SH60 Motueka Strategic Case

Andrew James

7 June 2016

High Street (SH60) Motueka, viewed towards the north

NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Approval

PREPARED BY:	REVIEWED BY:	ENDORSED BY:	ENDORSED BY:
Andrew James	Selwyn Blackmore	Central Highways Leadership Team	VAC & NLTP Advisory Group
PRINCIAPL TRANSPORT PLANNER	TRANSPORT PLANNING MANAGER	HIGHWAY MANAGER WELLINGTON	CHAIR
DATE:	DATE:	DATE:	DATE:
		16 June 2016	7 July 2016

EXECUTIVE SUMMARY

The NZ Transport Agency has undertaken this state highway 60 Strategic Case for Motueka, Tasman as part of work included in the 2015-2018 National Land Transport Programme. The main drivers for this investigation are to address:

- The Tasman Regional Transport Committee's resolution to support the Transport Agency determine a programme of work to address short to medium term safety and congestion matters on High Street, Motueka[1];
- The Motueka Transportation Study[2] , which recommends a series of network management measures in advance of a "Motueka Bypass" which may be needed in the longer term; and
- The 2015-2018 Tasman Regional Land Transport Plan which proposes three SH60 intersection upgrades in Motueka.

This Strategic Case has been carried out in conjunction with the State Highway 60 Richmond to Collingwood Strategic Case which covers the entire route. The problems identified (along with their weightings in brackets) are:

Competing Interests (50%):	**Traffic growth and competing interests in the town centre result in delays and through traffic using suburban roads**
Pedestrian Crossings (30%):	**Pedestrian movements across the road are creating confusion, congestion and safety issues**
Safety/Alternative routes (20%):	**High traffic volumes and poor intersection layouts are encouraging drivers to take risks with resulting safety issues or use alternative routes.**

The key partners identified the potential benefits of successfully addressing these problems (along with their weightings in brackets) as follows:

- **Improved capacity of state highway 60 (25%)**
- **Improved community wellbeing (50%)**
- **Improved pedestrian safety (15%)**
- **Improved road user safety (10%)**

Findings from the analysis of evidence indicates:-

1. Traffic volumes are modestly increasing and, in summer
   - traffic volumes increase considerably,
   - High Street congestion is causing marginally longer delays, and
   - traffic appears to be diverting onto local routes to avoid the congestion.
2. The pedestrian crossings are inconsistent in their design, are unclear and have a poor crash history, particularly at Pah/Greenwood, and near the Tudor St intersection.
3. Two of the five key intersections along High Street have a medium or medium high collective risk and the High St corridor has a medium collective risk rating.

[1] Tasman RTC meeting, 5 December 2014
[2] 2010 Motueka Transport Study

This Strategic Case doesn't indicate an immediate need to pursue an alternate state highway route through Motueka. Consideration of the long term strategic transport planning for traffic through Motueka will be included as part of the overall SH60 Richmond to Collingwood Investigation. This Strategic Case does, however, support the second and third problem statement, highlighting the need to improve pedestrian and intersection safety along High Street.

An assessment of the anticipated Strategic Fit and Effectiveness has been undertaken in accordance with the Transport Agency Investment Assessment Framework, and determined that the indicative profile would be **M/M/-.**

In considering the problems, the relatively short 4km length of the study area, the previous detailed work undertaken as part of the 2010 Motueka Transport Study and the limited scope for short to medium term improvements, it is proposed that the investigation progress to a single phase Detailed Business Case with a view to determining short to medium term improvements.

PART A – THE STRATEGIC CASE

1. INTRODUCTION

1.1 Purpose

The purpose of this Strategic Case is to determine the justification for further investment. It identifies the problems, benefits and key performance indicators determined by the New Zealand Transport Agency and its key partners, examines available evidence, and considers the findings in terms of the Transport Agency's Investment Assessment Framework.

1.2 Background

1.2.1 Context in relation to the State Highway 60 Richmond to Collingwood Investigation

The State Highway 60 (SH60) Richmond to Collingwood Investigation considers the strategic transport issues for the overall state highway journey. This strategic case is developed specifically to address the immediate transport issues in Motueka because:-

- the 2010 Motueka Transportation Study has previously recommended a number of short-term High Street (SH60) improvements that could be implemented in advance of longer term considerations, such as a bypass route around Motueka; and
- Tasman District Council have indicated they wish to see improvements to the pedestrian crossings and some of the intersections.

Consideration of transport for Motueka over the longer term will be included as part of the overarching State Highway 60 Richmond to Collingwood Investigation.

1.2.1 Motueka

Motueka is located on SH60 between Nelson and Collingwood (see Figure 1). SH60 has a critical freight and tourism task, servicing the regional industries of horticulture, viticulture, pastoral farming, and forestry and tourist access to the Abel Tasman and Kahurangi National Parks as well as scenic Golden Bay.

The SH60 Motueka Strategic Case covers the urban 50km/hr speed zone along High Street from the southern approach to Motueka to north of the Parker St / Fearon St intersection as shown in Figure 2.

Figure 1: Location Map

Motueka is a service town with a population of 7,593[3]. A mixture of residential and commercial development occurs

[3] 2013 Statistics NZ Census Data, Motueka West – 3,669, Motueka East – 3,924

along High Street in a linear fashion for the length of the street, a distance of approximately 4km. This represents a situation of competing interests where the state highway through road function of SH60 conflicts with the land uses which rely on the state highway for property access and parking. Motueka is expected to experience urban growth, mainly as part of the Wahanga Limited development on the western side of SH60.

The main road feature is High Street (SH60), a two lane road with on-street parking which traverses the length of Motueka in a straight line from north to south (see Figure 2). High Street carries the equivalent of 13,000 vehicles per day[4].

