very significant factor.
In considering the modified Option 3 we propose the retaining of the western car parks between Wallace and Tudor Street that would be lost if the Wallace Street right hand turning bay was installed.

We believe that the gains from the improvements to both safety and traffic flow outweigh the identified loss of the other carparks (10) on High Street and the car parks in Tudor / Greenwood and Pah Streets. We do need to recognise that this could have an economic effect on in particular the Post Office Hotel and Countdown Motueka.

4. Do you support the other proposal along High Street?

We see the proposed round-about at Old Wharf/ King Edward / High Street and Whakarewa / Woodlands / High Street as an essential component to improve High Street transport safety and flow.

We encourage measures to encourage off street parking but highlight that this is limited and often at capacity. Note the strong suggestion to encourage access to Decks Reserve via Tudor Street signal controlled intersection.

5. Are there any additional improvements you believe should be considered on High Street? Please detail below;

We acknowledge the work undertaken by NZTA and the findings detailed in the SH60 Motueka Investigation, June 2017 report and agree with the identified issues and challenges highlighted in this document.

A question arose through our discussions if in fact the location of the current I-Site is appropriate and the future need to right turn into Wallace Street but we believe if by deleting the right turning bay at Wallace Street did create congestion issues future reconsideration through the minor works programme could close access to Wallace Street from High, but propose to trial the use of signage at the Tudor Street intersection to attempt to re-route I-Site traffic along Tudor / Wilkinson Street.

Longer term the ongoing discussion about a heavy vehicle bypass and realigned Motueka Bridge must stay in the longer term planning for SH60.

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SH60 Motueka High Street Public Engagement Summary

From: Mike Ingram
To: [SH60 Motueka Investigations](#)
Subject: SH60 Motueka Investigation
Date: Friday, 14 July 2017 1:52:09 p.m.
Attachments: [image001.png](#)
[APPENDIX 1 - Crown.pdf](#)

E te rangatira, tena koe

This is a Joint submission by Wakatu Incorporation and Ngati Rarua Atiawa Iwi Trust.

The attached Appendix details who each organisation is and the historical background to their establishment.

The submitters appreciate the opportunity to make a submission on the investigation.

The submitters are significant land and commercial property owners in Motueka. This comprises a mixture of residential, rural and commercial lands.

The submitters have significant interest in land on the western side of High Street, particularly between Whakarewa Street and Poole Street Motueka.

The submitters believe that there is a positive social but negative economic impact on the options submitted as part of this investigation.

The submitters support any initiatives that enhances safety for residents and visitors to and from Motueka.

However the submitters are concerned that a number of options proposed, in particular with the removal of car parks may have a significant economic impact on the viability of our lessees businesses and ultimately on the submitters as owners.

While appreciating that the issues are clearly identified, the options do not appear to adequately balance out the social/economic requirements of a vibrant town centre.

Apart from supporting the proposed road safety changes from Whakarewa Street South, the submitters do not wish to see significant changes or parking restraints in the main business centre that would potentially impact economically on the town.

As previously advised as the submitters are significant land owners in Motueka it is suggested that the future development of Motueka be considered more holistically with input from Tasman District Council and landowners, taking into account the congestion and future growth of Motueka.

Thank you for the opportunity to be heard on this matter.

Mauri ora

Mike Ingram
PROPERTY MANAGER - *LEASEHOLD & LAND USE*

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APPENDIX 1

WHO WE ARE:

