

BEFORE INDEPENDENT HEARING COMMISSIONERS APPOINTED BY THE  
TASMAN DISTRICT COUNCIL

IN THE MATTER OF

The Resource Management Act 1991

AND

IN THE MATTER OF

Application for resource consent by  
**Māpua Community Boat Ramp Trust**

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STATEMENT OF EVIDENCE OF GARY PAUL CLARK

TRAFFIC

Dated: 4 November 2024

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## Introduction

- 1 My full name is Gary Paul Clark. I hold the position of Director of Traffic Concepts Limited.
- 2 This evidence is given for the Mapua Community Board Ramp Trust (the applicant) for the proposed boat ramp at Mapua. The boat ramp is located on Tahī Street just south of the intersection of Aranui Road and Tahī Street.
- 3 I have been engaged to provide evidence on the establishment of a new boat ramp on Tahī Street in Mapua. My professional involvement in this application has been since September 2024.
- 4 I do not intend to provide any information about the proposal and its surrounding environment as this is well covered in the consent application, the modifications made through the consenting process and in the S42A by Council's Reporting Planner Ms Woodbridge (Consultant) and Lief Piggot.
- 5 As part of preparing for the hearing I have reviewed Mr Kelly's Traffic Impact Assessment (**TA**) and S92 responses to the Council's request for more information. I have also reviewed the Council's Traffic Consultant Mr Rossiter's peer review (**PR**) of Mr Kelly's assessments.
- 6 While Mr Kelly's TIA provides some useful information and analysis, Mr Rossiter's PR provides a more detailed analysis and assessment of the effects. I therefore prefer to focus on the shortcomings identified by the PR and seek to address the effects that the PR has identified. I note generally that I agree with the potential effects Mr Rossiter has noted in the PR. However, the measures I set in my evidence are able to address these effects with any residue effects being less than minor.

## Qualifications and Experience

- 7 I am a Chartered Professional Engineer and hold a New Zealand Certificate in Civil Engineering. I meet the standards to be a Registered Engineers Associate (REA) and I am a Member of the Institution of Professional Engineers NZ and its specialist Transportation Group. I am a Chartered Professional Engineer (CPEngNZ) that specialises in traffic engineering and transportation planning.
- 8 I hold post graduate passes and masters' papers for traffic engineering, advanced traffic engineering and accident prevention and reduction. I am a Certified Safe System Auditor and Road Safety Auditor. I was part of the working group that prepared the "Road Safety Audit Procedures for Projects" publication released by New Zealand Transport Agency ("NZTA"). I also co-published the NZTA document "The Ins and Outs of Roundabouts".
- 9 I have been working in the road and traffic industry since the end of 1981. The knowledge and experience gained over 40 years includes most road and traffic-related matters, and in particular elements around planning, design and safety. I have prepared transportation assessments for both small and large developments throughout New Zealand.
- 10 I have worked for the Ministry of Works, Ministry of Transport, Local Authorities and multi-national consultancies. More recently I was Transportation Manager at Tasman District Council. In this role I was responsible for coastal structures which included boat ramps. I have worked for Traffic Design Group (TDG) where I was a Senior Associate and Branch Manager of the Nelson Office. In July 2018 I decided to return to my own consultancy which has been operating since July 2004. I am the Director of that company.
- 11 As an experienced and recognised road safety auditor I have conducted road safety audits for NZTA, councils and developers. For

more than 30 years I have been involved in crash investigation studies and developing measures to address road safety issues. I have been engaged in the development of strategies for road and traffic related issues and have carried out detailed traffic modelling to assess intersection capacity and levels of service calculations.

- 12 I have been involved in high level strategic transportation advice and planning including the development of district plans and long-term plans.

### **Expert Witness Code of Conduct**

- 13 While this is not an Environment Court hearing I have met the standards in that Court for giving expert evidence.
- 14 I confirm that I have read the Code of Conduct for Expert Witnesses which is included in the Environment Court Practice Note 2023 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.
- 15 I would also like to note that I own watercraft and use the boat ramp at Grossi Point from time to time. I have been engaged to provide expert traffic advice and evidence for this hearing. I have no interest in the location of the boat ramp with my evidence being focused on the traffic effects should a boat ramp be established in the location.
- 16 I have no commercial or other interest in the outcome of this application, nor any conflict of interest of any kind.

### **Background**

- 17 In order to provide some background, I make the following comments.