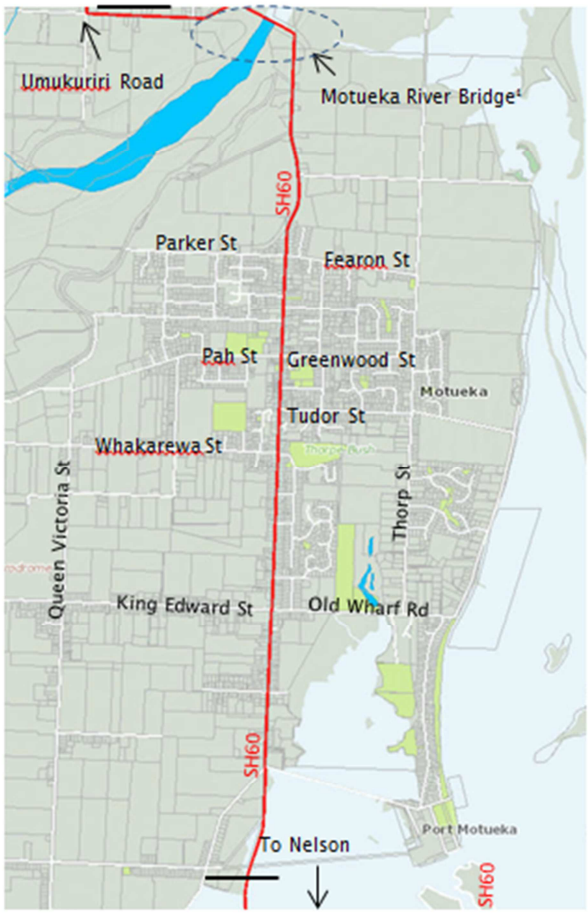


Figure 2: Motueka Investigation SC study area

1.2.2 State Highway Classification

Between Richmond and Motueka SH60 is classified as a Regional state highway because freight volume is greater than 400 heavy commercial vehicles per day[5]; and there are more than 20,000 international travellers on the route annually.

1.2.3 Previous Investigations

Traffic issues in Motueka have been the subject of several studies in the 1990's, including the Motueka Bypass Scoping Study 1991[6], SH60 Options Consultation Report 1994[7] Motueka Car Parking and Service Lane Review 1997[8], and the Motueka Traffic Study 1997[9].

Those studies identified through and local traffic conflicts, including on-street parking manouevres, causing delays, congestion and community severance.

More recently, the 2010 Motueka Transport Study was commissioned by the Transport Agency and Tasman District Council to investigate the north-south connectivity through Motueka so that the safety and efficiency of movements along SH60 High Street could be improved, particularly in the town centre for pedestrians. It identified the following:

- Congestion is 'common' during the two week Christmas and New Year's period; and
- The capacity of High Street is constrained by the existing intersection designs, pedestrian movements and on and off-street parking provisions.

[4] State Highway Traffic Volumes 2011-2015, NZTA
[5] HCV's make up 5% of all average annual daily traffic as measured in the town commercial centre, equating to approximately 650 heavy vehicles per day
[6] Motueka Bypass Scoping Study – Interim report, June 1991
[7] State Highway 60 Options Motueka and Riwaka – Scheme and Environmental Impact Assessment Final Report, July 1994
[8] Motueka Car Parking and Service Lane Review, February 1994
[9] Motueka Traffic Study, March 1997

2. KEY PARTNERS

The key partners who have been involved in the development of this Strategic Case are:

Partners	Knowledge areas – relationship to the strategic case
Tasman District Council (TDC), represented by ward councillors Cr Trevor Norriss, Cr Barry Dowler and Cr Paul Sangster	• Strategic transport planning for the region • Provision and operation of local road network • Unitary authority – plans for and manages the effects of the use and development of land • Civil defence emergency management
New Zealand Transport Agency (Transport Agency), represented by Planning and Investment Manager, Phillip Eyles and Regional Performance Manager Wellington, Mark Owen	• Lead agency for developing this strategic case • Investor in land transport system • Provision and operation of the state highway network • Regulator of access to and use of the land transport system
Road Transport Association NZ (RTA), represented by Branch Chairman, Derek Nees	• Association representing road transport operators and the Heavy Haulage Association
NZ Police, represented by Nelson Bays Rural Sergeant Motueka, Rob Crawford	• Important role in road safety – enforces the traffic laws • Contributes towards Government's Safer Journeys Strategy and safe system approach
Automobile Association, represented by Nelson District Council Chair, Allan Kneale	• Promoting the interests of motor vehicle owners

3. STRATEGIC ASSESSMENT

3.1 Defining the transportation problems and opportunities

A facilitated Investment Logic Mapping (ILM) workshop was held 5 June 2015 with the key organisations to identify problems, causes and consequences.

Mark Young (from Coverpoint Consulting) was the independent accredited facilitator. The Transport Agency representatives were supported by Andrew James, Principal Transportation Planner and the TDC Councillors were supported by:-

- Peter Thompson, Engineering Services Manager,
- Gary Clark, Transportation Manager,
- Sarah Downs, Activity Planning Advisor
- Jenna Voigt, Engineering Advisor, and
- Steve Markham, Policy Manager

The workshop attendees identified the following key problems and assigned their respective proportional weighting (in brackets) after identifying the main problem causes and consequences. The Investment Logic Map is attached as Appendix A.

