

Tasman Boat Ramp Indicative Business Case

October 2021



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EXECUTIVE SUMMARY

Overview

In recent years recreational boating has changed in the Tasman District. There has been an increase in the size of new boats, reduced levels of experience amongst recreational boat operators and an increasing number of boats – all of which combines to make the ramps ever more difficult to use. There are also relatively few all-weather, all-tide ramps, and the good quality launching facilities available at Nelson, Motueka and Kaiteriteri are becoming busier with car parking issues ever more frequent. Furthermore, the use of the public boat ramp in Māpua is now restricted following wider upgrades to the Wharf area (in 2015).

There is therefore an underlying need to resolve existing issues because of the negative impact it is having to safety and customer experience. Further, the expectation that the areas of Richmond and Waimea will continue to grow at a rapid rate places further pressures on the relatively few all-weather, all-tide, boat ramps that are available.

The purpose of the project is to identify the most suitable location for a **safe, all weather and all tide, public boat access to the Tasman Bay**. Any new facility would need to address the existing gap in current provisions along the coastline and help meet both existing and likely future demands. This Indicative Business Case (IBC) sets out a plan for investment which covers both upgrades to existing facilities, and consideration of new sites – with a focus on improving small boat access.

Problems

The project team relied on feedback from a wide stakeholder group and sought insight from people who use boat ramps in order to ascertain what the problems are and where they arise. Through the business case process two problems emerged from the evidence – safety, and car parking. These were further qualified into investment objectives:

- **Car parking** – Reduction in the number of trailers recorded parked outside of formal parking areas by 50% within the next 5 years.
- **Boat ramp queuing** – Boat ramp stacking space is suitable to accommodate peak demand for accessing the bay within the next 5 years.
- **Safety** – No recorded safety incidents at the boat ramps, or any increase in waterside incidents at existing ramps within the next 5 years.
- **Level of service** – Reduction in the number of users who perceive there to be a shortage of boat ramps in the region from 78% to 33% within the next 5 years.

Options

A long list of options was then developed in response to the problems. These were duly informed by planning and consenting considerations, and these are outlined in the business case. Some further work on the consentability will be required in the Detailed Business Case (DBC). The long list of options covered the upgrade of existing sites, along with the development of new facilities.

A suite of tools was used to select the preferred programme. This included feedback from TDC and key stakeholders (including iwi), a multi-criteria analysis and consideration of how well a programme of options would deliver the Investment Objectives.

Preferred programme

The recommended programme has been developed from feedback from the TDC, iwi and key stakeholders. The programme consists of short-term low-cost interventions that seek to spread investment to several existing boat ramps. This approach therefore ensures that the widest range of customers gain benefit.

Consensus during the stakeholder workshop was that there was no 'one size fits all' solution and that there should be a staged approach to investment, where:

- In the short term (1-3 years): address issues at existing sites.
- In the long term (4+ years): new (or significant upgrade of) all-weather all-tide ramp.

The short short-term programme would capture:

- **Demand management measures** - improved parking and lane management/enforcement.
- **Motueka** - safety and parking improvements.
- **Nelson** - safety improvements.
- **Kaiteriteri** - safety improvements (in conjunction with the Masterplan)
- **Marahau** - safety improvements.

- **Kina Peninsula** – improvements targeting small craft and water skiing. The upgrade would include defining parking, improving delineation of the launching area, improving access to the beach, providing Maori interpretation and marking the channel to Tasman Bay.
- **Rabbit Island** – improvements targeting small craft and water skiing. Includes better surfacing of the concrete ramp, changing the ramp break over angle at the top of the ramp and better Maori interpretation. It is intended that this ramp is for access to the inlet, not access to Tasman Bay.

Longer term investment is then targeted at providing a new ramp in Motueka, which would form part of a wider recreational hub development proposed by the Motueka Power Boat Club. The key reasons why this site has been chosen is:

- The site presents a far lower risk-profile than alternatives, including the Māpua Waterfront and Māpua Leisure Park. Most notably, launching from Motueka is far safer to do so than at Māpua. This is key, considering that the new facility should provide safe access to the Tasman Bay for both experienced and less experienced boaters.
- The site is located close to a sizable urban population and within a town that provides a good supply of visitor accommodation.
- Other alternative locations have significant environmental, cultural or access constraints that would be challenging to overcome.

The concept design and cost estimate, being developed by the Motueka Power Boat Club, remain confidential at this stage. The plan would however require some dredging and reclamation of land. Master planning work (est. \$50,000 for the long-term improvements at port Motueka) could occur in the short-term.

Māpua Waterfront Boat Ramp

The recent (May 2021) announcement of funding to progress the Māpua Waterfront boat ramp also supports the preferred programme. Should identified issues at this site in relation to environmental protection and safety be resolved, the facility would provide good benefits for **experienced boaters** based in Māpua. The analysis undertaken in this study does not support use as a general public access ramp, due to navigational safety issues.

A facility at the Māpua Waterfront would meet a significant proportion of the local demand, and subsequently reduces the need for another facility at the Māpua Leisure Park (where there are also cultural impact issues to be resolved). Should the Māpua Waterfront site end up not progressing, then the Māpua Leisure Park option should be reconsidered as an alternative.

Note that the MCA scoring was undertaken, and not influenced, by this funding announcement.

SETTING THE SCENE

1 Introduction

1.1 Overview

In recent years recreational boating has changed in the Tasman District. There has been an increase in the size of new boats, reduced levels of experience amongst recreational boat operators and an increasing number of boats – all of which combines to make the ramps ever more difficult to use. There are also relatively few all-weather, all-tide ramps, and the good quality launching facilities available at Nelson, Motueka and Kaiteriteri are becoming busier with car parking issues ever more frequent.

There is therefore an underlying need to resolve existing issues because of the negative impact it is having to safety and customer experience. Further, the expectation that the areas of Richmond and Waimea will continue to grow at a rapid rate places further pressures on the relatively few all-weather, all-tide, boat ramps that are available.

This Indicative Business Case (IBC) sets out a plan for where investment in all-weather, all-tide, ramp facilities would be best placed to satisfy the needs of the community. This covers both upgrades to existing facilities, and consideration of new sites – with a focus on improving small boat access.

Any adopted recommendations of this IBC will be included as part of the development of Tasman District Councils (TDC) 2021 Long Term Plan. As such, the process used to develop this IBC has looked to align with Waka Kotahi's (NZ Transport Agency) business case process, to enable it to progress to a Detailed Business Case (DBC) should it be included within the 2021 Long Term Plan.

1.2 Project Area

The project area, shown as Figure 1, covers the Tasman Bay coastline between Richmond and Marahau.

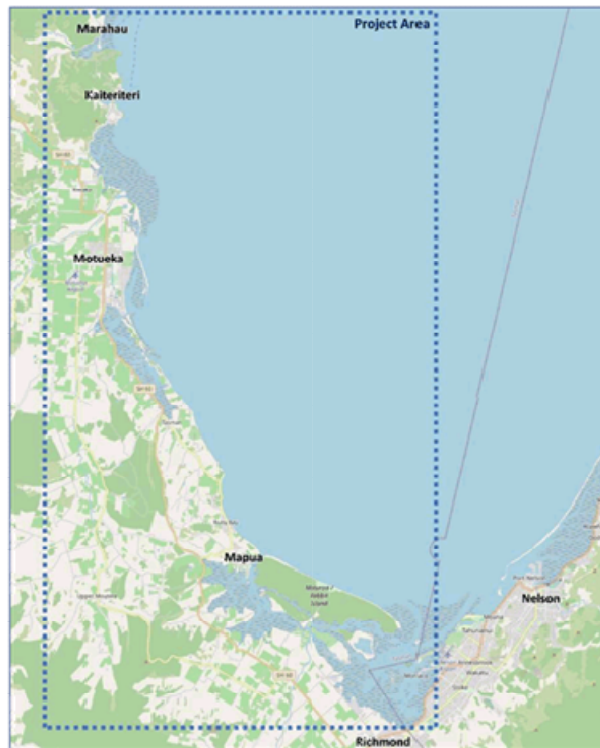


Figure 1: Project Extent

The scope of the project also considers potential upgrades to the Port Nelson boat ramp, as it is currently the primary boat ramp for residents of Richmond and any change at this site would impact Tasman residents.

1.3 Current Facilities

There are over 67 boat access locations along the Tasman Bay coast. Of these 50% are unformed, 50% are beach access only and 75% are suitable for dinghy and small boats only. None of these ramps have additional supporting facilities such as wash down facilities or toilets, and the quality and demand of ramps varies considerably.

TDC currently administer nine concreted boat ramps, with the remaining being gravel/unformed. There are other boat ramps within the District, however these are privately owned and operated. This includes the Kaiteriteri Beach boat ramp which is under management of the Kaiteriteri Domain Board, and the Port Motueka boat ramp which is under management of the Motueka Power Boat Club. The locations of the current major (all-weather, all-tide) and minor boat ramps are identified within Figure 2.

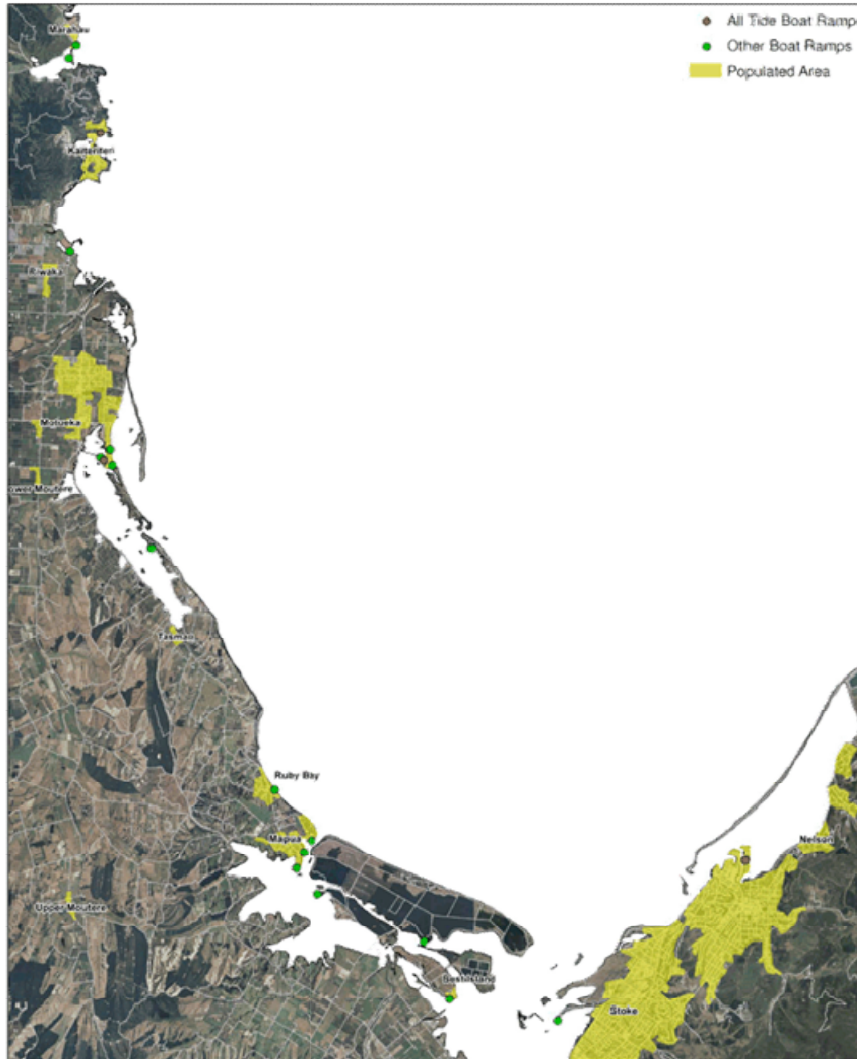


Figure 2: Locations of Existing Boat Ramps

A full summary of the boat ramps administered by TDC is provided within **Appendix A**¹.

An example of a boat ramp, at Marahau, is shown as Figure 3.



Figure 3: Marahau Boat Ramp

1.4 Stakeholder Engagement

1.4.1 Overview

The project covers a wide area, and therefore obtaining the local knowledge from those who live in the area and know the local conditions and facilities was critical to the success of the IBC. The project team took the approach that in the first instance it should be stakeholders who tell us what the issues and opportunities are, not the other way around.

Feedback, in the form of a wide-reaching community survey (which also captured non-Tasman residents), meant that the views of over 250 people were taken on board. The final recommended programme is the outcome of a robust engagement process which took the form of one-on-one meetings, wider stakeholder workshops and input/feedback from Te Taihū Māori (the mana whenua of the area).

1.4.2 Project Partners

The IBC has been developed by TDC in partnership with the key stakeholders outlined in Table 1.

Table 1: Key Partnerships

Stakeholder	Interest
Tasman District Council	Governance of Tasman District.
Local iwi	Project partner
TDC Harbourmaster	Internal stakeholder
NCC Harbourmaster	
Māpua Boat Club	Potentially affected party, community interest and stakeholders with a wide knowledge of existing issues
Motueka Power Boat Club	
Nelson Regional Development Authority	
Dawnbreakers Fishing Club	
Monaco Boat Club	
Peninsula Society, Yacht and Cruising Club	
Bays Boating	

1.4.3 Engagement Objectives

The objective of engagement was to capture the opinions of partners, stakeholders and the wider community in decisions to upgrade or build new boat ramp facilities. The engagement process was used to:

- Increase awareness of the issues, challenges and opportunities for enhancing the management of all weather, all tide boat access facilities.

¹ This summary has been compiled from information from the Confirm database, the Coastal Structures Inspections Report completed in September 2009 by the Harbourmaster.

- Involve partners and stakeholders in the decision-making, development and assessment of solutions and to support the development of a preferred option.
- Manage risks and public perception of the project to build confidence within the community about the investment.

1.4.4 Workshops and Meetings

The following meetings and workshops have helped shape this IBC:

- **Project team kick-off meeting (24 January 2020).** The purpose was to outline the project scope, the key risks, confirm the approach to delivering the project and to understand any gaps in the evidence base.
- **Investment Logic Mapping (ILM) Workshop (10 February 2020).** The working group to collate their understand of the problems, opportunities and constraints for all-weather, all-tide boat ramp access to the Tasman Bay. Post workshop these were collated and formed into Problem Statements and Investment Objectives. The potential range of solutions, and key performance indicators (KPI's) were also discussed.
- **Problems and Options Workshop (06 April 2020).** The purpose of this workshop, which included members of the wider stakeholder group, was to:
 - Confirm the case for change (present initial problem statements and supporting evidence) and present the ILM (with potential KPIs) to stakeholders for feedback.
 - Identify key constraints, risks, uncertainties and stakeholder preferences.
 - Identify and discuss strategic alternatives and options informed by local knowledge and data collated by the team.
- **MCA Workshop (17 June 2020 and 15th July 2020).** The purpose of this workshop was to work through the draft MCA scoring on the long-list of options. This allowed the scores to be refined based on new information and feedback from a range of technical specialists. An outcome of the session was the identification of an emerging preferred option that has buy-in from the collective project team.
- **iwi engagement (2021).** TDC led engagement with iwi around the various options during 2021. Feedback led directly into the MCA process and informed the final recommendation for the preferred programme.

PART A – STRATEGIC CASE

2 Strategic Context

2.1 Relevant Strategies

This section provides the relevant information from existing local and national strategies. These have been used to inform the direction of the business case and ultimately to understand the strategic alignment of the recommended programme.

Table 2 provides a summary of the key aspects of each strategy that are relevant to this business case.