- 18 The original boat ramp was located next to the existing Mapua Wharf and was used to launch watercraft. It was a difficult ramp and generally only used by experienced boat owners.
- 19 During a storm the mussel float that was constructed by the Mapua Boat Club members was destroyed. The Council installed a new floating pontoon in response. As part of the process the Council needed to make sure the structure was safe and would be less prone to damage from storm debris. This led to the ramp being installed in its current position.
- 20 As a result of the new location and the redevelopment of the Mapua Wharf area the existing boat ramp is no longer used.
- 21 Grossi Point became the de facto new boat ramp which is still the case now.
- 22 The Applicant is seeking to construct a new purpose-built community boat ramp to enable better access to the water for the community.

#### Data

- 23 Traffic count data was provided in Mr Kelly's assessment which showed volumes around 710 vehicles per day during the week and 960 vehicles per day for the weekend in early December 2019. These counts were from records that predate the Covid 19 pandemic.
- 24 Mr Rossiter in his peer review (PR) has noted that this data is old and more recent data should be used. The effects of Covid would limit some of the value of this data.
- 25 The use of the Grossi Point facility varies significantly throughout the year with low use in winter and the peaks around December and January. There are different types of users from kayaks, jet skis, sailing boats and motorised vessels. There are different peaks with the different users with more motorised vessels at peak fishing season.

- 26 While more traffic information could be useful, in practice due to the variability it is unlikely to truly reflect the range of traffic movements that occur over the year.
- 27 It is my opinion that while there is no recent traffic count, I am aware of. The reality is that there has not been much, if any change in the flows along Tahi Street. There has been no increase in land development such as subdivisions and the current capacity of Grossi Point is limited by the availability of parking. Any increase in traffic flows along Tahi Street would be indiscernible against the previously recorded flows.
- 28 Survey data was conducted for the Grossi Point facility in December 2012 and January 2022. I would expect these to be the peak periods for the use of Grossi Point, being summer and the school holidays.
- 29 The surveys showed a peak flow of 54 vehicles with boat trailers exiting Grossi Point and an average flow of around 30 vehicles over this peak period. The survey data appears to be reasonable based on my observations. Mr Rossiter has suggested caution in using this survey data due to being completed almost three years ago. In practice Grossi Point has limited space for parking. The change in traffic flow and boat use since 2019 would be small and within the variability of the ramp use and along Tahi Street.

### **Key Issues**

- 30 Mr Rossiter's response to Mr Kelly's response to the PR is set out in Appendix 10 of the S42A report dated 24 September 2024. I agree with the conclusion of the General Comments in Section 1. My evidence will focus on the matters raised by Mr Rossiter.
- 31 The key issues identified by Mr Rossiter align with my analysis and assessment of the traffic effects of the proposed boat ramp. I have refined these issues below.

- 32 Key Issue 1 is that there is no information or analysis around the arrival rates which can be the most determinant factor in the effects on Tahi Street and the potential queue effects.
- 33 If the arrival rate or queues are not managed, then this will lead to the blocking of Tahi Street which may extend into the intersection and Aranui Road. This is Key Issue 1.
- 34 Key Issue 2 is how the boat trailer parking area is to be managed both in terms of expected demands, tracking of vehicles and the surfacing. While this is not likely to lead to queuing on-street it may lead to some boat ramp users parking on Tahi Street.
- 35 Key Issue 3 is how the operation of the boat ramp including the barrier arm can be managed to ensure that this doesn't affect off-site areas for parking and manoeuvring.
- 36 I note that while there are clear key traffic matters, there are also available measures to minimise the effects through design, operational management and smart technology.

#### **Section 42A Report**

- 37 The S42A Report has been prepared by Ms Woodbridge, a consultant planner for The Property Group. Ms Woodbridge has been provided traffic assessments and analysis by the Applicant's former traffic engineer Mr Kelly and by the Council's traffic consultant Mr Rossiter. Ms Woodridge has preferred Mr Rossiter's analysis.
- 38 Section 14 of the S42A Report sets out the traffic effects. Ms Woodbridge has broken up her assessment into different sections and largely relies on Mr Rossiter's assessment.
- 39 Section 14.0 through to Section 14.8 discusses matters relating to traffic flows. My response above deals with the material relating to data. While I understand the concerns about when the data was collected, in practice the traffic information would still fairly represent

the existing traffic environment. In my opinion the data is suitable for the purpose of an assessment.