Competing Interests **(50%)**: **Growth and competing interests[10] in the town centre result in delays and through traffic using suburban roads**

Cause	Consequence
Commercial land uses and vehicle accesses on both sides of High Street (i.e. 'ribbon development') Parking manoeuvres on High Street disrupting through traffic Pedestrians crossing the street causing congestion and safety incidents Increasing traffic volumes on High Street and through intersections particularly in the summer season	Erratic driver behaviour and safety issues Motorists using local side roads Reduced amenity in High Street for businesses and people Severance and reduced residential amenity in suburban streets High Street congestion

Pedestrian Crossings (30%): **Pedestrian crossing movements are creating confusion, congestion and safety issues**

Cause	Consequence
Location and conspicuity of pedestrian crossings is unsatisfactory Pedestrians not using pedestrian crossings when crossing the High Street to access retail premises Motorists conspicuity of pedestrians obscured by trees and street furniture	Pedestrians are uncertain as to whether cars will stop for them to cross at the pedestrian crossings as many drivers do not see the pedestrians waiting to cross Accidents and incidents leading to harm and injury for pedestrians Congestion and delays for through traffic

Safety/Alternative Routes (20%): **Traffic volumes and intersection layouts are encouraging drivers to take risks with resulting safety issues or use alternative routes**

Cause	Consequence
High traffic volumes, particularly in summer season Operation of Give Way intersections Erratic driver behaviour at intersections and accesses Delays and difficulties turning right onto High Street	Traffic delays which lead to risk taking at intersections, and subsequent accidents Accidents and incidents leading to harm and injury for motorists, pedestrians and cyclists Severance and reduced residential amenity in suburban streets

[10] Competing interests are defined here as the desire for efficient through traffic flow and good local accessibility to the commercial and retail sectors of High Street, Motueka

3.2 The Existing Evidence Base

This section provides an analytical review of the problems based on existing evidence.

Problem 1: Growth and competing interests[11] in the town centre result in delays and through traffic using suburban roads (50%)

This problem has been investigated in terms of:

(a) Growth in state highway traffic
(b) Parking along High Street
(c) Travel time delays and speeds through the town centre
(d) Traffic on side roads

3.2.1 Growth in state highway traffic

The Transport Agency's traffic count data for the period 2011 to 2015 is presented in Table 1.

Count Site Location	2011	2015	% annual growth rate
Motueka – Shell Garage	12,123	13,105	1.8
Motueka Bridge	6,397	7,433	3.7

The data shows that average annual daily traffic volumes (AADT) on High Street have been increasing steadily, at 1.8% per annum which is in line with the growth projections in the 2010 Motueka Transport Study. The Motueka Bridge AADT is provided for comparative purposes only.

Table 1 AADT on High Street[12]

The 2015 Motueka Shell Garage site daily traffic data is provided in Figure 3 and shows in the summer months an additional 4,250 vehicles per day compared to the winter months. This indicates a considerable seasonal variation.

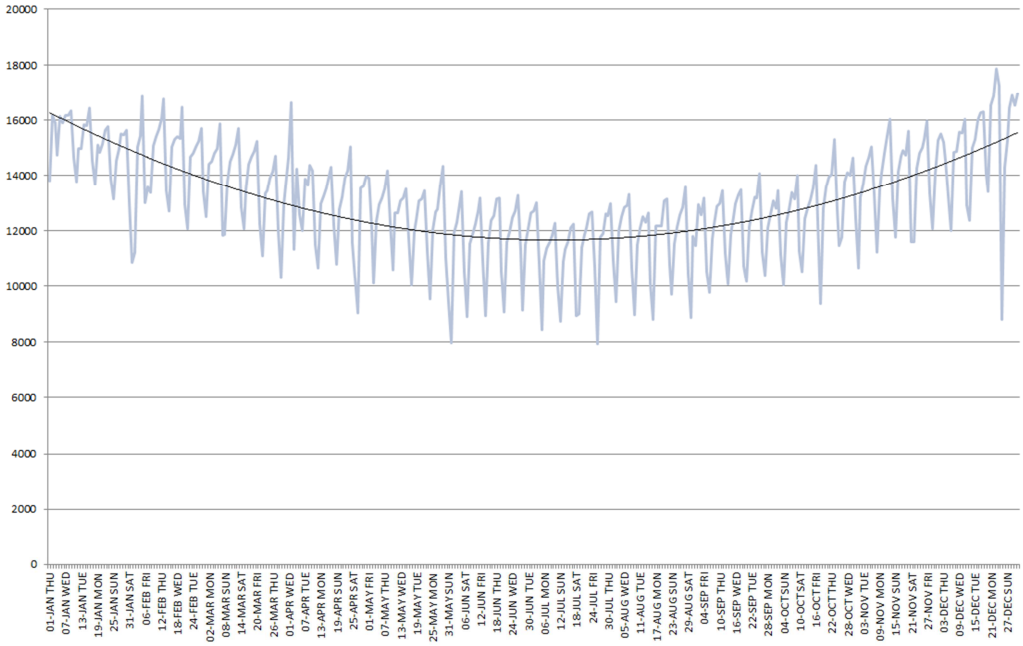


Fig 3 2015 Motueka Shell Garage daily traffic data

[11] Competing interests are defined here as the desire for efficient through traffic flow and good local accessibility to the commercial and retail sectors of High Street, Motueka
[12] State Highway Traffic Volumes 2011–2015, NZTA

3.2.2 Parking along High Street

High Street has on-street parallel parking along its entire length, and the observation is that it has high turnover rates which affects through traffic as vehicles manoeuver in the live traffic lanes to access parking spaces.

Whilst no empirical evidence has been available for this Strategic Case, findings from the 2010 Motueka Transport Study noted that:

- High Street has a high parking demand and occupancy between Tudor Street and Pah Street[13]
- On-street parking on High Street may exacerbate the interference between through and local traffic[14]

The demand for on-street parking is caused in part by the ribbon development nature of shops on both sides. It is also caused by the main public parking areas being underutilised because of difficult access for right turning vehicles to or from the state highway[15].

3.2.3 Travel time delays through the town centre

Commercial vehicle median travel time data between King Edward St and Parker St (refer street names in Figure 5) is shown in Figure 4a and 4b for March, July and December 2015.