Table 2: Strategic Alignment

	Document	Overview
National	Government Policy Statement on Land Transport (Draft 2021)	<p>The 2021 GPS states the access objective of a land transport system is to improve people's wellbeing, and the liveability of places. The 2021 Draft GPS indicates investment will be guided by strategic priorities that promote better travel options to access social and economic opportunities and developing a safer transport system that protects people. The first transport outcomes of the GPS are:</p> <ul style="list-style-type: none"> • Inclusive access. Enabling all people to participate in society through access to social and economic opportunities. • Economic prosperity. Supporting economic activity via local, regional, and international connections, with efficient movements of people and products. • Healthy and safe people. Protecting people from transport-related injuries and harmful pollution and making active travel an attractive option. • Environmental sustainability. Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality. • Resilience and security. Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events <p>These overarching transport outcomes have been taken into consideration as part of the options evaluation process – specifically, they informed the criteria used for the multi-criteria assessment of options.</p>
	Aratangi (Waka Kotahi Long Term View)	Aratangi presents the 30-year view of what is needed to deliver on the government's current priorities and long-term outcomes for the land transport system. One of the step changes to deliver the government's long-term outcomes is to support regional development and wellbeing.
Regional	Top of the South Regional Land Transport Plan 2021-31	<p>The main purpose of this Regional Land Transport Plan is to set out the region's land transport objectives, policies and measures for the next 10 financial years using national funding.</p> <p>Key objectives of the RLTP relevant to this business case include supporting economic growth through providing better access and ensuring communities have access to a safe transport system.</p>
	Tasman Regional Policy Statement 2001	<p>The RPS identifies locations where launching ramps, moorings or jetties can be used at all states of the tide are limited.</p> <p>The RPS states reliance on trailer craft will require increased parking areas in association with launching ramps. Continued expansion of boating activity in Tasman District is likely to result in increasing frustration with the limitations of existing facilities.</p>
Local	TDC Long Term Plan 2018-2028	<p>The Council's vision and community outcomes in the LTP include ensuring the communities have access to a range of social, cultural, educational and recreational facilities and activities. Within this the LTP seeks to support access to and safe boating practice on the coastal waters of Tasman.</p> <p>The plan to undertake a regional boat ramp feasibility study in year 2019/2020 to fully assess the current provision and needs of boat launching facilities within the District (i.e. this business case) is included within the plan. A new boat ramp facility (design and construction) is earmarked within the 5-6 year timeframe and an indicative cost of \$1.2m.</p>
	NCC Long Term Plan 2018-2028	NCC's Long Term Plan recognises the importance of the waterfront to residents and visitors to Nelson. A desired benefit investment objective includes maintaining existing levels of service for travel time, safety, efficiency, and enhancement of the waterfront.
	TDC Transport Activity Management Plan (AMP) 2018	<p>The AMP incorporates a business case approach to determine strategic issues and justify investment in the programmes of work against realisable benefits. Included within is information relating to population growth that has been used to inform the evidence base of this business case.</p> <p>The AMP states that TDC will investigate and fund development of new car parking facilities – the extent of which to be determined.</p>

Document	Overview
<p>Moturoa/Rabbit Island Reserve Management Plan</p>	<p>This Reserve Management Plan sets out the vision, objectives, policies and priorities for Moturoa/Rabbit Island, Rough Island and Bird Island ('the Islands') for the next ten years. The Plan notes that there are two locations on the Islands where people can launch their boats into the Waimea/Waimeha Inlet.</p>  <p>A concrete boat ramp (picture left) is located at the end of Boat Ramp Road, in the south-eastern corner of Moturoa/Rabbit Island. A more informal boat ramp (not concreted) exists at the western tip of Rough Island. Users often drive down this access and onto the adjacent estuary to launch their boat during mid to low tide.</p> <p>The Plan states that "to meet the needs of boat owners in the District, Council may upgrade either or both of these boat ramps in future. Parking areas may be constructed, for vehicles and boat trailers. Any upgrade would need to avoid any damage or destruction of ecological values, recorded or unrecorded archaeological sites or wāhi tapu".</p> <p>The Plan also states the "Any change of reserve classification at the western end of Rough Island should take into consideration the potential upgrade of the informal boat ramp and the need to provide adequate parking for vehicles and boat trailers. This may mean retaining some land as Recreation Reserve for this purpose".</p>

2.2 Relevant Studies

2.2.1 Māpua Waterfront Area Masterplan (2018-2028)

The Māpua Waterfront Area Masterplan sets out a strategic direction for the Māpua waterfront and adjacent areas and seeks to address the complexity of the waterfront congestion, popularity and changes. It also addresses the broader Māpua issues, related to the increase of activity and public demand with a focus on the coastal land and coastline at Māpua. The Masterplan will next be reviewed in 2023.

The key points included within the Masterplan are:

- Council create a pedestrian friendly zone free of vehicular traffic, resulting in restricted access to the existing boat ramp at the Māpua Wharf. Boat access and launching is currently permitted before 10.00 am every day, and restricted between the hours of 10.00 am to 7.00 pm.
- There was little support to improve the boat ramps at Grossi Point and Rough Island, and strong division amongst the community about the proposal for the new ramp in the Waterfront Park.
- Boat ramp access limitations at the wharf have reportedly increased pressure at Grossi Point Recreation Reserve, which has seen increased use as an alternative launching and boat trailer parking area. This has resulted in complexity and challenges in handling conflicting uses including boating activity, swimming, cycling, and pedestrian family activities.
- Council decided not to support a new boat ramp for a combination of reasons including the cumulative nature of the issues. The factors included
 - Estimated costs, potential health and safety risks from boat launching in this location.
 - Potential environmental effects through proximity of ramp to the wastewater pumping main and gravity sewer.
 - Associated traffic and parking congestion.
- The western side of Tahi Street is part of the remediation and currently in Council ownership.

Council also noted that should the high-pressure wastewater pumping main (situated in the locality of the proposed Waterfront boat ramp) break, significant environmental contamination issues would be created. This is because raw sewage would be directly discharged into a highly populated area and into an estuary of significance. From a marine health and safety perspective, there were concerns about the strong tidal currents, the known build-up of logs and flood debris in the eddy and the proximity of the proposed ramp to the wharf, which is popular for wharf jumping and swimmers.

2.2.2 Nelson Marina Strategy (2017)

The purpose of the Nelson Marina Strategy is to identify issues relating to the Marina site, determine what could be achieved and identify options for the site development. The intent is to inform NCC's vision for the future of the Nelson Marina and set out a ten (10) year plan for improvements in the area.

The strategy notes the following in relation to its boat ramps:

- Stakeholders were consistent in their description of the Marina as the only sheltered launching ramp in The Haven, which is also considered the best boat ramp.
- Congestion at the boat ramp is experienced at specific times - e.g. snapper season, weekends and public holidays. This creates frustration and impatience at the boat ramp (as non-motorised craft may take longer to launch).
- The closure of the sea scout boat ramp forced those users to share the main boat ramp, adding to congestion and limiting the ability for youth to learn boat launching techniques.
- Parking issues – people without trailers using car and trailer park, limited parking for berth holders (and parking too far from berths), and insufficient parking at peak times.
 - The parking area near the boat ramp is designed for use predominantly by car and trailer units – intended for use by those using the boat ramp. The flow of traffic around the parking area is less than optimal, with only one entrance and a boat wash tap at the top of the boat ramp, hindering free traffic movement. However, for most of the year parking is sufficient to meet needs.
- The current payment regime is also focused on payment of a fee for those with a car and trailer who use the boat ramp. This causes discontent when sea sport participants do not have to pay for use of the ramp. In addition, there is no monitoring or enforcement of the boat ramp fee.

The strategy included the following recommended improvements:

- Education material/signage at the boat ramp and pontoon (1-3 years)
- Improvement safety and efficiency of the boat ramp area (1-3 years)
- Identification of an area for a potential second boat ramp and dry stack area (5-10 years).
- Parking improvements:
 - The parking area is realigned to provide an entrance and an exit.
 - The tap at the top of the boat ramp is removed to discourage car and boat trailer units blocking access to the ramp while they wash the boat down.
 - Parking be available for cars only and for car and trailer units.
 - That all parking incurs a charge, and that this is enforced. The charge can be set low, but the aim is to encourage sea sport participants to park elsewhere and walk, to carpool or be dropped off. In addition, it is to encourage motorboat users to utilise a dry stack (once developed).

2.2.3 Kaiteriteri Masterplan

A spatial masterplan for the Kaiteriteri Recreation Reserve is currently being progressed, which seeks to outline how the vision of 'Kaiteriteri becoming New Zealand's best coastal recreational destination' will be achieved. The components of the masterplan will consider parking, vehicle and boat movement, pedestrian walkways and boat wash facilities.

Depending on the timeframes for the project, any proposals relating to boat ramps, or general facilities for boaties, will be considered as part of the overall programme for this business case (or vice-versa).

3 Research and Literature Review

A review of relevant industry standards/guidelines, previous reports, background documents and previous work was undertaken at the beginning of the project to gain a better understanding of issues, opportunities and potential options. The documents that were reviewed were:

- Recreational Boating Participation Research, Safer Boating Forum, 2019
- Boating and Water Sports in Tasman District 2019/2020, Tasman District Council, 2019
- Recreational Fishing in New Zealand, New Zealand Marine Research Foundation, 2016
- Nelson Marina Strategy, Nelson City Council, 2017
- Nelson Water Sports Review, Nelson City Council, 2013
- Design Criteria for Boat Ramps, Queensland Government, 2015

3.1 Recreational Boating Participation Research (2019)

This research presents the results of a recreational boating survey of a nationally representative sample of New Zealand adults. The purpose of the survey was to examine the extent of participation in recreational boating activities with a focus on safety-related attitudes and behaviours. Key results of the survey relevant to this business case are:

- 42% of people surveyed identified themselves as being involved in recreational boating. In total, around 1.5 million New Zealanders are involved³ in recreational boating.
- Most recreational users access the water from a location that is close to home.
- Whilst boating frequency has decreased amongst users of small craft (SUP's, dinghies, canoes) there has been a rise amongst users of sail boats over 6m length.
- In the South Island, the recreational boating community is the largest in Canterbury (34% in 2019 vs 12% in 2018).
- Kayaks are the most popular form of recreational vessel owned or used by boaties in New Zealand in 2019. Ownership / usage of this type of small craft has remained stable at 32% in 2019 and 33% in 2018.
- *Better weather, more opportunities with friends / family, and more available time* are the top-three factors influencing an increase in vessel usage.
- The average experience level amongst recreational boaties is continuing to decline over time.
- The majority of boaties (~80%) did not belong to boating associations or clubs.
- The typical trip duration was 1-4 hours for small craft users and 4 hours to a day excursion for power boat users.
- Only 1 in 5 boaties have completed formal boating education courses.
- A third of vessels are being launched from a ramp (see Figure 5)

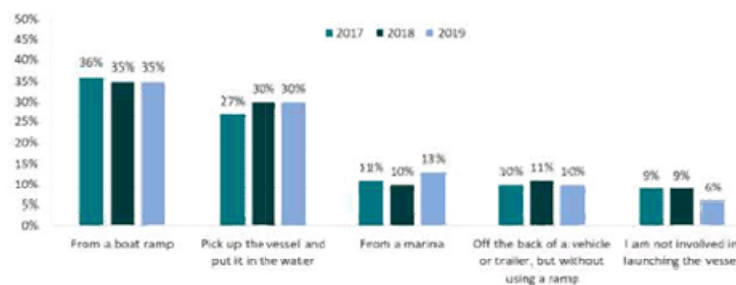


Figure 4: "Where Do You Usually Launch Your Vessel" – Results from Recreational Boating Survey

³ 'Involved' = owners of a recreational vessel, non-owners in charge of or skippering a recreational vessel or spending time on a recreational vessel.

3.2 Boating and Water Sports in Tasman District (2019)

This document is a short brochure providing information on maritime etiquette, safety and boat launching stations along Tasman Coast. It has predominately been used within this IBC to identify the location of existing boat ramps.

3.3 Recreational Fishing in New Zealand (2016)

This document is a summary of the 2014-2016 technical report *'Estimating Marine Recreational Fishing's Economic Contributions in New Zealand - Technical Steps'*. The summary report outlines the economic effect of the recreational fishing industry in New Zealand. Sallient points delivered in the report include:

- In 2014, 109,000 international visitors sought a fishing experience while they were in New Zealand.
- Around 35% chartered a boat service and the remaining 65% were assumed to undertake land-based fishing or boating with family or friends.
- Nearly 20% of total direct spend on marine fishing by residents and visiting fishers comes from the South Island.
- On an annual basis more than 700,000 people are fishing and their expenditure is generating \$683 million to the Gross Domestic Product.

The report concluded that the national economy is benefiting from a growing recreational fishing industry.

3.4 Nelson Marina Strategy (2017)

The purpose of this strategy was to identify issues relating to the Nelson Marina site. The report highlights concerns raised by users relating to usage of the boat ramp and safety issues associated with craft use.

The issues are paraphrased as:

- Not enough space for growing sport activities.
- Lack of secure equipment storage.
- Congestion at the boat ramp at specific times e.g. snapper season, weekends and public holidays.
- Frustration and impatience at the boat ramp caused by motorised and non-motorised craft sharing the boat ramp.
- Safety issues as small craft turn the corner of Pontoon B where visibility is poor.
- Safety issues with motorised and non-motorised craft sharing a narrow channel.
- Sea Scout boat ramp closure concentrates use of the main boat ramp and adds to congestion.
- Parking issues – people without trailers using car and trailer park, limited parking for berth holders (and parking too far from berths), and insufficient parking at peak times.

The report recommended that a sea sport facility be created with a safe launching facility for non-motorised craft, redesign of the parking facilities to improve management and operation, improvements to the boat servicing area, and establishing a commercial and hospitality area.

3.5 Nelson Water Sports Review (2013)

This review, produced by Sport Tasman on behalf of Nelson City Council, identified:

- There has been an 80% growth in water sport clubs since the 1960's. 60% of this growth has occurred in the last 20 years.
- 75% of the water sports clubs consulted highlighted a lack of secure storage space for water sports equipment.
- 85% of the water sports clubs consulted felt the current level of facility provision is lacking.
- Water sports facilities have improved in line with the growth in people using them.
- Generally, clubs do not have the capacity to meet the needs of water sports in the future.

3.6 Design Criteria for Boat Ramps (2015)

This document provides the design criteria for boat ramps. Whilst this is an Australian document³, it is still considered relevant to a New Zealand context, and outlines the key components of a boat ramp (Figure 5) and standards around ramp slopes and signage.

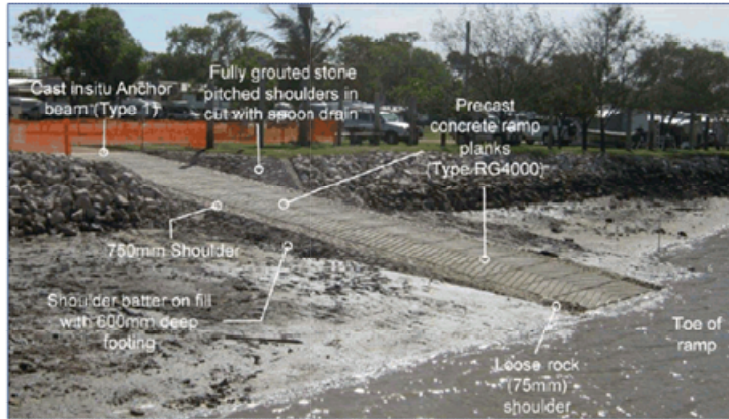


Figure 5: Typical Major Components of a Ramp

³ www.tmr.qld.gov.au/-/media/business/techstdpubs/bridges-marine-and-other-structures/Design-criteria-Marine/DesignManualBoatRamp.pdf?la=en

4 Context

4.1 Population & Tourism Growth

4.1.1 Population Growth

Existing issues being experienced at boat ramps across the Tasman Bay will worsen purely as a function of increased demand that is being driven by a growing population. Growth has been beneficial for tourism and economic development, but has also placed pressure on infrastructure and service capacity.

TDC uses a growth model to project the district's future population and household composition⁴, which generates residential and business projections for 17 settlement areas and 5 ward remainder areas. The key assumption is that growth will continue for the next 30 years but will slow over time. The population of the local area is expected to grow by around 20,000 people over the next 20 years (with 6,000 new homes). This is broken down as follows:

- 45% of the growth in Richmond (4,500 people)
- 25% in Moutere (2,500 people), predominantly the rural area in the Moutere hills between Appleby and Mariri.
- 20% in Motueka (2,000 people)
- 10% in Māpua (1,000 people)

4.1.2 Holiday Accommodation

The growth in tourism is another key driver for demand for boat ramps across the region, with the area well established both domestically and internationally as a premium visitor destination. It is likely that over the next 2-3 years there will be a drop in the number of international tourists when compared to pre Covid-19 levels. However, conversely, domestic tourism could increase (if New Zealanders decided to substitute international travel for domestic). In the context of this business case, given that it is only domestic tourists who would travel with their own boats, a short-term jump in the level of boat ramp demand could result. The identification of 'quick-wins' are therefore an important consideration.

Figure 6 provides a representation of the total visitor nights spent in the Tasman Region for each month between 2003 and 2019⁵. The data shows that the total nights spent has been relatively consistent over the last 18 years. The last global financial crisis (2008-2010) appeared to have little impact upon the total number of visitor nights spent in the region.

