

1.0 TECHNICAL MEMO – TRANSPORT

To: Stacey Sharp & Blair Masefield, Beca (consultant planners)

From: Robert Inman, Associate Transport Engineer, Beca

Ref: Northland Regional Council: APP.005055.38.01
Whangārei District Council: LU2200107

Date: 10 November 2023

2.0 GENERAL

I completed a site visit on the 2nd March 2023 in the area for another project in the local area, driving the length of SH15 from SH1 to Ralph Trimmer Drive and a site walkover, including each of the Marsden Bay Drive/Rama Road, Marsden Point Road and McCathie/One Tree Point Road intersections with SH15.

3.0 PURPOSE

The purpose of this supplementary memorandum is to respond to technical matters, pertaining to transport, raised during initial hearings proceedings. This memorandum is to be read in conjunction with the initial transport technical memorandum dated 20 July 2023 appended to the Council s42A Officers Report, and the Transport and Planning Joint Witness Statement (JWS) dated 5 September 2023.

For the avoidance of doubt, the opinions and conclusions expressed in both the above-referenced documents remain unchanged.

4.0 TECHNICAL RESPONSE TO MATTERS RAISED

This memorandum covers the following matters:

- Construction Traffic Management Plan
- Ralph Trimmer Drive – Pocket Pack Access
- Crash monitoring
- Intersection upgrades
- Operational impacts on local roads
- Safe cycleway connections
- Car parking.

4.1 Construction Traffic Management Plan

In my opinion, construction traffic presents a safety effect for cruise ship passengers, which are currently understood to be boarding/disembarking within the Port facility. I recommend

that that CTMP includes provision for management measures to address this.

I also consider that additional cruise ship traffic should be included in the CTMP in conjunction with existing Port traffic and additional construction traffic during peak periods. Where practicable, measures should be adopted to avoid construction traffic using the road network during peak periods, to mitigate the cumulative effects of port traffic and cruise ship related traffic.

4.2 Ralph Trimmer Drive - Pocket Park

Whangārei District Council's Development Engineer have provided recommendations for the construction standard of the Pocket Park access through to Ralph Trimmer Drive; Table 3-2 Low volume access, with the exception of on street parking and the requirement for a footpath on one side only.

<https://www.wdc.govt.nz/files/assets/public/v2/documents/council/standards-guidelines/ees-2022/2022-engineering-standards-with-title-pages.pdf>

I agree this standard is appropriate and will enable safe access for users of the Pocket Park.

4.3 Crash Monitoring

I agree that Condition 63 (Crash monitoring assessment)¹ is an appropriate method of determining any trends in crashes and to identify any safety concerns along SH15 from SH1 to Ralph Trimmer Drive (including at all intersections) as a result of the increase in Port traffic generated by the proposed container terminal.

The proposed wording of the condition requires the Crash Monitoring Assessment to utilise Waka Kotahi's Crash Analysis System (CAS). The current CAS system:

- Has up to a 6-month delay producing the data, hence the 12-month window recommendation to commence the assessment, allowing some time for a trend to develop; and
- Provides coded crash ID, crash road (location), direction of travel, coordinates (Easting/Northing/Longitude/Latitude), date, time, crash type, vehicle (e.g. car, motorcycle, truck etc.), surface condition (wet/dry), natural light levels, weather, junction and casualty severity (serious, fatal etc.)

In my opinion, the data currently known to be available through CAS is insufficient to determine how the traffic generated by a single user or activity (in this instance, Northport) may have contributed to those crash trends. I.e. should the Crash Monitoring Assessment identify a change in crash trend over the lifetime of these consents, there is no evidentiary link to Northport's activities (either the existing Port, or the proposed container terminal).

¹ All condition referenced (unless stated otherwise) relate to Mr Hood's transport condition set appended to the 9 November 2023 Planning Conferencing Joint Witness Statement (JWS) as Attachment 1.

In order to do determine a direct nexus between the consented activities and any changes in crash trend (or traffic safety effect), I consider the following information would be required:

- Specific vehicle and user detail associating the trip with 'port traffic', e.g. a tracker/black box that details the vehicle use up to the crash; and
- Direction information and vehicle detail that allows the Engineer reviewing the crash data to clearly identify association with the port, e.g. logging truck on SH15 north of the intersection of SH15/Marsden Bay Drive.