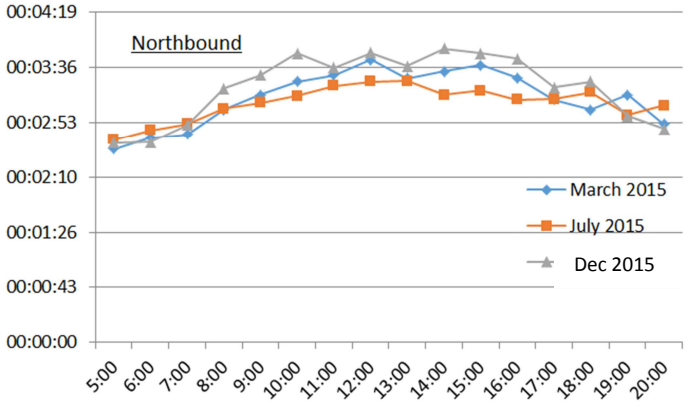


Figure 4a: Northbound travel times

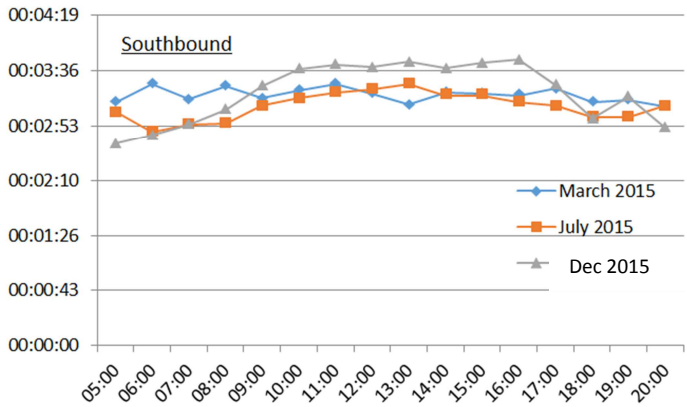


Figure 4b: Southbound travel times

The graphs show that travel times are marginally longer in December than March and July, which suggests that High Street congestion is amplified in the summer months.

3.2.4 Traffic on side roads

SH60 and the main intersecting side roads are shown on Figure 5, together with the 2014 traffic volumes (AADT). The average annual growth of traffic on these roads in the last three to five years is also shown (in brackets). Seasonal side road growth data is not currently available.

Figure 5 shows that there has been significant growth on several of the main side roads. Most notably, to the west King Edward St (5.4% per annum), Queen Victoria St (11.6% per anum) and Pah St (10.1% per annum), and to the east Thorpe St (12.9% per annum) and Tudor St (8% per annum). Whilst there has been some residential growth to the west, this has not been at a level that would

[13] 2010 Motueka Transport Study, p26
[14] 2010 Motueka Transport Study, p27
[15] 2010 Motueka Transport Study, p26

fully account for the increased traffic use, suggesting this route may be being used in the peak season to by-pass the state highway.

The main connecting bypass roads to the east, Old Wharf Rd and Fearon St have had little or no traffic growth. The evidence is not conclusive for Thorp Street acting as a by-pass route although it does appear that there is an elevated amount of internal traffic circulation, possibly due to the diffficulties of undertaking right turns on and off Motueka High Street in the summer months.

Figure 5: Traffic volumes and growth on alternative routes

Problem 1 summary:

- Traffic volumes are modestly increasing and, in summer
  - traffic volumes increase considerably,
  - High Street congestion is causing marginally longer delays, and
  - traffic appears to be diverting onto local routes to avoid the congestion.

Problem 2: Pedestrian crossing movements are creating confusion, congestion and safety issues (30%)

Problem 2 has been investigated in terms of:

(a) Pedestrian crossings
(b) Pedestrian safety, including crash data and incident records from Police

3.2.5 Pedestrian crossings

The pedestrian crossing facilities in the main shopping area of High Street shown in Figure 6 are between 130m and 185m apart.

Figure 6: Formal pedestrian crossings in town centre

These crossings were examined in 2010[16] and were found to have significant deficiencies summarised as follows:

- poor visibility at the two crossings north of Wallace Street (crossing 2) and Tudor Street (crossing 3) caused by large overhanging trees (see Figure 7)
- crossing 1 (at Pah Street/Greenwood Street) is located within a right turn bay
- formal crossing facilities at intersections (such as treatment of corner radii, pedestrian cut-downs and tactile paving) are not consistent around the town centre

Crossing 4 is a recently constructed pedestrian refuge island that provides good visibility for pedestrians and motorists.

Figure 7: Wallace Street pedestrian crossing

Observations suggest there are also a number of pedestrian movements between the formal pedestrian crossings on Motueka High Street. There are several factors contributing to the observed random crossings[17]:

- ribbon development pattern of land use with visitor shops and businesses spread along both sides of the road;
- narrow width of the road
- low speeds of vehicles on High Street

[16] 2010 Motueka Transport Study, Pages 15, 16
[17] Factors identified in the Motueka Transport Study, pp15,16

3.2.6 Pedestrian safety

Data on active road user crashes along High Street has been obtained from the Transport Agency's crash analysis system, and then analysed using Urban KiwiRAP as indicated in Figure 8. For the periods 2005 – 2009, and 2010 – 2015 the active user crashes are summarised in Table 2:

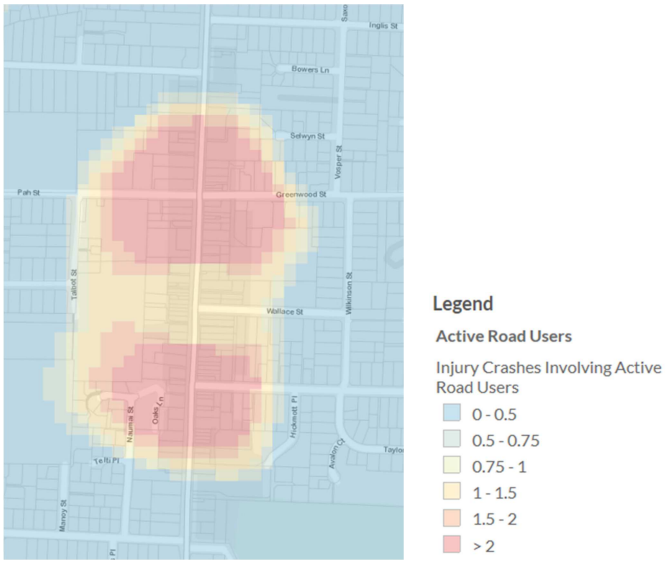


Figure 8 Urban KiwiRAP[19] injury crashes involving active road users

	2005 – 2009	2010 – 2015	Total
Pedestrians[18]	5	10	15
Cyclists	1	2	3

Table 2: Crashes along High Street

Problem 2 summary:

- The pedestrian crossings are inconsistent in their design, have poor visibilty and a poor crash history, partculaly at Pah/Greenwood, and near the Tudor St intersection.