- 40 I agree that there are issues around what is the capacity of the boat ramp and the justification that the new facility can accommodate 24 movements per hour.
- 41 Section 14.9 through to 14.22 raises matters of parking, queuing and manoeuvring.
- 42 I agree with Section 14.11 and that some car parks would be unworkable for some vehicles with boat trailers.
- 43 I agree with Section 14.12 and 14.13 that in the wetter months the turning of vehicles with boat trailers may cause rutting and the wearing of grass. I note that the use of Grossi Point in winter months is low which is likely to be the case for the proposed ramp. There is possibly a need for a small area of all-weather surface such as compacted basecourse for the winter demands. Summer demands which are greater could use the grass areas.
- 44 The painting of the grass to mark boat parking areas is impractical and would disappear quickly with grass growth and wear and tear in winter and spring. I note that in the summer months and particularly over the summer period painting could be used for the marking of the car park. Grass growth is slow. This is how council mark the area for parking in the summer months currently and mostly last over the holiday season. The grassed surface could be marked with a spray that kills the grass and forms a line. This is done effectively on the Council football grounds. The small hard surface area for winter can use the same type of marking as in the gravel car park on Waterfront Park and on road reserve along Tahi Street, which consists of concrete nibs.
- 45 Section 14.14 through to Section 14.21 largely discusses the parking demands, vehicle queuing and ramp operation. I largely agree with the matters raised and which have not been adequately addressed at this



point. Section 21 correctly notes that the TA does not adequately address the potential queuing that may be created by the proposed boat ramp.

- 46 I do note however that Mr Kelly's view around an assessment of queue lengths is correct. The nature of the variability of the timing of tides, different user abilities, different types of watercrafts, different reasons for wanting to use the ramp (fishing versus recreation) and time of the year makes any analysis complicated. The variability makes it difficult to accurately calculate a vehicle queue. It would most likely lead to an overdesign of the facility to cater for peak times which would be underutilised most of the time. The designing to an 85<sup>th</sup> percentile is typical practice for traffic capacity and demand.
- 47 The key matter in dealing with queuing and parking demands is how to manage the users and the arrivals. If these can be managed effectively then the effects can be contained on the site and queuing can be managed.
- 48 Sections 14.13 to 14.22 sets out the Council's concerns around the parking arrangements and demands. In general, I agree with the comments made. However, these matters can be dealt with either conditions of consent or some changes to the proposal, which are discussed later in my evidence.
- 49 Section 14.23 to 14.25 discusses boat ramp access. Again, I generally agree with the comments which have led to the changes I am propose later in my evidence. Those changes will address the issues and reduce any effects to less than minor.
- 50 Sections 14.26 through to 14.30 sets out Council's view on the surrounding road network. These come from concerned submitters.
- 51 The S42A Report concludes that there is insufficient information from Mr Kelly to assess the effects.

- 52 I largely agree with this conclusion regarding the level of information. In Mr Kelly's TA however I also note that users of the proposed boat ramp are already using the existing road network including Aranui Road and the Mapua Drive/Aranui Road intersection.
- 53 Much larger and longer vehicles also use these roads for goods and services to Mapua. As these vehicles are able to use these roads the reporting planner's conclusion neither reflects or confirms there is the effect raised by Submitters. The low level of change from the users of the relocated boat ramp would be indiscernible. It is also suggested that the small increase in boat trailers will make it unsafe which in part is created by the changes to Aranui Road following the "Streets for People" project. I discuss this later in my evidence and conclude that the users of the proposed boat ramp will not create congestion or safety issues over above the levels of service for the existing environment.
- 54 Section 14.31 through to 14.36 provides an assessment of the traffic related effects.
- 55 Section 14.31 highlights concern around the data and assessment. In reviewing the TA and S42A response, I believe there is enough information to complete an assessment. As I have noted above while the data is three to five years old, the lack of change on Tahiti Street land use would result in little change in traffic volumes and peak demands. Overall, the assessment and responses by Mr Kelly does not provide clear and sufficient measures to mitigate the effects which were identified by Mr Rossiter and align with my view.
- 56 I agree with the conclusion of Section 14.32. The new boat ramp does have the potential for increased use and will need to be managed. My review of the current traffic analysis provided in the application does not address potential adverse effects from queuing that would have a flow on effect on the wider road network. I have recommended measures to address these effects later in my evidence.

