

Project: Māpua Boat Ramp **Project No:** 310205986
To: Victoria Woodbridge (The Property Group) **Date:** 24 September 2024
From: Chris Rossiter

RE: Transport Engineering Peer Review

1. Introduction

This review has been based on the documentation provided within the application for land use consent prepared by Davis Ogilvie on behalf of the Māpua Community Boat Ramp Trust to construct a new boat ramp at 5, 11 & 5-16 Tahi Street in Māpua. The focus of this report is the proposed changes to the application through the removal of the Sea Scout / Community Building and the Response to Peer Review provided by Tim Kelly Transportation Planning Limited dated 14 December 2023.

General Comments

A Peer Review was undertaken by Stantec in November 2023 which considered the Integrated Transport Assessment (ITA) which formed part of the application. The review identified 21 recommendations or requests for further information, which were, in part, responded to in the Response to Peer Review report.

While the removal of the Sea Scout / Community Building addresses the concern related to the service lane and parking associated with the building, the majority of the remaining recommendations or request for further information are still pertinent.

It is our considered opinion that there continues to be little to no robust evidence of assessment of the likely demands the creation of a new boat ramp facility will generate and no detailed information for the peak holiday period.

Based on the information provided, it is still considered that the capacity of the ramp is likely to be exceeded at periods of high demand and result in the queuing of vehicles into Tahi Street. No assessment of queuing has been provided to demonstrate that this can be contained within the site. The ITA and Response to Peer Review suggests that in the event that queues extend onto Tahi Street, the queues will be actively managed but no information is provided on who or how this will be implemented.

2. Removal of Sea Scout / Community Building

It is accepted that the removal of the building will result in a reduction of trips, albeit minimal, associated with this particular land use. However, the benefits of this change do not outweigh the remaining issues relating to the boat ramp and its associated parking.

3. Outstanding Information Required

3.1 Traffic Flow Data

As part of the Peer Review, additional information was requested relating to traffic flow, which has not been provided either in the Response to Peer Review or within the revised application. The baseline data being relied on for Tahi Street is from December 2019 and should therefore be viewed with caution given this is now almost five years old.



With regards to the proposed level of use of the boat ramp, a survey was undertaken of Grossi Point in December 2021 / January 2022, so is almost three years old and should be used with caution. An assumption is also made that those launching from Grossi Point would use the new facilities, although no restrictions are proposed to prevent the continued free use of Grossi Point. It is our understanding that the boat ramp is intended for use by members of the Māpua Boat Club only and not the wider public. Given there is no information relating to the split between members and non-members using Grossi Point in December 2021 / January 2022 the assumption that all would transfer to the new boat ramp is not substantiated and should not be considered as reliable evidence.

Without a detailed understanding of the likely queuing and delay when using the new ramp, it is considered reasonable to assume all non-members of the boat club as well as some members, if queuing is excessive, will continue to use Grossi Point, unless restrictions were applied, which currently do not form part of this application.

Previous concern has been raised regarding the capacity of the ramp and the potential for queuing and delay. Within the Response to Peer Review, the applicant refers to 'experience at Motueka and elsewhere' but provides no evidence to support the suggestion of 24 movements an hour would be possible. This equates to an average of five minutes to launch / recover a boat and being based on two boats being launched / recovered simultaneously. This seems unlikely given the need for an individual to walk to / from where their vehicle and boat trailer has been / will be parked, which is circa 175m away from the ramp and at a walking speed of 1.4m/sec would require two minutes in itself, without the drive time (assuming no queuing vehicles to negotiate and having to pass through the barrier control, nor the actual process of securing / launching the boat to / from the trailer etc.

A simple survey of Motueka and the other ramps alluded to would provide an indication of what the capacity of the ramp is likely to be as average launching / recovery times could be established.

3.2 Impact of Queuing

While the car parking arrangements have been altered, to reflect in part the removal of the Sea Scout Building, the concern relating to vehicles queuing to access the ramp at peak times remains. Page 3 of the Response to Peer Review states:

"the potential for queuing will be governed by the precise arrival profile of vehicles with boats within any given time period. This, in turn, will be governed by tide times, weather conditions and whether any specific events (such as fishing competitions) are being held."