Problem 3: High traffic volumes and intersection layouts are encouraging drivers to take risks with resulting safety issues or use alternative routes (20%)

The Transport Agency has investigated the type of intersections and Levels of Service and the crash data for intersections to analyse this problem.

Note: Traffic volumes on High Street and the main side roads is addressed in section 3.2.1 and 3.2.4

3.2.7 Types of intersections and Levels of Service

The five key intersections on High Street are shown on Figure 5. These priority controlled intersections were assessed as part of the Motueka Transport Study as all having poor side road accessibility, particularly during the peak months[20]. Specifically,

- Parker St/Fearon St has narrow lanes;
- Pah St/Greenwood St has a pedestrian crossing immediately adjacent to the intersection (refer Figure 9) and a pedestrian crossing on the side road;

[18] Includes mobility scooters
[19] Urban KiwiRAP risk maps highlight to communities and road controlling authority's road safety risk across a road network, http://nzta.abley.com/UrbanKiwiRAP/
[20] Motueka Transport Study, p27, in 2009 some movements (typically straight through and/or right turning) had high average delays of over 20 or 30 seconds at peak periods

- Tudor St has no turning provisions which restricts through vehicles when vehicles are waiting to turn right;
- Whakarewa St/Woodland Ave has high numbers of vehicles turning right from SH60 to Whakarewa Street with heavy queuing in the right turn bay; and
- King Edward St/Old Wharf Rd has high volumes of heavy vehicles turning right from SH60 to industrial areas on King Edward Street.

Figure 9: Pah St/Greenwood St intersection

3.2.8 Crash data for intersections

Data on intersection and corridor crashes along High Street has been obtained from the Transport Agency's crash analysis system, and then analysed using Urban KiwiRAP as indicated in Figure 10.

Urban KiwiRAP identifes the Pah St/Greenwood St as having a medium high collective risk, and the Tudor St intersection as having a Medium collective risk, with the remainder being either low-medium or low risk.

Urban KiwiRAP also identifies the High St corridor as having a medium collective risk rating.

Figure 10 Urban KiwiRAP corridor and intersection collective risk

Problem 3 summary:

- Two of the five key intersections along High Street have a medium or medium high collective risk and the High St corridor has a medium collective risk rating.

3.3 The potential benefits of investment

At the second investment logic mapping workshop held on the 16June 2015 the key partners identified and agreed to potential benefits of successfully investing to address the problems. The potential benefits with respective proportional weights (in brackets) are shown in Table 3.

PRIMARY BENEFIT	DESCRIPTION
Improved capacity of SH60 (25%)	This benefit captures the potential to reduce delays along High Street. This relates to the competing interests problem.
Improved community wellbeing (50%)	This benefit captures the potential to increase amenity values by decreasing noise levels, and increasing community cohesion. This relates to the competing interests problem, and the safety/alternative routes problem.
Improved pedestrian safety (15%)	This benefit captures the potential to reduce serious injuries for walkers. This relates to the pedestrian crossing problem.
Improved road user safety (10%)	This benefit captures the potential to reduce deaths and serious injuries from crashes. This relates to the safety/alternative routes problem.

Table 3 Potential benefits

The Benefit Map is attached in Appendix B. The benefits (and weightings) will be reviewed at the start of the next phase to ensure they are specifically targeting the supported problems.

3.4 The key performance attributes and measures

The key performance measures, identified and assessed during the workshops with key partners, are provided in Table 4.

BENEFIT	KEY PERFORMANCE INDICATOR	DESCRIPTION
Improved capacity of SH60 (25%)	Increase throughput	Summer ADT and average travel speeds in peak times on the state highway
	Decrease journey time	Minutes travel time on SH
Improved community well-being (50%)	Decrease noise	Number of vehicles, HCVs on local roads
	Increase community cohesion	Community survey feedback
	Increase amenity values	AADT on local roads and community survey feedback
Improved pedestrian safety (15%)	Increase safety	Number of pedestrian crashes in area
Improved road user safety (10%)	Increase safety	Number of road user crashes – deaths and serious injuries

Table 4 Relevant Key Performance Indicators

The baseline and target indicators for the KPIs were not completed in the ILM workshops. The key performance indicators will be reviewed at the start of the next phase to ensure they are targeting the supported problems and benefits.

4. ANTICIPATED STRATEGIC FIT AND EFFECTIVENESS

An assessment of the anticipated Strategic Fit and Effectiveness was undertaken in accordance with the Transport Agency Investment Assessment Framework, and determined that the indicative profile would be **M/M/-**[21].