- 57 Section 14.33 suggests that issues within the boat ramp area will have an effect on the use of Tahi Street. I agree with this conclusion based on the proposed arrangements in Mr Kelly's assessment. I note that the level of detail provided to council would make it difficult to assess. However the internal operations can be managed with the effects being less than minor as I set out in later in my evidence.
- 58 Section 14.34 raises the matter of queueing. Mr Kelly's assessments and responses do not address these. I have provided recommended measures to address these issues later in my evidence. It is unclear what the issue around pedestrians relates to. The sight lines along Tahi Street are excellent with boat ramp users, vehicles on Tahi Street and pedestrians in the area. The vehicle speeds are low reducing any safety risks.
- 59 Section 14.35 discusses the usability of the car park. My review of the boat parking area has highlighted the same spaces Mr Rossiter has and their difficulty. The boat parking area is large enough to adequately manage and provide parking for vehicles and their trailers. This is something that can be dealt with by condition.
- 60 Finally, Section 14.36 states:

*Whilst we consider it is unlikely that the traffic generated by the boat ramp will have more than minor adverse effects on the wider transport network this has not been fully demonstrated by the applicant. However, along Tahi Street we consider there is potential for far greater adverse effects unless matters of parking, queueing and efficient use of the boat ramp, including manoeuvring and launching are appropriately managed and resolved.*

I agree that the with this conclusion. The boat ramp is unlikely to have effects that are more than minor, but the potential effects will need to be managed/mitigated. The proposed measures I have recommended in my evidence will address the matters raised by Ms Woodridge and Mr Rossiter resulting in the adverse effects being less than minor.

## Traffic Peer Review

- 61 The Council engaged Stantec to carry out an independent peer review of the TR which was completed by Mr Rossiter and dated 29 November 2023. Subsequent information was provided by Mr Kelly with Mr Rossiter providing his final comments in his report dated 24 September 2024.
- 62 I will focus my comments on Mr Rossiter's review dated 24 September 2024 as it is the most recent and includes the changes to the consent application such as the removal of the building.
- 63 Mr Rossiter sets out his view in the introduction which states the following:

### *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.*

- 64 In general, I agree with Mr Rossiter's conclusions. However, I note the following.
- 65 The assessment of the likely demands comes from the existing surveys carried out over December 2021 and January 2022. These surveys were carried out over the peak holiday period. I believe the issue is around these surveys being three years old. My opinion is that the survey data does still reflect the likely patterns that now currently exist at the Grossi Point facility. This opinion is based on the lack of change in land use, the absence of activities that would increase the trip generation and the peak demands in the holidays already use up the available capacity at Grossi Point.
- 66 The capacity or demand for the new boat ramp has to be based on the existing Grossi Point facility. It will be difficult to determine the future demand due to the different variables and that the new boat ramp does not exist at this time. I agree that there was little robust evidence in what the capacity and future demand would be in the assessment, but note it is also difficult to accurately predict. I will deal with this later in my evidence.
- 67 The issues raised by Mr Rossiter are consistent with my concerns about the proposed boat ramp and how the effects can be managed. The assessment provided with the application provided some useful information but unfortunately did not adequately address the substantive matter relating to the management of vehicle queues and some other minor issues.
- 68 Going back to my consideration of the material to date and my view what the key issues are. I believe these largely encompass Mr Rossiter's concerns. The three key issues are the arrival rates for boat ramps users, the parking area and the operation of the boat ramp to manage queues. It is my view that these can be managed with the resulting effects being less than minor.

## Proposed Boat Ramp Operational Plan

69 In addressing the three key issues I have identified above I have had to make some base assumptions. These relate to the likely demands both in terms of the use of the ramp and the parking area. These assumptions are as follows:

- That the peak demands occur in summer and usually around December and January. This is consistent with my own personal observations. The demands in winter are significantly lower.
- The peak demands are likely to be similar to the existing Grossi Point use with possibly some minor increase. While the boat ramp will offer a better level of service this does not necessarily translate to more use. This issues around tides and convenience will still exist.
- I have assumed that the peak demand is around 70 boat trailers on peak days which is a 30% increase. The highest recorded flow at Grossi Point was 54 boat trailers with the next highest flows being 53, 50, 47. The remaining daily flows were 40 or below with the lowest being 13 boat trailers. The average daily flow was 30 boat trailers. The survey data was from 29 December 2021 to 30 January 2022 being 33 days.
- The arrival rate needs to be managed to ensure any queues or effects are managed within the parking area.
- There is a barrier arm and operational system in place to manage the boat ramp use.

70 In general, these matters along with the effects are managed by the proposed Operational Plan which I set out below. I note that it is a draft Plan. I will attempt to step through the proposed methodology

of the Plan below. I have done this in the first instance as a boat ramp user and then where needed explained how it works.