A brief customary history of the Nelson and Tasman District

1. In the 1820s and 1830s, tāngata whenua then living in Te Tau Ihu were conquered by tribes from the North Island, including Ngāti Rārua, Ngāti Awa (now known as Te Ātiawa), Ngāti Tama and Ngāti Kōata. This tribal grouping is known as Ngā Tāngata Heke – the people of the Heke. The Heke were the series of migrations back and forth from the north to the south, including to Te Tau Ihu, in the early 19th century from the Kāwhia and Taranaki coasts. These migrations are remembered in the collective memory of the people as a series of named Heke.
2. By 1830, it was established that the hapū who held Māori customary title or mana whenua in Nelson, Tasman Bay and Golden Bay were the descendants of the four Tainui-Taranaki iwi of Ngāti Koata, Ngāti Rārua, Ngāti Tama and Te Ātiawa.
3. The four Tainui-Taranaki iwi in western Te Tau Ihu are recognised as tāngata whenua on the basis of acquiring Māori customary title through a combination of take (raupatu (conquest) and tuku (gift)) and ahi kā roa (keeping the fires alight, by occupation or in other recognised ways). Over time, the whakapapa of the migrant iwi from the north became, as the Waitangi Tribunal has put it, 'embedded in the whenua through intermarriage with the defeated peoples, the burial of placenta (whenua) and the dead, residence, and the development of spiritual links.'¹
4. From the time of the heke onwards, Māori customary title manifested itself in western Te Tau Ihu (Nelson, Tasman Bay and Golden Bay) as an exclusive right to land, with the power to exclude others if necessary, with the ability to dictate how land and resources was used and accessed.

¹ Waitangi Tribunal, *Te Tau Ihu o Te Waka a Maui*, vol III, 1366.

5. Ngāti Rārua, Te Ātiawa, Ngāti Tama and Ngāti Koata did not move to Te Tau Ihu en masse, but particular whānau and hapū, or sections of particular whānau and hapū, from those iwi settled in a staged series of migrations, with land allocated in various locations as different groups arrived.
6. The pattern of mana whenua in Te Tau Ihu was dictated by the pattern of settlement, in which each kāinga (village) was established around a chief or chiefs and each kāinga was home to extended whānau, with most residents at each kāinga related by blood or marriage. The whānau or hapū (an extended whānau or cluster of whānau could equally be described as a hapū) tended to establish themselves at locations where their neighbouring communities were relatives and/or close allies.
7. By 1840, whānau or hapū belonging to the four Tainui Taranaki iwi were established in Nelson, Tasman Bay and Golden Bay. The tāngata whenua rights and responsibilities of other iwi, such as Kurahaupō had been extinguished in the District, although Kurahaupō iwi retained a historical association with the area.

The arrival of the New Zealand Company

8. When the New Zealand Company ("NZ Company") arrived in the South Island in 1841, rangatira [tribal leaders] representing the families of those whānau or hapū who held mana whenua and who were resident in western Te Tau Ihu negotiated with Captain Arthur Wakefield of the NZ Company and agreed to welcome European settlement in parts of the Nelson, Motueka and Golden Bay area.
9. One of the main reasons for this agreement, from the Māori perspective, was to promote trade relationships between European settlers and Māori for mutual benefit, bearing in mind that tribes of Te Tau Ihu had already had several decades of contact with European traders prior to 1841.
10. According to the arrangements a major benefit promised by the NZ Company when it entered into what it called 'Deeds of Purchase', was that the resident Māori and their families who held mana whenua in the relevant parts of western Te Tau Ihu (Nelson, Motueka and Golden Bay), would be entitled to retain all existing Māori settlements, including urupa, wāhi tapu and cultivated land, and

in addition reserves would be set aside comprising one-tenth of the land purchased. These additional land reserves became known as the Nelson Tenths Reserves ("Tenths Reserves").

11. As a result of the negotiations between the NZ Company and tāngata whenua, the Crown issued a grant in 1845 which extinguished Māori aboriginal (or customary) title over 151,000 acres in Nelson and Tasman (the Nelson settlement). The 1845 Crown Grant excluded all existing Māori settlements, including urupa, wāhi tapu and cultivated land, along with one-tenth of the total area of land acquired for European settlement (15,000 acres).
12. The Crown intended to hold the Tenths Reserves on trust on behalf of and for the benefit of the tāngata whenua who were those families who held Māori customary title to the 151,000 acres in the 1840s.
13. Despite the guarantees and the provisions stipulated in the 1845 Crown Grant, the Crown failed to reserve a full one-tenth of land or exclude urupa, wāhi tapu and cultivated land from European settlement.
14. On completion, the NZ Company's Nelson Settlement comprised approximately 172,000 acres, although it is likely a much larger area of approximately 460,000 acres was eventually acquired by the Crown.
15. As at 1850, the Nelson Tenths Reserves comprised only 3,953 acres (this figure does not include the designated Occupation Reserves).
16. Between 1841 and 1881, Crown officials administered the Tenths Reserves and the occupation reserves on behalf of the original owners. From 1882, the Public Trustee administered the estate.