The report goes on to suggest that MBRT personnel would request vehicles to divert into the parking area and a basic plan (C05 Appendix 3) suggests where queuing could occur. However, there is no indication on how queuing would be monitored and what the trigger point is for the proposed queuing system to start. No consideration has been given to how vehicles trying to park after launching or vehicles trying to access the ramp to recover a boat would be delayed by vehicles and boats queuing through and around the car park they are trying to access / egress from. The current proposals are likely to result in additional delay and queuing, which will further compound the situation at that time.

There is also a suggestion that any warning signage could be dealt with post-consent. However, given the implications of queuing not only on the ramp users but also local residents as well as those accessing Grossi Point, it is considered that the implications of queuing and how this would be effectively managed should be considered as part of the application itself.

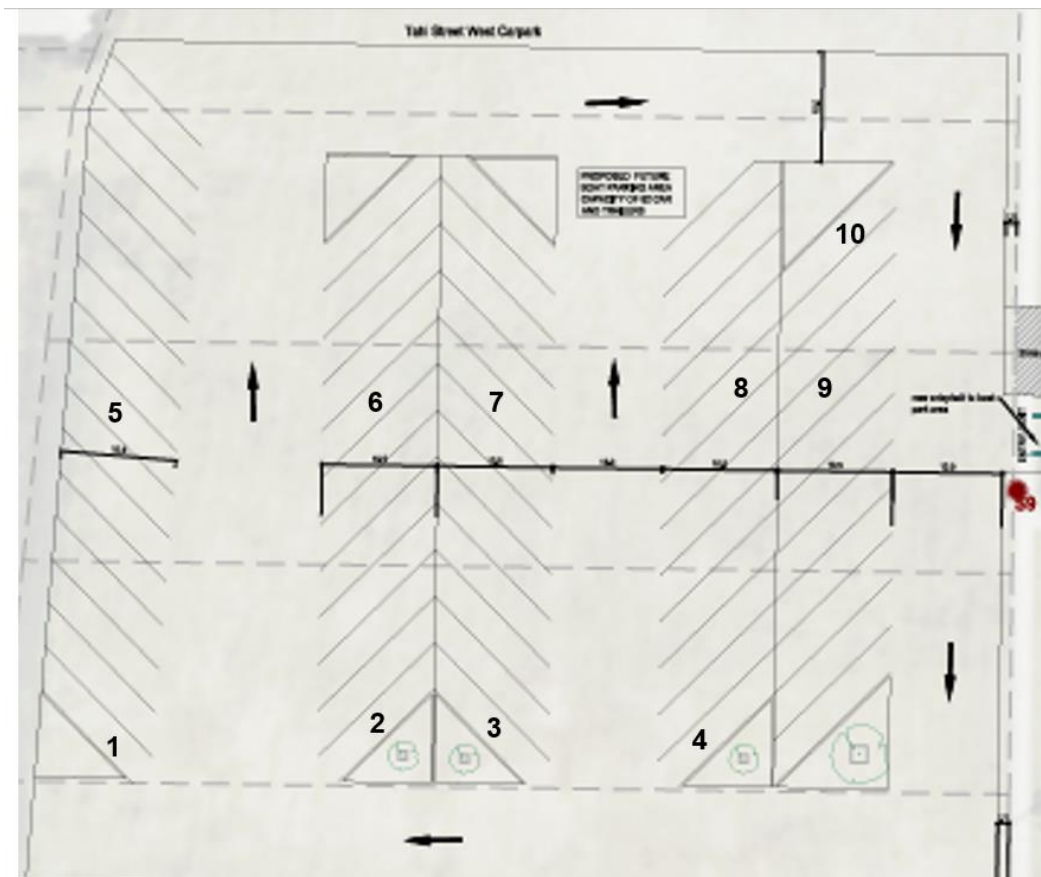
As set out above, without knowing the capacity of the ramp and a more accurate prediction on the likely usage, the overall impact of queuing cannot be reasonably understood.

3.3 Site Layout

It is not evident in the current drawings on how pedestrians would move between the car park for vehicles with trailers and the boat ramp. There is a possible pedestrian route which would take pedestrians around the car park to the east of Tahī Street, however, this is not direct and therefore unlikely to be used. A defined pedestrian route should be provided along the boat ramp for pedestrians to use.

As part of the Response to Peer Review a series of vehicle swept paths were provided in C08 Appendix 7. These included a vehicle and trailer entering the boat ramp access, turning at the turning head at the top of the boat ramp and entering the car park. However, these only show a single vehicle movement and do not demonstrate if there is sufficient space for a vehicle and trailer to access / egress either the boat ramp access, the proposed car park, or turn in the turning head if another vehicle with trailer is present. These are required to demonstrate that there is sufficient space for movements to occur simultaneously and therefore not result in increased delay etc.