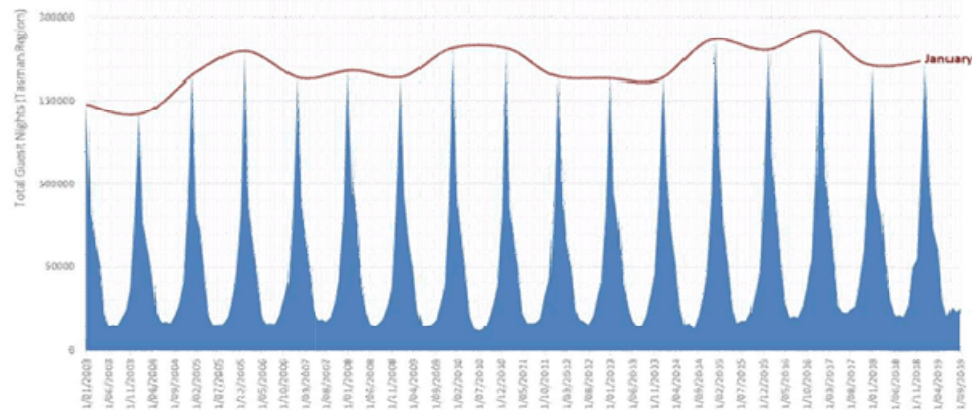


Figure 6: Total Visitor Nights

In terms of the distribution of available accommodation, the main clusters of accommodation are around Motueka and Nelson, with more sporadic (B&B type) properties available for tourists in the more rural areas.

⁴ TDC Transportation Activity Management Plan 2018

⁵ <https://www.stats.govt.nz/information-releases/accommodation-survey-september-2019>

4.2 Travel Times to Existing Boat Ramps

Figure 7 provides a representation of the travel distances from urban areas across the Tasman region to the nearest major (all-weather, all-tide) boat ramp (by car), and then the distance it takes to get out to various parts of the bay (by boat). The intent of this map is to show which parts of the region are least well connected to water-based activity.

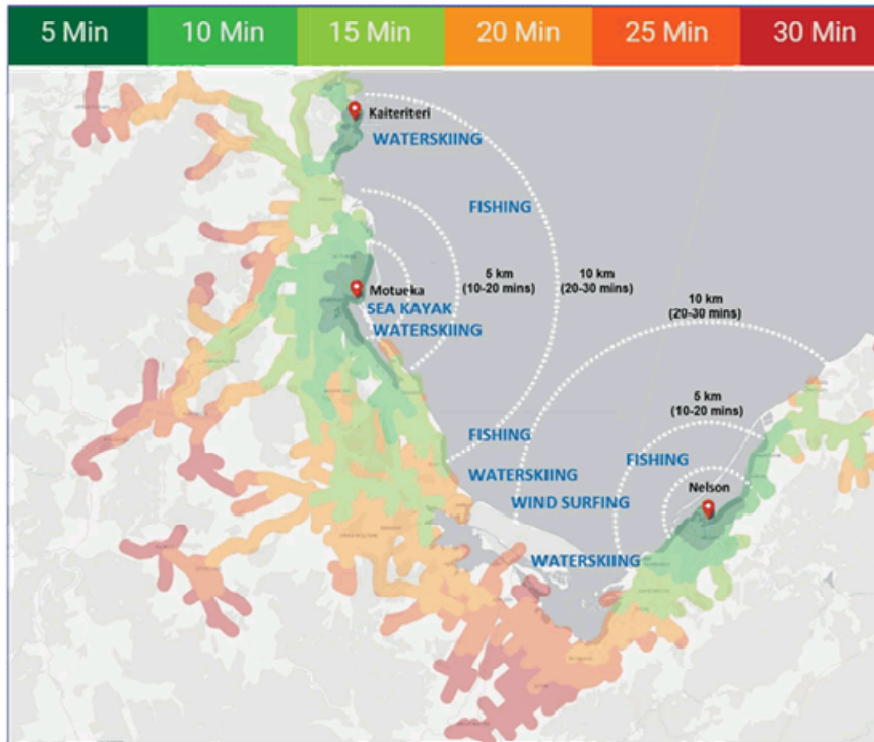


Figure 7: Travel Distance to Water Based Activities

The map shows that residents of Richmond have the longest distances to travel in order to get out onto the water. This is significant considering that it is the fastest growing area within the region. Without investment in improved infrastructure, this is likely to put further pressure on the Nelson Marina boat ramp (typically the preferred location for Richmond based boat users).

4.3 Boat Ramp Activity

To gain an appreciation of the level of boat ramp usage, TDC commissioned traffic (tube) counts on the existing ramps at Pohara, Nelson, Kaiteriteri, Best Island and Motueka for January 2020. The data has been used in the following ways:

- To understand the relative differences in demand for boat ramps across the month.
- To understand how busy the major boat ramps are throughout the course of the day.
- To gain an appreciation of peak day activity (2nd January)

Figure 8 shows the relative demand for boat ramps for each day during January 2020 (as a proportion of total monthly demand). The data captures the total for all boat ramps across the Tasman region (plus Nelson).

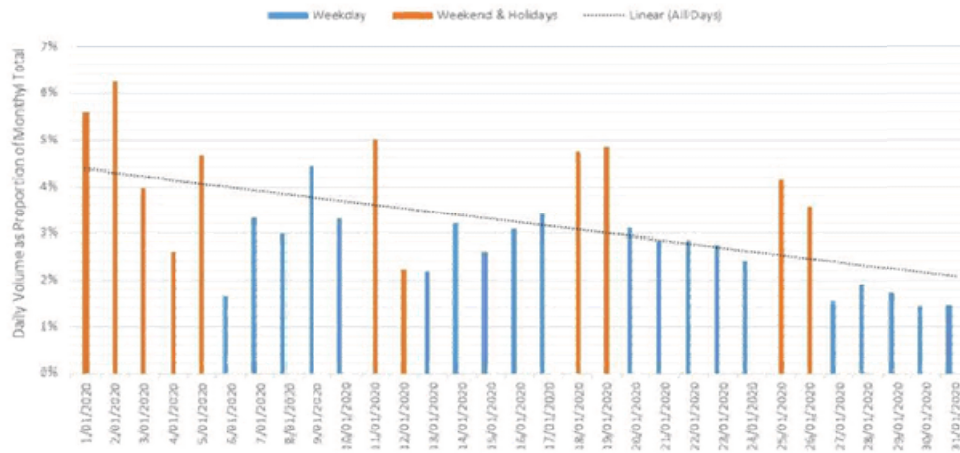


Figure 8: Boat Ramp Activity – January 2020⁴

The graph shows that, as would be expected, demand for boat ramp use was highest over the Christmas/New Year holiday period and then steadily declined as the month continued. Demand during weekends was also notably higher than weekdays.

Figure 9 focuses around the three major boat ramps (Nelson, Motueka and Kaiteriteri) and level of activity recorded during a typical weekend/holiday on the boat ramps. The intent of this graph is help understand how sustained the levels of high demand are across the day, rather than specifically how many vehicles use the ramp (as the data is subject to some error in this respect⁵).

Note that Nelson has a three-lane ramp and Kaiteriteri has a (narrow) three-lane ramp, whilst Motueka has two single lane ramps.

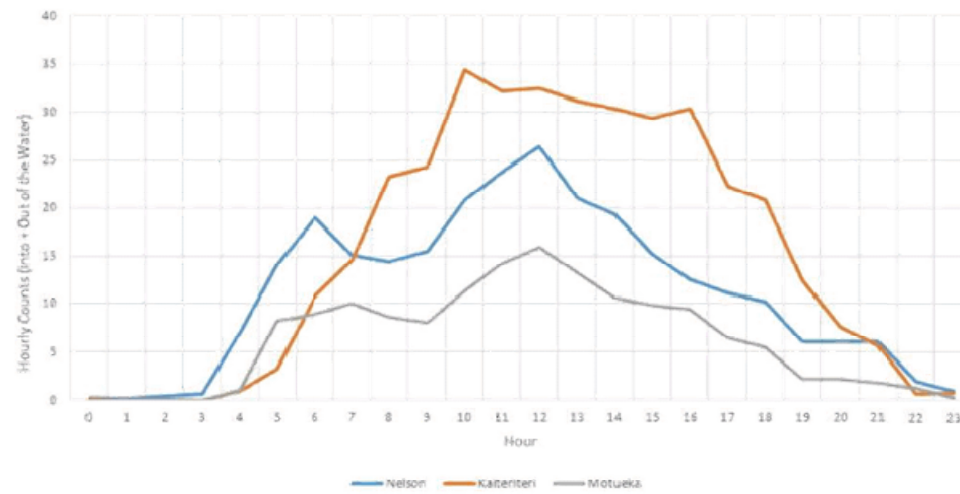


Figure 9: Boat Ramp Activity – Average Weekday/Holiday Activity

⁴ TOC Surveys

⁵ This is because the tube counters may not always accurately capture the type of vehicle using the ramp, or whether there is a trailer attached.

The graph shows that demand at the Kaiteiteri ramps during the summer period is high and sustained for most of the day (10:00 to 16:00). The pattern for demand at Motueka and Nelson is relatively mirrored – in that it can be inferred that the ramps would be operating close to capacity between 11:00-13:00.

Notwithstanding the above, stakeholders informed the project team that demand at Kaiteiteri is very seasonal – with a considerable drop off in activity outside of the summer season. Activity at the Nelson ramp is however relatively sustained throughout the year.

"Management of the ramp [at Kaiteiteri] is great especially at very busy times, but a lack of parking especially for boat trailers is a nightmare."

Survey respondent

4.4 Planning Considerations

Resource Management Issues and Constraints

Any recommended investment from the project must meet all resource management statutory requirements. There are several documents (both statutory and non-statutory) that must be considered when planning for the proposed activities being considered. In particular, the following will be assessed to ensure that the proposal meets the plan provisions and follows the statutory process:

- Resource Management Act (RMA)
- Operative Tasman Resource Management Plan (TRMP)
- Operative Nelson Resource Management Plan (NRMP)
- New Zealand Coastal Policy Statement (NZCPS)

The coastal marine area (CMA) extends seaward of the line of mean high water springs to 12 nautical miles offshore and includes all foreshore, seabed and sea in that area and the air space above it. Activities such as any new boat ramp or extensions to existing boat ramps, moorings, slipways, jetties or boat sheds are likely to occur within the CMA. While other ancillary activities such as parking areas or new retail will more likely occur outside the CMA.

The RMA and the NZCPS require the natural character of the coastal environment to be preserved, while allowing appropriate use and development and require the protection of outstanding natural features and landscapes from inappropriate subdivision, use or development. The coastal marine ecosystems, as with terrestrial and freshwater ecosystems, are required by the RMA to be safeguarded in relation to their life-support capacity or healthy functioning.

Areas within the CMA that are recognised as having nationally or internationally important natural ecosystem values are identified in Schedule 25D of the TRMP. Many areas (apart from Riwaka, sites around Port Motueka, Ruby Bay, Māpua Leisure Park, Rabbit Island and Best Island) are identified on the TRMP planning maps as site of cultural heritage.

The issues relevant to this project in relation to activities within the CMA are the preservation of natural character, protection of landscapes, seascapes and natural features and coastal processes, protection of cultural heritage values, effects of public access and enhancement of amenity values. Provisions for the CMA address the issues of the effects on amenity and natural values, caused by the passage of craft across coastal waters and navigational safety. They also address effects of use and development on natural resources, conservation of natural resources, features, processes, ecosystems, heritage, access and amenity values in the CMA.

Any new boat ramp design and construction plans will be required to confirm the consents that may be required. However, all new structures for launching, haul out, mooring, berthage or storage of craft or vessels require consent, which will not be granted unless adverse effects can be avoided, remedied or mitigated. Any disturbance of the foreshore or seabed involving the excavation, deposition, redistribution or removal of material (including reclamation and dredging) will require consent. If such physical modifications are proposed within any area identified in Schedule 25D (except within 100 metres of the wharves, jetties, boat ramps or slipways at Port Māpua or Port Motueka, as they existed at 31 December 2002) the activity may require consent as a non-complying activity. For development of areas inland of the mean high water springs, consent will be required in all locations for any new buildings and subject to bulk and location requirements.

Consentability

The following resource consents will likely be required under the operative plans (TRMP and NRMP) administered by the TDC and/or NCC:

- Land use consents for the construction of buildings and provision of parking inland of the CMA;
- Occupation and disturbance of the CMA including physical modifications of the foreshore and structures;
- Temporary diversions of water during construction;
- Stormwater discharges from bulk earthworks;

- Soil and vegetation disturbance;
- Discharges of contaminants to land and/or water; and
- Discharge of contaminants to air from construction.

Given that the proposed works may involve earthworks and occupation of the CMA in areas identified as cultural significance and that there is the potential to unearth Maori artefacts Archaeological authorities from Heritage NZ may be needed and engagement with mana whenua should be undertaken.

Some activities particularly involving the encroachment onto the foreshore and resulting effects on natural resources, features, processes, ecosystems and loss of amenity and increasing risk of contamination during construction are likely to generate interest from the community and the potential for some objections.

4.5 Constraints

There are several notable constraints along the coastline which significantly limit the range of feasible locations where a new boat ramp could be introduced. These key constraints include:

- Road access
- Steep gradients down to the shoreline (i.e. cliffs)
- Tides
- Coastal erosion
- Cultural
- Conflict with other activities, including swimmers
- Land access

Figure 10 and Figure 11 provide the constraints maps for the coastline.

Road Access

Any necessity to construct a new road, to seal an unsealed road, or to widen a road as a means of facilitating a new boat ramp has been considered, from an affordability and value-for money perspective, a fatal flaw.

This limitation significantly reduces where along the coastline a new boat ramp could be introduced – as it needs to be readily accessible from the current (sealed) local road network.

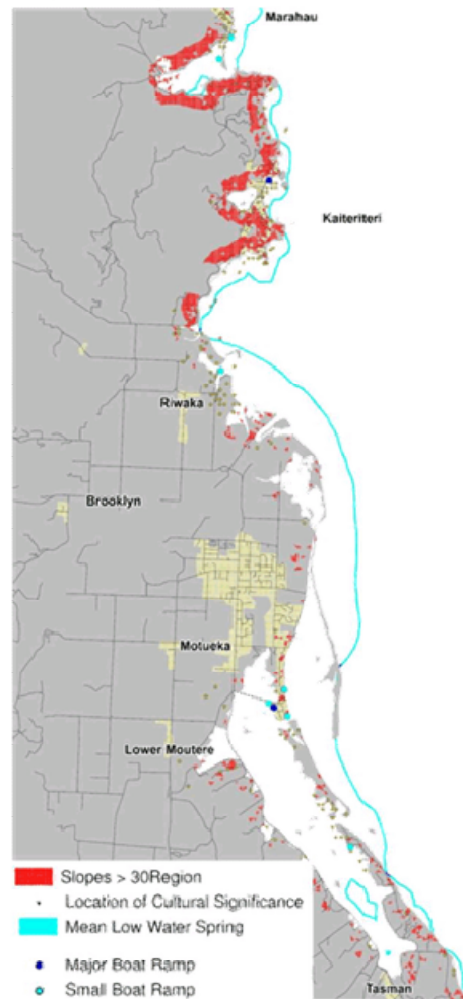
Slopes

The gradient between the road and the coast also needs to be considered – as simply it needs to be shallow enough to enable cars with trailers to access the ramp without difficulty. Highlighted in red are the areas (e.g. cliffs) which would preclude a new boat ramp from being introduced.

Tidal

Along the west coasts of New Zealand and in the Tasman/Golden Bay area, there are large tidal ranges (up to 4m) during spring tides (following New or Full Moon), and much smaller neap tides, when the Moon is in the 1st and last quarter phases. This is in stark contrast to the mid-eastern coasts and Chatham Islands, where the biggest tides occur only once a month.

The Mean Low Water Spring (MLWS), shown in Figure 10 as the light blue line, highlights the challenge of finding a new location that can (without significant dredging) support all-weather, all-tide access for smaller boats.



Cultural

Te Mana o te Wai is an emerging kaupapa for freshwater and coastal managers that is consistent with the Treaty of Waitangi. This approach to water management recognises that freshwater, saline and human-based water systems require integrated, holistic management. Activities that disturb sealife, sever access between water bodies or impact the domain of Tangaroa, the God of the Sea must be avoided. Dredging and the introduction of heavy metals and other pollutants into stormwater systems are examples of activities that deplete te mana o te wai and it requires a partnership approach to restore water quality and the mauri (or life force) of the water. The process for managing this is mainly through the resource consent process and the bigger the impacts the greater the consentability risk.

