

**BEFORE THE HEARING COMMISSIONERS
NAPIER**

IN THE MATTER of the Resource Management Act 1991
(the Act)

AND

IN THE MATTER of applications by Port of Napier Limited
to undertake wharf expansion,
associated capital and maintenance
dredging, disposal of dredged material
within the coastal marine area, and
occupation of the coastal marine area
for existing port activities and the
proposed new wharf

STATEMENT OF EVIDENCE OF DAVID KEITH WANTY

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INTRODUCTION

Qualifications and experience

1. My name is David Keith Wanty. I am a self-employed transport engineer and Director / Principal of Wanty Transportation Consultancy Limited based in Wellington.
2. I have a Bachelor of Engineering (Civil) and a post graduate Master of Engineering (Civil) from the University of Canterbury and a Master of Science (Transport Planning and Engineering) from the University of Leeds. I am a Chartered Member of Engineering New Zealand and a Member of the Institute of Transport Engineers (International Division). I am registered in New Zealand as a Chartered Professional Engineer and as an International Professional Engineer.
3. I have more than 35 years' experience as a transport engineer including the areas of traffic engineering, transport planning, road safety and road asset management analysis.
4. I have been the Vice-Chair, Chair and immediate Past Chair of the national committee of Transportation Group NZ (formerly the IPENZ Transportation Group), the largest Technical Group of Engineering NZ.
5. Much of my experience has been in the area of traffic engineering. I have undertaken independent reviews of proposed development projects for local authority and private clients at the resource consent / council hearing and Environment Court stages. I have prepared assessment reports and presented evidence at a number of Council and Environment Court hearings and as a traffic expert have been involved in caucusing.
6. While based in Wellington I have undertaken a number of projects in the Hawkes Bay region over the years and am generally familiar with the region and its main centres, Napier, Hastings and Havelock North.
7. I last visited the site on 11 September 2017, observing Port operations from the Bluff Hill lookout and afterwards inspecting the western Gate 3 environs as well as eastern Gate 1.

Involvement in project

8. In the past, I have assisted the Port of Napier by reviewing traffic engineering elements for an earlier (reclamation) proposal undertaken principally by former colleagues in 2005/06.
9. My current involvement has involved collation and review of information relating to the transport and traffic aspects of Napier Port's proposed new wharf and dredging project.
10. My 2017 traffic assessments involved investigating three parts, comprising background information; wharf construction; and post-construction impacts. The traffic capacity aspects of wharf construction were approximately of the same magnitude as the design life assessment for the post construction period.

Expert Witness Code of Conduct

11. I have been provided with a copy of the Code of Conduct for Expert Witnesses contained in the Environment Court's Practice Note dated 1 December 2014. I have read and agree to comply with that Code. This evidence is within my area of expertise, except where I state that I am relying upon the specified evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Purpose and scope of evidence

12. The purpose of this evidence is to confirm my original assessment in respect of the traffic impacts arising from the proposal, and, where relevant, to update the earlier background information.
13. The proposal involves construction of a new, broadly east / west aligned wharf parallel with and adjoining the existing main port reclamation area. This will enable continued growth of the Port as regional production increases. It will also enable larger modern vessels to access the Port. Such projects are under way or proposed for many New Zealand ports. The project also includes several stages of dredging, to extend, deepen and widen the existing fairway and provide a larger swinging basin and an extended channel for large vessels.

14. In terms of wharf construction, some works will be undertaken from a barge on water with most works from the landward side.

Summary of conclusions

15. My traffic impact assessment (TIA) report entitled *Napier Port Proposed New Wharf and Dredging Project*, dated 19 May 2017 is at Appendix M, Volume 3 of the application documentation.
16. In that report, I found that during the construction and dredging activities of the proposed wharf structure there would be only a minor reduction in the level of service for Port traffic, and the associated increase in capacity for handling cruise ships and container ships will have minimal additional traffic impact on the immediate land transport network. I continue to hold that opinion with respect to adequate traffic capacity.
17. With respect to safety, I expressed a need for improvements to the Western access and if safety issues remained then a longer-term solution may need to be investigated such as signalisation.
18. While some safety improvements have been made it is my opinion that safety issues remain, and I still hold the view that further improvements are needed to address current operational concerns.
19. I will now proceed with providing an update of the background information pertinent to my earlier assessment.

BACKGROUND INFORMATION UPDATE: GENERAL

20. It is my understanding that there have been no physical changes made to the road, rail, walking and cycling network immediately adjacent the Port, or to bus services past the Port since my report was prepared.
21. However, I understand that the Napier City Council is currently planning to undertake further measures to further discourage trucks travelling to and from the Port via Marine Parade.
22. Furthermore, further afield, the rail line between Napier and Wairoa was recently re-opened, thereby enabling more logs to be transported to the Port by rail. It is also possible in the

longer term that the Wairoa to Gisborne rail line might be earmarked for regional funding by the Government¹.

BACKGROUND INFORMATION UPDATE: CRASH HISTORY

23. Arguably there has been a slight increase in the reported crash rate in the past 1½ years, but this is unlikely to be statistically significant. Furthermore, none of the reported crashes from 1/1/2011 to 30/6/2018 on the assessed 3.66 km State Highway 50 route have involved a truck, except for one non-injury crash at the eastern Gate 1 intersection².

BACKGROUND INFORMATION UPDATE: WESTERN GATE

24. In the past year the Port in association with KiwiRail has made a number of changes to the signage at the western Gate 3. This followed a Level Crossing Safety Impact Assessment report by Stantec dated 20 November 2017.
25. The report considered an update of the existing layout along with two design options, an interim design (design 1) and design 2 comprising standard flashing lights and bells (FLB) with half arm barriers (HAB). It recognised that neither option resolved the short stacking issues. A third intersection signalisation option with detection of approaching trains was not analysed.
26. The selected option included new electronic warning signs activated by trucks approaching the railway level crossing, along with flashing warning lights by the STOP limit lines.

