

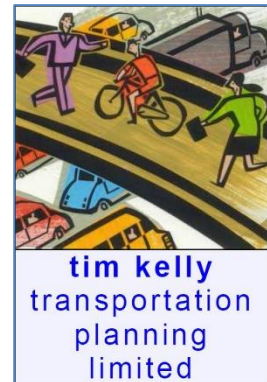
14 December 2023

Davis Ogilvie & Partners Ltd
42 Oxford Street
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For the attention of: **Mark Morris**

via email: [markm@do.nz]

Mark



Proposed Boat Ramp, Māpua: Transportation Assessment Response to Peer Review

Background

The Māpua Boat Ramp Trust (**MBRT**) is proposing to construct and operate a boat ramp to be accessed from Tahi Street in Māpua.

The proposal has been the subject of a resource consent application to the Tasman District Council (**TDC**). A Transportation Assessment (**TA**) dated 19 April 2023 formed part of the application material.

TDC has commissioned a peer review of the TA by consultants Stantec. The resulting peer review report is dated 29 November 2023. This reports makes 20 requests / recommendations.

The purpose of this letter is to respond to these requests / recommendations.

General Comment

It is disappointing that Stantec did not make contact with the author of the TA as part of its review. Had it done so, a number of the issues raised could have been readily resolved.

Also, some of the more detailed matters raised are more appropriately addressed through the post-consent detailed design process (in liaison with TDC as roading authority). If necessary, appropriately worded conditions of consent can be agreed to provide an assurance that the relevant issues will be addressed.

Stantec Item 1: Provide an assessment of the ranking of the measurement week with volumes for other weeks of the year.

Stantec Item 2: Provide an assessment of the likely traffic volumes during the peak holiday period.

Stantec Item 3: Collect traffic volume information on Tahi Street during the peak summer holiday period.

Response

The TA reported a TDC count on Tahi Street for a one week period in December 2019 and noted that even the highest volumes recorded (on a Sunday) were well within the capacity of a road of this type with no evidence of any congestion in the area.

In order to provide the requested ranking, counts would be required for most or all of the weeks in a year, an onerous and unnecessary requirement.

The background traffic volumes on Tahi Street are necessarily constrained by the nature of the road – a short cul-de-sac which accesses around 50 residential dwellings (of which a number are holiday homes) and the Grossi Point Reserve. Even if volumes were double those recorded in the December 2019 count, this would not be problematic with regard to the operation of the proposed boat ramp (noting that a portion of the background traffic activity is associated with boats which will divert to the new facility).

For this reason, undertaking a specific count for the peak holiday season (which would be governed by weather / tide conditions) would not be particularly helpful for any assessment of effects.

Stantec Item 4: Provide evidence for the estimated usage.

Stantec Item 5: Provide assessment of potential increased demand by new users.

Stantec Item 6: Provide an assessment of demand for the holiday season.

Response

The reviewer considers that the TA has relied upon 'hearsay information' for potential usage.

The use of any boat ramp facility will be governed by the specifics of its location, catchment area, sea area served etc. This is why a reliance has been placed upon information provided by the local boating community, as they have a detailed working knowledge of existing conditions, which is preferable to any form of empirical study.

Advice provided by this community is that any 'new' demand for use of the proposed facility will be necessarily constrained by a preference for using the Motueka boat ramp for accessing the Abel Tasman area – its use will be primarily by boat users who are currently launching at Grossi Point or using Motueka (having diverted there when the former facility was removed at Māpua).

Figure 1 provides a record of observed vehicles with boat trailers leaving Grossi Point during the 'peak' period from late December 2021 to the end of January 2022. The maximum number of movements on any day was 54, with an average of 30. It is reasonable to assume that these users would use the new facility in preference to launching at Grossi Point and with a small uplift (assumed to be 25%) associated with some diversion back from Motueka, the average number of daily users could be around 40 with a maximum of 70.

Stantec Item 7: Confirm expected operating capacity of the ramps.

Stantec Item 8: Provide a sensitivity assessment of queue lengths for a range of user arrival rates and ramp operating capacities.

Stantec Item 9: Provide further information on how periods of high demand will be actively managed.

Stantec Item 10: Confirm what warning signage is proposed.

Response

The reviewer has assessed that the combined capacity of the two ramps will be about 12 movements per hour, but has provided no information regarding the derivation of this figure.