- The ramp users will use a system that manages the arrival rate. A system like a computer-based app would enable the users to book a time slot via an on-line booking system. They would be given a time and a unique PIN number that will allow access to the ramp.
- The ramp user will be directed to the parking area and a queuing lane within the parking area.
- The user will enter the PIN number into the keypad, when the boat ramp has an available space, the barrier will open. The driver can enter the ramp area and unload their boat. The available space will be calculated from the PIN pads for the entry and exit. A ramp user will not be able to gain access until the system identifies space is available.
- Once the boat has been unloaded the driver enters the PIN number and takes their vehicle back through the barrier arm and parks in the parking area.
- When it is time to pick up the boat the driver goes into the queue lane and re-enters the PIN number and moves to the ramp when it is available.
- Once the boat is loaded then the driver can exit the ramp area. They will need to enter the PIN number to exit.

71 Behind this process is a system that provides access to the ramp, records vehicles, records time and controls access. The boat ramp area can accommodate up to four vehicles, two loading or unloading and two waiting. The internal ramp waiting area reducing lost time between car park and barrier arm.

- 72 The computer based app would be divided up into time slots with a PIN number attached. The actual time slots are still to be confirmed but is likely to be around 10 minutes with some flexibility of five minutes either side making it a 20-minute window. There will be some overlap between different time slots to account for slow or quicker drop offs.
- 73 The computer app system could also provide information on the management of the ramp and expected behaviour for ramp users.
- 74 One advantage of the computer based app is that over time it will be able to provide accurate times for arrival, unloading and loading. This will enable the management system to be altered to manage any issues.
- 75 The computer based app can also be used to limit the number of users in any one day or period. For example, if the peak demand is 70 vehicles, then the number of time slots is limited to that demand. Again, in practice this will need to be monitored initially at peak times. There could be more use of the ramp on certain days as some users might only go out on the sea for two hours.
- 76 The management system will enable the management of vehicle queues and will improve over time as it is used. It would be suggested to set a limit of ramp users initially and increase as more data comes with its use. That limit in my view would be 60 boat trailers.
- 77 The other component of the management system are the PIN pads and barrier arms. There will be a PIN pad at the start of the queue that is within the parking area. This is used to access the boat ramp. There is also a PIN pad on the exit which is used to control the barrier arm and record the vehicle. This is important as the empty boat trailer can be recorded which will give information about the parking demand and length of stay. This will help make refinements to the overall ramp management plan.



- 78 The barrier arm for the boat ramp has been moved to the road reserve boundary. This has been done to ensure no vehicles are able to queue in front of the barrier arm. If a vehicle jumps the queue or has the wrong PIN number or no PIN number, it will block the boat ramp entrance. This could lead to queuing on-street. The PIN access and control is better managed from the parking area.
- 79 It is also proposed to include cameras that will record the use of the ramp so any issues can be addressed. This will allow the management of the boat ramp to identify boat ramp users who need help and understand the expected protocol/etiquette for this facility. The system will allow users who don't follow the protocols to have limited or no access via the computer based app.
- 80 I would suggest a review and monitor conditions once the ramp is operational to ensure the effects are being managed. This should be done over the peak December and January period.

#### **Parking Area and Access**

- 81 There is a need to modify the parking plan to provide a queuing lane and also address some of the points Mr Rossiter made about swept paths. As I noted above there is a need to provide a queuing lane inside the parking area, so vehicles do not queue on Tahi Street. The best way to explain what this looks like is what can be seen as you wait with a vehicle to get on a Cook Strait ferry.
- 82 It is also important to get the ramp users off Tahi Street before they get to the ramp entrance. This will remove possible congestion at the ramp entrance and allow drivers to better position their trailer while waiting for access to the boat ramp.
- 83 It is proposed to provide a new entrance to the north of the parking area closer to Tahi Street which will be signed with "Boat Ramp Access". A second access (as currently proposed) will provide access

to the boat ramp opposite and allow unloaded trailers to park in the parking area.

- 84 An indicative plan has been prepared to demonstrate the proposed arrangements. There will need to be further refinements which can be dealt with at detailed design and engineering plan approval.
- 85 Tracking curves have also been prepared to demonstrate that there is sufficient room for boat trailers to move into and around the parking area, users are able to park and also manoeuvre in the boat ramp area. Again, when it comes to detailed design minor changes may be made to improve the layout. The tracking curves have used a 99<sup>th</sup> percentile vehicle with a 6.5 metre boat on a trailer.

### **Submitters**

- 86 There have been a large number of submissions for the boat ramp consent application. Most of these are in support of the proposed boat ramp as noted in the S42A Report.
- 87 The S42A Report provides a summary of the different submissions and collates these into themes/issues and is covered in Section 5.9. The general issues raised in opposition to the proposed boat ramp are as follows:
- i. Increased traffic congestion through Mapua and on key intersections, noting the Streets for People project narrowed Aranui Road.
  - ii. Shortage of parking spaces especially during peak times.
  - iii. Pollution – dust from car parking area

I will address these matters below.