BACKGROUND INFORMATION UPDATE: TRAFFIC MOVEMENTS

27. No update of the traffic movements has been undertaken since those reported in the assessment for Wednesday 10 August 2016 (when there were approximately 5150 vehicles per day along SH50 west of Gate 3 and 4160 east of Gate 3).
28. I have examined updated traffic data available from the NZTA (including continuous data). They show the same patterns, and the flows are as reasonably expected.

¹ No decision has been made on this or even if/when a decision might be made.

² On 4/7/2014 a car driver tried to exit left on the inside of a truck that was already exiting left.

29. Likewise I note from the Port of Napier 2017 annual report that there has been an increase in Port traffic and in the number of cruise ships, which have been able to be handled satisfactorily from a traffic viewpoint.

WHARF CONSTRUCTION

30. It is expected that impacts of construction traffic to/from the Port during the construction period of the new wharf will be managed in the normal manner via a temporary Traffic Management Plan (TMP), as proposed in my original report. This plan should also confirm arrangements for a shuttle van service or equivalent for construction staff to/from the construction area, and indicate dedicated vehicle/cycle parking areas for construction staff. In developing the TMP, consultation should be undertaken with the NZ Transport Agency, Napier City Council and KiwiRail as key affected parties, and their endorsement sought.

WIDER TRAFFIC IMPACTS

31. The NZ Transport Agency is continuing to improve the state highway network within Napier. For the existing 2018/19 Financial Year this includes upgrading the existing roundabout at the intersection of SH 2/50 Hyderabad Road and Prebensen Drive. The latter is planned to become a state highway, in conjunction with traffic calming measures introduced by Napier City Council (NCC) along Meeanee Quay and Pandora Road, so that Port road traffic to/from the north would be expected to use the SH 2B Expressway, Prebensen Drive and Hyderabad Road. Further traffic measures would be expected within Ahuriri, for example as part of urban design initiatives.

RESPONSE TO MATTERS RAISED IN SECTION 42A REPORT

32. I have examined the Officers' section 42A report and note that they have said little with respect to traffic and safety issues. In paragraph 57 the report notes that opposing submissions raised "traffic management" *inter alia* but not traffic and safety impacts per se, and that one neutral submission from the NZTA raised engagement in the preparation of a Traffic Management Plan (refer paragraph 60).
33. Other than that the report refers to my statements in paragraphs 64 and 133 (refer associated footnotes), the only

point of note is that my officially registered company name is Wauty Transportation Consultancy Ltd – I sometimes get it wrong too!

RESPONSE TO MATTERS RAISED IN SUBMISSIONS

34. I have reviewed the submission of the NZ Transport Agency (#39) which requested the following amendments.

The Transport Agency requests that the TMP [Traffic Management Plan] be provided to the Network Operations Contractor for comment and approval prior to lodgement with Hawkes Bay Regional Council. The Transport Agency also requests that at least one week prior to any works being undertaken in respect of the TMP the Transport Agency is informed of the date of commencement.

The Transport Agency also note that it would be beneficial for ongoing discussions to occur to ensure the connection to the State Highway from the Port operates efficiently and adequate capacity is available within the Network in the foreseeable future.

35. I agree with the Officers' S42A report draft **Condition 20** for CL180008C requiring a Traffic Management Plan as an appendix to the Construction Management Plan – refer also draft **Condition 14** to that consent.

36. In examining the other submissions, traffic was only raised in the form letter submitted by the Secretary of the Seascapes Environment Society Incorporated (submission #14) and by several others (submissions #15 to #19). Included in the twelve "Port to Agree..." statements were the following:

- *Close Port gates from 10 pm to 7 am the following morning to trains and traffic*
- *To advocate for smooth seal along [the] residential area of Breakwater Road*
- *To advocate for a courtesy speed reduction similar to Marine Parade along [the] residential area of Breakwater Road*

In addition submission #19 included a comment to be noted "My house shakes as the trucks drive past"

37. I consider that the night-time closure request likely pertains to the matter of noise of existing operations, and I note that a noise expert is giving evidence and that noise issues will be part of the Construction Noise Management Plan (refer Officers' report draft **Conditions 18 & 19** for CL180008C).
38. I consider the matter of a smooth seal and courtesy speed reduction also likely relates to noise (and vibration) of existing

operations and the provision of such road/traffic measures is outside the control of the Port. I note that the Construction Management Plan could, if necessary, include certain limitations such as access to the site via SH50 rather than Marine Parade for example, and monitoring of construction traffic.

CONCLUSIONS AND RECOMENDATIONS

39. I conclude that the Port operations are continuing to grow as was reported in my earlier traffic impact assessment.
40. The intersection of SH 50 Breakwater Road with the eastern Gate 1 and western Gate 3 can be expected to continue to operate with adequate capacity.
41. I acknowledge that the Port of Napier has made safety improvements to Gate 3. There has unfortunately been a subsequent recent train/truck serious crash, and in my opinion the Port will need to continue to investigate safety improvements, including the possibility of installing signals to resolve the short-stacking issue. This continues to be my recommendation, particularly with the projected increase in rail and truck movements over time.
42. I recommend adopting the Officers' draft **Condition 20** for CL180008C, relating to a Traffic Management Plan as an appendix to the proposed Construction Management Plan.

David Keith Wanty

31 July 2018