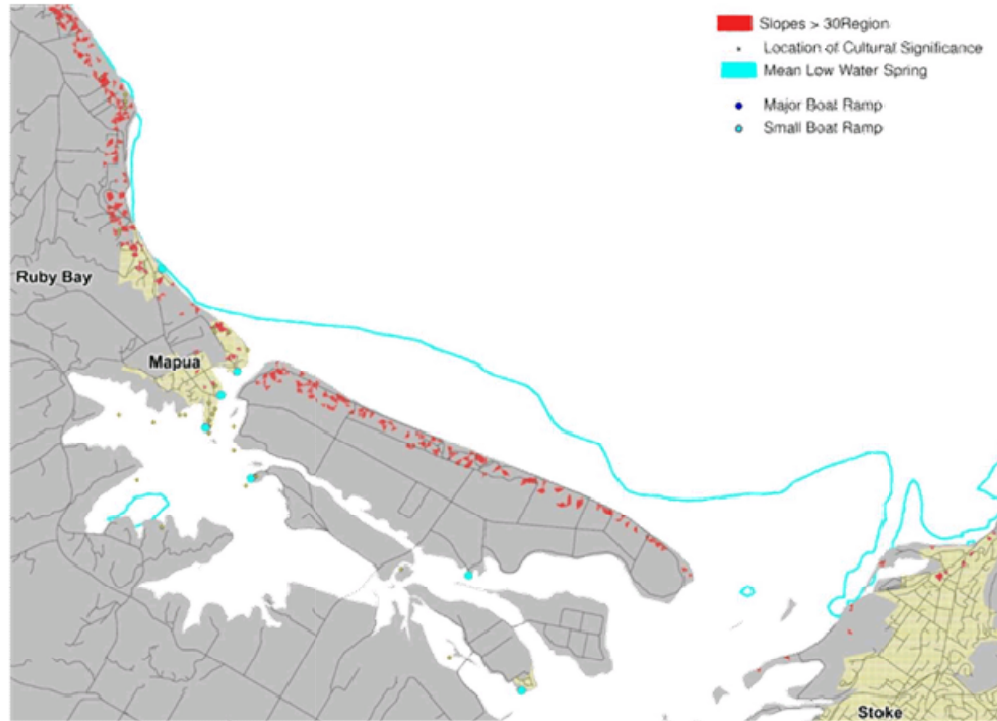


Figure 11: Constraints Map (Richmond to Tasman)

Coastal Erosion

Several sections of the coastline are exposed higher risk of coastal erosion; particularly around Riwaka, as shown in Figure 12⁸.

⁸ <https://www.arcgis.com/apps/webappviewer/index.html?id=125f79680ce945c387543baed87c7c36>



Figure 12: High Risk Coastal Erosion Areas

5 Customer Feedback

5.1 General Feedback

A survey of boat operators and non-boat operators was undertaken to better understand the perceived current state of boat ramp management within the Tasman Bay area and to compare responses from the different users to reveal the source and scale of conflict. Survey questions, provided within **Appendix B**, which were designed to eliminate the risk that one community might be perceived to manipulate the outcomes of the survey.

In total, feedback from 250 people over the four weeks (ending on 20 April 2020) was received. Of those who responded:

- Most were pakeha (88%) males (77%).
- Almost 60% were over the age of 45.

Amongst regular boat users:

- 88% of these considered themselves to be regular boat ramp users (at least four times a year).
- 65% had a preferred boat ramp (Nelson and Māpua most popular).
- 60% had owned a boat for more than five years.
- 54% were happy to pay a small fee to reduce congestion.
- The top reasons for spending time on the Bay included time with friends and family, for sport and recreation, followed by peace and tranquility and to feed the family.
- 63% are willing to travel a little further to access the right facilities in place.
- 70% plan which boat ramp they will use, and when based on how busy they expect it to be.
- Top ranking facilities were:
 - All weather all tide (34% ranked #1),
 - Easy access (26% ranked #1)
 - Ample access to car parking (18% ranked #1).

5.2 Key Results

Key results from the survey which have been used to inform the identification of problems and potential solutions are provided as Figure 13 to Figure 15.

Why do you choose a certain boat ramp?

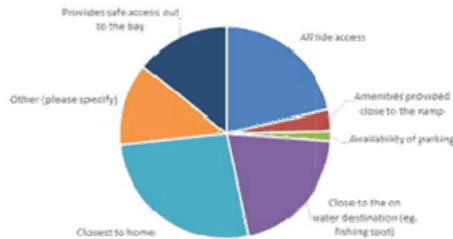


Figure 13: Reasons for Choosing a Boat Ramp

How often do you access Tasman Bay via a boat ramp?

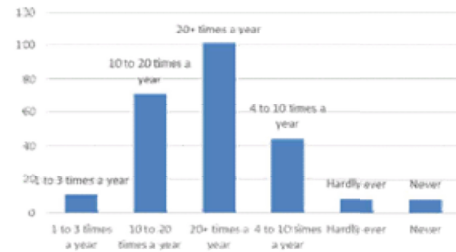


Figure 14: Frequency of Boat Ramp Use

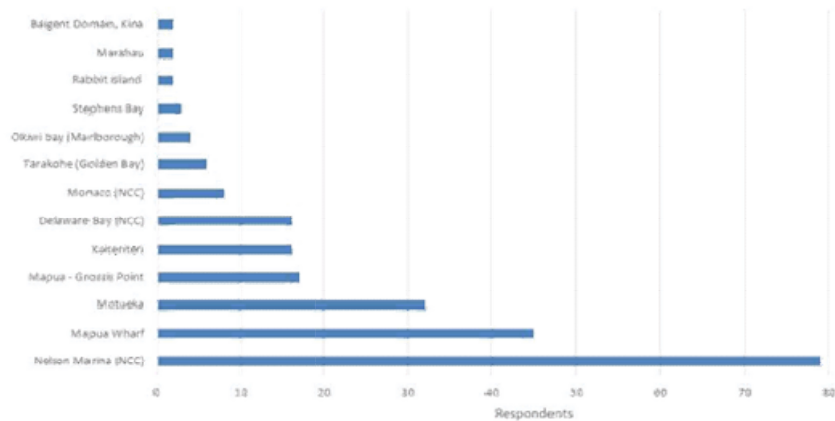


Figure 15: Preferred Boat Ramp

Key insights identified through surveying, and validated during workshops, include:

- There is an opportunity to achieve more equitable outcomes for locals by separating parking and access for commercial operators.
- Non-motorized boat ramp users feel that their needs could be cost effectively met but are not being given priority.
- Some "community boat ramps" are only accessible for larger boats that are towed by 4x4 vehicles.
- Some boat ramps aren't suitable for smaller boats (Port Nelson) and some boat ramps are more suitable for small boats (e.g. Cable Bay).
- Upgrades to lesser known ramps would reduce congestion at nearby popular ramps.
- Problems at Grossi Point (between motorized boats and others) has grown since the loss of access to the wharf facility.
- Additional facilities like floating pontoons, reflector strips, lane markings, signage, pedestrian facilities and turning areas can make existing facilities more accessible, efficient and safer for all.
- Better guidance for ramp users is needed on facilities usage and dedicated (restricted) facilities for different sized boats would reduce a lot of frustration while queuing at access ramps.

A key result, which has informed the baseline for one of the Investment Objectives, is that 78% of respondents said that they perceived there to be a shortage of boat ramp facilities in the Tasman Bay area.

6 Defining the Problem

6.1 Problems

The problems facing users of the boat ramps were identified through meetings between stakeholders. Figure 16 illustrates a range of problems identified during the workshops.

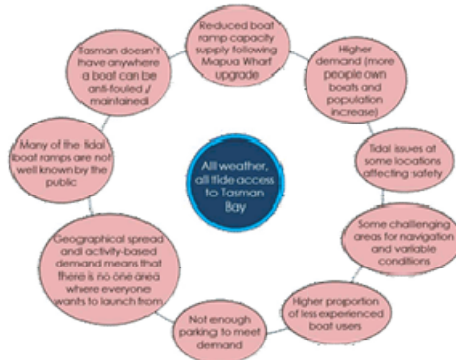


Figure 16: Problem Identification Radial Diagram

The following key problems were identified:

Problem 1: Car Parking Not enough car parks to meet demand at peak times, which leads to congestion (land and waterside) and illegal parking.
Problem 2: Safety Risk that car and trailers hit vulnerable users, or once in the water, boat operators have difficulty accessing the bay because of tidal and navigational hazards.

6.1.1 Problem 1: Car Parking

A significant impediment to sustainable recreational boating activities in Tasman Bay includes insufficient car parking provision at launch sites. Current capacity is progressively being eroded due to the popularity of recreational boating and fishing activities in the area and the increased demand on resources this brings. The demand is expected to increase further and, without investment, will increase congestion further and detract from the user experience. The table below summarises the causes and effects of the problem.

Table 3: Problem 1 – Causes and Effects

Not enough car parks to meet demand at peak times, which leads to congestion (land and waterside) and illegal parking.	
Cause	<ul style="list-style-type: none"> Not enough car parks to meet peak demand. People tend to use the boat ramp that best serves their activity best (e.g. water skiing or fishing) Not enough space for car parking. Increasing demand
Effect	<ul style="list-style-type: none"> Negative impact to residents/amenity value (e.g. relating to inappropriate or illegal parking) Increased congestion Poor user experience Parking for commercial users is occupied by other boat ramp users. Knock on delays to people waiting in boats whilst someone else parks the trailer Conflicts between vehicles/boats and other users (pedestrians/swimmers etc.)
Consequence	<ul style="list-style-type: none"> Negative economic impact to local businesses Increased safety risk Poor amenity for residents and user experience Reduced commercial opportunities

6.1.2 Problem 2: Safety

The layout of boating areas and their usage is fostering congestion and increasing safety risks at launch sites. This is occurring land side with conflicts between boaties negotiating the boating areas and vulnerable users such as pedestrians and cyclists, and water side where lack of facilities, site familiarity and conflicting users are causing frustrations and safety implications. Table 4 summarises the causes and effects of the problem.

Table 4: Problem 2 – Causes and Effects

Risk that car and trailers hit vulnerable users, or once in the water, boat operators have difficulty accessing the bay because of tidal and navigational hazards	
Cause	<ul style="list-style-type: none">• Conflicts between boat users and other people accessing the area/beach (e.g. pedestrians and kayakers).• Limited visibility and maneuverability for cars and trailers.• Space constraints• Variable skill levels of boat operators and level of local knowledge (awareness of hazards).• Lack of dedicated turning areas• Other users impeding visibility• Shared spaces not being used as designed.• Tidal influences, which create localised rough weather.• Navigation hazards - bars, currents, wave conditions, depth of the water and natural features
Effect	<ul style="list-style-type: none">• Serious injuries• Negative user experience• Safety issues accessing the bay
Consequence	<ul style="list-style-type: none">• Increased cost of injuries to people• Fewer people use the ramp• Reduced access for people who would otherwise want to use the boat ramps

6.2 Benefits of Investment

The potential benefits of successfully investing to address the key problems were identified as part of a facilitated Investment Logic Mapping (ILM) workshop held on 10 February 2020 as follows.

- Benefit 1: Improved amenity for users and community
- Benefit 2: Improved commercial opportunities
- Benefit 3: Safer access

7 Evidence Base

7.1 Problem 1: Car Parking

7.1.1 Site Visit

Site visits to the existing boat ramps at Marahau, Kaiteriteri, Motueka and Nelson were conducted on the 19th and 20th of June. The site visits took place during low tide, during the week (off peak times for recreational marine activities) during fine weather and a calm sea.

Key observations were:

- Catering for both vehicles and boat trailers at boat ramp locations requires a significant amount of space. All the visited ramps provide some form of parking, although locations such as Marahau have very limited space due to land availability.
- All locations have land use restraints that impinge on vehicle and trailer parking capacity development.
- All locations are multi-use recreation locations. Therefore, all have competing demands for levels of services and access to the Tasman Bay.
- It is evident that during the high demand times the amount of available parking would possibly be insufficient.

The following provides a summary for each identified location:

Marahau

Marahau is geographically the furthest boat ramp from the major population areas of the region (i.e. Motueka, Richmond and Nelson) and has the lowest amount of available capacity for vehicles and boat trailers. There appears to be little opportunity to expand the existing car park without land acquisition and extensive work. There are 11 vehicle and boat trailer parks adjacent to the boat ramp and no on-road parking.

Otuwhero car park has recently been upgraded to a formalised parking area with demarcated parking spaces, time limited parking and a one-way flow. There are a small number of car and trailer parks available at this location. The car park provides a second access point for small watercraft as well as a loading / unloading location for vehicles with kayak trailers for the kayaking tours.



Figure 17: Marahau - Dedicated Vehicle and Trailer Parking Adjacent to Ramp



Figure 18: Marahau - Otuwhero Car Park

Kaiteriteri

Kaiteriteri has limited parking capacity for all users at the recreational reserve and beach front, with the boat ramp located at the northern end of the main beach area. There is some vehicle and trailer parking available adjacent to the boat ramp although it is informal. Most of the vehicle and boat trailer parking is at the southern end of the beach to the boat ramp. The parking areas that are available are not defined as vehicle and trailer parking or vehicle only parking, therefore there is no dedicated parking areas for vehicles with boat trailers.

Opportunities for future vehicle and boat trailer parking development is limited due to the geographical restraints of the location. The limited parking at Kaiteriteri and the demand during peak season is known to create significant parking issues, including conflicts between vehicles with boat trailers and other users.



Figure 19: Kaiteriteri - Small Car Park Adjacent to Ramp



Figure 20: Kaiteriteri - Main Car Park Area

Motueka

The Motueka boat ramp is privately owned by the Motueka Power Boat Club and the land is leased from council. The ramp and vehicle parking areas are gated requiring an electronic card to access the ramp and car parking area. The card is currently issued from the Talley's security gatehouse through a user pays access for non-members of the boat club. There is a well-formed and sealed, hard stand vehicle and trailer parking area within the boat ramp area.

The car park has capacity for 35 vehicles and trailers, plus some vehicle only parking. The area is well marked, and vehicle manoeuvring areas allow for complex vehicle manoeuvring. Outside of the boat ramp area there is no on-road parking that would currently be suitable for vehicle and boat trailers. The road verge is used for parking during the higher peak time, but this encroaches on the live traffic lanes and would make walking through this location difficult and unsafe.



Figure 21: Motueka Power Boat Club - Access & Parking

Nelson

Nelson, at the Akersten Street boat ramp, currently provides the most developed public access boat ramp for the Tasman Bay area. The vehicle and trailer parking area has recently been increased from 48 vehicle and trailer parks to 80 vehicles and trailer parks. There is also a further option of on-street parking for all vehicle users along Akersten Street.

The current boat ramp car parking area provides vehicle parking for non-trailer parking and has approximately 20 standard vehicle parks. The vehicle parking area has well demarcated parking spaces, time limited parking with pay and display ticketing and a one-way traffic flow that is well marked.

There is good vehicle manoeuvrability at the top of the ramp that allows for complex vehicle movements and multiple vehicle movements during the peak times when all three of the boat ramp lanes may be in use.



Figure 22: Nelson, Akersten Street Boat Ramp Car Park



Figure 23: Nelson - Clear Zone for Vehicle Manoeuvring

7.1.2 Feedback from Customer Insights

The primary feedback from the customer surveys in relation to parking is outlined below. The list has been ordered according to how many times the issue was identified. Specific issues only mentioned by one or two people have not been listed.

- Parking management at Kaiteriteri is needed, especially over Christmas holiday period (23)
- Nelson ramp needs more parking (9)
- More dedicated parking for boat trailers with more enforcement (6)
- Motueka needs more parking (5)
- Marahau has a car parking problem (2)
- Parking meters at Port Nelson don't work at 4.30am (2)
- Car parking too far from the boat ramp (2)

Overall, 68 survey respondents mentioned problems with car parking across all boat ramps within the scope area. The most complaints were received about Kaiteriteri and Stephens Bay (29), followed by Nelson (11), Māpua (8) and Motueka (7). The most common issues raised included 'more parking needed (43)' and 'more dedicated parking for boat trailers (20)'.

7.2 Problem 2: Safety

7.2.1 Site Observations

Site safety assessments were conducted at the same time as the parking assessment. General observations were:

- Pedestrian separation from vehicle movements is a critical safety consideration at all ramps, with multiple vehicle movements and pedestrian activity creating a complex and conflicting space that can result in higher levels of risk.
- Frequently areas around boat ramps experiencing high pedestrian demands which relate to other recreational activities. This means that there are potential conflicts between vulnerable users (e.g. children) and vehicles.

Marahau

Marahau, has good level of pedestrian service, with separated pedestrian paths along the full length of the waterfront with well-defined access points. Pedestrian access to the boat ramp is well defined and a separated path providing access to the pedestrian loading and disembarking jetty.

Figure 24 show the location of the pedestrian crossing at the top of the boat ramp.



Figure 24: Marahau - Pedestrian Crossing at Top of the Ramp

Kaiteriteri

Kaiteriteri is a well-known beach providing water access and recreation use for many activities. The Kaiteriteri recreational reserve also provides opportunities of non-water based recreation such as the Kaiteriteri mountain bike park and camping. The combination of all of these activities creates high pedestrian demands for the beach area.

The public access boat ramp is located at the northern end of the beach. The ramp is mostly level with the beach which means sand migrates and covers much of the ramp that is within the tidal zone. There is no demarcation of the boat ramp from the beach, and therefore no separation or cues that pedestrians may be using the ramp to access the beach.

There is also no formalised crossing point for pedestrians to cross the boat ramp. This coupled with a lack of clear signage to remind people that boats may be reversing out of the water creates a safety issue. Figure 25 show the pedestrian desire line for beach users at Kaiteriteri, whilst Figure 26 shows the potential conflict point between vehicles and pedestrians at the top of the boat ramp.



