

06 April 2021

## EFFECTS OVERVIEW STATEMENT – RANGITANE BOAT RAMP, NORTHLAND

This statement has been prepared for the Rangitane Boat Ramp project to provide an overview of any key constraints and/or effects associated with the project. The site is located on the south side of Rangitane Loop Road, south of the intersection of Rangitane Road and Opito Bay Road. **Figure 1** shows the subject site.



**Figure 1: Subject Site**

Image Source: Far North District Council GIS

Reviewing the proposal and the surrounding area the following constraints are noted:

- To the west of the boat ramp access, sightlines are limited to approximately 50-55 metres, due to the curvature of the road. This distance meets the Stopping Sight Distance requirements under the Austroads Standard. However, this corner could be improved by removing low level branches through the corner and installing advisory speed signage (25km/h) to encourage lower speeds.
- Pedestrian infrastructure in the surrounding area is largely non-existent. Pedestrians are required to walk on the road or on the grass berm, depending on their preference. Through the two bends on Rangitane Loop Road, west of the Boat Ramp access, a pedestrian route has been formed over time within the berm (**Figure 2**). This is likely due to the poor visibility through these bends and pedestrians feeling safer removed from vehicle circulation areas. As the path is unsealed, when wet, the path would likely become slippery, creating a safety concern for pedestrians. This path along with drainage connections, should look to be improved to a formal footpath to increase the safety of the area.

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**Figure 2: Existing Pedestrian Route**

*Image Source: Traffic Planning Consultants Ltd.*

- In areas where visibility through corners is limited, convex mirrors could be installed to increase the visibility and safety.

The following points are also made in support of the proposal:

- At the intersection of Rangitane Road and Opito Road, suitable sight distance is available for all turning movements.
- Rangitane Road and Rangitane Loop Road have road widths typically of 6.0-6.5 metres allowing for two-way vehicle movement (including car+trailer with boat).
- Rangitane Loop Road where the boat ramp is proposed currently accommodates a low number of vehicle movements. As such the increased vehicle movements in the area associated with the boat ramp can be accommodated with minor/less than minor effects.

Overall, the proposal from a traffic engineering standpoint appears feasible and can be accommodated with appropriate mitigation measures.

If you have any further queries in relation to the above, we would be happy to discuss further.

Yours faithfully,

**TRAFFIC PLANNING CONSULTANTS LTD**

A handwritten signature in black ink, appearing to be 'Peter Kelly', written over a red diagonal watermark.

Peter Kelly  
Senior Transportation Engineer