STRATEGIC FIT ASSESSMENT[22]

Criteria	Assessment
A medium rating for strategic fit may be given where the activity applies best practice planning and processes including adopting a coordinated approach with relevant stakeholders; AND	• The investigation will be undertaken in accordance with the Transport Agency's Business Case Approach. • This Strategic Case ILM process involved representatives from the Transport Agency's key partners including territorial local and regional authorities, the Automobile Association, Road Transport Association and NZ Police. **Rating:** *Medium*
Is focused on significant change in actual or predicted transport demand or performance, and its drivers such as changes in industry, population, technology, energy and climate, where these changes are not accounted for in existing strategies and plans; AND	• The evidence supports the problem statements. • The safety performance of Motueka High Street (between King Edward / Old Wharf Rd and Parker St / Fearon St), as a medium collective risk corridor as determined by Urban KiwiRAP qualifies for a Medium Strategic fit. • The 2010 Motueka Transport Study considered these issues although implementation was postponed until this Strategic Case was completed. That study will provide valuable information to support the next phase of the investigation. **Rating:** *Medium*
Ensures:- • Integration of modes, transport and land use planning and other infrastructure planning • Making better use of existing transport capacity, including services and infrastructure • Managing adverse environmental effects from land transport; AND	• Effective investment in alternate modes is unlikely in the short term in rural townships such as Motueka, and recent plan changes have already set the course for future urban land use planning. • The investigation scope will consider options to improve traffic flows and safety along High Street, including rationalising parking; re-designing intersections and pedestrian crossings, while taking account of the needs of visitor attracting land use along this route. • The investigation will consider options that manage and mitigate the adverse environmental effects from land transport.

[21] The ranges of ratings are L (low), M (medium) and H (High). More information on the Investment Assessment Framework is available at https://www.pikb.co.nz/assessment-framework/2015-18-nltp-investment-assessment-framework-overview/

[22] https://www.pikb.co.nz/assessment-framework/strategic-fit-3/startegic-fit-for-investment-management/, last updated 22/09/2015

	Rating: *Medium*
considers: • wider transport network performance and capability • safety • value for money • environmental and public health outcomes.	• The problem statements relate to a short to medium term issue. The wider transport network and longer term strategy for Motueka is being considered as part of the SH60 Richmond to Collingwood Strategic Case. • The investigation will consider safety, environmental and public health outcomes along with value for money. **Rating**: *Medium*

EFFECTIVENESS ASSESSMENT[23]

Component	Explanation	Assessment	Rating
Outcomes focused	The degree to which the problem, issue or opportunity, supported by evidence, is significant enough to warrant further development. Consistency with levels of service in an appropriate classification system.	• The evidence supports the problem statements. • The problem statements are supported by robust evidence and are significant enough to warrant further investigation provided this is correctly scoped. • The desired level of service for the State highway will be considered as part of the next phase.	Medium
Integrated	Consistency with the current network and future network plans Consistency with other current and future activities Consistency with current and future land use planning Accommodates different needs across modes Involvement of, or consultation with, appropriate stakeholders in developing the strategic case	• The investigation will take into consideration the optimisation of the current network and the possible future bypass. • Agreement will be reached with TDC over land use planning initiatives and future project plans in Motueka. • The investigation will consider walking cycling modes in addition to vehicular travel. • The key stakeholders identified in the Strategic Case have collaborated in the development of this Strategic Case.	Medium
Correctly Scoped	The degree of fit as part of an agreed strategy or business case Is of an appropriate scale in relation to the issue/opportunity Covers and/or manages the spatial impact (upstream and downstream,	• Part B of this Strategic Case will determine the scope for the next phase. This will ensure the investigations 'degree of fit' is appropriate to the problems and significance of evidence. • This investigation is being undertaken alongside the parent SH60 Richmond to	Medium

[23] https://www.pikb.co.nz/assessment-framework/effectiveness-2/, last updated 01/10/2015

	network impacts) Mitigates any adverse impacts on other results Funding application is tailored to relative size, impacts and complexity, and confirms the problem	Collingwood investigation and will be in in alignment with that investigation. • The project will be appropriately scoped and will identify, consider, and where necessary, mitigate adverse impacts in accordance with the Transport Agency's Environmental and Social Responsibility Policy.	
Affordable	Is affordable through the lifecycle for all parties Has understood and traded off the best whole of life cost approach Has understood the benefits and costs between transport users and other parties and sought contributions as possible	• The next phase will be carefully scoped to consider outcomes that are affordable, optimised and considers contributions from other parties.	Medium
Timely	Delivers enduring benefits over the timeframe identified in the justified strategy or business case Provides the benefits in a timely manner There is a demonstrated urgency in the need to provide a solution to the problem, issue or opportunity	• Relevant time bound KPI's will be specified in the next phase appropriate to the scope and taking into consideration findings from the 2010 Motueka Transport Study. • The investigation will consider the need and timing of that need. • This strategic case has determined that there vulnerable road users are at risk and that there are safety and congestion issues require addressing.	Medium
Confidence	Manages current and future risk for results/outcomes Manages data deficiency risks and identifies information gaps that will need to be addressed in the next business case	• The investigation will manage and report on risk and data deficiencies.	Medium
Overall	Assessment based on lowest rating of all components		Medium

5. KEY TRANSPORTATION FINDINGS, CONCLUSIONS AND NEXT STEPS

The Strategic Case reflects the direction provided by the ILM workshop attendees. This transportation review of the evidence confirms that the problems are fully supported, resulting in an indicative assessment profile of **M/M**. Table 5 summarises the key findings of the Strategic Case.

Problems Identified in the ILM	Key Findings in the Strategic Case	Considerations for next steps
Problem 1 **Traffic growth and competing interests in the town centre result in delays and through traffic using suburban roads**	Traffic volumes are modestly increasing and, in summer • traffic volumes increase considerably, • High Street congestion is causing marginally longer delays, and • traffic appears to be diverting onto local routes to avoid the congestion.	Undertake investigations to gain insight into the causes (such as car parking, pedestrian crossings, turning movements) and the impact of delays on the surrounding local roading network between King Edward St / Old Wharf Rd and Parker St / Fearon St.
Problem 2 **Pedestrian movements across the road are creating confusion, congestion and safety issues**	The pedestrian crossings are inconsistent in their design, have poor conspicuity and a poor crash history, particularly at Pah/Greenwood, and near the Tudor St intersection.	Consider options to improve pedestrian crossing safety and engage with the local community on them. Consider problem statement review to take into account high summer traffic volumes.
Problem 3 **High traffic volumes and poor intersection layouts are encouraging drivers to take risks with resulting issues or use alternative routes**	Two of the five key intersections along High Street have a medium or medium high collective risk and the High St corridor has a medium collective risk rating.	Review the layout and controls of the main intersections along High Street.