- 88 As noted above the increase in the boat trailers long Aranui Road is expected to be indiscernible over the existing boat trailers that use the

road network. At a 30% increase in the current peak is 16 boat trailers over the day. If this did become an issue it can be managed through the Operational Plan.

- 89 There are no capacity constraints at any of the intersections that boat ramp users may travel through or along. The potential small increase in the use of these roads has a less than minor effect.
- 90 Aranui Road has recently had improvements made to better provide for pedestrians and cyclists as part of the “Streets for People” project. A number of submitters and Council’s reporting planner have commented on the road being narrow and the effects on these users.
- 91 The Streets for People focused on providing safe facilities for cyclists and pedestrians. This project included the removal of on-street parking to a separate cycle path on some part of Aranui Road. Other parts of Aranui Road saw the introduction of no stopping restrictions along long sections of the road. Raised thresholds to reduce speed down to 30km/h were installed. Sharrow cycle marking was also painted on the road.
- 92 All of these measures have provided a safer environment for all road users. Cyclists are either separated from the live traffic or are managed through lower speeds. Pedestrians use the footpath clear of the road. Raised thresholds provide safe crossing places for pedestrians. The effective vehicle traffic lane has actually been an increased in width with the removal of car parking along most of its length, except outside the Java Hut Café and Busy Bee childcare centre.
- 93 The changes to Aranui Road make it safer and the users of the boat ramp will not change the current level of service relating to road safety for any road users.
- 94 As noted above the proposed Operational Plan will have the ability to manage the parking demands and remove any congestion on Tahiti Street and vehicle queues.

95 I am not a dust expert but from my observations of the current use of the grassed area for parking has not seen any dust issues.

### Conditions of Consent

96 The reporting planner has recommended a number of draft conditions should the Commissioners be of a mind to grant consent.

97 The traffic related conditions are from Paragraphs 20 through to 25. I will work through each Draft Condition below

98 Draft Condition 20 seeks the provision of a Traffic Management Plan (TMP). I am in general agreement with this condition. The Operational Plan I have described in my evidence is in effect the same document designed to reduce potential traffic effects and manage the parking area, queues and the boat ramp area.

99 My only addition would be that boat ramp signage and markings are part of the Plan as Condition 20 (e) to ensure it is included in the document.

100 Draft Condition 21 is accepted.

101 Draft Condition 22 is accepted, but I note that Plan C may change. This condition should include the same provision in Draft Condition 24 to allow a change in the layout.

102 Draft Condition 23 is accepted but the area needed for an all-weather surface but should only designed to meet the winter demands.

103 Draft Condition 24 is accepted, noting that it provides a provision for an alternative layout. I would suggest the removal of the word “practical”.

104 Draft Condition 25 is accepted noting as with the parking layout condition the need for an alternative to be considered.

## Conclusion

105 The application seeks a boat ramp at Waterfront Park. I do not know whether Grossi Point will remain in the long term.

106 A number of traffic assessments/responses have been completed and I have considered these as part of preparing my evidence. I concluded that the original assessments/responses for the application did not provide any measures to address the potential adverse effects.

107 In my view the proposed boat ramp would have no adverse effects on the operation of Tahī Street and its intersection with Aranui Road. I do not believe there are any safety issues as the area is within a low-speed environment.

108 I have carefully considered the existing environment and the proposed new boat ramp which identified similar matters raised by Mr Rossiter and in the S42A report.

109 I have reviewed the traffic data and proposed ramp and parking layout. I have recommended a number of mitigation measures to address the potential adverse effects. Most of the recommended changes will form part of the Operational Plan (or Traffic Management Plan) and may include the following:

1. A queuing lane within the parking area,
2. Relocation of the barrier arm,
3. A system to manage the arrival rate for ramp users such as a computer based app or similar,
4. Altering the parking layout and accesses, and
5. Winter parking area.

110 These changes can be dealt with by way of a condition which the reporting planner has already included in the draft conditions. There is also a need for a review and monitor condition for the Operational Plan.