TAHI ST BOAT RAMP - Vehicle with Boat Trailers only	
Northbound	
Wednesday, December 29, 2021	29
Thursday, December 30, 2021	32
Friday, December 31, 2021	36
Saturday, January 01, 2022	50
Sunday, January 02, 2022	47
Monday, January 03, 2022	54
Tuesday, January 04, 2022	40
Wednesday, January 05, 2022	28
Thursday, January 06, 2022	28
Friday, January 07, 2022	29
Saturday, January 08, 2022	35
Sunday, January 09, 2022	29
Monday, January 10, 2022	23
Tuesday, January 11, 2022	22
Wednesday, January 12, 2022	30
Thursday, January 13, 2022	25
Friday, January 14, 2022	39
Saturday, January 15, 2022	29
Sunday, January 16, 2022	53
Monday, January 17, 2022	24
Tuesday, January 18, 2022	25
Wednesday, January 19, 2022	26
Thursday, January 20, 2022	17
Friday, January 21, 2022	21
Saturday, January 22, 2022	31
Sunday, January 23, 2022	39
Monday, January 24, 2022	25
Tuesday, January 25, 2022	13
Wednesday, January 26, 2022	24
Thursday, January 27, 2022	18
Friday, January 28, 2022	19
Saturday, January 29, 2022	32
Sunday, January 30, 2022	24
average daily	30
MAX	54
MIN	13

Figure 1

Based upon experience at Motueka and elsewhere, the MBRT considers that the achievable capacity will be approximately double this figure, at around 24 movements / hour.

Clearly, 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.

With such a range of variables, it is not possible to undertake a useful sensitivity assessment of queue lengths. A pragmatic approach is to acknowledge that a possibility exists that in extreme conditions, the arrival rates of vehicles with boats might exceed the launching capacity at the ramp.

If such conditions arise, MBRT personnel will request that arriving vehicles divert into the parking area and these will then be summoned when capacity is available.

The need for, and detail of, any warning signage is considered to be a detailed matter to be worked through with TDC post-consent.

Stantec Item 11: Confirm campervan parking demands during the peak summer period.

Stantec Item 12: Provide vehicle tracking diagrams to demonstrate entry and exit manoeuvres to all spaces.

Response

The proposal seeks to maintain the existing number of general public parking spaces. This includes those for campervans, which are currently insufficient to meet demand at peak periods. It is not the responsibility of the proposal to address this existing shortfall.

Currently, campervans often park on the western side of Tahi Street, just to the south of the Aranui Road roundabout, and this area will be unchanged by the proposal. It may be preferable to mark this as reserved for campervans to avoid a requirement to enter and manoeuvre around the off-street parking area. This is a detailed design matter to be discussed with TDC as roading authority.

Stantec Item 13: Confirm what vehicles are expected to use the service lane and provide vehicle tracking to demonstrate that sufficient space is available to avoid damage to the building.

Stantec Item 14: Provide vehicle tracking for a boat and trailer turning into the access lane to demonstrate that this does not conflict with the movement of an exiting vehicle.

Stantec Item 15: Confirm that a driver can access the card reader without crossing to the departure side of the access lane.

Response

The 'service lane' will generally only be used by light vehicles which are accessing the parking spaces, dropping off or collecting people from the building. On occasions, if access at the electronic barrier is not possible for any reason, swept path diagrams (supplied) demonstrate that a vehicle with boat trailer would be able to negotiate through the parking area, avoiding any necessity to reverse onto Tahi Street,

A swept path analysis has been provided which demonstrates the movement of a vehicle with boat trailer entering the ramp access, including use of the card reader.

Stantec Item 16: Confirm how the internal path will connect with the Tahi Road (sic) footpaths.

Stantec Item 17: Confirm that the grades along the realigned path remain wheelchair accessible.

Response

Existing pedestrian movements between the wharf area and Tahi Street are primarily provided for by a footpath which routes via the toilet block and car park. A secondary route also exists between the southern end of the 'amphitheatre', the pétanque area and the car park (pedestrians can also route via the Aranui Road / Tahi Street intersection).

The only effect of the proposal upon the primary route will be that its western end will run around the Sea Scout building. The secondary route will be diverted across the top of the boat

launching area, retaining movement parallel to the waterfront. Access to Tahi Street will be provided by means of a new section of footpath on the northern side of the boatramp.

Grades on the new footpath sections will be appropriate to ensure wheelchair accessibility. The grade of the existing path which provides access to the waterfront (at the SE corner of the site) will remain too high for wheelchair accessibility at this point. As an existing walkway, the applicant will liaise with TDC Reserves to identify an appropriate solution.

Stantec Item 18: Provide an indicative parking layout to demonstrate the capacity of the boat park.

Stantec Item 19: Provide an assessment of likely boat trailer parking demands.

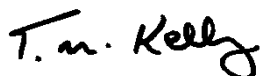
Stantec Item 20: Confirm how access to the boat trailer park will be managed. If a barrier control is proposed, provide a drawing showing this and confirm that adequate queuing space will be provided so that vehicles do not queue across Tahi Street.

Response

With regard to the demands for boat trailer parking, refer to the responses to items 4-6 above. The indicative layout provides (refer plan to be provided) parking for 62 trailers, which is considered appropriate for the estimated maximum daily visitation of 70 boats (as there would be some turnover during a day). It is stressed that during typical use, a significant level of vacancy is anticipated within the boat trailer parking area.

No barrier control is proposed for the boat parking area. A 'clockwise' circulation would encourage drivers to move away from the entry point. Whilst an entering vehicle might be delayed by another manoeuvring within the first block of parking, any delays would be momentary. While the risk of queuing developing from the entry is low, the consequences of any queuing are also low, as Tahi Street is a low volume and speed environment, with good sightlines in the vicinity of the parking access.

Yours sincerely,



Tim Kelly
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