Identifying the original land owners

17. In 1892 – 1893, the Native Land Court undertook an inquiry to ascertain who owned the land in Nelson, Tasman Bay and Golden Bay prior to the transaction with the New Zealand Company. The reason for this inquiry was to determine the correct beneficiaries of the Tenths Reserves trust.

18. The Native Land Court Judge (Judge Alexander MacKay) considered that the "New Zealand Company Tenth's" (as he called them) had been set aside in accordance with the NZ Company's stipulation in the Kapiti Deed that it would hold a portion of the land on trust, and accordingly he decided that to ascertain those persons with a beneficial interest "it was necessary to carry back the inquiry to the date the land comprised in the original Nelson Settlement was acquired by the Company".
19. The Court's ruling determined the ownership of the 151,000 acres "at the time of the Sale to the New Zealand Company", with the ownership of the four hapū – Ngāti Koata, Ngāti Tama, Ngāti Rārua and Ngāti Awa - broken down according to each of the areas awarded by Commissioner Spain in 1845 (Nelson district, 11,000 acres; Waimea district, 38,000 acres; Moutere and Motueka district, 57,000 acres, and Massacre Bay, 45,000 acres).
20. The Judge's ruling included a determination:

That although the Reserves made by the Company were situated in certain localities the fund accruing thereon was a general one in which all the hapus who owned the territory comprised within the Nelson Settlement had an interest proportionate to the extent of land to which they were entitled, at the time of the Sale to the Company.
21. The Court requested each of the hapū so entitled to provide lists of the persons who were the original owners of the land at the time of the New Zealand Company's arrival and their successors.
22. Importantly, therefore, the 1893 lists were not drawn up by the Native Land Court, but by the people. The evidence of how this was done is consistent with a tikanga Māori style process where the lists were debated and revised until consensus is reached.
23. Over 100 years later, and after an extensive inquiry, the Waitangi Tribunal did not consider the Court's judgment to be unsafe, nor did it think it was desirable to reopen the judgment after so much time had passed.

The Crown's management of the land

24. From 1842 until 1977, when the original owners regained control of their lands, the Crown held the Tenth's Reserves and occupation reserves in trust and managed it on behalf of its owners.

25. From 1882 onwards, the Public Trustee, Native Trustee and Maori Trustee administered the Tenth's Reserves and occupation reserves on behalf of the original owners and their descendants. During this period, a great deal of land was either sold or taken under public works legislation - in many cases without the owners' consent and without compensation for the loss.
26. A clear example of the Crown's mismanagement during this period is illustrated by the imposition of perpetual leases on the Tenth's Reserves and occupation reserves. By way of legislation, the Crown imposed perpetual leases on the land, which for example, allowed for 21-year rent review periods, rents below market value, and perpetual rights of renewal for lessees. In practice this meant the Māori owners could not access or use their land, nor did they receive adequate rent for leasing the land. The problems associated with the perpetual lease regime continue to impact adversely on the submitters' land, despite some legislative changes in 1997.
27. In the period to 1977, as a result of the Crown's mismanagement, the Tenth's Reserves estate was reduced to 1,626 acres.

Proprietors of Wakatū (Wakatū Incorporation)

28. By the 1970s, the descendants of the original owners were lobbying for the return of their land to their control and management. This led to a Commission of Inquiry (the Sheehan Commission) into Māori Reserved Lands.
29. Wakatū's establishment was the result of recommendations made by the Sheehan Commission of Inquiry that the Tenth's Reserves should be returned to the direct ownership and control of Māori. This recommendation was implemented by the Wakatū Incorporation Order 1977, which according to its explanatory note constituted "the proprietors of the land commonly known as the Nelson-Motueka and South Island Tenth's".
30. The land vested in Wakatū Incorporation comprised the remnants of the Tenth's Reserves and occupation reserves and the beneficial owners of the land were allocated shares in the same proportion as the value of their beneficial interests in the land transferred.
31. With a few exceptions, those beneficial owners were the descendants of the 254 tūpuna identified as beneficial owners by the Native Land Court in 1893.