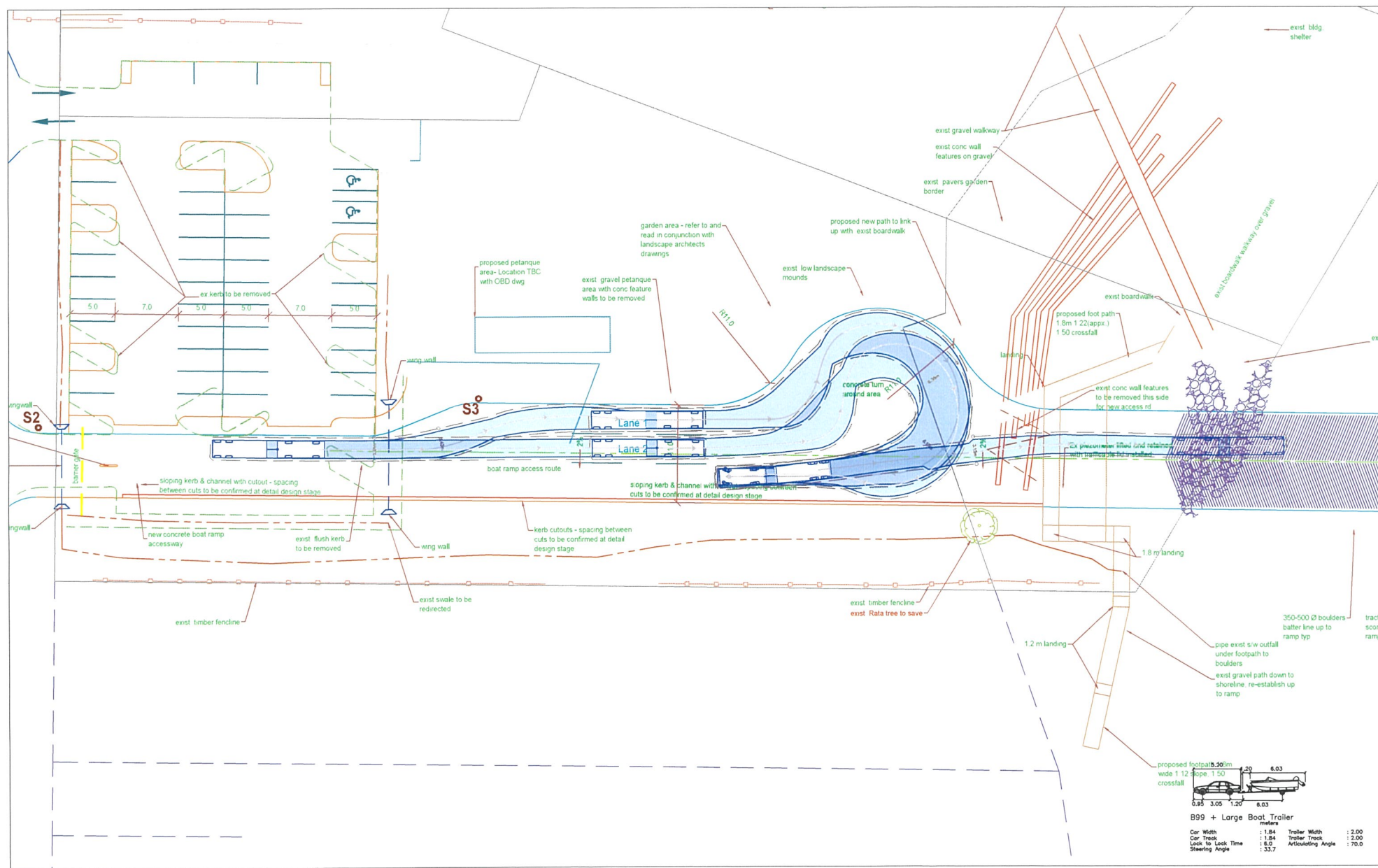
111 In summary it is my opinion that the measures I have recommended in my evidence can address the matters raised in the in the S42A Report, by Mr Rossiter and submitters.

112 These recommendations will enable the proposed boat ramp to operate safely and efficiently with any adverse effects being less than minor.