The proposed parking for vehicles with trailers has also been reviewed using swept paths. However, while access to two parking spaces have been shown, the bays which may not be usable have not reviewed, these are shown below:



Without appropriate swept paths to demonstrate that access and egress is possible without multiple movements to spaces 1,2,3,4 and 10, when surrounding spaces are occupied, then it is highly likely these spaces would not be used and therefore the overall parking provision would be reduced by five spaces.

The ability to egress spaces such as 5,6,7,8 and 9 without multiple movements and when surrounding spaces are occupied has not been demonstrated.

3.4 Parking Demand

The proposals will provide 40 car parking spaces to the east of Tahi Street and potentially 62 vehicle and trailer parking spaces to the west, subject to swept paths confirming ability to use all spaces.

3.4.1 Vehicle and Trailer Parking

On page 2 of the Response to Peer Review the report clearly states:

“the average number of daily users could be around 40 with a maximum of 70.”

Based on the suggested maximum, which as set out above is not evidenced and as such could be significantly higher, there is likely to be an under provision of circa 8 to 13 parking spaces for vehicles and trailers.

A parking accumulation study, using evidenced data, should be presented to demonstrate what the actual parking demand will be and that sufficient parking can be provided to accommodate the maximum demand. To avoid vehicles having to circulate around to find the last remaining space it is suggested that an additional 5-10% of the maximum parking demand be provided, as this will also help to minimise the impact of delays and queuing.

3.4.2 Car Parking

The existing 37 space car park on the eastern side of Tahi Street is to be replaced with a 40-space car park, although the additional three spaces created replaces the spaces lost to provide access to the new vehicle and trailer parking. Given the parking demand in the area, the opportunity to provide additional parking for the wider public in the area for peak times, and not just parking for the boat club users, seems to have been ignored.

4. Impact on Local Roads

4.1 Tahi Street

As indicated previously, the impact of the likely increase in traffic and also the impact of any queuing on the free flow of traffic along Tahi Street, and therefore the impact on local residents, has not been considered.

While additional parking is proposed on the western side of Tahi Street, the safety implications of additional pedestrians crossing Tahi Street has not been considered. In addition, the potential conflict between those using the existing car parking along Tahi Street and the increase in vehicle movements has not been reviewed or considered.

4.2 Aranui Road

Aranui Road forms the main road into Māpua, providing frontage access to residential properties as well as numerous local services and facilities, which include but are not limited to cafe, kindergarten/pre-school, playground, sports facilities and food retail outlets.

Approximately 45 on-street parking spaces are provided immediately to the north of the Higgs Road / Toru Street crossroads, serving the local facilities provided in this area. Additional on-street car parking is provided to the east and west of the Tahi Street junction, serving the Mapau Wharf area.

Aranui Road formed part of the *Streets for People* projects, delivered between 2021 and 2024. The project created a safe cycling and walking corridor along the entire length of Aranui Road, which is the main route



through the Māpua village, connecting Māpua Primary School at the northern end with Māpua Wharf Precinct at the southern end. The work included several new pedestrian crossings, new wide shared paths, a safer slow vehicle zone, community street art, new cycle stands and plantings to improve the streetscape.¹

While some changes have occurred since the implementation of the *Streets for People* project, the main principle of promoting walking and cycling remain. However, no account has been made on the implications of additional traffic, made up of vehicles with trailers of which some could have boats wider than the towing vehicle, will have on the now narrower Aranui Road nor the potential safety implications this could have particularly on cyclists using the cycleways.

4.3 Local Junctions

The Māpua Drive / Higgs Road junction is a four-arm roundabout, approximately 1.6km west of the site, and the Māpua Drive / Aranui Road junction is a ghost island priority junction, with Aranui Road forming the minor arm, located approximately 1.4km northwest of the site. The development proposals make no reference to the likely impact of the proposals on these junctions, which provide the two access routes to Tahī Street, via Aranui Road.

Closer to the site, is the Tahī Street / Aranui Road junction, which is a roundabout. No consideration has been given to the potential effect an increase in turning movements between Tahī Street and Aranui Road will have on the overall capacity of the junction, nor if there could be an increased safety concern given the length and width of the additional vehicles and trailers.

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¹ www.nzta.govt.nz/roads-and-rail/streets-for-people/streets-for-people-projects-2021-2024

