

SUMMARY STATEMENT OF NERISSA HARRISON (TRANSPORT)

My name is Nerissa Rachael Harrison. I am a Technical Director Transportation Engineer, working for WSP.

I have been involved in this Project since 2021. I have assessed the transportation effects of the Project and reviewed the TIA. I have also provided input to the draft conditions proposed on behalf of Northport as they relate to traffic/transport matters.

The expansion of the port is anticipated within wider transport planning documents and strategies and the Whangarei District Council (WDC) District Plan.

I support the conclusions of the TIA. I have assessed intersection sight distances and safety in greater detail than the TIA but have come to the same conclusion as the TIA.

In my opinion, construction traffic effects are no more than minor and can be mitigated through a Construction Traffic Management Plan (CTMP).

In my opinion, the operational effects of full Northport expansion are no more than minor and can be appropriately mitigated when the peak hourly intersection volumes are below threshold volumes at three critical intersections:

- (a) SH15/One Tree Point Road;
- (b) SH15/Marsden Point Road;
- (c) SH15/Marsden Bay Drive.

I recommend that Northport monitors traffic and undertakes traffic demand management practices as needed to ensure port traffic volumes remain below trigger threshold levels for peak hours (e.g. operating the full 7 days at the port, car share programme or shuttle bus arrangements for staff, and a booking system for container trucks at the port).

Upgrade of the three critical intersections above is appropriate if Northport is unable to implement other mitigation to keep its vehicle movements less than the trigger threshold volumes. I accept that upgrade of these intersections is the responsibility of Waka Kotahi NZTA and therefore I recommend consultation with that agency in respect of potential future intersection improvements.

Issues raised during expert conferencing

In my opinion, Northport should be responsible for contributing to mitigation at the affected intersections, proportional to effects reasonably attributable to traffic movements associated with

the consent holder. I understand that conditions reflecting this are included in the draft conditions appended to Mr Hood's rebuttal evidence.

I consider it is reasonable that Northport should no longer have obligations to monitor traffic on SH15 if, and when, the three affected intersections have been upgraded.

It is my view that Northport should be obligated to assess the affected intersections at a time that traffic volumes indicate the intersection(s) will be getting close to capacity. I understand that a condition reflecting this requirement is included in the updated proposed conditions attached to Mr Hood's rebuttal evidence.

In my opinion, a minimum carparking condition is not required because Northport have indicated the port has plenty of spare carpark capacity. Further, if more carparks are required Northport have indicated there is space onsite for over 130 additional carparks.

I do not consider a specific condition requiring an operational site travel management plan is required especially as Northport has limited ability to control the freight operators, who are third parties and not included as a party within this consent application. Similarly, I do not think a specific condition requiring a cruise ship management plan is required as part of this consent.

I do not think monitoring heavy vehicles on Marsden Point Road is necessary or should be included in conditions and I do not think the SH15 / Marsden Point Road intersection requires upgrade for safety immediately because:

- (a) This intersection would not currently be prioritised for safety improvements.
- (b) The HCV using Marsden Point Road are from a variety of uses not associated with the consent.
- (c) The safety of this intersection as it pertains to the consent, is already addressed in the draft conditions proposed by Northport.
- (d) HCV accessing the port are expected to use the SH1/15 intersection, which is a shorter travel time (by 1 minute) than accessing the port via Marsden Point Road.

Regarding construction traffic using Sime Road, I can see no reason why Sime Road would be affected by construction traffic, unless construction traffic is choosing to refuel there. If Sime Road is affected by construction traffic, then in my opinion the draft condition requiring a Construction Traffic Management Plan (CTMP) adequately mitigates this.

Regarding construction traffic effects on Ralph Trimmer Drive, a temporary traffic management plan would be required for any construction activities affecting the roadway and I would expect it to suitably mitigate any traffic risks.

Regarding potential pavement damage, this can be mitigated through a suitable consent condition. I understand such condition has been included in the proposed conditions attached to the rebuttal evidence of Mr Hood. I note, however, that I consider this to be a relatively peripheral issue. To clarify, this has not caused me to change my assessment or conclusions as set out in my evidence in chief, being that the proposed development traffic generation of the port expansion can be supported from a transportation effects perspective.

Nerissa Harrison
WSP

9 October 2023