Figure 25: Kaiteriteri - Pedestrian Desire Line



Figure 26: Kaiteriteri - Top of the Boat Ramp

Motueka

Safety issues noted at Motueka were:

- The boat ramp provides pedestrian access points for loading or unload boats at the ramp, although there is no pedestrian crossing point between the formed pedestrian paths, the café cart, and the floating platform.
- There is no pedestrian demarcation or dedicated pathways within the car parking area.
- The boat ramp and car parking area within the boat ramp area is separated from the general public therefore through traffic is the area will be limited.

Figure 27 provides a photograph of the pedestrian access at the top of the Motueka boat ramp.



Figure 27: Motueka - Pedestrian Access Across the Top of the Ramp

Māpua

The waterfront area has recently been enhanced to have a pedestrian only access to the retail and wharf area. There are no major safety issues in Māpua – as there is currently no public boat ramp access. However, it is worth noting that the Māpua wharf is a popular area for pedestrians to explore as well as a being known location for “wharf jumping” by swimmer during summer.

Nelson

Nelson has a large parking area that caters for 80 vehicles with trailers, as well as parking for non-trailer vehicles. Consequently, the car park sees a lot of activity, especially during the summer, with a high movement of both vehicles and pedestrians.

There is limited pedestrian demarcation and separation from vehicle movements. The pedestrian access, adjacent the boat ramp and onto the floating jetty areas, is a separated access for boarding and disembarking boat passengers, which at a busy three lane ramp provides a good level of pedestrian safety at the ramp. Furthermore, access across the top of the boat ramp and onto the pedestrian access of the northern side of the boat ramp and floating pontoon boat storage berths is limited.

Figure 28 and Figure 29 highlight some of the safety issues at the Nelson boat ramp.



Figure 28: Nelson - Pedestrian Access Next to Boat Ramp



Figure 29: Nelson - Pedestrian Access to Boat Ramp

7.2.2 Feedback from Customer Survey

32 survey respondents mentioned safety risks across all boat ramps within the scope area. The locations which were identified most frequent as areas with safety issues were Māpua (28) followed by Kaiteriteri (4). The most common issues raised included:

- Safety of swimmers at Grossi Point Ramp is a concern (6).
- Busy congested ramps are unsafe ramps (5).
- Boat ramps are unsafe for children and should be located away from pedestrian areas (4).
- Ramps closer to water destinations improve safety (3).
- All tide access will improve safety (2).
- Five knot limits are often breached (2).

7.2.3 Feedback from Harbourmasters and Boat Clubs

Specific feedback in relation to safety issues, as provided by the Harbourmasters and Boat Clubs during one-on-one meetings, was:

- Pedestrian safety at Marahau and Kaiteriteri is a significant concern, particularly during the busier summer peak season. There are a lot of vehicle and trailer movements with limited visibility, combined with limited or no pedestrian separation.
- The Māpua bar is known to be an area of high-risk during afternoon sea breezes particularly when combined with an outgoing tidal flow from the channel. Accessing the Tasman Bay from Māpua safely requires local knowledge around the sand bar and the effects of the afternoon sea breezes.
- There is currently no compliant hull cleaning (antifouling) facility within the Tasman region. This would provide better management of biosecurity by providing a dedicated location that is compliant for hull cleaning (e.g. designated slipway with holding tanks to capture waste) as well as regional economic benefit.
- Access the Tasman Bay via the Motueka channel is noted as being a safer option for accessing the bay compare to the Māpua channel. Although the Motueka channel is known to move, and it is possible that boats may get stuck (in the worst cases), this would be safer than public access via the Māpua channel with the issues of the sand bar and afternoon sea breeze.
- Concern was raised regarding the interaction between swimmers and recreational boat users at Māpua. With the wharf being a major regional attraction for "wharf jumping" in summer, as well as other water based recreational users, such as canoeing and kayaking, this could create conflicts on the water that could result in serious injury.
- Recommended that the programme seeks opportunity to separate recreational water users would be of benefit to all users, allowing all users safe and enjoyable access to their choice of water-based activity.

8 Investment Objectives

An Investment Logic Map (ILM) was developed to identify and clarify the links between problems and benefits. Benefits were developed to demonstrate the links between the benefits and key performance measures that can be used to measure success. The ILM was worked through with the wider stakeholder group during the Problems and Options Workshop (6th April 2020), and refined based on the feedback.

Figure 30 provides an ILM which shows how the Investment Objectives were developed.

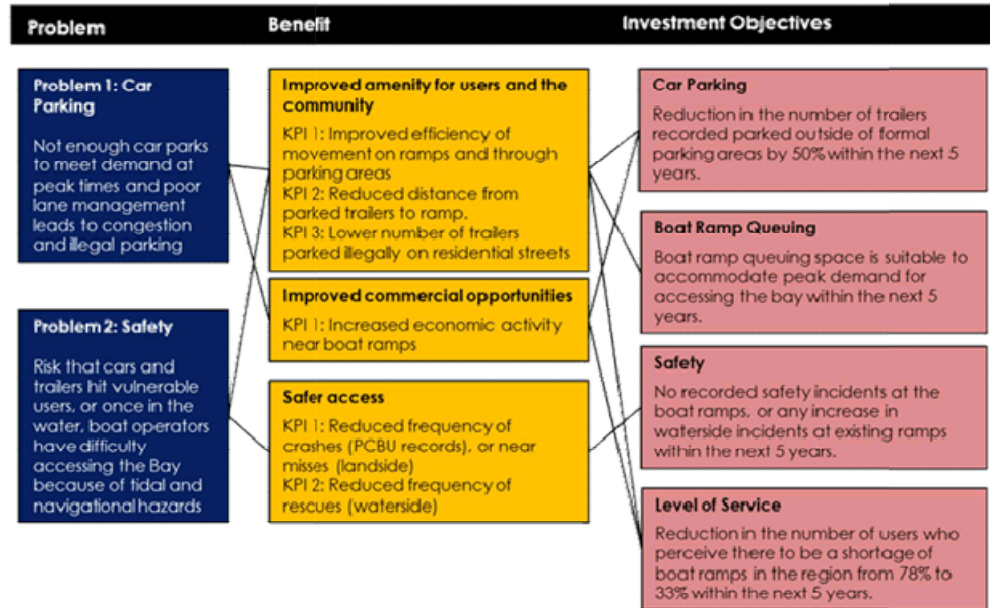


Figure 30: Tasman Bay Boat Ramp IBC – Investment Objectives

The investment objectives for this IBC are:

1. Reduce the number of trailers parked outside designated areas by 50% in the next five years
2. Ensure boat ramp queuing space is suitable to accommodate peak demand for accessing the bay within the next five years
3. No recorded safety incidents at the boat ramps, or any increase in in waterside incidents at existing ramps in the next five years.
4. Reduction in the number of users perceiving a shortage of boat ramps in the region from 78% to 33% within the next five years

PART B – IDENTIFICATION OF PREFERRED OPTION

9 Long List Development

9.1 Process

The process of getting from the long list to short list was a methodical and flexible one that was based around extensive stakeholder engagement and a robust assessment process aimed at making the best use of local knowledge. A review of previous studies, customer surveys, site visits and desktop analysis were the starting points. Thereafter stakeholders were engaged at key points along the way via workshops and one-on-one meetings.

The process taken to get to a preferred option/programme is shown within Figure 31.

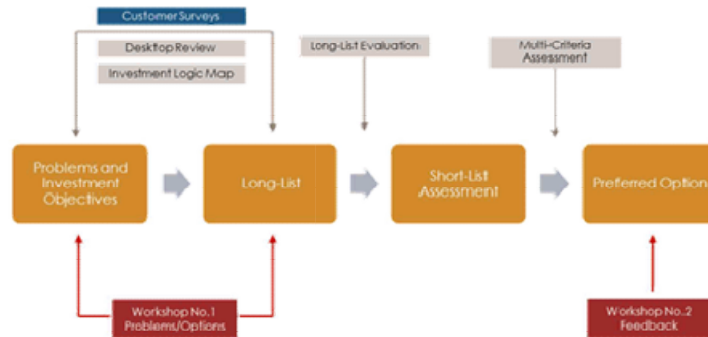


Figure 31: Process for Identifying the Preferred Programme

One of the key outcomes from the Problems and Options Workshop (6th April 2020) was a consensus amongst stakeholders that there was no 'one option fixes all' solution to Tasman Bay's boat ramp issues. Rather, it was agreed that the preferred programme should focus on upgrades to existing sites, and if funding becomes available, to introduce an all-weather all-tide ramp at a new site. As such, upgrades to existing sites would likely fit within a short-term programme, and the development of a new site would be a medium-long term solution.

For this reason, two separate long lists have been created in order to better understand:

- Where best to focus investment in upgrading existing infrastructure.
- The best location for a new all-weather all-tide boat ramp.

9.2 Long Lists

9.2.1 Strategic alternatives

Covered within the long lists are the full spectrum of intervention types that were identified by stakeholders; namely:

1. Do Nothing.
2. Restrict access at different times.
3. User pay scheme.
4. Improve existing facilities.
5. Create overflow areas for peak demand.
6. New boat ramp.
7. More car parking.
8. Adding another lane to existing boat ramps.
9. Reclaim land to expand facilities / major hub (i.e. marina).

9.2.2 Long List A: Upgrade to Existing Sites

The first long list focused around upgrading the existing all-weather, all-tide boat ramps.

However, the nature and scale of the issues at the various boat ramps are not necessarily the same. Therefore, to enable a like-for-like comparison, the MCA assessed various levels of intervention that responded to the identified problems (i.e. safety and capacity). Once we understand where investment is best directed, we can specifically identify what (for example 'fixing parking in Motueka') that would look like (and cost).

To this end, the levels of intervention (in terms of complexity) applied to each site were:

- Low (Do Min) – addressing existing **safety** issues.
- Medium – addressing existing **safety and parking** issues.
- High – addressing existing **safety, parking and ramp capacity** issues.
- Max – upgrade to a major harbour.

Iwi representatives identified two new options that were also brought through to the MCA:

- Kina Peninsula improvements (for small watercraft and existing water skiing)
- Rabbit Island improvements (for small watercraft and existing water skiing)

Table 5 provides the long list for "upgrades to existing sites".

Table 5: Existing Sites – Long List

Location	Level of complexity to implement	Intervention theme
Do Nothing	-	-
Demand Management	-	Time slot system
	-	Parking and lane management/enforcement
Nelson	Low	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
Grossi Point	Low (DM)	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
Motueka	Low (DM)	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
	Max	Major Harbour
Kaikeriteri	Low (DM)	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
Marahau	Low (DM)	Safety
	Medium	Safety + Parking
	High	Safety + Parking + Ramp Capacity
Other (for small craft and water skiing)	-	Kina Peninsula
	-	Rabbit Island

9.2.3 Long List B: New Sites

The long list for new sites, established based on stakeholder feedback and a desktop review of alternative locations (i.e. looking at road access, tidal and topographic constraints) is outlined below.

- DN Do Nothing
- C Community Boat Ramp (for small craft – any location)
- 1 Best Island
- 2 Kina
- 3 Rough Island
- 4 Rabbit Island
- 5 Riwaka
- 6 Tapu Bay Reserve
- 7 Māpua (community proposed)
- 8 Māpua Leisure Park
- 9 Stephens Bay
- 10a Motueka Recreational Hub (moderate size)
- 10b Motueka Major Harbour (larger and high activity)
- 11 Rabbit Island – North

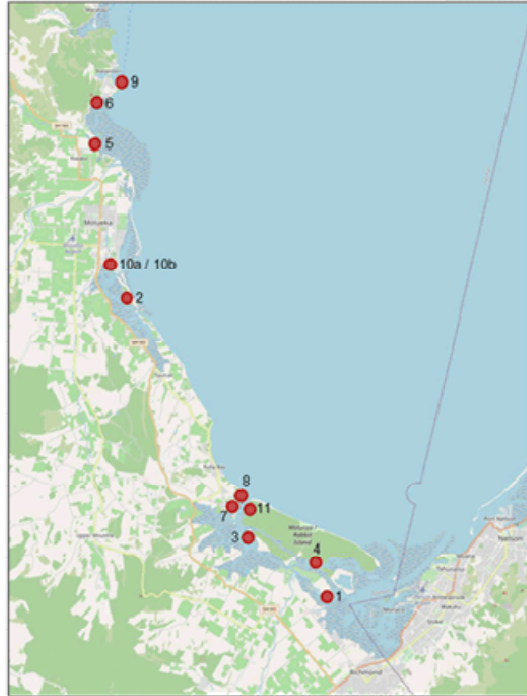


Figure 32: Long list for new boat ramps

Note that the reintroduction of the original boat ramp in Māpua was not included. This is because it would already have been considered as part of the original waterfront enhancement project, and its reintroduction goes against the principles that a safe shared space looks to achieve.

10 Multi-Criteria Assessment

10.1 MCA Criteria

The MCA processes have looked to align as closely as possible with Waka Kotahi's draft *MCA Template and User Guidance* (August 2020) and a consistent set of criteria has been used for the assessments of the separate long lists. Whilst the multi-criteria assessments of the options were run separately, all options were assessed against a consistent set of criteria. Therefore, if desired, the MCA's could be packaged as one. The criteria used, as outlined below, have been grouped into distinct categories:

Table 6: MCA Criteria

Category	Criteria
Investment Objectives	Car parking
	Boat ramp delays / queuing
	Safety
	Level of service (perception of boat ramp availability)
Keys risks	Cultural and Māori impact
	Tidal constraints
	Maintenance of waterside access
	Land availability
	Proximity to water-based activities
NZ Enduring outcomes ⁹ (if not captured in the Investment Objectives)	Economic prosperity (commercial opportunities)
	Environmental sustainability (water quality)
Critical success factors (if not captured previously) ¹⁰	Potential value for money / affordability
	Potential achievability
	Stakeholder and customer preferences

Excluded Criteria

There were several other criteria which also could fit into the overarching categories. However, these were excluded because they were either captured elsewhere (to avoid double counting), were not relevant to the decision-making process, or likely would have resulted in identical scores for each option. For completeness, a list of the excluded criteria is shown in Table 7.

Table 7: Excluded Criteria

Category	Criteria	Rationale for Exclusion
Enduring NZ Outcomes	Inclusive access	Not relevant to this project
	Resilience and security	Captured under tidal constraints (and effects of climate change)
	Healthy and safe people	Captured under the safety investment objective
Critical Success Factors	Supplier capacity and capability	No information available that would differentiate between options
	Urgency and other timing requirements	No information available that would differentiate between options
	Potential affordability	Linked to value for money / cost
Other	Navigational issues	Covered under "Safety"
	Cumulative impacts, interactions with other projects	Covered under "Economic prosperity"
	Maintenance of landside access	No information available that would differentiate between options

⁹ **Inclusive access** - Enabling all people to participate in society through access to social and economic opportunities, such as work, education and health care.

Economic prosperity - Supporting economic activity through local, regional and international connections, with efficient movements of people and products.

Resilience and security - Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

Environmental sustainability - Transitioning to net zero carbon emissions and maintaining or improving biodiversity, water quality and air quality.

Healthy and safe people - Protecting people from transport-related injuries and harmful pollution and making active travel modes (such as walking and cycling) attractive options.

¹⁰ All criteria captured elsewhere

10.2 Weightings

The baseline weightings, as agreed by the wider project team (inc. TDC) used for both MCAs are outlined in Table 8.

Weightings were initially provided for each of the overarching categories, and then separately for each criterion. For clarity – the ‘car parking’ score would represent 9% percent of the total score (30% x 30%). Impact to cultural and maori was given a high weighting to reflect the importance given that any new boat ramp would have an impact to the natural environment.

Table 8: Weightings – Network Options

Categories		Criteria	
Investment Objectives	30%	Car parking	30%
		Boat ramp delays / queuing	20%
		Safety	30%
		Level of service (perception of boat ramp availability)	20%
Key Risks	30%	Cultural and Māori impact	40%
		Tidal constraints	20%
		Maintenance of waterside access	10%
		Land availability	20%
		Proximity to water-based activities	10%
Enduring Outcome	10%	Economic prosperity (Commercial benefits)	50%
		Environmental sustainability	50%
Critical Success Factors	30%	Potential value for money / affordability	40%
		Potential achievability	20%
		Stakeholder and customer preferences	40%

10.3 Scoring Scale

Table 9 provides the scoring scale adopted for the MCA. A +3 to -3 scale was considered, but it was felt that the 1-5 scale provided a better means of being able to differentiate between options – particularly as most of the criteria would have scored positively.

Table 9: Scoring Scale

5	Provide best possible improvement / No difficulty with implementation
4	Provides significant improvement / Minor difficulty with implementation
3	Provides some improvement / Some difficulty with implementation
2	Provides no improvement / High amount of difficulty with implementation
1	Worse than do nothing / Significant difficulty with implementation
F	Fatal Flaw

A score of 2 therefore reflects a neutral impact.