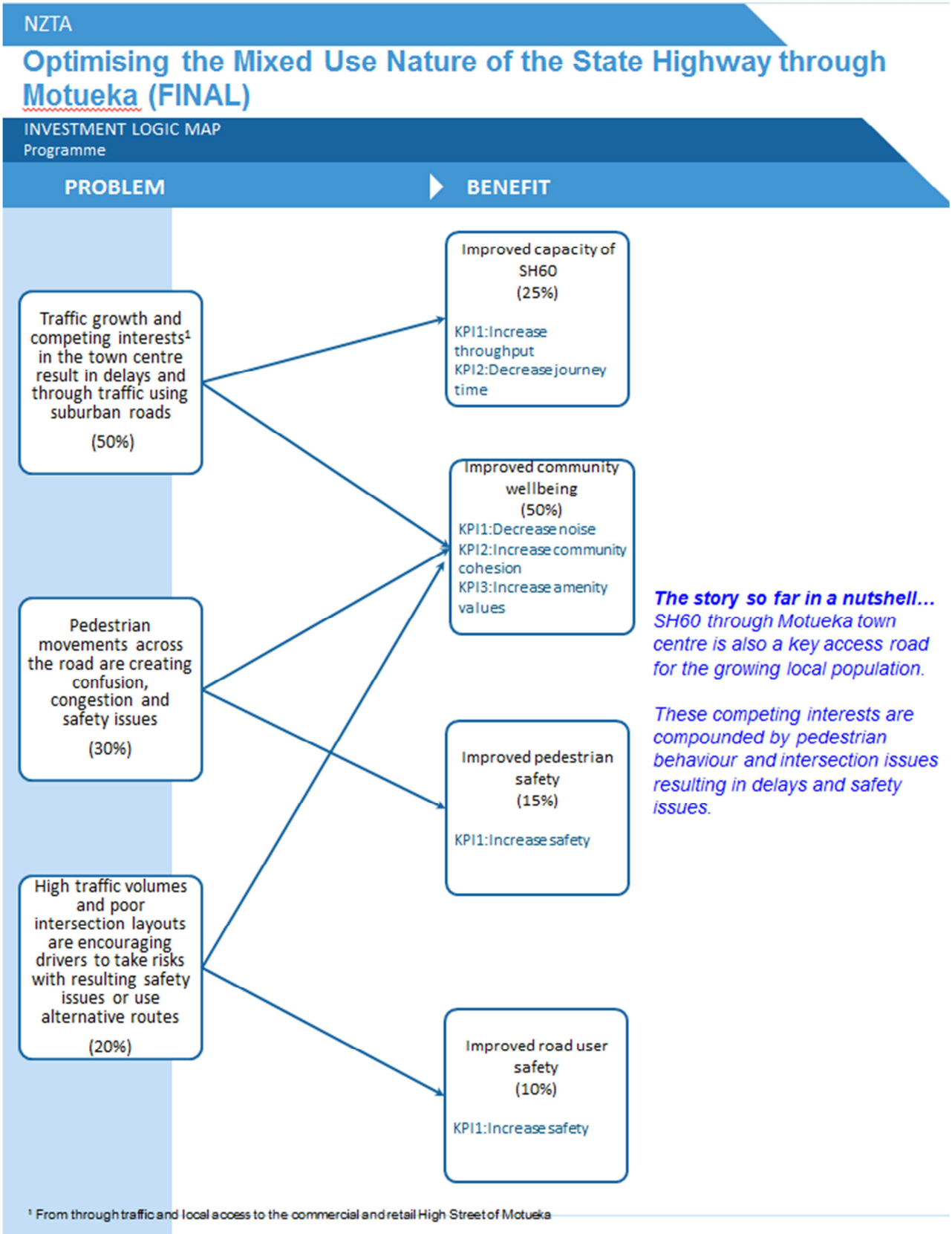
Table 5 Summary of key findings

This Strategic Case doesn't suggest urgency in pursuing an alternate state highway route through Motueka. Consideration of the long term strategic transport planning for traffic through Motueka will be included as part of the overall SH60 Richmond to Collingwood Investigation. This Strategic Case does, however, support the second and third problem statement, highlighting the need to improve pedestrian and intersection safety along High Street.