Dated 4 November 2024



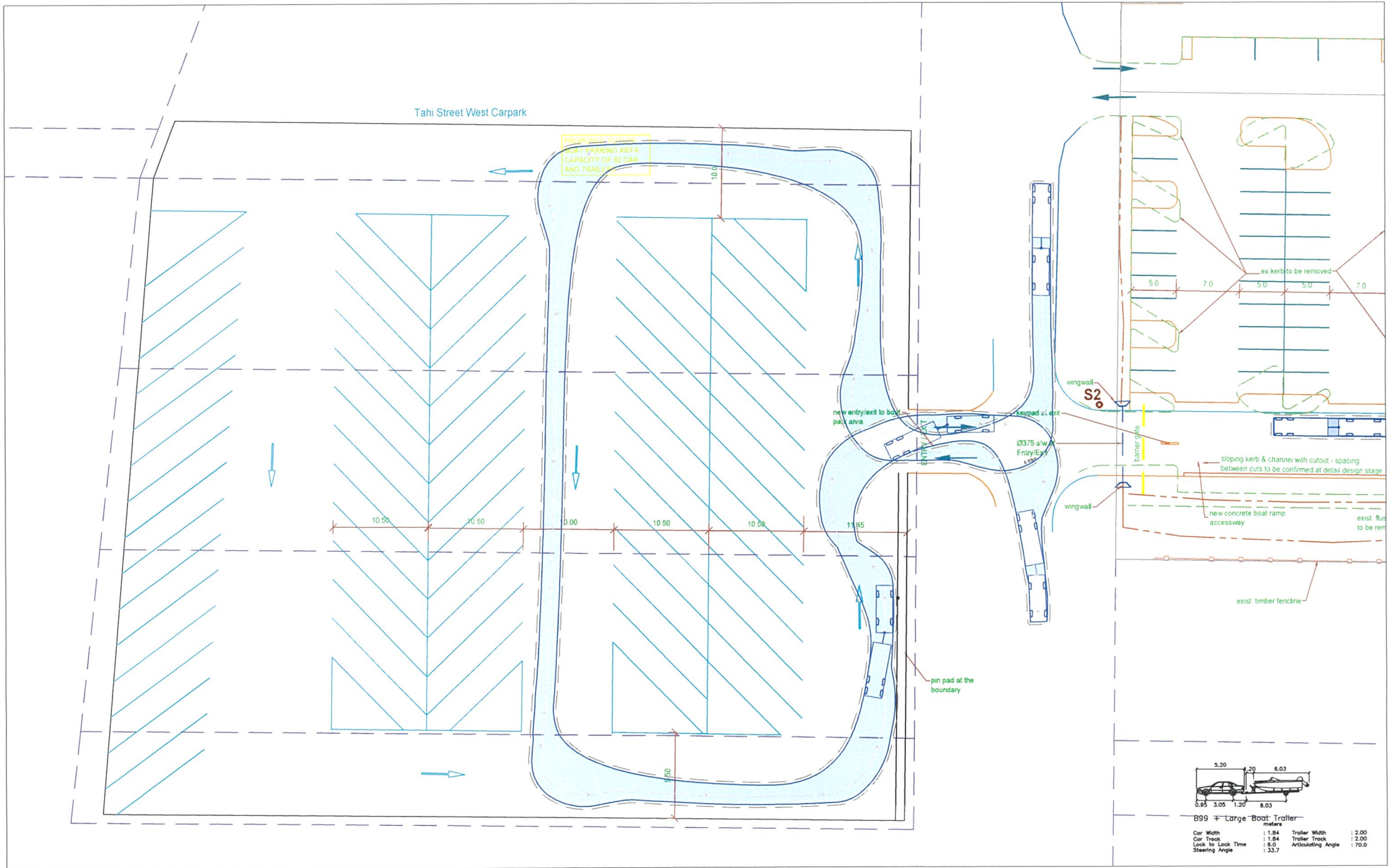
\_\_\_\_\_  
Gary Paul Clark



BASE PLAN PROVIDED NOT FOR CONSTRUCTION

ISSUED FOR DISCUSSION		JO	GC	04.11.24	DESIGNED	NAME			TRAFFIC CONCEPTS MAPUA BOAT RAMP VEHICLE TRACKING B99 + TRAILER	DRAWING STATUS	
REV		DESIGN	CHECKED	APPROVED	DATE	APPROVED				WORKING PLOT	
										PLOT DATE	SCALE AT 1
										DRAWING NO	REV
							21-001-141-SK101	A			





BASE PLAN PROVIDED NOT FOR CONSTRUCTION

REV	REVISION DESCRIPTION	DRAWN	CHECKED	APPROVED	DATE
A	ISSUED FOR DISCUSSION	JO	GC		04.11.24

DESIGNED	NAME
J. ORRIDGE	J. ORRIDGE
G. CLARK	G. CLARK

**CTD**  
 CIVIL & TRANSPORTATION DESIGN

CIVIL & TRANSPORTATION DESIGN LIMITED  
 josh@ctdesign.co.nz  
 027 641 6653



TRAFFIC CONCEPTS  
 MAPUA BOAT RAMP  
 VEHICLE TRACKING  
 B99 + TRAILER

DRAWING STATUS	
WORKING PLOT	
PLOT DATE: 04.11.2024	SCALE AT A1: 1:200
DRAWING NO: 21-001-141-SK102	REV: A