10.4 Feedback from iwi engagement

Discussions with iwi took place through two hui (March and July 2021), plus on-going emails and phone calls between TDC and iwi representatives. Iwi Taiao representatives added cultural and environmental information to complement staff findings. Key feedback was:

- Spreading the available funding around various sites in the district, improving a range of water access sites rather than investing in one large facility.
- The importance of leaving the natural environment in a better state than it was before the project.
- If the boat ramp construction and resulting changes in community behaviour (for example, driving shorter distances) did not have a net positive impact, then Council was strongly encouraged to find a better solution.
- We must protect sites of significance to iwi (wahi tapu), and avoiding disturbing sites of occupation where bones and artifacts may be unearthed

- Ensure that any water access project incorporates elements of Māori history of the area, mythology and other cultural elements such as pō, to enhance the site

Specific feedback that informed the MCA scoring for 'Cultural and Māori impact' was:

- **Stephen's Bay** - this site has high spiritual significance for mana whenua and is also a site of historical occupation. Even moorings are discouraged here. This site ranks very low for iwi.
- **Tapu Bay** - Iwi asked that this option be taken completely off the list of options due to high levels of cultural and spiritual significance.
- **Motueka Recreational Hub** - this option ranked highly for iwi, given that it is already a modified site and has potential to have net positive environmental outcomes by improving the existing facilities.
- **Motueka Major Harbour** - this option was discouraged. The extensive land reclamation would be not only very expensive but also have significant impact on the natural wetland/estuarine area. Iwi supported widening the flood gates through the estuary in any Motueka water access project.
- **Kina Peninsula** - This site required sensitivity due to being the site of Te Maimake Pa but had potential for improvement and enhanced cultural interpretation.
- **Māpua Leisure Park** - this site was highly discouraged as it is a wahi tapu and historical occupation site, and would also lead to significant habitat invasion.
- **Māpua Waterfront** - Iwi were reluctant to endorse this option due to it being a site of cultural significance, occupation, and high environmental risk. However, if a boat ramp were to be built in the Māpua area (Grossi Point, Waterfront Park, or Leisure Park), the Waterfront Park was the best option due to already being highly modified and the wahi tapu already disturbed. This was preferable to disturbing a still protected/intact location.
- **Moturoa/Rabbit Island (North — across from Māpua)** - this site was highly discouraged, and Iwi asked for it to be taken off the list of potential sites due to burials, high spiritual significance and being inconsistent with the Reserve Management Plan.
- **Moturoa/Rabbit Island (South — closer to main access road)** - while this site did contain some archaeological significance, Iwi generally supported minor changes in this location to enhance the water access, improve parking, native planting and general amenity.

10.5 Scoring

10.5.1 Baseline

The scores for the 'upgrading existing sites' and 'new sites' MCAs are provided in Table 10 and Table 11 respectively. The scores were informed by:

- Initial Stantec workshop (14 May 2020) – draft scores worked through as a group with input from technical specialists covering engineering, transport planning and planning.
- Project team workshop (17 June 2020) involving representatives from TDC, hapu and the harbourmasters. The purpose was to review the draft scores and update as necessary based on the knowledge of the wider group. A second MCA review session was held with TDC on the 15th July 2020, with input from experts in cultural matters.
- A review of independent investigations into options for Māpua, Marahau and Motueka (see **Appendix C**).
- Engagement with iwi during 2021.

10.5.2 Sensitivity tests

Sensitivity tests were then undertaken to understand whether the relative ranking of programmes would change in response to changes to the weighting of key criteria. These sensitivity tests were:

- **Investment Objectives** – increase the overall weighting to 50%.
 - 'Project Risks' was reduced from 30% to 20%; and 'Critical Success Factors' reduced from 30% to 20%.
- **Cultural** - 'Cultural and Māori impact' represents 30% of the entire project score.
 - All other categories under 'Project Risks' given a 0% weighting
- **Value for money** – represents 30% of the entire project score.
 - All other categories under 'Critical Success Factors' given a 0% weighting.

Table 10: Upgrade Existing Ramps – MCA Scores

Option		Investment Objectives				Key Risks					NZ Outcomes		Strategy Alignment		
		Car Parking	Delays on Boat Ramps	Safety	Availability of Boat Ramps	Culture and Māori	Tidal Constraints	Waterside maintenance	Land Availability	Proximity to water activity	Economic prosperity	Environmental sustainability	VHM / Affordability	Advisability	Stakeholder preferences
DN	Do Nothing	1	1	1	1	2	2	2	2	2					
Demand Management	Uter pay scheme for peak times (Pay as you go)	2	2	2	2	2	2	2	2	2	2	2	5	3	2
	Time slot system	3	4	3	4	4	4	4	4	4	4	4	3	F	4
	Parking and lane management/enforcement	3	4	3	2	2	2	2	2	2	2	2	3	4	3
Nelson	Safety	2	1	4	2	2	2	2	2	2	2	2	3	4	4
	Safety + Parking	3	3	4	2	2	2	2	3	4	2	2	1	1	4
	Safety + Parking + Ramp Capacity	3	4	4	4	2	2	2	3	4	2	1	1	1	3
Gross Point	Safety	2	2	3	2	2	2	2	2	2	2	2	3	3	4
	Safety + Parking	3	3	4	3	F	2	2	2	2	2	2	3	3	2
	Safety + Parking + Ramp Capacity	3	3	3	3	F	2	2	2	2	2	1	2	2	2
Motueka	Safety	2	1	4	2	2	2	2	3	2	2	2	4	4	4
	Safety + Parking	4	3	4	4	1	2	2	3	4	3	2	4	4	4
	Safety + Parking + Ramp Capacity	4	4	4	4	1	2	2	2	4	3	1	4	4	3
Kaikōterī	Safety	2	2	5	2	2	2	2	2	2	2	2	4	4	4
	Safety + Parking	3	4	5	3	F	2	2	3	5	3	2	1	1	3
	Safety + Parking + Ramp Capacity	3	5	3	4	F	2	2	3	5	3	1	1	1	3
Marahau	Safety	2	2	4	2	2	2	2	3	2	2	2	3	3	3
	Safety + Parking	3	3	3	2	1	2	2	3	3	3	2	1	1	2
	Safety + Parking + Ramp Capacity	3	4	2	2	1	2	2	1	3	3	1	1	1	2
Other (small craft and water skiing)	Kiwa Peninsula	4	3	3	3	3	3	2	5	3	2	3	4	5	4
	Rabbit Island	3	3	3	2	3	2	2	5	2	2	3	4	5	3

Table 11: New Ramps – MCA Scores

Option		Investment Objectives				Key Risks					NZ Outcomes		Strategy Alignment		
		Gen. Feasibility	Delays on Boat Ramps	Safety	Availability of Boat Ramps	Cultural and Māori impact	Tide Constraints	Maintenance of waterside access	Land Availability	Proximity to water-based activity	Economic prosperity	Environmental sustainability	NM / Affordability	Achievability	Stakeholder / customer preferences
DN	Do Nothing	1	1	1	1	Discounted based on IO									
C	Community Boat Ramp (Generic Locations)	1	2	3	2	2	3	2	3	2	2	2	4	4	3
1	Best Island	4	3	1	3	1	2	2	1	2	2	2	1	2	1
7	Kina Peninsula Road	5	3	1	2	2	2	2	4	3	2	2	2	2	2
3	Rough Island	1	3	2	3	1	2	2	1	2	2	2	1	2	2
4	Rabbit Island	1	3	2	3	2	2	2	3	2	2	2	2	2	2
5	Riwaka	1	2	2	2	2	2	2	1	3	2	2	2	2	1
6	Tapu Bay Reserve	1	3	2	2	F	1	2	2	3	2	2	2	3	1
7	Māpua (New Proposed)	4	3	1	4	3	3	3	4	4	5	3	3	1	4
8	Māpua Leisure Park	4	3	3	4	1	2	2	2	4	4	3	2	3	4
9	Stephens Bay	1	3	3	2	1	4	2	1	4	2	2	1	2	2
100	Motueka	1	4	4	4	3	3	2	2	4	4	4	4	3	4
105	Motueka Major Harbour (larger and high activity)	4	4	5	4	1	3	1	2	4	5	3	1	1	3
11	Rabbit Island – North	1	3	2	3	F	2	2	3	4	3	2	2	1	1

10.6 Results - upgrading existing sites

10.6.1 MCA scoring

The total scores for each option, when considering the weightings, are outlined within Table 12. The table also shows whether an option has any fatal flaws. The relative ranking of each option has then been provided (removing options that were fatally flawed).

Highlighted in dark green are options that may be suitable to bring forward as part of the programme, considering:

- The relative ranking (and score) of the option compared to other sites, or sub-options for the same location.
- Whether the option had any fatal flaws.
- A stakeholder desire to resolve issues at all existing major boat ramps (i.e. Nelson, Motueka and Kaizeriteri).

Table 12: Upgrade Existing Sites – Results

Option		Baseline			Sensitivity (Rank)		
		Score	Fatal Flaws	Rank	Investment Objectives	Cultural	Value for Money
Demand Management	User pay scheme	2.42	-	11	13	11	5
	Time slot system	2.22	F	-	-	-	-
	Parking and lane management	2.66	-	7	7	7	8
Nelson	Safety	2.60	-	8	11	8	10
	Safety + Parking	2.39	-	13	9	13	13
	Safety + Parking + Ramp Capacity	2.40	-	12	6	12	12
Grossi Point	Safety	2.51	-	10	12	9	11
	Safety + Parking	2.33	F	-	-	-	-
	Safety + Parking + Ramp Capacity	2.01	F	-	-	-	-
Motueka	Safety	2.78	-	6	8	6	7
	Safety + Parking	3.19	-	2	3	3	3-5
	Safety + Parking + Ramp Capacity	3.08	-	4	2	5	2
Kaizeriteri	Safety	2.87	-	5	5	4	6
	Safety + Parking	2.32	F	-	-	-	-
	Safety + Parking + Ramp Capacity	2.21	F	-	-	-	-
Marahau	Safety	2.54	-	9	10	10	9
	Safety + Parking	1.96	-	14	14	14	14
	Safety + Parking + Ramp Capacity	1.88	-	15	15	15	15
Other (targeting small craft and water skiing)	Kina Peninsula	3.49	-	1	1	1	1
	Rabbit Island	3.13	-	3	4	2	3-5

The MCA acted as a good tool for understanding the preferred way forward for each existing site. Under a range of sensitivity tests, generally the same options for each of the different sites ranked the highest. The only exceptions were:

- When 'value for money' or 'Investment Objectives' were given a high weighting bias, this resulted in the 'safety + parking + ramp capacity' option ranking highest for Motueka.
- When 'Investment Objectives' were given a high weighting bias, this resulted in the 'safety + parking + ramp capacity' option ranking highest for Nelson. However, ultimately the difficulty in acquiring the necessary land and impact to water quality means that it is not suitable to progress an option that proposed more ramp capacity and parking at Nelson Port.

10.6.2 Discounted sites

The MCA is only one tool that should be used to determine the preferred programme. However, the MCA process does allow the relative benefits of investing in alternative sites to be better understood. It also provides a robust means of establishing which options should be discounted at the long list stage.

The key reasons for not bringing forward some options from the long-list are outlined below:

Table 13: Discounted options

Option	Rationale for discounting
Do Nothing	<ul style="list-style-type: none"> There is a strong community desire to see an increase in the levels of service provided at publicly accessible boat ramps therefore Doing Nothing would not be acceptable to the community. Creates social and political risk due to the high levels of community desire Does not meet the investment objectives of the project scope.
Restricted Access / Time slot system	<ul style="list-style-type: none"> Difficult system to implement and would require a high level of support and compliance from all public users.
User Pays scheme	<ul style="list-style-type: none"> Pay as you go already exists at Nelson, Kaiberiteri and Motueka Boat Ramps (Marahau tbc)
Kaiberiteri – Expanding Car Parking or Ramp Capacity	<ul style="list-style-type: none"> Geographically and environmentally challenging to expand or build further capacity. Expanding capacity at this location would struggle to meet resourcing consent requirements, especially if this option related to environmental or physical change to the estuary.
Marahau – Expanding Car Parking or Ramp Capacity	<ul style="list-style-type: none"> Geographically and environmentally challenging to expand or build further capacity due to limited council owned land. Marahau is the furthest geographical location from the region's main population areas within the project scope, therefore the benefit for an all public access, would be limited Marahau has significant tidal restraints
Grossi Point	<ul style="list-style-type: none"> The site has high cultural value. Launching is not into the main channel and there are tidal restrictions. Water safety is a concern at Grossi Point as a reserve it is a popular area for swimming, BBQs and picnics. A boat ramp at this location could either create notable safety issues (e.g. conflict with swimmers) or remove a significant amenity value for other users.

10.7 Results - new sites

10.7.1 MCA scores

The MCA results for 'new sites' are provided as Table 14.

Table 14: New Sites – Results

Site		Baseline		Sensitivity (Rank)		
		Score	Rank	Investment Objectives	Cultural	Value for Money
DN	Do Nothing	0.30	14	14	14	14
C	Community Boat Ramp (Generic Location)	1.78	5	5	3	2.5
1	Best Island	1.79	13	11	11	12
2	Kina Peninsula Road	1.39	6	6	6	6
3	Rough Island	1.94	10	10	9	13
4	Rabbit Island	1.27	7	7	7	7
5	Riwaka	1.85	11	13	8	9
6	Tapu Bay Reserve	1.82	12	12	12	10
7	Māpua Waterfront	2.90	2	4	2	2.5
8	Māpua Leisure Park	2.84	3	3	4	5
9	Stephens Bay	2.93	8	9	10	11
10a	Motueka Recreational Hub (moderate size)	3.49	1	1	1	1
10b	Motueka Major Harbour (larger and high activity)	2.80	4	2	5	4
11	Rabbit Island - North	1.96	9	8	13	8

The draft MCA has identified:

- The Motueka Recreational Hub ranked as the highest-ranking option for all scenarios.
- The Māpua Leisure Park, Māpua Waterfront and Motueka Major Harbour all had very similar total scores, with a narrow range from 2.80 to 2.90.

- The Motueka Major Harbour option is however potentially critically flawed due to significant cultural impacts and high costs which would likely make it unaffordable in the current funding climate.
- The Māpua Waterfront option ended up as typically the second highest ranked under a range of sensitivity tests. It ranked lower than the Māpua Leisure Park option under the 'Investment Objective' sensitivity tests, largely because of the implications to safety for less experience users. The MCA has established that the Waterfront option would rank stronger if use were limited to experienced boaters only.
- The 'Community boat ramp' ranked well. However, this proposal would only indirectly support the overarching project objective of improving all-weather all-tide access to the Tasman Bay – by removing some demand from the existing sites. As such, on its own, it would not strongly align with the project investment objectives and as such was not taken forward for further consideration.

10.7.2 Discounted Options

The key reasons for discounting some of the 'new site' options are outlined below:

Table 15: Discounted options – 'new sites'

Option	Rationale for discounting
(1) Best Island	<ul style="list-style-type: none"> • Although geographically close to Richmond, accessing this location for an all public boat ramp facility would be challenging. Requiring road upgrading and increased road maintenance. • Possible conflict with residents due to the increase in traffic and boat use • Current ramp and facilities will need significant upgrading or complete replacement • Access to the Tasman Bay will still be tidal therefore does not meet the investment objectives
(2) Kline Peninsula Road	<ul style="list-style-type: none"> • Limited road access • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area • The channel is very narrow, indirect and suitable for small craft only
(3) Rough Island	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area • Current ramp and facilities will need significant upgrading or complete replacement • Access to the Tasman Bay would be through the Māpua channel, therefore would have an increase in risk of recreational user group conflicts on the water and safety crossing the Māpua sand bar.
(4) Rabbit Island	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area • Current ramp and facilities will need significant upgrading or complete replacement
(5) Riwaka	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area
(6) Tapu Bay Reserve	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area
(7) Stephens Bay	<ul style="list-style-type: none"> • Access to the Tasman Bay will be tidal therefore does not meet the investment objectives • Location would provide an increased level of service for only a small population area
(10b) Motueka (Major Harbour)	<ul style="list-style-type: none"> • This is expected that this would exceed the council budgets • Would require third party funding either from central government or some form of public private partnership. • Will require significant long-term and resource planning

10.8 Summary

Engagement with key stakeholders, including iwi representatives, has established that the preferred way forward would be a programme of upgrades to several sites. This would help address short term issues and provide benefits to a far wider catchment of the Tasman boating community. Taking this approach aligns with iwi desires to 'spread the load' and target initial investment at upgrading existing assets.