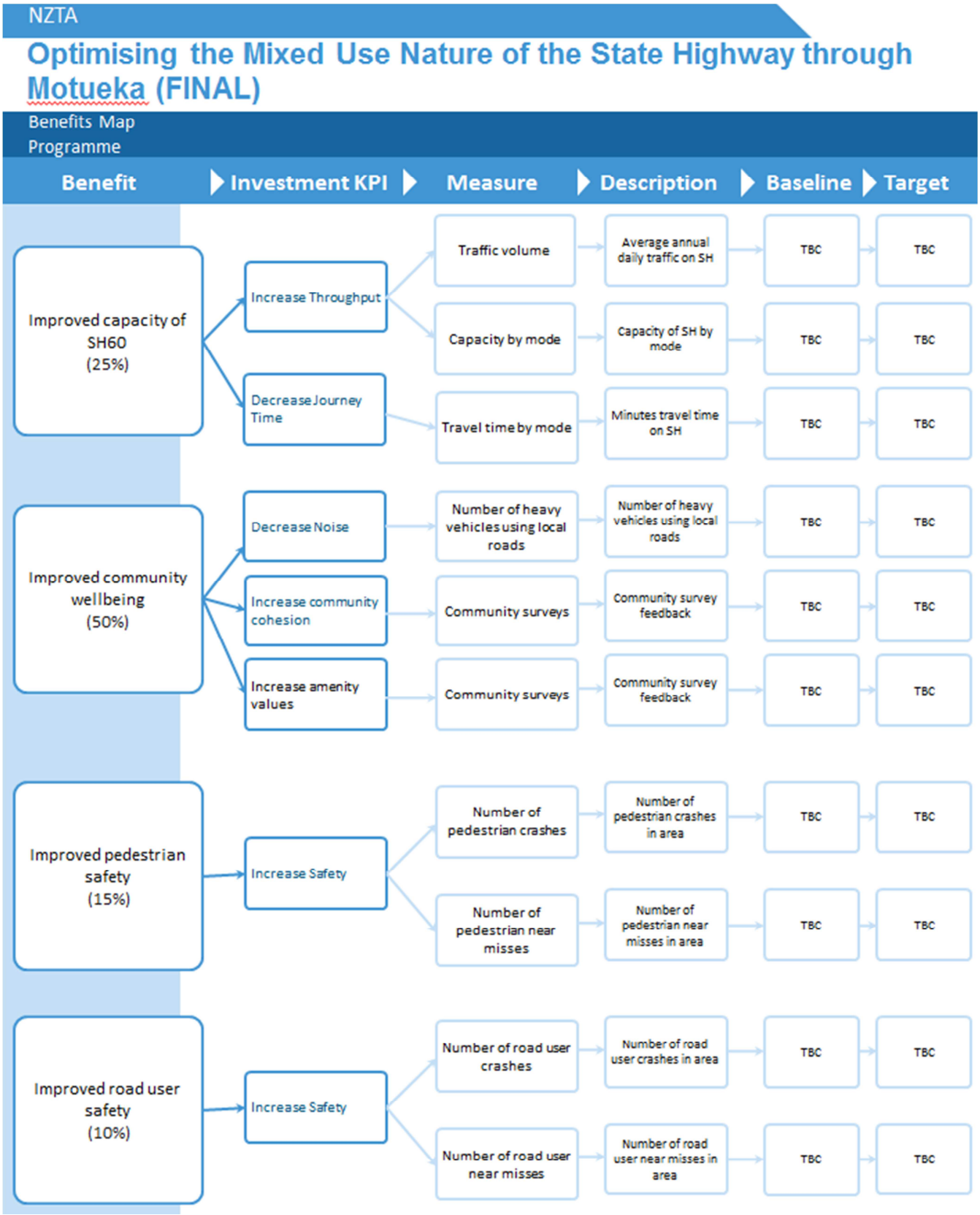
An assessment of the anticipated Strategic Fit and Effectiveness has been undertaken in accordance with the Transport Agency Investment Assessment Framework, and determined that the indicative profile would be **M/M/-.**

In considering the problems, the relatively short 4km length of the study area, the previous detailed work undertaken as part of the 2010 Motueka Transport Study and the limited scope for short to medium term improvements, it is proposed that the investigation progress to a single phase Detailed Business Case with a view to determining short to medium term improvements.

APPENDIX A – INVESTMENT LOGIC MAP



APPENDIX B – BENEFITS MAP



APPENDIX C – ALIGNMENT TO EXISTING ORGANISATIONAL STRATEGIES

Table 6 identifies the high level organisational strategies of the Government, the NZ Transport Agency and Tasman District Council that relate to this investigation project.

Organisation	Organisational Strategies
Government	Government Policy Statement on Land Transport 2015/16-2024/25
NZ Transport Agency	Statement of Intent, South Island Freight Plan, National Business Cases, National Infrastructure Plan, National Land Transport Plan
Tasman District Council (Regulatory Authority Objectives)	Tasman Regional Policy Statement Tasman Resource Management Plan
Tasman District Council (Regional Transport Objectives)	Transportation Asset Management Plan, Regional Land Transport Plan, Long Term Plan

Table 6 Relevant organisational strategies and plans

The Government Policy Statement[24] expects the Transport Agency to take a lead role in securing integrated land transport planning that contributes to the government's overarching goal of "growing the New Zealand economy to deliver greater prosperity, security and opportunities for all New Zealanders."

The Transport Agency's purpose is to "create transport solutions for a thriving New Zealand." The desired outcomes are:-

- Effective – Move people and freight where they need to go in a timely manner
- Efficient – Deliver the right infrastructure and services to the right level at the best cost
- Safe and Responsible – Reduce the harms from transport
- Resilient – Meet future needs and endure shocks

The Transport Agency's role includes promoting integrated land use and multi-modal transport planning with resource planners and local government, for an increasingly optimised transport network that runs well and reliably. The Transport Agency needs to negotiate the right balance between transport outcomes and other social, community and economic outcomes.

[24] Government Policy Statement on Land Transport 2015/16-2024/25

The Transport Agency's Statement of Intent articulates that our goal for the transport network involves integrating land uses, transport networks, and the various modes, services and systems to deliver a seamless and safe 'one network'. Consequently, it is important when considering any state highway transport network that the regional policy objectives are addressed. The long term organisation goals and medium term objectives that relate to this Strategic Case are identified in Table 7.

Long-term (2013-32) Goals	Medium-term (2013-2022) Objectives
Integrate one **effective and resilient** network for customers	Integrate land uses and transport networks to shape demand at national, regional and local levels.
	Integrate national and local transport networks to support strategic connections and travel choices.
	Improve freight supply chain efficiency
Shape smart, **efficient, safe and responsible** transport choices	Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
	Incentivise and shape safe and efficient travel choices using a customer-focused approach.
Deliver **efficient, safe, responsible and resilient** highway solutions for customers	Greater resilience of the state highway network
	Deliver consistent levels of customer service that meet current expectations and anticipate future demand
	Provide significant transport infrastructure.
Maximise **effective, efficient and strategic** returns for New Zealand	Align investment to agreed national, regional and local outcomes and improve value for money in all we invest in and deliver

Table 7 NZTA Long-term (2013-32) Goals and Medium-term (2013-2022) Objectives