Wakatū can therefore trace the genesis of a large portion of the land in its estate back to the initial selection of the Tenths Reserves in 1842.

Wakatū Incorporation today

32. Wakatū is the kaitiaki and legal trustee of the remnants of the Tenths Reserves and occupation reserves. Wakatū Incorporation is responsible for the care and development of the owners' lands.
33. The Incorporation represents approximately 4000 Māori land owners in Nelson, Tasman Bay and Golden Bay. Apart from the Crown and local authorities, Wakatū is one of the largest private landowners in the Nelson/Tasman regions.
34. Since 1977, the owners of Wakatū have built a successful organisation that has contributed to the economic growth of the Tasman District and the economic, social and cultural well-being of the descendants of the original owners.
35. Wakatū Incorporation's primary focus is based around its management and use of the ancestral lands of the owners for their cultural and economic sustenance. Today, this comprises a mixture of leasehold land, commercial land and development land.
36. Wakatū has interests in horticulture, viticulture and aquaculture throughout the Tasman and Nelson District as well as in other parts of New Zealand. Wakatū owns Kono Horticulture, which manages the customary lands of its owners and is based in Motueka.
37. The principles and values of Wakatū Incorporation are reflected in its guiding strategic document – Te Pae Tāwhiti. The Committee of Management of Wakatū Incorporation recently adopted Te Pae Tāwhiti. It is attached as Appendix 2.

Ngāti Rārua Ātiawa Iwi Trust

38. The Ngāti Rārua Ātiawa Iwi Trust was formed via the Ngāti Rārua Ātiawa Iwi Trust Empowering Act 1993.
39. This legislative action was the culmination of more than 140 years of complaint and grievance by the hapū of Ngāti Rārua and Te Ātiawa who are tāngata

whenua in the Motueka area and their successors over the alienation of 918 acres of their Native Reserve lands in the Motueka district through Governor Grey's Crown Grants of mid-1853 to Bishop George Augustus Selwyn, head of the Anglican Church in Aotearoa.

40. In 1853, Selwyn devolved the administration and management of these lands in Motueka to three trustees, being Dr J D Greenwood of Motueka, Major Richmond (Superintendent of Nelson) and Archdeacon R B Paul of Nelson.
41. The trusteeship system continued until 1859 when it was replaced at the first General Synod of the Church, at which Selwyn conveyed the responsibility for the appointment of Trustees of all Church lands to a Board of Appointment, as required by the Religious and Charitable Trusts Act 1856.
42. The following year, the responsibility passed to the recently appointed Bishop Hobhouse of Nelson; thereafter the Nelson Diocese administered the estates and assets conveyed to it via a separate trust board, the Whakarewa School Trust Board.
43. The alienation of these lands to the Church was fiercely contested by the owners of the day, and their petition to the Nelson Provincial Council immediately following Grey's actions.
44. The Council's initial response was to challenge the legality of the grants via a writ of "scire facies", but on legal advice, it settled for a strongly worded memorandum to the Governor protesting his actions.
45. Protests from the original Māori owners and their descendants via submissions, petitions, objections, deputations and other avenues continued unabated from that time, and at least three major investigations resulted.
46. Commissions of Enquiry were held in 1869 and 1905 (the latter was a Royal Commission). A special investigation and report was compiled by Alexander Mackay in 1888. Unfortunately for the Māori claimants, none of these investigators has the authority to rule on the matter of ownership of the land titles in question.