Upgrading existing sites

The MCA has provided a clear steer that a suitable preferred short-term programme would capture:

- **Demand management measures** - improved parking and lane management/enforcement.
- **Motueka** - safety and parking improvements.
- **Nelson** - safety improvements.
- **Kaiteriteri** - safety improvements (in conjunction with the Masterplan)
- **Marahau** - safety improvements.

- Kina Peninsula (targeting small craft and water skiing)
- Rabbit Island (targeting small craft and water skiing)

This approach aligns with the intervention hierarchy for National Land Transport Fund (NLTF) investments¹¹.

New sites – short list

The MCA has acted as a useful tool for narrowing down the field of alternatives for a potential new boat ramp. It has helped to establish that any further consideration of a new ramp should be limited to the following short listed locations:

- Motueka - recreational hub (moderate size)
- Māpua Waterfront
- Māpua Leisure Park

The following chapter provides a more in depth evaluation of the pros and cons of each of these options.

¹¹ www.nzta.govt.nz/assets/resources/The-Business-Case-Approach/PBC-intervention-hierarchy.pdf

11 New sites – short list evaluation

The comparison of the short-listed options has considered:

- The extent to which a new site at the Motueka Power Boat Club, Māpua Leisure Park or Māpua Waterfront will help deliver upon the Investment Objectives.
- The wider opportunities created by a new boat ramp in those locations.

11.1 Concepts

For additional context, the concept options for development at the Māpua Waterfront (developed by the Māpua Boat Club) is provided as Figure 33



Figure 33: Motueka boat ramp concept (Motueka Power Boat Club)

11.2 Delivering the Investment Objectives

Fundamentally, the preferred programme (also capturing the short-term programme of upgrades to existing sites) should strongly deliver upon all Investment Objectives. No intervention in preferred programme should make any of the problems worse – for instance, the absolute minimum is that the safety risk (both on land and on water) at all sites does not worsen.

As a reminder, the Investment Objectives are:

1. **Car parking** - reduce the number of trailers parked outside designated areas by 50% in the next five years
2. **Ramp capacity** - ensure boat ramp queuing space is suitable to accommodate peak demand for accessing the bay within the next five years
3. **Safety** - no recorded safety incidents at the boat ramps, or any increase in in waterside incidents at existing ramps in the next five years.
4. **Level of service** - Reduction in the number of users perceiving a shortage of boat ramps in the region from 78% to 33% within the next five years

The short-term programme captures minor safety improvements at five locations, and parking improvements at two locations. These interventions will therefore help support the 'car parking' and 'safety' Investment Objectives. The short-term programme does not however address the 'ramp capacity' or 'availability of ramp' Investment Objectives.

The programme also needs to deliver to the overarching outcome for the project, which is 'investment in all-weather, all-tide, ramp facilities would be best placed to satisfy the needs of the community'. The 'community' aspect of this statement refers to both experienced (e.g. boat club members) and less experienced public users.

Table 16 provides an assessment of the short-listed options against the investment objectives. A low, moderate or high alignment rating has been given according to the strength to which a new boat ramp at each site was satisfy the Investment Objectives. The ratings broadly align with the MCA scoring, as agreed by the wider project team.

Table 16: Assessment of short-list vs the Investment Objectives

	Motueka Power Boat Club	Māpua leisure park	Māpua waterfront
Car parking	High <ul style="list-style-type: none"> • New parking would be provided as part of the new boat ramp proposal. 	High <ul style="list-style-type: none"> • Good space available to accommodate car and trailer parking. • Will reduce demand for parking in the Māpua township. 	High <ul style="list-style-type: none"> • Council owned land could be easily developed to provide additional car parking. • Trailer parking capacity on remediated site across Tahurangi Street. • Boat trailers waiting for their turn could be parked beside the road blocking the public access to the main car park.
Overall	High	Medium	Medium

	Motueka Power Boat Club	Māpua leisure park	Māpua waterfront
	<ul style="list-style-type: none"> Motueka's population catchment is why this option ranks higher than the Māpua options. 	<ul style="list-style-type: none"> Would provide a new access point to the Tasman Bay and provide a good facility for Māpua residents. 	<ul style="list-style-type: none"> Focusing on the provision of access to the Tasman Bay for the Māpua Boat Club reduces the demand on other regional boat ramps.
Safety	<p>High</p> <ul style="list-style-type: none"> Shallow channel, but by far the safer channel. Harbourmaster's view is that it is better to promote this as a public ramp. 	<p>Medium</p> <ul style="list-style-type: none"> There is a natural eddy at the Leisure Park that would allow for easier boat access as well as minimise silt or storm debris build-up across the ramp, as the ramp would be away from the tidal flows. Locating a new facility away from the waterfront will reduce possible conflict between recreational user groups and community that currently use the wharf and surrounding for swimming. It is acknowledged that there will continue to be some conflict from the various recreational activities. No tide restrictions. Quick access for sea rescues with scouts near ramp access to the water. 	<p>Low</p> <p>Negative</p> <ul style="list-style-type: none"> TDC's harbourmaster identified navigational safety challenges on the water, which could create a notable safety issue for less experienced users. This is key considering that any new boat ramp should be safe to use for all the Tasman boating community. The safety impact may be slightly offset if the facility is focused on Māpua Boat Club members and less on public access. Those using the boat ramp will have the localised knowledge and experience of the other recreational users. Māpua boaties know that they need to go out before the wind picks up (but non-locals would not). Potential for walking/cycling bridge, this creates a new risk with the bridge jumpers and the boat users. <p>Positive</p> <ul style="list-style-type: none"> Quick access for sea rescues with scouts near ramp access to the water. Locating the Boat ramp at the waterfront park will ensure Grossi Point can be managed as a recreation reserve, removing conflict for swimmers.
	<p>High</p> <ul style="list-style-type: none"> The location of Motueka is central to a good catchment in terms of population. It is also well-regarded as a recreational fishing area within the Tasman Bay and other water activities. <p>Negative</p> <ul style="list-style-type: none"> Not all weather, all tide but still available for 12 hours per day (2 hours either side of high tide). 	<p>High</p> <ul style="list-style-type: none"> A boat ramp development at this location would focus on providing access to the Tasman Bay for Māpua Boat Club members and the local community. 	<p>High</p> <ul style="list-style-type: none"> The Māpua Community, Māpua Boat Club and Tamaha Sea Scouts lost full access to the Port Māpua wharf boat ramp. This is the closest located alternative and the preferred location for these stakeholders.
Level of service	<p>High</p> <ul style="list-style-type: none"> The location of Motueka is central to a good catchment in terms of population. It is also well-regarded as a recreational fishing area within the Tasman Bay and other water activities. <p>Negative</p> <ul style="list-style-type: none"> Not all weather, all tide but still available for 12 hours per day (2 hours either side of high tide). 	<p>High</p> <ul style="list-style-type: none"> A boat ramp development at this location would focus on providing access to the Tasman Bay for Māpua Boat Club members and the local community. 	<p>High</p> <ul style="list-style-type: none"> The Māpua Community, Māpua Boat Club and Tamaha Sea Scouts lost full access to the Port Māpua wharf boat ramp. This is the closest located alternative and the preferred location for these stakeholders.

The assessment against the Investment Objectives has highlighted that there is a notable risk that encouraging public use of a boat ramp at the Māpua waterfront could create new safety issues. The location is generally accepted as being only recommended for use by experienced, local, boaties who have knowledge of the tides, bar and impacts of wind conditions.

A new boat ramp at this location may need to be limited for use only for members of the Māpua Boat Club. This would help relieve some pressure off other regional boat ramps; but would on its own would not go far enough to delivering the ultimate objective of the project of improving access for all users.

11.3 Assessment against other factors

Table 17 provides a review of other factors which have differentiated the various short-listed options.

Table 17: Assessment of short-list vs key factors

	Motueka Power Boat Club	Māpua leisure park	Māpua waterfront
Road access	<p>High</p> <ul style="list-style-type: none"> Motueka has good transport access from across the Tasman region and access to the location would have limited impact on any residential areas or communities that may oppose increase in traffic volumes. 	<p>Medium</p> <ul style="list-style-type: none"> Single carriageway causeway connecting to the site which will likely require some form of upgrade. 	<p>High</p> <ul style="list-style-type: none"> Access to the ramp location may cause conflict with residents through the increase in traffic. Otherwise, access is good.

	Motueka Power Boat Club	Māpua leisure park	Māpua waterfront
Technical difficulty / property	<p>Medium</p> <ul style="list-style-type: none"> May require repurposing some land use areas around the current boat ramp location. Creates opportunities for new buildings and economic development 	<p>Medium</p> <ul style="list-style-type: none"> At a similar development model as per the Motueka Boat Club be considered. Council consider purchasing a portion of the Leisure Park for long term lease to the Māpua Boat Club for development Privately owned, but potential willing seller. Road access would need to be improved 	<p>Low</p> <ul style="list-style-type: none"> If the boat ramp was built over the top of the existing park, the angle of the ramp would be too steep for safe access up and down a short ramp and it would need to extend down the beach at a gentle angle. A coastal consent would need to consider the muddy nature of the beach, long shore drift and the issue of mud building up and probably covering the ramp or scouring it and making it insecure. The council's gravity sewer at the toe of the seawall would need to be protected and accessible. The stormwater swale on the south side would need to be retained or another provision made to contain the stormwater on site.
Environment / Cultural	<p>Medium</p> <ul style="list-style-type: none"> Dredging of the main channel would be required. Opportunities to improve the environment by including washdown facilities and compliant boat hull cleaning as part of the recreational hub. 	<p>Low</p> <ul style="list-style-type: none"> Iwi have noted that this site is highly discouraged as it is a wahi tapu and historical occupation site and would also lead to significant habitat invasion. 	<p>Low</p> <ul style="list-style-type: none"> If the boat ramp disturbed existing pesticide residue, the hazardous waste would need to go to landfill. If permission was obtained, and there would be special conditions and an extra cost. The new cap would have to be engineered, and monitoring established to test the groundwater and estuary sediment for pesticide residues. Furthermore, a bond may be required (potentially several million) to repair the site should the boat ramp discharge contaminants into the estuary. Should a washdown facility be required the water supply will need to be restricted during droughts, and a structure provided for the saltwater, mud and weed and other debris to be washed down into the sea. Boat trailers parking on FCC West would kill the grass with salt water and heavy wheels and provide a sight similar to Kaiteriteri's boat trailer park.
Amenities	<p>High</p> <ul style="list-style-type: none"> Presents excellent opportunities for commercial development 	<p>Medium</p> <ul style="list-style-type: none"> Conflict with existing business restaurants & accommodation - away from commercial hub. However, as it would be a public ramp, it would attract people to the general Māpua area. Opportunity for development at the site, with available space for boat club and scout buildings. 	<p>Medium</p> <ul style="list-style-type: none"> Waterfront remains with potential for further development for exercise, BBQ and playground areas. Close to existing clubrooms with room to accommodate sea scouts boat storage facility. <p>Negative</p> <ul style="list-style-type: none"> Perceived loss of green space by community. Taxpayer funding as well as ratepayers was used to remediate the old pesticide factory, and it was agreed that the Waterfront Park was to be available for the public as open space.

11.4 Preferred new boat ramp site

The key findings of the short-list assessment were:

- The Motueka Power Boat Club option presents the lowest risk profile and could open up wider commercial opportunities. The location has a central location, a good population catchment area, and the town also provides a large amount of visitor accommodation. The option aligns well with the objective of providing access to the Tasman Bay for all the community.
- The Māpua Waterfront option presents safety issues to an extent whereby the general public should not be encouraged to use the ramp and have increased safety risk from the mixed use of the recreation area (swimming and boat use). The option would meet the needs of the Māpua Boat Club and provide a reinstatement of the facility that

was removed as part of the Māpua township improvements. Some wider regional benefits would be provided, with Māpua Boat Club members no longer needing to utilise other boat ramps.

- The Māpua Waterfront option also presents significant environmental challenges and risks.
- The Māpua Leisure Park presents some good benefits, and the location means that it can provide safer access to the Tasman Bay for both experienced and inexperienced boaters. However, the site is discouraged by iwi.

The short list assessment has identified that the preferred new site for a public boat would be at the **Motueka Power Boat Club**. Whilst the option presents challenges (most notably the need to dredge the channel) it has the lowest risk profile, is likely to have good community support and would strongly deliver upon all the Investment Objectives.

11.5 Māpua Waterfront boat ramp - Funding

This IBC presents an independent review of the various alternatives for a new boat ramp and considers the needs to the wider Tasman boating community. The assessment was completed, and conclusions were drawn, prior to an announcement in May 2021 that Tasman District councillors agreed to advance up to \$700,000 for a new boat ramp at the Waterfront Park¹⁴. The \$700,000 funding, excluding inflation, is to be released in tranches of \$50,000 in 2021-22 followed by another \$50,000 in 2022-23 and the remaining \$600,000 in 2023-24.

The assessment undertaken as part of the MCA remains unchanged, and the safety and environmental issues at the Waterfront site would need to be carefully considered.

A new ramp for experienced members of Māpua Boat Club and Tamaha Sea Scouts would further support the recommendations of this business case. This is because it would relieve pressure on other regional boat ramps and support the 'availability of boat ramps' Investment Objective.

¹⁴ www.stuff.co.nz/sport/boating/12519597/that-decision-puts-mind-in-the-sails-of-m-pua-boat-ramp-proponents

12 Preferred Programme

The recommended programme has been developed from feedback from the TDC, iwi and key stakeholders. The programme consists of short-term low-cost interventions that seek to spread investment to several existing boat ramps. This approach therefore ensures that the widest range of customers gain benefit.

The short short-term programme would capture:

- **Demand management measures** - Improved parking and lane management/enforcement.
- **Motueka** - safety and parking improvements.
- **Nelson** - safety improvements.
- **Kaiteriteri** - safety improvements (in conjunction with the Masterplan)
- **Marahau** - safety improvements.
- **Kina Peninsula** – improvements targeting small craft and water skiing
- **Rabbit Island** – improvements targeting small craft and water skiing

Longer term investment is then targeted at providing a new ramp in Motueka, which would form part of a wider recreational hub development proposed by the Motueka Power Boat Club.

12.1 Short term programme

12.1.1 Demand management

Estimated cost: <\$25,000 per year

Improved parking and lane management, or enforcement, through assigned personnel that can be deployed during the peak times of the year would assist in controlling vehicle movements and community concern around the ramp accessibility and etiquette. All three major ramp locations, Nelson, Motueka and Kaiteriteri become congested during the peak times with people of various boating knowledge and vehicle maneuvering experience creating hostile and poor experiences for all users. This option can easily be deployed at the known peak times and requires no increase of ramp or vehicle parking capacity.

It is recommended that the personnel deployed should have some authority to act on behalf of the council or the harbormaster and be knowledgeable about the fishing areas and regional bylaws to support complaint behavior. It is recommended that the personnel deployed are independent of the boat club(s). It is estimated that this would require 3 people deployed (one at each of the three ramps) for a total of four weeks of the year for 8 hours per day. Although this may not cover the full extent of the peak times, this will cover the majority of the times at the main high demand locations.

12.1.2 Motueka – safety and parking improvements

Estimated cost: <\$10,000 plus maintenance costs

Pedestrian safety can be enhanced by demarcating priority pedestrian paths and walkways through both the carparking area and around the boat ramp itself. This will require a small increase in ramp maintenance costs to ensure the demarcation stays visible. Repurposing some of the current land that is being used for boat storage and/or maintenance would increase the car parking capacity. Increase the capacity within the parking area would reduce the on-street parking and congestion that this generates on the narrow causeway.



Figure 34: Motueka – Recommended Pedestrian Safety Enhancements (Concept)

Nelson – safety improvements

Estimated cost: <\$20,000

It is recommended that some permanent pedestrian bollards are installed at the top of the ramp, providing protection for pedestrians accessing the top of the boat ramp. This area is a high-risk area for pedestrian and vehicle conflict, as there will be vehicles manoeuvring trailers accessing the ramp with limited visibility as well as pedestrians moving between the top of the boat ramp and the carparking area.

The connection between the pedestrian ramp access and the path through the grassed area, leading to the toilets and Sea Scouts is not connected and is unprotected. It is recommended that pedestrian demarcation through the vehicle parking area is enhanced to assist in separating pedestrian walkways and vehicle movements.