Noting the constraints identified above, I don't agree with the Waka Kotahi position of Condition 62A, that the applicant 'provide written evidence'... 'to demonstrate how any recommendations of the Crash Monitoring Report have been, or are in the process of being implemented'. Crashes will be difficult to attribute to port traffic as there will be all types of vehicle using the port. The SH15 corridor is also under the control of Waka Kotahi, therefore an agreement will need to be established between the two parties, to implement any potential measures recommended by the Crash Monitoring Assessment.

Given the long-term nature of these consents, these data sources may change in future as data gathering methods develop and evolve over time. I recommend the condition is amended to incorporate the additional information requirements specified above, should this information become available in the future.

I further consider the appropriate trigger for crash monitoring is the commencement of Expansion Project Port Activities on the reclamation.

4.4 Intersection Upgrades

Conditions 65 – 70 relate to traffic monitoring and SH15 intersection upgrades.

When traffic monitoring identifies that the peak traffic volume triggers specified in Table 2 of Condition 67 have been exceeded, condition 69 is engaged. Condition 69 requires the preparation of an Intersection Assessment Report to investigate safety and operational concerns and identify mitigation measures recommended to address the safety and operational concerns at the intersection(s).

Both the Applicant and Waka Kotahi generally agree the process through to the point of preparing the intersection report, although have different positions on how the recommended intersection upgrade or improvement works are implemented:

- The Applicant proposes to make a financial contribution to Waka Kotahi for the upgrades, proportional to the volume of Port traffic occurring at that intersection. Following which, carry out consented activities without restriction.
- Waka Kotahi propose that the Applicant instead introduce measures to reduce traffic volumes below a nominated hourly peak until such time that the recommended upgrade works are implemented.

In my view, the adverse effects arise when traffic volumes at key intersections reach their theoretical capacity. In order to mitigate those effects, either volumes need to be reduced back below identified trigger levels or physical works are undertaken to upgrade the

intersection to accommodate greater traffic volumes. In my opinion, making a financial contribution to upgrades, without undertaking those upgrade works, does not mitigate the effect.

Given the uncertainty regarding timeframes for any intersection upgrades (and noting Waka Kotahi is responsible for undertaking upgrades to the State Highway network), I disagree with the Applicant's proposal to make a financial contribution while continuing to operate without constraint when intersections are operating beyond capacity, as this will result in unmitigated traffic effects on the operation of the transport network.

I also agree with the position reached by Ms Crafer and Ms Harrison in section 3.3 of the Transport JWS (third paragraph).

4.5 Operational impacts on local roads

Northport have stated that the port traffic will remain on SH15, from SH1 to the port entrances. The assumption is that this continues indefinitely, therefore, the impact on local roads is expected to be less than minor. This will require ongoing monitoring and engagement between Northport and WDC to confirm this operation is maintained.

4.6 Safe cycleway connections

Conditions requiring the implementation of a safe cycleway connection is supported, if active modes routes along Mair Road or Rama Road (connecting to Ruakākā) or Marsden Bay Drive (connecting to SH15 to Marsden Cove) gain funding for detailed design and/or implementation. An active modes connection from Northport to the new route(s) is supported.

If the Applicant is responsible for designing or delivering the cycleway connection, I recommend safety is considered at the time of design, particularly with regard to SH15 crossings and accessways to heavy industry premises along local roads.

4.7 Car parking

The applicant has stated that there is substantial parking available on site. Evidence has not been provided to support this statement, previously showing Marsden Point Refinery parking and public parking as part of the port provision. The parking area identified has up to 150 spaces, which is expected to be insufficient for the volume of staff expected (400 staff total, 100 additional as a result of the proposed container terminal). However I acknowledge there are staff shift patterns that limit the number of staff accessing the carpark at one time.

It is recommended that all car parking is provided within the Port facility, to reduce the risk of parking overspill on Ralph Trimmer Drive and within the Pocket Park.

5.0 CONCLUSION

Overall, in consideration of the above I am of the opinion that, subject to conditions, the actual and potential adverse transport effects of the proposal can be appropriately managed.