47. The Whakarewa School Trust Board has had a chequered history as it has attempted to maintain its obligations under the terms of Grey's grants and trust deeds. Its early attempts to operate as a residential industrial/agricultural school went through cycles of success and failure.
48. For a long period, it operated as a residential home for orphans and/or children from adverse circumstances, and in its later years (late 1970's), the Home was leased to the Nelson Hospital Board for the residential care of severely handicapped patients.
49. The proposals for restructuring of the Whakarewa Trust's activities in the early 1980's were initiated by the withdrawal of the Nelson Hospital Board from its use of the Trust's Homestead Blocks.
50. This resulted in a resurgence of protest by the Ngāti Rārua Council. This group adopted the arguments of their ancestors that the Trust had again failed, and in accordance with an Iwi view held ever since the 1853 alienation, the assets of the Trust should now be returned to descendants of the original owners.
51. The amendments to the Treaty of Waitangi Act to permit the examination of grievances dating back to 1840 saw a renewal of effort to secure the return of the lands to the tribes.
52. The claimants intended to place the issue before the Waitangi Tribunal in 1988 and 1989, and claim documents and preliminary reports were filed to indicate the scope of the claim, which would be brought.
53. By the late 1980's, most church authorities had come to accept the validity and justice of the hapū claims, and the Nelson Diocesan Synod eventually acknowledged the breaches of the Treaty of Waitangi which were implicit in Grey's unilateral actions, and agreed to negotiate the return of the Whakarewa Estates to the rightful claimants.
54. Accordingly, the Hon Doug Kidd sponsored a Private Members Bill to transfer Whakarewa assets to a body of representatives of the original owners.
55. This resulted in the demise of its predecessor, the Whakarewa School Trust and its Board and the return of the land.

Further information

56. A full history of the lands administered by Wakatū Incorporation, along with Ngāti Rārua Ātiawa Iwi Trust, Rore Lands, and other whānau and iwi trusts, on behalf of its shareholders is set out and discussed more fully in the Waitangi Tribunal, "Te Tau Ihu o te Waka a Maui" report.
57. Also see www.nrait.co.nz and wakatu.org.nz for further information.
58. A number of other Māori organisations exist in Te Tau Ihu, which are not discussed here.
59. By way of clarification (and in so far as it relates to this submission), the iwi trusts and other broad-based Māori organisations in Te Tau Ihu are different in nature from organisations such as Wakatū Incorporation and Ngāti Rārua Ātiawa Iwi Trust for the following reasons:
 - The iwi-based trusts represent their iwi across the entire breadth of Te Tau Ihu, not just Nelson, Tasman and Golden Bay;
 - Wakatū Incorporation and Ngāti Rārua Ātiawa Iwi Trust by way of comparison are highly localised and have specific rights and responsibilities as the legal trustees and kaitiaki of Nelson, Tasman Bay (Motueka) and Golden Bay;
 - The iwi trust boards (with the exception of Ngāti Tama) represent a greater group of constituents than those with a direct connection to the original owners of the Tenth's Reserves and Occupation Reserves in Nelson, Tasman Bay and Golden Bay;
 - Not all of the iwi members of Ngāti Rārua, Te Ātiawa and Ngāti Koata for example, descend from the original owners of the Tenth's Reserves or occupation reserves identified by the Native Land Court in 1892/1893 and for that reason, they are not present-day Wakatū Incorporation owners;

- Similarly, not all of the iwi members of Ngāti Rārua and Te Ātiawa for example, descend from the original owners of those who held mana whenua in Motueka, and for that reason they are not beneficiaries of NRAIT;
 - There are some similarities between the iwi trusts and organisations such as Ngāti Rārua Ātiawa Iwi Trust, which only represents those Ngāti Rārua and Te Ātiawa people who can whakapapa to those families who settled in Motueka. For example, the membership of the iwi trusts is based on descent from a named individual which is no different from descent from the 254 tūpuna (with respect to the Tenth owners identified by the Native Land Court in 1892/1893) or those tūpuna associated with Motueka with respect to Ngāti Rārua Ātiawa Iwi Trust.
60. Ultimately, the Crown is obligated to ensure it understands the myriad of organisations and relationships that exist amongst Māori.
61. All Māori have rights and responsibilities under Te Tiriti o Waitangi/The Treaty of Waitangi and as New Zealand citizens, but Māori are **not** a homogenous group to be put by the Crown in the same category as (for example) environmental interest groups.

The principles of the Treaty of Waitangi require the Crown to ensure it engages with the appropriate organisations and representatives at the appropriate time, following a process determined in partnership with tāngata whenua and Māori in the Tasman District.