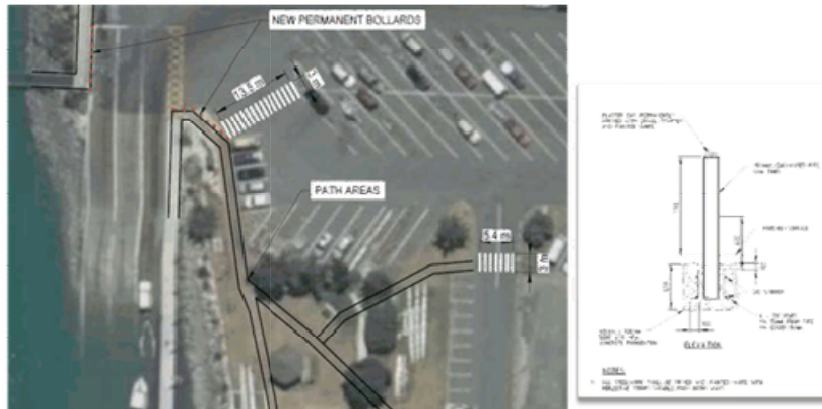


Figure 35: Nelson – Recommended Pedestrian Safety Enhancements

12.1.3 Kaiteriteri – safety improvements

Estimated cost: <\$10,000

Pedestrian safety was identified as the main safety concern at Kaiteriteri. There is currently no pedestrian crossing facility at the boat ramp and there is no visual cue to mitigate pedestrian and vehicle conflict at the boat ramp for the beach area. This could be enhanced by increasing the visibility of the pedestrian crossing location at the top of the ramp and by providing vertical, safe hit flexi bollards on the outer edges of the boat ramp. The safe hit flexi bollards would be fixed to the existing ramp with marine grade stainless steel bolts and the bollards can be replaced if they wear out or get damaged over time. Noting any safety enhancement would need to be done with the support of the Kaiteriteri Recreational Reserve, Management.

An alternative option for the pedestrian crossing design could be to engage the local community to design a pedestrian crossing that could be painted at the top of the boat ramp. Paint could be provided in the form of a grant along with some contractor support and supervision for the implementation.



Figure 36: Kaiteriteri – Recommended Pedestrian Safety Enhancements

12.1.4 Marahau – safety improvements

Estimated Cost: <\$10,000

Pedestrian safety was identified as the main safety concern at Marahau. This could be enhanced by increasing the visibility of the pedestrian crossing location at the top of the ramp. The current pedestrian crossing is approximately 12m in length and 3 metres in width. It is recommended that the crossing be painted using longitudinal block markings as per Pedestrian Zebra crossing. It is recommended that this crossing be treated as a courtesy crossing rather than a formalised crossing.

An alternative option for the pedestrian crossing design could be to engage the local community to design a pedestrian crossing that could be painted at the top of the boat ramp. Paint could be provided in the form of a grant along with some contractor support and supervision for the implementation.



Figure 37: Marahau - Recommended Pedestrian Safety Enhancement

12.1.5 Kina Peninsula – improvements targeting small craft and water skiing)

Estimated Cost: \$100,000 (inc. consultation)

The improvements will capture:

- Creating some dedicated parking locations (not sealing, but delineation)
- Better access through from reserve to the beach area
- Improved delineation to the boat launching
- Interpretive panels to ensure that local history of the area is being recognised.

Whilst not currently located close to a large population base, recently TDC have received indicative development plans which have earmarked significant potential expansion of the town of Tasman (up to 2,500 new homes).

12.1.6 Rabbit Island – improvements targeting small craft and water skiing)

Estimated Cost: \$100,000 (inc. consultation)

The improvements will capture:

- Creating some dedicated parking locations (not sealing, but delineation)
- Better access through from reserve to the beach area
- Improved delineation to the boat launching
- Interpretive panels to ensure that local history of the area is being recognised.

It is intended that this ramp is for access to the inlet, not access to Tasman Bay.

12.2 Long term programme

Estimated cost: \$20-25m

The development of the Motueka Power Boat Club area as a new development, could benefit the community with an all-weather and most tides boat ramp. The site would provide good levels of service and capacity for vehicle and trailer parking. The option opens wider economic opportunities through marine and recreation boating as well as the development of a compliant boat hull cleaning (antifouling) site. This would also promote environmental and bio security benefits to the Tasman region.

A concept design and cost estimate has been undertaken by the Motueka Power Boat Club. However, plans are still ongoing, and any further details cannot yet be made publicly available.

13 Preferred Programme Assessment

This section outlines the strength to which the preferred programme will deliver upon the Investment Objectives and the key problems identified by the boating community during consultation. It also outlines the broad economic benefit streams that could be enabled through investment in the preferred programme.

13.1 Alignment vs Investment Objectives

Table 18 demonstrates the strength of the alignment of the preferred programme against the Investment Objectives.

Table 18: Assessment of short-list vs the Investment Objectives

Investment Objective	Alignment	
Car parking - reduce the number of trailers parked outside designated areas by 50% in the next five years.	High	The programme includes short-term improvements targeted at improving safety and maximising the efficiency of the current car parking. This would go some way to addressing this issue, and a new boat ramp at the Motueka Power Boat Club would significantly help further 'spread the load'. It would be expected that this Investment Objective would be strongly delivered. But it would not necessarily guarantee that some isolated occurrences of parking on local streets would still occur on peak days.
Ramp capacity - ensure boat ramp queuing space is suitable to accommodate peak demand for accessing the bay within the next five years.	Medium	Short term measures seek to improve the efficiency of the boat ramps, and by nature will effectively improve the throughput. Whether this Investment Objective is met is dependent on when the recreational hub at the Motueka Power Boat Club is completed and funded. The final programme would strongly deliver upon this Investment Objective.
Safety - no recorded safety incidents at the boat ramps, or any increase in in waterside incidents at existing ramps in the next five years.	High	A suite of minor safety improvements are proposed in the short-term. The recommended location for a new boat ramp presents the lowest waterside safety risk of the other short-listed alternatives. Encouraging people to launch from Motueka will drive overall safety benefits.
Level of service - Reduction in the number of users perceiving a shortage of boat ramps in the region from 78% to 33% within the next five years	High	This objective would be expected to be delivered with investment a new boat ramp at the Motueka Power Boat Club. Would need to be confirmed with post implementation surveys of the Tasman boating community.

13.2 Addressing customer desires

Table 19 demonstrates that the preferred programme will strongly address the key issues raised by the public regarding the existing provision of boat ramps across the region.

Table 19: Delivering customer needs

Feedback	Alignment	
Parking management at Kaiteriteri is needed, especially over Christmas holiday period	Strong	The various land constraints at Kaiteriteri mean that there is little scope to be able to provide more parking. However, the programme captures a significant improvement to Motueka – the closest located alternative boat ramp. This means that more people will be able to efficiently access to the Tasman Bay around Kaiteriteri and will result in a reduced demand at the Kaiteriteri boat ramp.
Nelson ramp needs more parking	Medium	Parking improvements have recently been made to the Nelson Port boat ramp, and there is little available space to accommodate further parking. Parking and lane management improvements are proposed for peak periods which are intended to improve the efficiency and throughput of the facility.
More dedicated parking for boat trailers with more enforcement	Strong	The preferred programme includes parking and lane management improvements are for peak periods.
Motueka needs more parking	Strong	Short term improvements are proposed, along with a long term medium-sized recreational hub.

13.3 Potential benefits and wider costs

13.3.1 Benefit streams

The potential benefit streams of investment are:

- **Recreational fishing benefits**
 - \$1,800 per year is the average spend per year by each boat fisher in New Zealand³³.
 - A high level estimate of the total Crude estimate of Marine GDP = \$20-30m p.a. in Tasman/Nelson (based off 2012 Auckland study)
 - 100,000 international tourists fish in the sea every year when visiting New Zealand.
- **Charges for using boat ramps**
 - Examples of boat ramp charges include Motueka \$10/use, Nelson \$20/return, Taupo \$6/day, Sandspit (AK) \$20/return, Seaview (WEL) \$18/return. Frequency of use in the Tasman Bay (from customer survey that informed this IBC) is around 10 to 20 trips per year.
- **Reduction in average fuel cost with a boat ramp that is more accessible to fishing regions**
 - The average fuel cost per boat trip (inc. non-ramp users): \$51 (dinghy) to \$106 (power boat <6m) to \$140 (power boat >6m).
- **Benefits to the local boating industry**
 - Approx. 10,000 boats in the Tasman region
 - Captured through boat building and repairs, boat sales, boat storage and boating equipment distribution.
- **Increased visitors to the district through boating events.**
 - Māpua Boat Club March regatta expected 50 participants (from Māpua)
 - Tasman Bay Cruising Club sailing regattas (from Nelson Marina)
 - Tasman Bay Snapper Cup with around 160 registrations (based at Richmond)
 - Motueka RSA annual fishing competition with around 230 entries
- **Reduced disturbance to others around existing boat ramps.**
- **Safety benefits related to a reduction in land side and water side incidents.**

13.3.2 Direct and indirect costs

The direct and indirect costs of a new boat ramp would include:

- Construction and operating costs
- Land purchase
- The alternative value of land – i.e. how else could the land have been used?
- Disturbance effect to non-boat users in the vicinity (likely to increase if adequate ramp supply and management is not provided)
- Environmental and/or cultural values not recognised in land price

13.3.3 Indicative economics

A cost estimate and design for the Motueka Power Boat Club has not yet been finalised.

As above, future economic benefits of the programme will in large part be directly related to the number of new boating users are generated following investment. User costs may also be reduced by providing quicker access to areas of the Tasman Bay the people are wanting to travel too (depending on the activity they are undertaking).

Based on \$1,800 benefit per year per new boaties/fisherman, an economic benefit of \$1,000,000 (over 60 years) would be gained if 24 new boaties are created directly because of investment in the Motueka Power Boat Club recreational³⁴.

This figure can be used to derive future economic benefits, noting that it does not capture the additional benefit streams outlined in Section 13.3.1.

³³ Recreational Fishing New Zealand report, NZ Marine Fishing Foundation, March 2016

³⁴ $\$1,000,000 / \$1800 \times 23.073 = \$52777$ for 60 years at 4%

14 Next Steps

This report has established a strong case for change and established, through a comprehensive review of alternatives, a technically preferred programme. The next stage of the process would be for council to review and seek endorsement of the preferred programme.

There after the next stages would be:

- Funding approval, pre-implementation and construction for the short-term programme.
- Detailed business case for the Motueka Power Boat Club recreational hub.

Appendix A: Existing Boat Ramps

Council Administered Boat Ramps

Location	Length	Lanes	Surface	Condition
Best Island – Adjacent to jetty on eastern side of island	16.0 m	1	Concrete	Poor
Māpua – Adjacent to wharf	20.0 m	1	Concrete	Moderate
Māpua – Grossi Point	Undefined	Undefined	Unformed	Moderate
Marahau - Waterfront	27.0 m	2	Concrete	Very Good
Marahau - Estuary	8.0 m	1	Concrete	Moderate
Murchison – at Riverview Holiday Park	10.0 m	1	Concrete	NA
Rakopi - Dry Road Westhaven Inlet	5.0 m	1	Sand & Gravel	Very Poor
Motueka – In front of 111 Trewavas Street	9.0 m	1	Timber / Concrete	Poor
Māpua - leisure camp inlet in front of cafe.	20.0 m	1	Concrete	Moderate
Ruby Bay – Chaytor Reserve, Broadsea Avenue	30.0 m	1	Concrete	Good
Motueka - South of Motueka bridge off Main Road Riwaka	25.0 m	1	Unformed	Poor
Motueka - north of Motueka Bridge	20.0 m	1	Unformed	Poor
Motueka - 100 metres north of Motueka bridge	50.0 m	1	Unformed	Moderate
Riwaka - West of two boat sheds on Wharf Road	20.0 m	Pedestrian	Concrete	Poor
Riwaka - 20 metres East of Wharf	10.0 m	1	Concrete	Moderate
Riwaka – End of Green Tree Road	16.0 m	1	Concrete	Good
Ligar Bay - 100 metres North from the road	20.0 m	1	Concrete	Poor
Collingwood - Eastern boat ramp at William Street car park	50.0 m	2	Concrete	Good
Collingwood - 50 metres West from 49 Beach Road	5.0 m	1	Unformed	Moderate
Patrons Rock – Opposite 216 Patons Rock Road	20.0 m	1	Sand	Moderate
Patrons Rock – Battery Road	50.0 m	1	Unformed	Moderate
Rangihaeata Head - Keoghan Road end	100.0 m	1	Unformed	Moderate
Takaka River freedom camping space adjacent to SH60 Bridge	30.0 m	1	Gravel	Good

Appendix B: Survey Questions

Appendix C: Independent Investigations

Māpua

In 2017 the Māpua Boat Club, alongside TDC, investigated potential locations for providing 24/7 all tide access to the main Māpua channel. The process included consultation with the MDCA (Māpua Districts Community Association) and Tamaha Sea Scouts.

The arguments for and against various locations around Māpua are outlined in the table below. This feedback has communicated again separately the representations during the Problems and Options Workshop (6th April 2020) that informed this business case.

Māpua Power Boat Club - Feedback

Location	Pros	Cons
Grossi Point Three possible locations: <ul style="list-style-type: none"> Existing unformed ramp Eastern side of park Western side of park 	<ul style="list-style-type: none"> Existing use up to 30 boats in summer Green space for parking 	<ul style="list-style-type: none"> Existing reserve area Lack of off-road parking – creates congestion on Tahī Street Conflict with swimmers – popular swimming area Motor wash from outboards washing through swimmers and disturbing seabed Best picnic and BBQ area in Māpua Old Pa site Cultural significance to Tangata Whenua Archaeological and historical significance Not an all tide access to channel SW wind makes launching difficult Need four-wheel drive
Broadsea Avenue (Chaytor Reserve)	<ul style="list-style-type: none"> Existing small boat ramp Direct access to Tasman Bay 	<ul style="list-style-type: none"> Extremely tidal Open to sea swell and sea breezes Access through Tait St & Broadsea Ave limiting Lack of land for parking availability
Māpua Leisure Park	<ul style="list-style-type: none"> Car parking space Access to main channel No tide restrictions Away from commercial hub Rooms for boat club and scout buildings Potential for marina Mitigates potential health & safety issues related to both sea rescues and scouts near ramp access to the water 	<ul style="list-style-type: none"> Privately owned Conflict with existing business restaurants & Accommodation New clubrooms required Single carriageway causeway
Rabbit Island/Rough Island	<ul style="list-style-type: none"> Existing boat ramps could be developed Room for parking 	<ul style="list-style-type: none"> Tidal restrictions Rabbit Island management plan restrictions Would require dredging for ramp and not 24/7 main channel access Roading access required Potential damage to ecology/wildlife habitat
Waterfront Park	<ul style="list-style-type: none"> Access to main channel Room to accommodate sea scouts boat storage facility Mitigates potential health & safety issues related to both sea rescues and scouts near ramp access to the water Reduces traffic noise from boats currently using Grossi Point Close to existing clubrooms Trailer parking capacity on remediated site across Tahī Street Foreshore is already modified Little or no excavation needed Vacant land not currently utilised, better utilisation of the park Waterfront remains with potential for further development for exercise, BBQ and playground areas 	<ul style="list-style-type: none"> Contaminated site Could be limited by engineered containment (bund wall) Perceived loss of green space by community

Marahau

A feasibility study was undertaken in 2019 which investigated, and provided potential solutions, to resolve the parking, beach access, and boat ramp and jetty access issues at Marahau. A summary of the key points from this study relevant to the business case are outlined below.

Parking

Parking surveys undertaken in the summer of 2019 by TDC indicate that parking occupancy averages 55% of capacity. However, there are a range of issues associated with parking at Marahau that are seasonal and largely due to inadequate organisation and signage. This includes:

- Poorly defined and designated parking during the peak season.
- The stormwater swale along Sandy Bay Road prevents efficient parking and limits parking capacity.
- Throughout the village, parked vehicles often impede pedestrian access particularly at the public toilets and rubbish / recycling facilities.
- There is a lack of parking and turning areas for vehicles with boat or kayak trailers, and for larger vehicles such as buses and campervans.

Short term options to address the parking issues to June 2021 include directional and parking signage, defining parking spaces, establishing time restrictions for parking, preventing egress over footpaths, creating a loading zone at public facilities, and designating some areas as 'no parking'. Medium to long term solutions include exploring opportunities for an overspill summer car park, expanding the boat ramp parking and turning area and a park and ride.

Boat Ramp

Congestion issues at the boat ramp and jetty are seen at high tide during the peak summer season which impact on safety. This occurs when multiple users arrive at the same time in the 2 ½ - 3 hours either side of high tide and there is nowhere for them to wait, creating congestion in both the parking and loading zones and back onto the roadway.

Water taxis and kayaks are transported via large tractors whose width puts pressure on the dual lanes on the ramp. The footpath runs along the rockwall to Otuwhere Sand Spit and pedestrians need to access the top of the ramp, without formal pedestrian access or right of way indications presenting a safety hazard.

Short term options to address issues include formalising a pedestrian access way across the top of the boat ramp, indicating pedestrians give way to vehicles, delineating two lanes on the boat ramp, and retention and enhancement of the boat trailer and loading zone parking signage. Long term options include the potential to reclaim land to expand the boat ramp parking and turning area, and construction of a regional boat ramp for the Tasman district.

Exploration of building a second boat ramp at Marahau are not feasible.